

CITY OF DUVALL

CULTURAL RESOURCES SURVEY AND INVENTORY

NOVEMBER 1997



SURVEY REPORT

Cultural Resources
Survey and Inventory
for the
CITY OF DUVALL

November 1997

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PROJECT BACKGROUND AND SCOPE OF WORK

The historic resources survey and inventory of Duvall Washington was undertaken by Artifacts Consulting for the City of Duvall, according a consultant agreement entered into on 22 May 1997. The project was funded by the King County Landmarks and Heritage Commission.

The project was undertaken by Valerie Sivinski of Artifacts Consulting and Bret Drager of Drager and Associates. The consultants were responsible for preparing and coordinating the following products and associated professional services:

A historic context statement identifying the significant themes, phases and events in Duvall's development, significant individuals and associated historic properties and property types, including a time line and bibliography of sources consulted.

A windshield survey of properties within the City of Duvall built before 1956.

State Survey forms for properties that meet standards of integrity or significance, which was coordinated by the Duvall Historical Society and the King County Landmarks and Heritage Program. Data included on the survey forms are provided on paper to the City of Duvall, King County Office of Cultural Resources and the Duvall Historical Society. Information is also supplied to the King County Office of Cultural Resources in computer database form

An explanation of why certain properties built before 1955 are not included in the inventory and a list of properties eligible for the King County Landmark designation.

An overall map showing the location of the inventoried properties in the City of Duvall by site number and an individual site map for each property.

Lists of inventoried properties arranged by address, parcel number and resource type.

Research files are to be turned over to the Duvall Historical and Old Stuff Society.

A set of color slides are provided to the Duvall Historical Society.

PROJECT METHODOLOGY

The project was undertaken according to *National Register Bulletin #24: Technical Information on Comprehensive Planning, Survey of Cultural Resources and Registration in the National Register of Historic Places* and according to guidelines established by the Washington State Office of Archaeology and Historic Preservation.

To accomplish the scope of work within the established time table and budget, the project was organized into four phases:

Phase I: Mobilization and Literature Review

Collect and review available literature, prepare field maps, obtain tools (King County Landmark database and computer software), train in computer database use.

Phase II: Windshield Survey and Field Recording

Perform windshield survey, identify eligible properties through preliminary analysis and prioritization, photograph all properties built before 1955, field record selected properties.

Phase III: Inventory Analysis and Development

Analyze data from field survey, create property information files, develop draft inventory index, prepare draft inventory forms with field data and physical description, draft first survey report and historic context statement, obtain input from community and King County Office of Cultural Resources.

Phase IV: Final Report Production

Coordinate input from community and County, prepare final submittals, copy and organize final products, presentation to community.

WINDSHIELD SURVEY METHODOLOGY

Based on the list of properties supplied by the City of Duvall's Planning Department of Buildings constructed before 1955, the consultants obtained copies of the King County Assessor's historical records of the 1940s for each of 100 individual properties. These were organized by address and used to identify original buildings in the field and note additions, modifications and demolitions.

Valerie Sivinski and Bret Drager spent the day of 16 June 1997 conducting the windshield survey and photographing the buildings. The physical integrity of nearly 100 buildings was assessed and noted on field survey forms, along with photographic information. Two buildings were religious, ten were commercial, and the remainder were single family residences.

Some difficulties were encountered in locating buildings that had either been demolished or renovated beyond recognition. Some views were blocked because of foliage, topography and

siting, but on the whole, most of the properties were visible and open for judgment. Physical integrity standards were applied to those properties visible from the right of way. Judgments were made on the basis of condition, level of alterations, amount of remaining historic construction materials and character-defining architectural features. Typically, one or two elevations were clearly visible. Based on the windshield assessments, the following categories were developed:

- 25 Highest Level of Integrity: Priority Inventory Buildings
Exhibit intact and well-preserved historic building fabric and architectural features
- 25 Lesser level of Integrity: Possible Inventory Buildings
Exhibit altered historic building fabric and features, but is relatively intact and well-preserved
- 30 Modified Inappropriately
Recognizable portions of historic building fabric and/or features, but with a high level of alteration that deleteriously affects the building's significance
- 12 Not Found/ No Longer Extant
Building was not visible from the public right-of-way or could not be found, based on historic photograph
- 5 Removed or Replaced with New Construction
Building has been demolished and either replaced with new construction or left as vacant land
- 6 Architectural or Historical Significance Inadequate
Site that contains a structure that does not adequately tell the story of the town and/or whose appearance is unrelated to other buildings there or to the development of architecture as a whole

FIELD INVESTIGATION AND RECORDING

Additional field investigation and recording was undertaken for 54 buildings that were determined to exhibit a level of physical integrity or possess architectural or historical significance.

Field recording was conducted by Valerie Sivinski and Bret Drager on 15 July 1997. Draft notes were taken on Washington State Office of Archaeology and Historic Preservation survey forms for each potential resource. Field examination was limited to those parts of the building visible from the public right-of-way or driveway. In one case, the field recorders had access to the interior of the house. An assessment of landscape features and outbuildings were not made, unless unusual or historic elements were noted.

INVENTORY DEVELOPMENT

The Duvall Inventory Forms are compiled in a computerized database/text file formatted by the King County Office of Cultural Resources on a File Maker Pro platform. Inventory forms for 50 (fifty) properties were prepared using this database to create the Washington State Office of Archaeology and Historic Preservation Inventory forms. The computer database does not allow checking-off of form boxes, so the description of each category is written out.

Field information and a physical description for each property was entered. Historical information was gleaned from numerous publications about historical events and memories of Duvall (see bibliography) and interviews with members of the Duvall Historical Society. Information from previous surveys of Duvall buildings was added, as well as King County tax records and historic maps and photographs.

Final inventory forms are identified by field numbers assigned by the King County Office of Cultural Resources. Fifteen properties were previously identified in earlier surveys of King County Cultural Resources in 1978 and 1985. They have various numbers. The additional thirty five new properties are numbered 1380 - 1415. The consultants have also identified a potential Historic District of early commercial buildings on Main Street. This has been given the number 1379. These forms will be stored with the King County Office of Cultural Resources, the City of Duvall Planning Department and the Duvall Historical Society.

HISTORIC CONTEXT STATEMENT

Physical Development of Duvall

Earliest Land Use

Prior to the arrival of Europeans and settlers from the Eastern United States, Native Americans used spots on the river for fishing. There is minimal indication that there were any permanent or even semi-permanent Indian settlements in the Duvall area. Most are located upstream at Carnation and Fall City.

Some of the largest hop fields in the state were located at Meadowbrook upriver. At certain times of the year, great numbers of Canadian Indians canoed upstream to work the hop season.

Euro-American Settlement

By the 1850s, the Snoqualmie River Valley was still an unexplored place. It was a flat valley, covered with alder, crabapples, vine maples and very thick underbrush. Samuel Hancock had managed to canoe up the river as far as Snoqualmie Falls in 1851 and the military led a few expeditions by canoe up from Snohomish in 1855. Even so, settlement in the area was light and much of the travel had to be done by water. In 1864, the first commercial trip from Everett to Snohomish was accomplished by the side-wheeler, *Topy* and the scow, *Minnehaha*.

Without established roads, travel in the Snoqualmie Valley was best served by river boats, both for passengers and freight. Regular service was inaugurated in 1887 with the *Mam(i)e*, which had a capacity of 18 tons of freight and a four man crew. She made a daily trip from Snohomish to Fall City and back the next day. The freight was mostly either agricultural: potatoes, milk, hay for Seattle's dray horses; or related to the logging industry. Settlers and their belongings also constituted some of the freight carried up and down the river.

1870 to 1880

The first settlers did not arrive until nearly twenty years after the first expedition into the wilderness. Some of the settlers were Civil War veterans, who received homestead rights rather than pay for their military service during the war. Clearing the land of the timber and brush was a huge undertaking and many of the first settlers commenced logging, either commercially or for their personal property. Francis and James Duvall, for whom the town is named, were among those first pioneers to settle on this loop in the Snoqualmie River. In 1875, Francis, a homesteader, received title to the land that later became part of the Duvall town site. His share of the homestead was sold to his brother, James, who logged off the site that extended from Cherry Valley Road to Bird Street and from the river to the Pole line road. His skill at building skid roads was rated as the best in the valley. His black oxen patiently dragged the huge logs down the road to the river to be transported to lumber mills downstream.

Small villages began to appear in the 1870s. One such settlement began to take shape in a bow of the Snoqualmie River. It contained suitable agricultural land with good water and plenty of wood

to build cabins and farm buildings. The Cherry Valley encompasses a section of flat land extending from Duvall, north of Snohomish County line and extending to foothills to east and west. At the onset of postal service in 1878 to the village in that valley, the town postmaster, Lucius Day, selected the name, Cherry Valley, for the community because the cherry trees were blooming along the river.

The little town flourished with a ferry landing to take people across the river. James Duvall operated one of the first ferries in the valley. It was located at the present bridge crossing. One stop was called Frank's Landing, possibly named for his brother, Francis. Leo Leyde owned and operated another ferry on the river south of town near the site of Chapman Gravel and Sand. Many farmers had their own landings on the river for loading freight

First public building in Cherry Valley was the post office, located in home of Lucius Day. The first, new, public building was the schoolhouse, built in 1878. William McDonald donated a single log, from which the townspeople sawed enough lumber to construct a one room school and the benches and desks for both students and teacher. David Craddock was the first teacher of the fourteen students from Cherry Valley. His term lasted six weeks before he moved on to teach another six week term at nearby Novelty. The third public building in Cherry Valley was a saloon, owned by James O'Leary and operated by Mr. Bradberry.

1881 to 1890

In 1885, Reverend A.J. McNemee (Brother Mac) made the circuit of local churches to provide religious services and instruction in the valley. At first, McNemee held Methodist services for the Cherry Valley in the schoolhouse, but in 1886, the townspeople asked Brother Mac to construct a church for them. James O'Leary, a Catholic, donated an acre of ground for cemetery and church – it was thought to protect his saloon holdings from criticism. Some of the building materials were donated. But there was insufficient wood to build the church, so McNemee had to take a job in the logging camp to raise the money to buy the lumber. "Volunteers" to build the church also expected the preacher to pay them. Unfortunately, he was reassigned shortly thereafter and the construction foundered. It wasn't until two years later, when Brother Mac returned that the community was re-inspired to complete the Methodist Church.

Logging was the main support of the economy of Cherry Valley. Small and large logging companies bought up land surrounding the community, chopped it down, dragged it to the river and floated it to lumber mills downstream. Millet and McKay built the area's first logging railroad and brought first donkey engines into the Valley. Their operation was later renamed the Cherry Valley Logging Company and it was later sold to Weyerhaeuser Timber Company. Other early timber companies logging in the area included the Mosher and McDonald Company, the Port Blakely Mill Company, Richards & Smith, O'Neal and Gowen Co. the T.M. Ring Logging Co., Healy & Joyce. The latter was the largest – it employed about 50 men.

Railroad spurs with donkey engines made logging that much more efficient. The Stillwater Logging Road was built in 1890 at the mouth of Cherry Creek. It continued to move large logs for the Mosher and McDonald Logging Co. and by 1902, when the Thomas Irvine Lumber Co. of St. Paul bought the timber stands, it was still hauling logs out of the forest.

