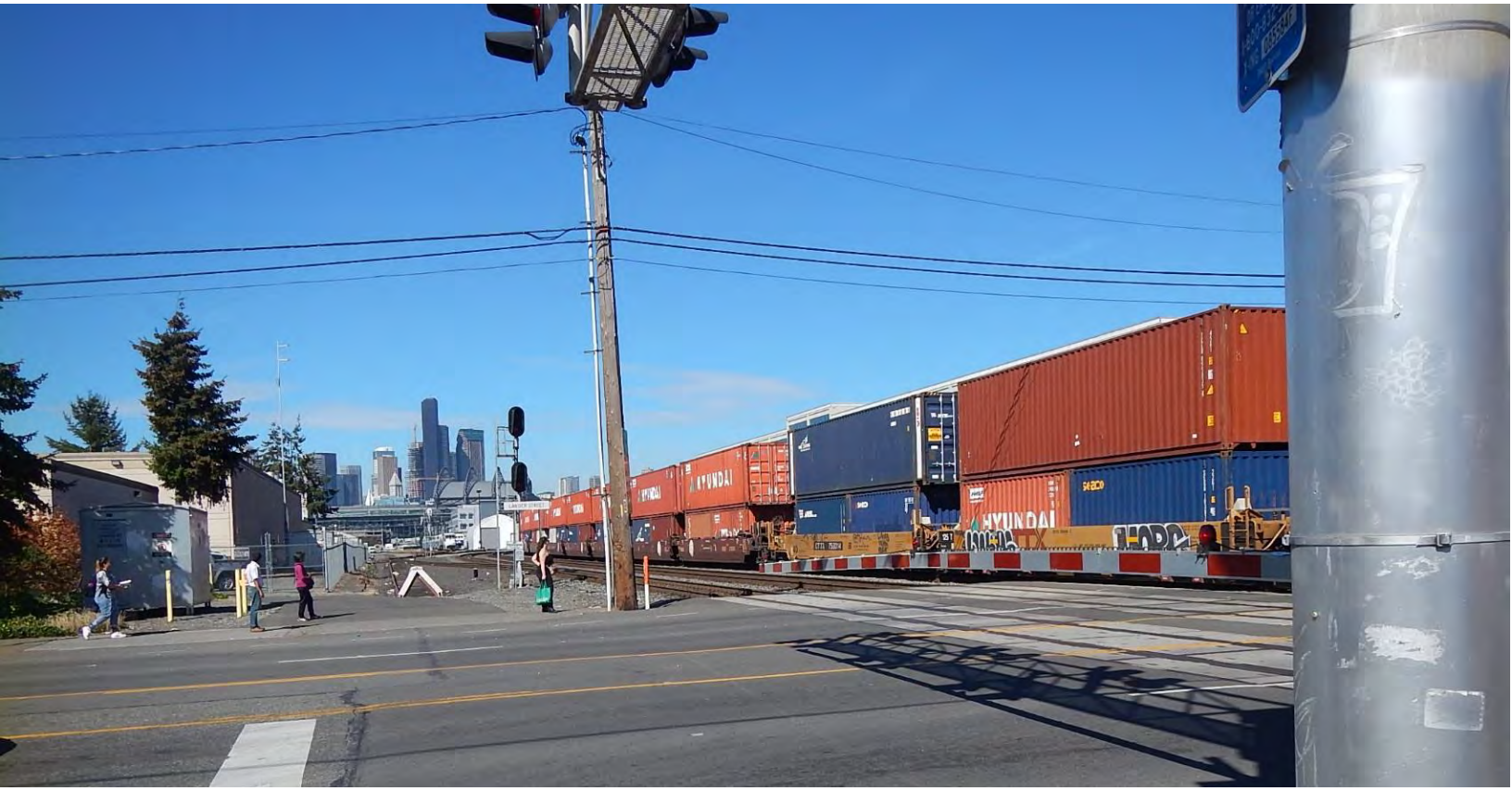
Seattle Department of Transportation

SOUTH LANDER STREET GRADE SEPARATION PROJECT

CULTURAL RESOURCES ASSESSMENT



January 2017

Seattle Department of Transportation

S LANDER ST GRADE SEPARATION PROJECT, SEATTLE, KING COUNTY, WASHINGTON

Cultural Resources Assessment

Prepared for
Seattle Department of Transportation

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EXECUTIVE SUMMARY

Environmental Science Associates (ESA) was retained by COWI, on behalf of the Seattle Department of Transportation (SDOT), to conduct a Cultural Resources Assessment for the S Lander St Grade Separation Project. SDOT is proposing to build a bridge along S Lander St between 1st Ave S and 4th Ave S to provide a grade-separated crossing over the BNSF railroad tracks. This will improve local traffic circulation and safety in the City's SODO neighborhood. S Lander St currently intersects with four BNSF tracks at an at-grade crossing located approximately 300 feet east of Occidental Ave S. The project will involve construction of an elevated roadway, dead-ending Occidental Ave S on each side of the bridge, as well as utility, sidewalk, and at-grade road improvements, while maintaining access to all properties.

Federal funding of this project from the Federal Highway Administration (FHWA) requires that FHWA comply with Section 106 of the National Historic Preservation Act (Section 106). Section 106 requires that FHWA consider the effects of this undertaking on historic properties within the project's Area of Potential Effects (APE). FHWA delegates their Section 106 responsibilities to the Washington State Department of Transportation (WSDOT).

ESA conducted background research, synthesized geotechnical reports, and inventoried historic properties for this analysis. No subsurface investigations were performed. No belowground archaeological resources were identified during project review. Eighteen historic-aged properties were inventoried, whether in or adjacent to the APE; one is recommended Eligible for listing in the National Register of Historic Places (NRHP) but no direct impacts to this resource are anticipated. Therefore, ESA considers the project will have No Adverse Effect to the resource.

The majority of the project APE is paved, and is an urban, heavily traveled area with extensive ground disturbance. While there is low probability of encountering intact precontact resources, there is a moderate probability of encountering buried historic resources, such as infrastructure.

ESA extends a recommendation of No Historic Properties Affected. Because of the likelihood of encountering historic debris, an Inadvertent Discovery Plan (IDP) should be developed to provide procedures and protocols in the event of an inadvertent discovery during project excavations. The IDP should specifically include steps to be taken if historic-period debris or infrastructure is encountered.

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ACRONYMS AND ABBREVIATIONS

APE	Area of Potential