1890 was a big year for the Cherry Valley community. Not only did a major logging company take up production nearby and build a railroad spur into the forest, the first dirt road was completed from Snohomish to Cherry Valley. No longer were residents dependent on what could be brought by water. The first effect was the construction of the Valley House two years later by Robert Crossman, "a halfway house for travelers passing through the Valley". It was adjacent to the tracks of the Cherry Valley Logging Co. and had a saloon and living quarters on the first floor with hotel rooms above. The livery stable for those arriving by the new road was behind the building. By 1900, a wagon road had been completed between Snohomish and Fall City. Later the old Valley House was bought up by the Carnation Milk Co. and the building was used to quarter Japanese laborers there. It burned to the ground in 1914.

1891 to 1900

The town expanded enough by 1893 to require a bigger and better school. The second schoolhouse was also a one room school, later divided into two rooms. It was a half mile south of first school. It had a pitched roof with little shed-roofed porch on the long side and another entrance at the end. The exterior walls were covered with clapboard and the roof was shingled. In 1907, this second schoolhouse was abandoned for a two acre school yard adjoining a four acre donation made by James Duvall. The second building was torn down in 1920.

The Snoqualmie River continued to be the major transportation line for local industry and farming at the end of the 19th century. Ferries carried people from one side to the other. Logs were transported down river to lumber mills (when they didn't hang up in big jams on the bridges). Milk and produce from the farms were shipped by regular runs of steamers, side-wheelers, barges and scows. The needs of the business owners and residents of Cherry Valley also depended on regular shipments of supplies from Seattle, Everett and Snohomish. The use of riverboats didn't fade out until the railroad arrived in 1910 and eventually improved roads for autos overtook railroads.

1901 to 1910

The first decade of the 20th century saw a lot of growth for the small community. Arthur and Pauline Hix arrived in Cherry Valley in 1905 and built themselves a general store down the hill from the church at a cost of \$514.00. They also constructed a landing on the river for boat deliveries. The family lived in back of the store. Arthur Hix kept his general store supplied with groceries from down river. He would hike to Kirkland, ferry across Lake Washington and leave his order with Cooper and Levi to be delivered next trip upriver.

The Cherry Valley Swing Bridge was built in 1905 and was probably one of the first bridges in the Valley. It provided a means of easily crossing the river for local townspeople and the surrounding farms. Built on a huge cement pier, off center in the middle of the river, it was too low for boats to pass under it. It was one hundred and ninety two feet long, balanced to pivot on the pier. Projections at the ends locked the bridge in a closed position. Draw rests protected the open bridge from boats running into it accidentally as well as to deflect logs off the pier. It was operated by opening the lock and inserting a huge socket wrench tool into the center of the

bridge. Two men walking in a circle would turn gear teeth and swing the bridge over the water. Its opening pleased the residents of Cherry Valley as it marked them as an up and coming town.

Opportunists had realized the potential of putting a railroad line through the valley as early as 1906. In that year, the Snoqualmie Valley Railway Company was formed to build a line from Everett to Monroe, through the Cherry Valley and Novelty to Tolt, then on to Issaquah and Renton and eventually to Tacoma. It was to run from Monroe to Fall City. The line got as far as Tolt (Carnation) which was designated as the southern terminus due to financial difficulties and right-of-way disputes. Shortly after construction it was bought up by the Great Northern.

1909 proved to be the most important year in Cherry Valley history. The Cherry Valley Grange was organized that year and ninety people show up for the first night. Quarterly dues of \$.25 was used to build a community hall for the town, where they could hold their meetings and rent out space for community events and parties.

And the Great Northern Railroad decided to build a passenger and freight line through the Snoqualmie Valley. The Chicago, Milwaukee and St. Paul line soon followed suit. The CMSP Railroad began grading in the Cherry Valley in June 1910, building a branch line from Cedar Falls to Everett. It paralleled the Big G (Great Northern) tracks for most of its length from Carnation to Monroe. There was fierce rivalry between the two railroads to gain the advantage in freight and passenger service. In one instance, the Great Northern built their line right on the river bank and the Milwaukee line was forced to run a trestle out into the river to get by.

Unfortunately for the town of Cherry Valley, it occupied the best location for the rail lines. The railroads offered to purchase the land on which the town sat, plat a town site and move all the major buildings to the new location. A site just south of the village was selected for the new town.

But the development of the new town site did not go smoothly. The recent owner, James Duvall sold his property and left the area for good. Duvall had donated part of his land for the new school near the town site and the rest had been thrown on the market in 40 acre tracts. The property had transferred hands so many times since the 1870s that it took months of title searches, deeds and negotiations to straighten out the ownership. Owners, who bought property in the new town, received an Abstract of Title that ran over 50 pages in length. Eventually though, the town was platted, rudimentary streets scraped into the previously logged site and lots were sold. The name of Duvall was finally settled on, after being named Cosgrove for a short time in honor of a deceased governor.

Horatio and Henry Allen bought the north forty acres from James Duvall (from the section line to Bird Street), Jack Bird purchased the middle forty (from Bird to Stella Streets) and Dan Barry bought the south end (between Stella Street and the Coe & Clemons Creek. Bird eventually bought out Barry and took in partners, Tom Bird and Roy Comegys. Milton Stephens later joined the partnership, forming the Townsite Company.

In the spring of 1910, Great Northern RR grading crews arrived in the Valley and began building its branch line from Monroe to Tolt. As part of the right-of-way agreement, they moved Hix's general store and the church to lots in the new town of Duvall. The railroad also paid for some of the expense of platting the town site. Several months later, the Milwaukee Road arrived in Cherry Valley, building a branch from Cedar Falls to Everett. They moved the community hall to the south end of Main Street. The only buildings left in Cherry Valley were the parsonage (which was later moved as well) and the lean-to from Hix's store.

Those who didn't have buildings moved had to start from scratch. Homesites were cheap enough, but for many of the residents of the valley, cash was hard to come by. Often after purchasing a site, not much was left to build a house. The land, having previously been logged, was neither flat nor clear of obstructions. The least expensive type of shelter was to take up residence in a hollowed out stump (of which there were plenty) and construct a new roof. Larger families had to find or clear a spot on their land with enough room to hold a house. One of the first things a new property owner did was to plant fruit trees to supply his family. Several houses were built to encourage people to move to the new town. These were referred to as "Townsite Houses" by local, early residents.

Both railroads had their own depots in Duvall. The Great Northern opened their depot on May 15, 1911 and it was just north of the bridge. It was 118 feet long by 24 feet wide, it had two waiting rooms, telegraphs office and freight room. The Chicago, Milwaukee and St. Paul opened their depot on January 8, 1912. It was constructed just below where the bridge presently exists over the river, but it faced the other direction and was nearer to the water. It measured 20' x 48', also served as the Continental Telegraph Co. and Wells Fargo Express Co. offices. It was originally painted orange and maroon per the rail line's standards. It served the travel and shipping needs of the community until it closed in 1936. The Milwaukee Road and Great Northern Railroads also had an assortment of railroad tool houses, bungalows, coal and bunk houses and a station agent's house behind the CMSP depot. None of these are extant.

The third school for the Cherry Valley residents was built in the new town across the street from the Dougherty farm in 1907. It had two rooms, later divided into four. A fourth school was built directly in front of schoolhouse number three after 1910. It was much larger than its predecessors - 2 ½ stories with a daylight basement. The basement contained a manual training classroom, lunch room, lavatories and boiler room. The first and second floors had two large classrooms each. The smaller, older school was linked by a passageway and housed the principal and high school. The wood framed building had a hipped roof with gable pavilion at center bay and one story entry porch. The gable ends of the roof contained false half timbering. Light was provided by five ganged windows in each bay. There was three ganged windows in the center pavilion. Only a few windows were installed on the sides and rear elevations.

1911 to 1920

An early resident stated that anyone living in Duvall in the beginning had a choice of four occupations: logger, farmer, section hand or mill worker. Everything in Duvall seemed to center around the logging industry.

One of the valley's most numerous industries in the early days were shingle mills. The Cherry Valley Shingle Mill no longer exists, but was situated north of the town site. Built in 1911 as L.T. Smith Shingle Company, it operated day and night and employed about 40 men. The Chicago, Milwaukee and St. Paul Railroad put in a spur along the river beside the mill to unload logs and load shingles. In 1912, a well was sunk and dynamo was installed. This became the basis for the Duvall Light and Water Company. For many years, the mill furnished water and electricity to town. The amount of electricity available to the town had to be rationed in the evening to meet the demand for light, etc. Smith sold the mill to Milton Stephens and Roy Comegy in 1913, who set up the Cherry Valley Shingle Company, which operated until 1925.

At mouth of Cherry Creek is the remains for the O'Neal-Gowen Shingle Co. Mill (who also founded the Cherry Valley Logging and Railway Co.). Both men came from Minnesota and recognized the possibility of using Cherry Creek to transport cedar down to the mill. Shingle bolts were milled upstream, dammed up in a lake and then shot down in a flood of water through the valley to the mill. That mill closed in 1914, not long after the establishment of Duvall.

Other lumber, logging and shingle mills dotted the surrounding countryside. The Duvall Lumber Co. constructed a large lumber mill just north of the city in 1912, but it never opened. The Stillwater Logging Road (just after Fay Road on the way to Carnation) began in 1890 near mouth of Cherry Valley Creek. The business failed in the panic of 1893, but in 1902 it was reopened by Thomas Irvine and in 1904 it was bought by Cherry Valley Logging and Railway Co. The equipment for the railroad and tracks was brought up the Snoqualmie River by steamboat and loaded onto spur track. By 1926, most of the remaining timberland owned by the Cherry Valley Logging Company was sold to Snoqualmie Falls Lumber Co. and in 1928, the Weyerhaeuser Company took all the equipment to a new site near Olympia. In 1939, all the remaining contracts were sold to Weyerhaeuser. And in 1948, the company was dissolved. Logging was mostly gone by that time in the Snoqualmie Valley.

In 1913, Duvall was rough and simple, but booming. Everything was built of wood, except the bank. Wooden sidewalks of some of the best lumber of the time went up each street to the city limits. Second Avenue was a skid road. The main street of Duvall was unpaved. The county road to Tolt was supposed to enter town on First Avenue, so many of the earliest merchants located their businesses there. There were also a few businesses located west of Main Street. The Cherry Valley Townsite Co. operated a lumberyard at the north end of the existing mobile home park.

The buildings on Main Street were not all commercial, but those that were were easily identified. Typically, they had tall, square facades with classical details -- cornices, parapet walls, pediments and the like. Those without flat roofs had boomtown storefronts -- fake fronts on the buildings to make them look taller and containing architectural elements taken from buildings of more stature and higher quality materials. The fake fronts covered over the vernacular pitched roof buildings behind. Large display windows featured the merchandise of the store, but there were seldom windows on the other facades. Commercial buildings were expected to be built right next to each other, although in Duvall, that might never have come to pass.

Houses also were immediately recognizable and remarkably similar to each other. They typically had moderately pitched roofs covered with wood shingles and eaves that overhung the walls below by at least a foot to throw rain water away from the wood post and pier foundations. The front door was reached by way of a big front porch, so that the family could use the outside as part of their living space. Chimneys and fireplaces were usually in the center of the house to maximize the heat it gave off. Windows tended to be double hung. Wealthy businessmen could afford more niceties, like bigger houses, more rooms and building a house of a recognizable architectural style like those being constructed in the cities at the time.

The boom in Duvall was short-lived. The Great Northern's Big G line was abandoned in 1917. The present state highway between Monroe and Carnation covers most of the old roadbed. The swing bridge upriver also ceased to operate in 1917 and a new stationary bridge opened in 1918 south of the present Duvall Tavern. By the early 1920s, the old swing bridge was barricaded and planking was taken up to discourage pedestrians. Finally it was demolished, but the concrete pier remained in the water until the 1940s when it was dynamited to remove the hazard to boat traffic.

1921 to 1930

In 1924, at the instigation of Lon Brown, (Duvall's first mayor), the community slashed out its first park just south of town. A stove and shelter were installed to provide for camping, picnics or Fourth of July celebrations. Another park in the city is the Big Rock County Park on Big Rock Road, which contains a big rock and two redwood trees. It is the smallest county park in Washington.

In a town built of wood and heated with wood, fire constituted a constant threat. Three main buildings in the downtown burned down in 1925: Jones' Hardware Store with the post office in it, Lon Brown's building with the Gibbons Bro. Restaurant and Pool Hall and Roy Comegys' vacant building adjacent. The fire originated in the second floor of the hardware store, which was rented to lodges of various civic bodies, and was not discovered until well past midnight. The fire was so fierce that windows were shattered across the street from the heat. Fire also destroyed the Forest Inn in 1930. It was considered a great loss by the community, although the roads had improved so much by this time, that most travelers no longer needed to stay overnight in Duvall.

To add further misery to the loss of the Great Northern railroad, the Cherry Valley Shingle Mill closed down in the mid 1920s. It is disputed whether the date was in 1925 or 29. The town continued to dwindle with loss of another major institution -- the last boat to come up the Snoqualmie River was the Black Prince in 1928. River traffic was dead. If that weren't enough, the Milwaukee Road discontinued passenger service to Duvall in 1930, although they operated a bus service to connect with their main line trains at Cedar Falls into the 1940s. Railroad logging had passed its heyday by then, which had resulted in loss of freight business. The Chicago, Milwaukee and St. Paul reduced their freight trains to once a day each way. By 1936, the station closed and accounts for Duvall were made in Carnation. The Great Depression hit the area hard. Growth not only came to standstill, but the town began to wither away.

One of the few new initiatives took place in the mid 1930s. The local women's organization, formed to relieve the suffering of the poor, took on a new name, the Duvall Civic Club. They determined that the local library had outgrown its space in a local café. Working with the Works Projects Administration, donated materials and local volunteers, a new library for the community was constructed on Main Street. It had the same, rustic quality that the earlier, pioneer buildings embodied and fit in well with the surrounding architecture.

The other notable new construction was the Duvall Christian Reformed Church, built in 1936 and continued as a church until 1951. The congregation had started holding services in the Cherry Valley Grange Hall in 1934. The Duvall police department eventually bought the church in 1953 and removed the steeple. The Duvall Fire Department shared the site and constructed a garage for the fire engines to the east.

Surprisingly, the end of the 1930s brought another building boom. Many of the houses that had been constructed quickly and cheaply in the early teens needed updating and families that had been satisfied to have any roof over their head desired a better shelter. The upswing in the economy after the Great Depression, the improvements in transportation by automobile and the attraction of suburban and rural life all led to a renewal of interest in Duvall.

Federal Housing Administration (FHA) mortgage programs introduced long-term, self-amortizing mortgage payments in 1934. Potential homeowners no longer had to save enough money to purchase the property, materials and provide the labor to construct their own homes. FHA was primarily developed to alleviate unemployment by creating construction jobs, but the homeowner was also the beneficiary of the program. It established minimum standards for home construction, created a new home finance industry and increased the number of people that could afford to own their own homes.

Many of the old houses were renovated and added on to. Construction of new, modern houses began to fill in the gaps in the neighborhoods, where there had been gardens, orchards and chicken coops. But on the whole, Duvall remained distant from the major urban center of Seattle. Towns closer to the urban core began to serve as bedroom communities, but Duvall was just too far to commute for most people.

The style of building changed in the late 30s and early 40s as well. Some of this was due to technological innovations, like the development of asbestos shake siding and plywood. They were relatively inexpensive materials intended to provide worry-free, long term sheathing for the exterior of houses. It was useful not only for the construction of new houses, but for covering up the inadequacies of the old wood siding on the early buildings of the area. The early war years also produced new design ideas for houses: smaller, shorter, one story buildings, usually with lower pitched roofs, long sides of the building oriented to the street, and a general diminution of any ornament or wasteful use of material. New buildings in Duvall were easily identifiable.

1951 to 1960

People continued to live and work in the town after the war as well. It was cherished by residents for its quiet community life and spirit. In June 1952, Gil and Liz Hackenbruch started publishing

the Carnavall Reporter in the old Franke Shoe store. Duvall had not had a paper since 1916, when the Duvall Citizen had gone out of business after a short run beginning in 1911. The Carnavall Reporter continued to publish local, Duvall news for twelve years.

In 1954, the Milwaukee Road Station was sold to the station agent at Cedar Falls. He planned to move it and convert it to a residence, but was unable to find someone who would move it to North Bend. He had a time limit to remove it from the property. The only solution was to demolish it and try to salvage the lumber. Ray Burhen heard of the dilemma and bought the depot from the station agent. Burhen put it on its present foundation in Feb. 1955. There were some years of non-use and vandals broke most of the windows. But the restoration was completed in 1991 as the community center.

Schoolhouse Numbers 3 and 4 did not fare so well. The second floor of the schoolhouse was closed off in 1950s due to inadequate fire exits and building closed in 1957. The following term, a new eight room brick and concrete block school was built adjacent. The school was eventually sold, converted into an apartment building and remodeled beyond recognition.

The third Duvall Bridge over the Snoqualmie River was built in the late 1950s for \$400,000. It stands on the site of the old Forest Inn at the foot of Virginia Street.

1961 to 1980

Governmental projects continue to predominate in the 1960s and 70s. The City of Duvall acquired the site of the old Cherry Valley Shingle Mill from the County for \$15.00 in back taxes in 1966. They turned it into a community park with a boat launch and named it Taylor Landing, after Ralph Taylor, who had immigrated to Duvall in its earliest days. Taylor served as the town mayor and wrote a history of his early days in Duvall. In September 1971, Taylor Park at the other end of the town was dedicated. The land had been donated to the City by Walter Taylor in 1913.

The automobile and truck took over as the preferred method of personal transportation and shipping. Improved roads meant more people were able to travel to Duvall and many of them who liked what they saw, stayed. On Feb. 9, 1973 the last train went through Duvall and in 1975, the tracks were taken up. In 1975, City and County officials studied the use of abandoned rail lines for a hiking and biking trail.

A new period of growth was expected. Residents feared that their pastoral, non-industrialized valley would be changed. By the middle of the 1970s, Duvall was being touted for its peaceful, country living and recreational facilities for those "who looking for the lifestyle of our forefathers or need relief from the city rush". Duvall had started receiving its water from the Seattle water system in 1962 - sign that the big city was already extending its reach into the rural countryside. A new City Hall was built in 1976 to handle the boom in city services. The Post Office finally moved out of Hix's store and into its own building.

Private enterprise began to expand in the late 1970s. The old Grange Hall was sold to become a restaurant. Plans for the town's first mall were unveiled by Dale Harter in 1979. The mall was expected to house professional offices, pharmacy, restaurant, bakery, etc. Duvall also joined the aerospace age when Cal Evans built an airport southeast of town in 1968. Ten years later, there were plans to expand the Duvall airport to provide homes and hangars beside the runway.

Historic preservation also became an issue to the residents of Duvall in the midst of this change. The Duvall Historical and Old Stuff Society was established in the mid-1970s. The organization was not satisfied with merely documenting the town's history, although they did undertake several research projects and publications that helped to preserve the written record of the town. They were also instrumental in drawing attention to the historical character of their city from the State Office of Archaeology and Historic Preservation, resulting in a survey and documentation of some of the town's more important buildings in 1978. They also encouraged the state to designate the Dougherty Farm to the Washington State Register of Historic Places. In 1985, the Duvall Historical Society got a grant from the State to restore the old Dougherty farm house. The City and County also begin efforts to acquire the Dougherty Farmstead to develop a park and museum. The City approved the purchase in 1996.

DESCRIPTION OF HISTORIC PROPERTY TYPES

Commercial Buildings

All the buildings on Main Street (and in Duvall in general), with the exception of the Duvall State Bank, were constructed of wood – wood foundations, wood framing, wood siding, wood roof coverings. There was plenty of the material being logged and manufactured locally and it was inexpensive therefore. Early photographs show that there were two story commercial buildings on Main Street, but these have been lost. There were two general styles of commercial building styles in Duvall: those with flat roofs and those that pretended to have flat roofs.

The original appearance of the Duvall State Bank was the prototype for many commercial buildings in pioneer towns. They were tall, imposing structures with classical architectural references (even if they had been interpreted in wood and with great artistic license). They generally gave the impression that they were large cubes, decorated with ornate cornices and tall parapets above. The parapet wall could be used for advertising the name of the store in large letters. This style was popular even in the mid 1920s, as was evidenced by the replacement building when Jone's Hardware was reconstructed after the fire (15705 Main). A good example of this style is found in the Duvall Tailor Shop at 15708 Main Street.

The second type of commercial building was one story and had a boomtown storefront: a false, flat front covering a gable roof behind. The false front gave the building the appropriate appearance, but the gable roof shed water more efficiently than a flat roof. The boomtown storefront not only provided some stature, but room for advertising and an opportunity to falsify other architectural details found in buildings with more style and more expensive building materials. The false front was usually surmounted by a decorative wood cornice or some other eye-catching detail, such as stepped ends. Typical commercial buildings with boomtown storefronts are Franke's Shoe Store at 15614 Main Street and Hix's General Store at 15702 Main Street.

Stores were set up against the sidewalk and property line. They rarely abutted one another in Duvall, although they were constructed to be immediately adjacent. Windows in the side walls, therefore, are rare. There were usually large display windows used to feature the shop's merchandise and often a row of transom windows above to throw light into the rear of the store. A recessed entry offered some protection from the weather and some stores also provided awnings or marquees to protect the customer from the inevitable rain.

Institutions (meeting halls, libraries, city buildings, etc.)

The earliest buildings in the new town of Duvall were the church, the general store and the community hall. All three had been built in village of Cherry Valley in the 1890-1905 period. Despite their different uses, they all bore a remarkable resemblance to one another. They were all plain buildings – rectangular, similarly pitched roofs with the gable oriented to the street, symmetrically placed double hung windows, centered doors, horizontal siding, shingle roofs and post foundations. The church had an offset tower with steeple and a gothic window at the end of

the nave to mark its use, but the three buildings generally were undistinguished and indistinguishable. They were an expression of the limited funds of the owners and the inability to obtain fancy building materials or construction techniques. This was the frontier, after all.

The old Cherry Valley Grange Hall and community center was moved to Duvall when the railroad needed the land for tracks. A new grange hall was constructed in much the same style in the 1920s. It was taller – a full two stories – in a town of mostly single story buildings. The newer building had a lower pitch to the roof and less commitment to symmetry on the facade, but it too was very plain. Its most noticeable feature was the small size of the windows in relation to the expanse of the wall. Again, the bottom line was getting the job done for the least amount of money.

The Duvall Library was a latecomer to the institutional scene of the town (1936). It copies some of those pioneer principles, but in a new way. The roof is pitched, but oriented parallel to the street. The walls use available wood materials, but the scale of the building is much reduced. Symmetrical windows flanking a center door is typical of both old and new, but the library windows are large, taking up most of the wall. A small porch roof emphasizes the entrance.

Churches

Only three old churches remain in Duvall and one of them (Evangelical Methodist Church on Main Street) has been remodeled past recognition as an early building. The First Methodist Church was moved from Cherry Valley and placed on Main Street. It was a plain, rectangular vernacular building: moderately pitched roof with wood shingles and overhanging eaves, horizontal siding, symmetrically placed double hung windows. It could only be distinguished as a church by the offset bell tower and the pointed arch window at the end of the nave.

The remaining two churches are similar in many ways. They had steeply pitched roofs, oriented to the street. In the center of the facade was a projecting bay that contained the front entrance. This bay continued past the roof ridge to become a square bell tower, topped with a bellcast, pyramidal roof. Each has a projecting roof over the entrance. Double hung windows were equally spaced along the sides of the building.

The Catholic congregation was more wealthy than the Dutch Protestants. They could afford a bigger church, fancy windows and stained glass. But all three are good examples of creating the impression of a church with limited funds and basic materials.

Single family residences: Vernacular (1909 - 1929)

Only one building in Duvall had an architect of record. It was the bank. Every other building in the town was built by the owner or hired craftsman, out of available materials, in a size and configuration that was affordable and pleased the owner. Some were influenced by architectural styles that were popular at the time in larger cities, mostly Bungalow or Craftsman style buildings. The remainder were practical expressions of housing in a variety of sizes and shapes. But they often had common features.

Most houses were basically one story. There is no longer a single, unmodified, full two story house in the town, other than the Dougherty House. Houses tended to be taller than at present because the interior rooms typically had higher ceilings and it was a rare house that was not raised off the ground by at least several feet. Even if no basement was dug, the space under the house was useful for storage of food and household goods. This is not to say that houses did not have occupiable rooms on a second level. Many attics were made livable raising the walls a few feet above the first floor ceiling or by installing dormers in the roof.

Every house built in Duvall in the first quarter of the 20th century that is still standing had a pitched roof. Most of these were moderately pitched (less than 45°, but more than 30°) and nearly all were shingled with wood. The roof eaves overhung the walls by at least a foot to throw water away from what was typically a wood post set on rocks or concrete block foundations. Sometimes these roof eaves were cantilevered over the walls, sometimes they were supported by simple knee brackets on the gable ends.

Nearly every house had a porch. Most of the time, it was a broad porch that ran across the whole front of the house. It was deep as well, mostly 6-8' deep, creating a kind of outdoor living room. The porch roof gave room for expression. It could be a low, hipped roof. The porch could have its own front gable. There are a few examples of shed roofs extending over the porch, but these were mostly a continuation of the main roof plane and found on more Arts and Crafts style buildings. Some porches are narrower than the front wall and these can be centered on the gable end or offset. There are also examples on the smaller, old houses of a tiny porch (4' - 6' in dimension) being recessed into the body of the house. Porch roofs were mostly supported by square wood posts, although there are a few examples of turned posts or unusual cobblestone columns.

Walls were typically sided with horizontal wood siding of some configuration: drop, shiplap or clapboard. It was easier to use corner boards than to miter the corners of the siding. A few houses had shingles in the gable ends. Foundations were seldom left exposed. Most had some sort of vertical board skirting.

The most typical windows found on Duvall houses are double hung, one over one sash. That is not to say that there were no other types found in early houses. The influence of the Craftsman style, popular in urban centers at the time, brought a few other types to Duvall: single hung windows with the upper sash shorter than the lower sash, double hung windows with vertically oriented panes in the upper sash, leaded glass in the upper sash and casement windows with a framed pattern (muntin bars that crossed in the corners to form squares, leaving the center of the window open). Windows tended to have trim made of flat, wide boards with a cornice atop the window head and slip sills. A few had no cornice and several have splayed heads at the top of the window.

Single family residences: Bungalow and Craftsmen style (1909 - 1929)

A good number of the vernacular style houses built in Duvall at its inception were strongly influenced by the Craftsman and bungalow houses, popular in the urban areas nearby. Both types

celebrated the craft of building with their exposed rafter tails, complicated roof structures, massive porch supports and decorative wood details. A few houses, like the Gainer House at 26405 NE Stephens Street or the Comegys House at 15910 NE Second Avenue, could easily have been taken from pattern book examples of this residential architectural style. The Craftsman style in Duvall took a few forms, partly based on size.

The three larger houses were surprisingly similar. They were all one and a half stories tall. The gable ends were oriented to the side of the house, allowing for a large, shed-roofed dormer on the front facade. The eaves overhung the walls by nearly two feet and were supported on the gable ends with substantial knee brackets. The slope of the roof flares out at a lower pitch at the front and rear, usually to emphasize porches on both sides. All of them would have had wood shingle roofs, but these have all been replaced with asphalt shingles. Only one had a fireplace and the chimney was on the outside wall (subsequently removed).

The bodies of the big houses were typically shingled in the gable end with a line of trim demarcating the upper and lower floors. Some had horizontal siding below, others shingles. A front porch is recessed under the huge front roof, giving the impression of a well-protected entrance and outdoor living area. The railings around would have been solid and sided to match the house to emphasize the concept of the porch being carved into the house. The porch supports looked more massive than they needed to be to give the impression of strength and of being part of the house itself. The windows were ganged together in twos, threes and fours into a single unit. The upper sash had multiple lights and the bottom sash one. Continuous wood trim around the ganged windows was typically topped by a small cornice at the head.

The smaller houses had some similar characteristics. Although some had occupiable upstairs rooms, they appear to be solidly one story because they have no dormers. The roofs were moderately pitched and the gables mostly oriented to the sides. The broadly, overhanging eaves are supported on substantial knee brackets. The exterior was typically covered with shingles, although some feature horizontal siding. The main feature of these houses is the front gable porch, which dominates the facade (although it does not run across the entire front of the building as did the other vernacular houses). The porch projects away from the house and the roof is supported on massive columns. The columns are usually tapered and set on pedestals that reach down to the ground. The railings are typically solid to make the porch appear to be part of the house. Windows are ganged together into multiple units, with the upper sash marked by special muntin patterns or shorter sizes than the lower sash.

Single family residences: Vernacular (1930s to 1940s)

Between the mid-1920s and the late 1930s, there was little home building in Duvall. The economic engines of logging, shingling and shipping that had driven the growth of the city had chugged to a stop. Another burst of growth took place in the late 1930s and early 1940s, as the country came out of the Great Depression and federal programs to assist in homeownership sparked a new boom in the little town.

The new houses of this period differed greatly from the earlier vernacular houses of the first boom. They were smaller, both physically and visually. Partly, this was because the Federal Housing Administration had established minimum standards for housing sizes and construction details. Building the minimum size house meant that more houses could be built for the same amount of money. But, there was also a move in the social structure toward smaller, nuclear families. Fewer children and servants and the opportunity to have a home separate from other family members became part of the American dream.

First, the houses had a smaller footprint on the whole. Many of the early, remaining houses of Duvall measured between 24' and 30' across the front of the building. The depth of the house would have been about equal. The new houses also measured about 30' across the front, but they were only 16' deep.

They were also built close to the ground. Early houses had typically been set several feet off the ground. This was primarily practical in keeping wood foundations away from the wet ground, but it also resulted in giving them an appearance of greater size. New houses had concrete foundation walls and floors. They didn't need to be up off the ground, so they tended to be level with the grade and more intimate.

The roofs were generally somewhat lower pitched, making it more difficult to occupy the attic space. The expense of a generous porch was done away with, although a rudimentary cross gable rooflet or shed roof extension provided minimal weather protection for the front door, which was usually centered in the front facade and flanked with windows.

Windows were suddenly available in shapes and sizes that hadn't been found in Duvall before. This was likely due to innovations in window production that allowed for larger panes of glass. Shipping from farther points also made it possible for homeowners to have other than locally made products. But it also had to do with the desire to let more of the outdoors into the relatively smaller interior spaces. The picture window was born. Another typical window style of this period was the double hung window with two horizontal lights in each sash. Apparently it was no longer necessary to symmetrically place windows of similar sizes and shapes on either side of the door as many vernacular houses of the early days had done. Windows of various styles, shapes and configurations dotted the front facade.

Outbuildings

Nearly every residence in the town of Duvall in the early days had some sort of detached outbuilding(s). The purpose of each varied from household to household, but a shed for work, storage or farm animals could be found on most properties, as most families depended on the land, as well as their employment for the basics of living. Depending on the items housed there, the design of these sheds had different elements. However, some generalizations can be made about the appearance and construction of the associated outbuildings.

Most often, the building was sited away from the road, off to one side and behind the house itself. It was also likely that the outbuildings would be grouped together, rather than spread out

over the land. The most numerous outbuilding type was a shed. This might have been for a specified use, such as storing fruit, honey or vegetables, or it might have been an outside work area for laundry or carpentry. Sheds ranged in size from 6' x 12' to 18' x 28'. The next most likely use for an outbuilding was a garage. These tended to be constructed at a later time or used to house earlier transportation modes, such as wagons, or converted from some other household use. Sometimes, properties contained roofed shelters, either with partial walls or none. These could be used to hold items like firewood out of the rain or provide an outdoor workspace. In later years, roofed shelters became carports. Other outbuildings included barns (mostly on the larger pieces of land where farming was more likely to be the major source of income), and chicken coops (scattered throughout the town).

They were all constructed of wood, both structure and exterior surfacing materials in the most simple of designs. Most often the roofs were gable, although there are a few examples of flat roofs, pitched to one side to shed water. The roofs typically had either shingles or shakes, sometimes just tarpaper. The horizontal siding on the walls may have been painted or not. There was usually at least one window in the building, so that the user had some light in the building. If there was a workspace, then more windows were likely. They tended to be small with multiple panes. If the owner was relatively well-to-do, the outbuildings may have matched the house in materials, details and color. The floors were sometimes dirt, sometimes planked. Later sheds and garages had concrete floors poured in them. Otherwise, outbuildings in Duvall were rather non-descript and interchangeable. They also have not fared well in surviving the rigors of history, due to their cheap construction and changes in owner's needs and lifestyles.

PROPERTIES INCLUDED IN THE INVENTORY

A hundred buildings in Duvall built before 1956 were identified as being more than forty years old by the City of Duvall's Planning Department through their King County Assessor database. This information was essential for finding and identifying potential historic landmarks in the town of Duvall. Artifacts Consulting and Bret Drager and Associates examined the archival tax records to determine the earliest known visual appearance of those properties and compared those records to the buildings in the field. Of that one hundred buildings, fifty were deemed to be significant historically or architecturally to Duvall.

Fifteen properties had been identified in earlier surveys as having significance to the history of the town. These have all been included in the present survey and inventory, updating the information where needed. One of those, the First Episcopal Church, which was inventoried in 1978, is deemed to no longer have architectural significance as recent renovation at the church has obliterated its visual connection to the past. The Dougherty Farm, first inventoried in 1978, was subsequently designated to the Washington State Register of Historic Places. The remaining forty eight properties are being proposed as potential landmarks to be listed in a newly developed local Register of Historic Places, as well as on the National Register as having local significance. The properties are being identified as being of primary and secondary significance for listing.

In addition, the consultants are proposing that a Duvall Main Street Historic District be developed to protect and enhance the relatively intact commercial area near the south end of the downtown. Eleven buildings would compose the historic district. Every effort should be made to protect the buildings within the historic district from further inappropriate renovation and encourage the restoration of the historic character of those which have lost integrity.

The buildings that were selected to be in the inventory were all built before 1956. The consultants have included buildings from the **different time periods** so that a complete record of the development of the city could be created. Surprisingly, no houses from the most recent era of the 1950s were found to be extant or in their original condition. Age, however, was not the only criteria for inclusion in this inventory. Comparison with assessor records and photographs of the 1940s allowed the consultants to judge whether the building had retained its **integrity**; i.e. that historic building materials, details, forms and appearance were still intact. Older buildings have had more opportunity for change than ones built in more recent years. Some minor aberrations in integrity were allowed for the older buildings that would not have been acceptable for newer ones. It was also important to have a broad range of **building types**, from commercial, institutional, religious and residential that would cover the historical record of the town. Because many of the buildings were constructed according to the builder's relative wealth, a range of **building sizes** from small to large was important to fully explain the history of the town. It was also important to have representative examples of each **architectural style**. Nearly every building in Duvall was not designed by an architect. It was built to match the financial abilities and skillfulness' of its owners or craftsmen. Some forms and details were taken from pattern books, some from memory and some from the creative inspiration of the builder. As a result, few of the buildings have a recognizable architectural style, other than vernacular, which means

that the building was designed without the help of an architect out of local materials with local building practices in a form that has certain regional characteristics. In this case, the consultant has attempted to show various prototypes that can serve as models for recognizing the various forms of buildings found in Duvall.

HIGH PRIORITY

<i>Parcel Number</i>	<i>Address</i>
	14244 Main Street NE
132606-9063	14810 Main Street NE
213170-1240	15025 Third Avenue NE
213170-1075	15210 Second Avenue NE
132606-9029	15500 Railroad Avenue
213070-0145	15515 Main Street NE
213070-0640	15614 Main Street NE
213070-0195	15615 Main Street NE
213070-0175	15629 Main Street NE
213070-0545	15702 Main Street NE
213070-0555	15720 Main Street NE
213070-0565	15728 Main Street NE
213070-1330	15910 Second Avenue NE
213170-0005	26405 NE Stephens Street
213070-0506	26424 NE Cherry Street
213170-0245	26425 NE Valley Street
132606-9032	26519 NE Cherry Valley Road
132606-9021	26526 NE Cherry Valley Road
213170-1795	26604 NE Stephens Street
213070-1720	26632 NE Stella Street
213070-2240	26712 NE Stewart Street
213170-1955	26730 NE Stephens Street
213120-1075	26801 NE Stella Street
213120-0965	26923 NE Stella Street
213070-0685	26402 NE Stephens Street

LESSER PRIORITY

<i>Parcel Number</i>	<i>Address</i>
213070-0685	15520 Main Street NE <i>Historical, but no architectural significance</i>
213070-0655	15630 Main Street NE
213070-0170	15635 Main Street NE
132606-9066	15702 Fourth Street NE
213070-0240	15705 Main Street NE
213070-0565	15726 Main Street NE <i>on same parcel as adjacent building</i>
213070-0495	15727 First Avenue NE
213070-1135	15802 First Avenue NE
132606-9002	16010 Fourth Avenue NE
213070-0790	26431 NE Stella Street
213170-0755	26509 NE Stephens Street
213070-0960	26512 NE Stella Street
213170-0830	26512 NE Stephens Street
213070-1275	26520 NE Virginia Street
213170-0295	26533 NE Valley Street
213070-1685	26604 NE Stella Street
213070-1770	26609 NE Stella Street
213070-2045	26718 NE Stella Street
213120-0125	26802 NE Virginia Street
213120-0135	26808 NE Virginia Street
213120-1060	26813 NE Stella Street
213120-1005	26905 NE Stella Street
213120-0305	26911 NE Virginia Street
	¼ mile N of intersection of Virginia and Main
132606-0965	Cherry Valley Road on North Duvall town limits

PROPERTIES EXCLUDED FROM THE INVENTORY

A hundred buildings in Duvall built before 1956 were identified as being more than forty years old by the Town of Duvall's Planning Department through their King County Assessor database. This information was essential for locating and identifying potential landmarks in the Town of Duvall. Artifacts Consulting and Bret Drager and Associates examined the archival tax records to determine the earliest known visual appearance of those properties and compared those records to buildings in the field. Half of those properties were deemed by the consultants to be ineligible for inclusion in the survey and inventory for the following reasons:

- The building was not found or was no longer extant
- The building had been removed and replaced subsequent to 1956
- The building had been modified inappropriately
- The property has little architectural or historical significance

A list of ineligible properties is appended here under the categories listed above.

NOT FOUND OR NO LONGER EXTANT

<i>Parcel Number</i>	<i>Address</i>	<i>Comments</i>
213070-1665	26609 NE Cherry	
213070-2145	26716 NE Cherry	
213070-0290	15935 Main NE	
132606-9062	26220 NE Stella	
213070-0980	26534 NE Stella	
213070-2260	26720 NE Stewart	
213070-1785	15530 Second NE	
213070-1100	15705 Second NE	
213070-2060	15505 Third NE	
213120-0485	15725 Fourth NE	
132606-9045	15926 Fourth NE	
132606-9047	15407 - 275 th NE	

REMOVED OR REPLACED WITH NEW CONSTRUCTION

<i>Parcel Number</i>	<i>Address</i>	<i>Comments</i>
213070-1590	26624 NE Cherry	replaced before 1948
132606-9083	26500 NE Cherry Valley	replaced with apartment bldg - 1948
213120-0885	26836 NE Stella	replaced in 1964
213070-0845	26528 NE Stephens	replaced in 1997
213070-2205	26715 NE Virginia	replaced in 1990s

MODIFIED INAPPROPRIATELY

<i>Parcel Number</i>	<i>Address</i>	<i>Comments</i>
212970-0530	27618 Big Rock Road	
212970-0560	27911 Big Rock Road	modified before 1956
213170-1420	15118 NE Broadway	numerous additions and modifications
213070-1295	15929 NE Broadway	roof and siding modified 1997
213070-2340	15930 NE Broadway	raised to two stories
213070-0900	26521 NE Cherry	replacement of porch and windows
213070-1630	26617 NE Cherry	modification of porch, windows, siding
213120-0605	26804 NE Cherry	replacement of siding
213120-0810	26825 NE Cherry	inappropriate addition, windows
132606-9086	26525 NE Cherry Valley	school modified beyond recognition
132606-9014	14528 Main Street NE	new siding and windows
132606-9023	14907 Main Street NE	numerous additions
213070-0285	15807 Main Street NE	modified roof and storefront
213070-0970	26528 NE Stella	new porch and windows
213120-0865	26820 NE Stella	modified porch and windows
213070-0860	26536 NE Stephens	second story added
213070-0670	26537 NE Stephens	new windows, siding, addition
213070-0575	26409 NE Stewart	inappropriate modifications
213070-1180	26524 NE Stewart	enclosed porch, new windows
213070-1470	26632 NE Stewart	enclosed porch, new windows and siding
213120-0455	26936 NE Stewart	modified roof

213170-0330	26509 NE Valley	new siding and windows
213170-0510	26520 NE Valley	new porch
213070-1390	26638 NE Virginia	new roofing, siding
213070-2185	26721 NE Virginia	new siding and windows
213120-0220	26938 NE Virginia	modified porch, windows, siding
213070-0810	15506 First Avenue NE	modification of upper story, windows
213120-0845	15606 Third NE	additions, new siding, roof changes
132606-9088	26500 - 145 th NE	additions, new windows, siding
132606-9015	26510 - 145 th NE	windows filled in, new siding

ARCHITECTURAL/HISTORICAL SIGNIFICANCE INADEQUATE

<i>Parcel Number</i>	<i>Address</i>	<i>Comments</i>
213070-0585	26424 NE Cherry	
213070-1740	26637 NE Stella	plus addition
213120-0900	26910 NE Stella	built 1956 with later additions
213170-0800	26635 NE Stephens	built 1951, new siding
213170-0430	15525 Second NE	plus new windows
132606-9039	27120 - 152 nd NE	

IMPORTANT DATES IN THE HISTORY OF DUVALL

*Note: This list was compiled by Don Williams, President, Duvall Historical and Old Stuff Society and modified slightly here by Artifacts Consulting

- Mid 19th Century A flat valley covered with alder, crabapples, vine maples and very thick underbrush. A few Indian fishing camps in the area.
- 1851 Hancock makes it as far up the river as Snoqualmie Falls in his canoe
- 1855 Traveler" and explorer with a military command comes from Whidbey Island to Snohomish, Canoes sent upriver from Snohomish
- 1864 "Topy" makes the first commercial trip from Everett to Snohomish.
- 1870s First settlers, including Francis and James Duvall arrive and commence logging. Some new settlers are Civil War veterans, who had received homestead rights, settlement is called Cherry Valley
- Ferries at Cherry Valley take people across river. One is operated by James Duvall
- Oct. 1875 Francis Duvall, a homesteader, receives title to land that later becomes town site
- 1876 William Long homesteads 162 acres that later becomes part of Dougherty farm.
- 1878 Lucius Day establishes Cherry Valley post office near the Snohomish County line.
- June 1878 James Duvall marries Sarah Annie Dye
- 1878-9 first Cherry Valley School built (2 miles north of Duvall)
- 1883 James O'Leary buys Long property and moves into log cabin at river's edge. Future site of Dougherty home
- 1884(7) Mame begins regular runs from Snohomish to Fall City.
- 1885 Rev. AJ McNemee arrives in the Valley, begins construction of Methodist Church on land donated by James O'Leary. First services are held in school.
- Jan 1887 James Duvall acquires brother's homestead site from Port Blakely Mill Co. and commences logging
- 1888 O'Leary (Dougherty) house built at cost of \$1500.

- 1890 Annie Duvall dies and is buried in Pioneer Cemetery.
- Dirt Road completed from Snohomish through Duvall
- logging operation of Millet and McKay arrives in Valley
- Jan 1891 Pinkerton family arrives in Cherry Valley as homesteaders
- 1892 Robert Crossman finishes building the Valley House, "a half-way house for travelers passing through the Valley. Adjacent to tracks of Cherry Valley Logging Co. Saloon and living quarters below and hotel rooms above, livery stable behind the building
- 1893 Second Cherry Valley School built.
- Dec 1898 John Dougherty buys the O'Leary Home and land for \$2500
- Oct. 1899 A Wisconsin co. buys the Mosher and McDonald property and prepares to open a large logging operation with 6 miles of railroad track. M&M has been closed for two years, but large developments are expected.
- Nov 1899 A new bridge has been built at Novelty across the Snoqualmie River. Cost \$6,000. We Cherry Valley people would like to have one as good.
- 1900 Wagon road completed between Snohomish and Fall City
- Aug 1901 O'Neill brothers of Stillwater Minn. who bought the old Mosher and McDonald timber land and logging outfit at Cherry Valley are starting to carry on logging operations on an extensive basis. Track men are repairing the railroad track. Two donkey engines are coming up the river as far as steamboats can take them, then they will be put on rafts and line up the rest of the way. It is estimated that there is work for 100 men for 3 years. Operations will commence Sept. 1
- Carload of supplies arrived for Thomas Irvine Lumber Co. at the Cherry Valley Camp.
- Thirty men are now working at the Cherry Valley Camp. The locomotive was run over the road for the first time and performed well. They expect to start putting logs in the river in early October.
- Nov 1902 Accident at the Irvine logging camp with out of control train. Locomotive badly damaged and George Kittle Jr. Hurt
- Feb 1902 Ora Stephenson is starting a logging camp at JF Dougherty's farm in Cherry Valley

- Aug 1902 Richards and Smith Logging Co. begins putting logs in the river
- Sept 1902 Articles filed incorporating the Cherry Valley Logging Co. Eugene O'Neal of Stillwater, Minn and SE Gowen of Everett. Capital stock is named at \$10,000 and divided into 100 shares.
- Forest fires turn the skies over Puget Sound green day and night
- April 1903 several carloads of logging machinery and supplies bound for the Cherry Valley Logging Co. came up the river, towed by the Black Prince
- Nov. 1903 Men came down from the Cherry Valley Logging Co. Camp yesterday with the news that the camp was closed indefinitely. The logging train had run away and was ditched. No one was hurt.
- 1905 Arthur and Pauline Hix arrive in Cherry Valley, establish residence on the Dougherty property. They open a general store in Cherry Valley
- Feb 1905 Cherry Valley telephone will be extended to Novelty
- May 1905 Survey made for a bridge across the river at Cherry Valley. Also news that a large school house will be built for the Cherry Valley and Novelty school districts to be finished this summer
- Nov 1905 Ferry no longer needed in Monroe is moved to Cherry Valley.
- 1906 James Wallace buys the Valley House and establishes it as "a headquarters for hunters and sportsmen." Sold several years later to Hugh Steffen and later to James Clark
- 1906(7) Tom Ring arrives in area. His TM Ring Logging Co. established ca 1909-11 gave name to Ring Hill on west side of Valley
- Mar 1907 Cherry Valley Logging Co. is opening another camp near Tolt
- April 1906 Contract let for Cherry Valley Bridge. Expect completion in 3 months
- June 1906 Cherry Valley swing bridge is completed. Dougherty boys operate bridge
- Nov 1907 Highest floods since 1897. Trains stopped, phone lines down, no newspapers
- Trestle at Cherry Valley Logging Co. washes out. Camp closes down
- 1907 New Cherry Valley School completed on land partially donated by James Duvall,

- cost \$3700
- 1908 Margaret Johns, a teacher at Cherry Valley School, falls into a nearby unnamed lake that later takes her name
- Mar 1908 Rains and chinook winds lead to flooding. A big log jam forms at the Cherry Valley bridge.
- June 1908 A stage now runs between the Valley House and Kirkland every day but Sunday
- 1909 James Duvall sells his Cherry Valley property and leaves area for good.
- Cherry Valley Community Hall, built by the Grange, later called the opera house and possibly the site of Duvall's first movie theater.
- Construction begins on Great Northern RR line through Cherry Valley. First service is for freight. Milwaukee Road begins construction 9 months later.
- Railroad begin moving buildings from Cherry Valley to present site on land partially donated by James Duvall
- Aimer's blacksmith shop built on Main Street.
- Chelsey Funk, mayor Duvall in the 1950s, moves from Nebraska to Cherry Valley, a year later marries local teacher, Mary Margaret Jones.
- Feb 1909 Report of a real estate boom in Duvall. Part of the tract of land known as the Duvall property thrown on the market in 40 acre lots.
- Cherry Valley Grange is organized. 90 people the first night. Dues are \$.25 per quarter
- HA Mead, who operated the Cherry Valley sterilizing plant, is moving to Fall City. Cherry Valley farmers will have to ship their milk to Monroe.
- June 1909 First load of logs hauled by the Ring Logging Co.
- Cherry Valley line is cutting ties for track
- Everett Traction Co. has begun construction of a railroad between Novelty and Tolt
- Sept 1909 Work is progressing on the Cherry Valley townsite (at Duvall) and it will be

platted before long. A number of names have been discussed for the town and it may likely be called Virginia after a daughter of JT McChesney. The slashing on the site has been burned and the tract will be graded. Inquiries show that about 20 buildings will be erected on the townsite in short order

Oct 1909 It has been announced this week, that the new townsite in Cherry Valley will be named Cosgrove, in honor of the deceased governor. The new town is growing. Mr. Boyd has his large store building raised and it is only a matter of a few weeks before he has it ready for customers. Mr. Aimer has his blacksmith shop completed and has all the work he can handle. There is lumber on hand for the new hotel. AH Boyd of Maltby and Snohomish is building a store and will enter the general merchandise business in the new valley town.

AP Manion has about completed a new two-story business block.

Monroe Monitor reports that Arthur Hix, Cherry Valley pioneer merchant, has commenced moving his building further south. The line of the railroad runs through the old store – in one side and out the other – but even with such excellent shipping facilities as could thus be afforded, Mr. Hix desires to move

Nov 1909 Weather slows the moving of the Arthur Hix store

Teachers had to find a new place to live when the floor fell out of the parsonage where they were living. It was being moved.

Dec 1909 Hix store is rapidly nearing its destination. Church will also be soon in its proper place

The railroad steam shovel is now at work cutting through the hill on Mrs. Dougherty's place

Old parsonage has been torn down. Lumber for a new one arrives.

Milwaukee surveyors are in the Valley again.

Carpenters are busy on the Hix bungalow. Hix's must vacate their home because of blasting

Cherry Valley Logging Co. is building a new shingle mill.

1910 Everett -Cherry Valley Traction Co. is incorporated, runs RR track from Monroe to Tolt. Later taken over by the Great Northern.

Methodist Church and Grange Hall are moved from Cherry Valley to Duvall

- Olive Deville opens Duvall's first (possibly) restaurant, named the Popular Café.
"Meals at all hours, \$.25 and up."
- 20 graves moved from Cherry Valley site to Novelty
- Horace Chipman, Duvall's foremost early carpenter, arrives in the Valley.
- Jan 1910 Hix's store placed on its new site and Hix's move into their new home.
- Gowen and O'Neil commence work on shingle mill on Cherry Creek about a mile and a half above its junction with the Snoqualmie River
- Mar 1910 The first passenger train on the Cherry Valley branch carried a few local wandering willies, including Strong Arm Mansfield, "Fat" Austin and a few of the same ilk.
- Mr. Bird has commenced moving Mrs. Dougherty's house to its new location opposite the school house.
- July 1910 Good progress being made on the framework for the new school, a two and a half story structure being built just in front of the old school.
- Ground is being cleared for a new depot.
- Sept. 1910 AH Boyd has been named postmaster for the new town of Duvall
- New Schoolhouse opens with 80 students. A year later there were 139.
- Oct 1910 Construction for a new depot for the GN RR underway.
- Nov 1910 It has been reported that just half the lots in Duvall have been sold. Who says Duvall is not booming? New sidewalks are being put in on Main Street...
- The Washington and Oregon Development Co. did a land office business at Duvall on Sunday. There were three wagon loads of prospective buyers here and some sales were made.
- A new hotel and drug store are being built. (Duvall had three hotels Hardy House, Martel's Hotel and Duvall Hotel)
- 1911 Dr. Gehrken, perhaps Duvall's first doctor, commences practice.
- Milwaukee Road depot opens. Passenger service to Monroe, later to east through Cedar Falls.
- Franke's Shoe Store and Brown's Confectionery open.

Duvall State Bank chartered. Opened a year later

Auto stage available to Seattle via the Kirkland ferry.

LT Smith Shingle Co. (later Cherry Valley Shingle Co.) built at river's edge.
Operated until 1925

Movie Theater operated by Lon Brown, opens

FW Hoffman opens his tailor shop on Main Street

Boyd's General Store is completed.

Mar 1911 Lon Brown of Granite Falls is building a pool hall.

May 1911 GN RR opens its station in Duvall. Passenger trains run from Monroe to Tolt.

Oct 1911 Forest Inn opens

Nov 1911 Mabel Dufford commences publication of the Duvall Citizen, possibly the town's first newspaper. Later taken over by David Peacock.

1912 A new well is sunk and a small dynamo installed on the site of the Smith Shingle Co., leading to the establishment of the Duvall Light and Water Co. Electricity and water in limited amounts are made available to the townspeople.

Jan 1912 Milwaukee Road opens its depot. Building also houses the Continental Telegraph Co. and Wells Fargo Express

May 1912 Weyerhaeuser Timber Co. becomes involved in local logging and railroading activities.

Duvall State Bank opens its doors. Founded by C. Beadon Hall.

1913 Town of Duvall is incorporated. Lon Brown is the first mayor.

Athletic Pavilion is built on Main Street.

A. Milton Stephens and Roy Comegys of the Cherry Valley Townsite Co. take over the Smith Shingle mill.

FE Seager builds Seager's Foundry.

1913 Article in the Citizen: "anyone heard of a vacant home in town; we haven't. The

demand exceeds the supply.

- Jan 1913 Saloon license issued to Wallace and Speaker for the Forest Inn.
- Feb 1913 AF Anderson opens his barber shop and pool hall on Main Street
- Mar 1913 Lon Brown adds a soda fountain to his confectionery store, starts selling his own brand of ice cream
- June 1913 Popular Café burns down to the ground.
- Dec 1913 Opening night at Lon Brown's Theater. Featured film is Tillie's Punctured Romance"
- 1914 Free Methodist Church begins services
- First gas pump installed at Manion's Hardware Store.
- April 1914 First Services at Holy Innocents Catholic Church.
- 1915 Gas/electric passenger train service inaugurated from Duvall to Everett and Seattle.
- Aug 1915 Valley House burns
- 1915/16 Heckencamp-Germain Co., Seattle realtors, develop 4,000 acre logged-over tract, Cherry Gardens, 2 miles east of Duvall. Ads promoting the development appear nationwide.
- 1916 Road to Woodinville from Duvall opened
- Joseph and Clara Ring purchase 30 acres on Ring Hill.
- Local agent selling the "Oakland Six" automobile. Sales price \$895 for either the three passenger roadster or the five passenger touring car
- Jan 1916 Year of the Big Snow. 36-40 of snow and seven inches of ice. Barn roofs cave in, schools close, trains unable to get through. Melting brings bad flood
- Mar 1916 Roetcisoender family, immigrants from the Netherlands in 1911, move from Monroe to their farm on Duvall River Road
- July 1916 FE Weyerhaeuser joins the board of the Cherry Valley Timber Co. Reorganization leads to new name: Cherry Valley Logging Co.
- 1917 "Loma" of Everett makes the last boat trip through the Duvall Swing Bridge,

which closed a year later

Great Northern abandons line through Duvall

- 1918 Second Duvall Bridge built at a cost of \$35,000. Horace Chipman is the head carpenter.
- 1918-19 Novelty High School closes and children come to Duvall school.
- 1920 The second Duvall Schoolhouse (1893) is torn down
- Feb 1920 US Post Office moved across the street from Boyd's Store to Jones Hardware
- 1921 New High School gymnasium is built
- 1924 The present Methodist Church is built
- Nov 1925 Fire destroys four buildings in downtown Duvall at the northwest corner of Cherry and Main.
- 1925(9) Cherry Valley Shingle Mill closes
- 1926 Weyerhaeuser ends active logging operations in the Valley
- 1928 The Black Prince makes possibly the last trip up the Snoqualmie by a large commercial vessel.
- 1930 Fire destroys the Forest Inn.
- Milwaukee Road discontinues passenger service through Duvall
- 1932 Dr. Joseph Yowell begins practice in Duvall.
- 1933 Grange buys its hall from the Oddfellows. Cost \$600. Gave weekly dances to pay the bill
- 1936 Milwaukee Road closes its depot.
- Sept 1940 Hix Store becomes the site of the Post Office
- c. 1942 Airplane spotter building erected at Third and Stewart for civil defense purposes. Grange women operated the facility. The Grange Hall was designated an "Emergency Evacuation Center."
- 1943 Services begin at the Duvall Christian Reformed Church.

- 1945 Beginnings of annual "Night in the Klondike" celebration at the Grange Hall.
- 1948 Cherry Valley Lumber Co. dissolved.
- 1951 Third Duvall Bridge built at a cost of \$400,000
- 1953 Gil and Elizabeth Hackenbruch begin publication of the Carnavall Reporter
- 1953 Floyd Hampson acquires what came to be known as the Hunza Farm, where the grass when harvested and dried was sold for its claim for life-extending properties
- June 1957 1910 School building closes, a new brick \$200,000 building opens the following Sept
- 1959 A large flood washes out the bridge and fill on Duvall-Woodinville Road, just west of River Road.
- 1962-3 Duvall starts receiving its water from the Seattle system.
- Aug 1966 City acquires Taylor Landing from the County. (cost \$15 in back taxes)
- 1968 Cal Evans begins construction on his Duvall Airport, SE of town.
- Sept 1971 Taylor Park dedicated. Land donated in 1913 by Walter Taylor
- July 1972 Duvall population 600. Residents fear that their pastoral place is about to change. Its is the last unindustrialized, smokestackless valley in King County.
- Jan 1973 Article boosts Duvall as a tourist destination.
- Feb 1973 Local train from Cedar Falls to Everett makes its last run through Duvall.

Duvall Historical and Old Stuff Society formed.
- 1975 City/County officials study use of abandoned railroad lines for hiking and biking trails. Purchased by the County in 1976

Marthe Barnett finishes her 600 page history of Duvall
- 1976 Grange sells its hall to the Silver Spoon Restaurant
- May 1976 Dairying has replaced logging as the chief economic stabilizer in Duvall. People in Seattle and surrounding areas consume the milk produced there.

- Oct 1976 Time capsule placed in the corner of the new City Hall as part of the national bicentennial celebration
- Feb 1977 Dougherty House is designated as a Registered State Historical Place.
- Feb 1978 Post Office moves from the Hix Store to its own building
- Nov 1979 Dale Harter announces plan for "valley Center" a mall that will house lawyer, doctor, dentist offices, pharmacy, restaurant and bakery.
- Plans to expand Duvall Airport raises controversy. Cascade Skyport Estates would provide homes/hangars alongside the runway.
- 1979 Duvall population soars to 719.
- 1982 Open house for the old Milwaukee road Depot renovated by Ray Burhen.
- 1984 Duvall Historical Society signs a lease with the Archdiocese of Seattle for the use of the Dougherty House and is seeking a \$12,000 grant for preservation of the structure.
- Oct 1985 Duvall Historical Society receives grant to restore the Dougherty House
- 1993 New Cedarcrest High School opens in Duvall.
- 1995 Duvall installs first traffic lights in town
- City and County begin efforts to acquire Dougherty farmstead for a park and museum.
- 1996 Controversy arises over the well at the old millsite at Taylor's Landing. Possible contamination. City explores closing the well to avoid liability.
- April 1996 Duvall City Council approves the purchase of the Dougherty house
- May 1996 Earthquake, 5.4 magnitude, epicenter a few miles NE of Duvall. Some chimneys fall.

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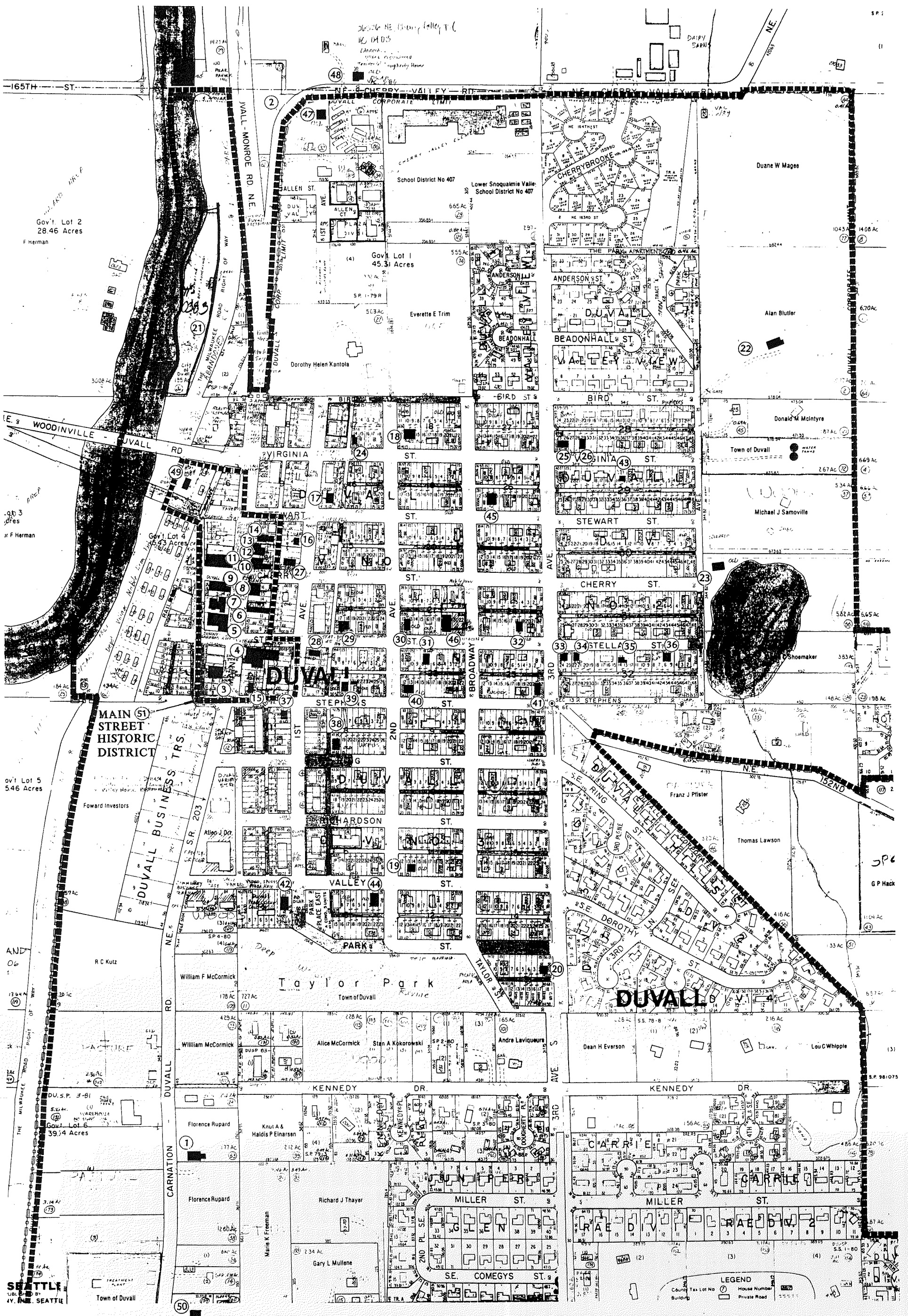
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CITY OF DUVALL CULTURAL RESOURCES SURVEY AND INVENTORY

Sort by Map Number...

MAP #	FIELD #	ADDRESS	PARCEL NUMBER	RESOURCE TYPE
1	1380	14810 Main Street NE	132606-9063	Residence
2	0402	Cherry Valley Rd on N Duvall town limits	122606-9022	Cemetery
3	0382	15515 Main Street NE	213070-0145	Commercial
4	0405	15520 Main Street NE	213070-0685	Religious
5	0408	15615 Main Street NE	213070-0195	Commercial
6	0401	15614 Main Street NE	213070-0640	Commercial
7	0840	15629 Main Street NE	213070-0175	Public
8	0400	15630 Main Street NE	213070-0655	Commercial
9	1381	15635 Main Street NE	213070-0170	Commercial
10	0384	15702 Main Street NE	213070-0545	Commercial
11	1382	15705 Main Street NE	213070-0240	Commercial
12	1383	15720 Main Street	213070-0555	Commercial
13	1384	15726 Main Street NE	213070-0555	Commercial
14	1385	15728 Main Street NE	213070-0565	Residence
15	0406	26402 NE Stephens Streets	213070-0685	Residence
16	1386	15727 First Avenue NE	213070-0495	Residence
17	1387	15802 First Avenue NE	213070-1135	Residence
18	1388	15910 Second Avenue NE	213070-1330	Residence
19	1389	15210 Second Avenue NE	213170-1075	Residence
20	1390	15025 Third Avenue NE	213170-1240	Residence
21	0383	Approx. 1/4 Mi. N of Inters. Virginia and Main	132606-9031	Industrial
22	1391	16010 Fourth Avenue NE	132606-9002	Residence
23	1392	15702 Fourth Avenue NE	132606-9066	Residence
24	1393	26520 NE Virginia Street	213070-1275	Residence
25	1394	26802 NE Virginia Street	213120-0125	Residence
26	1395	26808 NE Virginia Street	213120-0135	Residence
27	0385	26424 NE Cherry Street	213070-0506	Residence
28	1397	26431 NE Stella Street	213070-0790	Residence
29	1398	26512 NE Stella Street	213070-0960	Religious/Instit.
30	1399	26604 NE Stella Street	213070-1685	Residence
31	1400	26609 NE Stella Street	213070-1770	Residence
32	1401	26718 NE Stella Street	213070-2045	Residence
33	1402	26801 NE Stella Street	213120-1075	Residence
34	1403	26813 NE Stella Street	213120-1060	Residence
35	1404	26905 NE Stella Street	213120-1005	Residence
36	0733	26923 NE Stella Street	213120-0965	Residence
37	1405	26405 NE Stephens Street	213170-0005	Residence
38	1406	26509 NE Stephens Street	213170-0755	Residence
39	1407	26512 NE Stephens Street	213170-0830	Residence
40	1408	26604 NE Stephens Street	213170-1795	Residence
41	1409	26730 NE Stephens Street	213170-1955	Residence
42	1410	26425 NE Valley Street	213170-0245	Residence
43	1396	26911 NE Virginia Street	213120-0305	Residence
44	1411	26533 NE Valley Street	213170-0295	Residence
45	1412	26712 NE Stewart Street	213070-2240	Residence
46	0386	26632 NE Stella Street	213070-1720	Religious
47	1413	26519 NE Cherry Valley Road	132606-9032	Residence
48	0403	26526 NE Cherry Valley Road	122606-9021	Residence
49	0387	15500 Railroad Avenue NE	132606-9029	Depot
50	1415	14244 Main Street NE	732580-0010	Residence
51	1379	Main Street Historic District	Multiple Nos.	Commercial

CITY OF DUVALL CULTURAL RESOURCES SURVEY AND INVENTORY

Sort by Map Number...Main Street Historic District

MAP #	FIELD #	ADDRESS	PARCEL NUMBER	RESOURCE TYPE
3	0382	15515 Main Street NE	213070-0145	Commercial
4	0405	15520 Main Street NE	213070-0685	Religious
5	0408	15615 Main Street NE	213070-0195	Commercial
6	0401	15614 Main Street NE	213070-0640	Commercial
7	0840	15629 Main Street NE	213070-0175	Public
8	0400	15630 Main Street NE	213070-0655	Commercial
9	1381	15635 Main Street NE	213070-0170	Commercial
10	0384	15702 Main Street NE	213070-0545	Commercial
11	1382	15705 Main Street NE	213070-0240	Commercial
12	1383	15720 Main Street	213070-0555	Commercial
13	1384	15726 Main Street NE	213070-0555	Commercial
14	1385	15728 Main Street NE	213070-0565	Residence
15	0406	26402 NE Stephens Streets	213070-0685	Residence
51	1379	Main Street Historic District	Multiple Nos.	Commercial

CITY OF DUVALL CULTURAL RESOURCES SURVEY AND INVENTORY

Sort by Address...

FIELD #	ADDRESS	PARCEL NUMBER	RESOURCE TYPE
1415	14244 Main Street NE	732580-0010	Residence
1380	14810 Main Street NE	132606-9063	Residence
1390	15025 Third Avenue NE	213170-1240	Residence
1389	15210 Second Avenue NE	213170-1075	Residence
0387	15500 Railroad Avenue NE	132606-9029	Depot
0382	15515 Main Street NE	213070-0145	Commercial
0405	15520 Main Street NE	213070-0685	Religious
0401	15614 Main Street NE	213070-0640	Commercial
0408	15615 Main Street NE	213070-0195	Commercial
0840	15629 Main Street NE	213070-0175	Public
0400	15630 Main Street NE	213070-0655	Commercial
1381	15635 Main Street NE	213070-0170	Commercial
1392	15702 Fourth Avenue NE	132606-9066	Residence
0384	15702 Main Street NE	213070-0545	Commercial
1382	15705 Main Street NE	213070-0240	Commercial
1383	15720 Main Street NE	213070-0555	Commercial
1384	15726 Main Street NE	213070-0555	Commercial
1386	15727 First Avenue NE	213070-0495	Residence
1385	15728 Main Street NE	213070-0565	Residence
1387	15802 First Avenue NE	213070-1135	Residence
1388	15910 Second Avenue NE	213070-1330	Residence
1391	16010 Fourth Avenue NE	132606-9002	Residence
0406	26402 NE Stephens Streets	213070-0685	Residence
1405	26405 NE Stephens Street	213170-0005	Residence
0385	26424 NE Cherry Street	213070-0506	Residence
1410	26425 NE Valley Street	213170-0245	Residence
1397	26431 NE Stella Street	213070-0790	Residence
1406	26509 NE Stephens Street	213170-0755	Residence
1407	26512 NE Stephens Street	213170-0830	Residence
1398	26512 NE Stella Street	213070-0960	Religious/Instit.
1413	26519 NE Cherry Valley Road	132606-9032	Residence
1393	26520 NE Virginia Street	213070-1275	Residence
0403	26526 NE Cherry Valley Road	122606-9021	Residence
1411	26533 NE Valley Street	213170-0295	Residence
1399	26604 NE Stella Street	213070-1685	Residence
1408	26604 NE Stephens Street	213170-1795	Residence
1400	26609 NE Stella Street	213070-1770	Residence
0386	26632 NE Stella Street	213070-1720	Religious
1412	26712 NE Stewart Street	213070-2240	Residence
1401	26718 NE Stella Street	213070-2045	Residence
1409	26730 NE Stephens Street	213170-1955	Residence
1402	26801 NE Stella Street	213120-1075	Residence
1394	26802 NE Virginia Street	213120-0125	Residence
1395	26808 NE Virginia Street	213120-0135	Residence
1403	26813 NE Stella Street	213120-1060	Residence
1404	26905 NE Stella Street	213120-1005	Residence
1396	26911 NE Virginia Street	213120-0305	Residence
0733	26923 NE Stella Street	213120-0965	Residence
0383	Approx. 1/4 Mi. N of Inters. Virginia and Main	132606-9031	Industrial
0402	Cherry Valley Rd on N Duvall town limits	122606-9022	Cemetery

CITY OF DUVALL CULTURAL RESOURCES SURVEY AND INVENTORY

Sort by Parcel Number...

FIELD #	PARCEL NUMBER	ADDRESS	RESOURCE TYPE
0403	122606-9021	26526 NE Cherry Valley Road	Residence
0402	122606-9022	Cherry Valley Rd on N Duvall town limits	Cemetery
1391	132606-9002	16010 Fourth Avenue NE	Residence
0387	132606-9029	15500 Railroad Avenue NE	Depot
0383	132606-9031	Approx. 1/4 Mi. N of Inters. Virginia and Main	Industrial
1413	132606-9032	26519 NE Cherry Valley Road	Residence
1380	132606-9063	14810 Main Street NE	Residence
1392	132606-9066	15702 Fourth Avenue NE	Residence
0382	213070-0145	15515 Main Street NE	Commercial
1381	213070-0170	15635 Main Street NE	Commercial
0840	213070-0175	15629 Main Street NE	Public
0408	213070-0195	15615 Main Street NE	Commercial
1382	213070-0240	15705 Main Street NE	Commercial
1386	213070-0495	15727 First Avenue NE	Residence
0385	213070-0506	26424 NE Cherry Street	Residence
0384	213070-0545	15702 Main Street NE	Commercial
1383	213070-0555	15720 Main Street NE	Commercial
1384	213070-0555	15726 Main Street NE	Commercial
1385	213070-0565	15728 Main Street NE	Residence
0401	213070-0640	15614 Main Street NE	Commercial
0400	213070-0655	15630 Main Street NE	Commercial
0405	213070-0685	15520 Main Street NE	Religious
0406	213070-0685	26402 Stephens Streets	Residence
1397	213070-0790	26431 NE Stella Street	Residence
1398	213070-0960	26512 NE Stella Street	Religious/Instit.
1387	213070-1135	15802 First Avenue NE	Residence
1393	213070-1275	26520 NE Virginia Street	Residence
1388	213070-1330	15910 Second Avenue NE	Residence
1399	213070-1685	26604 NE Stella Street	Residence
0386	213070-1720	26632 NE Stella Street	Religious
1400	213070-1770	26609 NE Stella Street	Residence
1401	213070-2045	26718 NE Stella Street	Residence
1412	213070-2240	26712 NE Stewart Street	Residence
1394	213120-0125	26802 NE Virginia Street	Residence
1395	213120-0135	26808 NE Virginia Street	Residence
1396	213120-0305	26911 NE Virginia Street	Residence
0733	213120-0965	26923 NE Stella Street	Residence
1404	213120-1005	26905 NE Stella Street	Residence
1403	213120-1060	26813 NE Stella Street	Residence
1402	213120-1075	26801 NE Stella Street	Residence
1405	213170-0005	26405 NE Stephens Street	Residence
1410	213170-0245	26425 NE Valley Street	Residence
1411	213170-0295	26533 NE Valley Street	Residence
1406	213170-0755	26509 NE Stephens Street	Residence
1407	213170-0830	26512 NE Stephens Street	Residence
1389	213170-1075	15210 Second Avenue NE	Residence
1390	213170-1240	15025 Third Avenue NE	Residence
1408	213170-1795	26604 NE Stephens Street	Residence
1409	213170-1955	26730 NE Stephens Street	Residence
1415	732580-0010	14244 Main Street NE	Residence

CITY OF DUVALL CULTURAL RESOURCES SURVEY AND INVENTORY

Sort by Resource Type...

FIELD #	RESOURCE TYPE	ADDRESS	PARCEL NUMBER
0402	Cemetery	Cherry Valley Rd on N Duvall town limits	122606-9022
0382	Commercial	15515 Main Street NE	213070-0145
1381	Commercial	15635 Main Street NE	213070-0170
0408	Commercial	15615 Main Street NE	213070-0195
1382	Commercial	15705 Main Street NE	213070-0240
0384	Commercial	15702 Main Street NE	213070-0545
1383	Commercial	15720 Main Street NE	213070-0555
1384	Commercial	15726 Main Street NE	213070-0555
0401	Commercial	15614 Main Street NE	213070-0640
0400	Commercial	15630 Main Street NE	213070-0655
0387	Depot	15500 Railroad Avenue NE	132606-9029
0383	Industrial	Approx. 1/4 Mi. N of Inters. Virginia and Main	132606-9031
0840	Public	15629 Main Street NE	213070-0175
0405	Religious	15520 Main Street NE	213070-0685
0386	Religious	26632 NE Stella Street	213070-1720
1398	Religious/Inst.	26512 NE Stella Street	213070-0960
0403	Residence	26526 NE Cherry Valley Road	122606-9021
1391	Residence	16010 Fourth Avenue NE	132606-9002
1413	Residence	26519 NE Cherry Valley Road	132606-9032
1380	Residence	14810 Main Street NE	132606-9063
1392	Residence	15702 Fourth Avenue NE	132606-9066
1386	Residence	15727 First Avenue NE	213070-0495
0385	Residence	26424 NE Cherry Street	213070-0506
1385	Residence	15728 Main Street NE	213070-0565
0406	Residence	26402 Stephens Streets	213070-0685
1397	Residence	26431 NE Stella Street	213070-0790
1387	Residence	15802 First Avenue NE	213070-1135
1393	Residence	26520 NE Virginia Street	213070-1275
1388	Residence	15910 Second Avenue NE	213070-1330
1399	Residence	26604 NE Stella Street	213070-1685
1400	Residence	26609 NE Stella Street	213070-1770
1401	Residence	26718 NE Stella Street	213070-2045
1412	Residence	26712 NE Stewart Street	213070-2240
1394	Residence	26802 NE Virginia Street	213120-0125
1395	Residence	26808 NE Virginia Street	213120-0135
1396	Residence	26911 NE Virginia Street	213120-0305
0733	Residence	26923 NE Stella Street	213120-0965
1404	Residence	26905 NE Stella Street	213120-1005
1403	Residence	26813 NE Stella Street	213120-1060
1402	Residence	26801 NE Stella Street	213120-1075
1405	Residence	26405 NE Stephens Street	213170-0005
1410	Residence	26425 NE Valley Street	213170-0245
1411	Residence	26533 NE Valley Street	213170-0295
1406	Residence	26509 NE Stephens Street	213170-0755
1407	Residence	26512 NE Stephens Street	213170-0830
1389	Residence	15210 Second Avenue NE	213170-1075
1390	Residence	15025 Third Avenue NE	213170-1240
1408	Residence	26604 NE Stephens Street	213170-1795
1409	Residence	26730 NE Stephens Street	213170-1955
1415	Residence	14244 Main Street NE	732580-0010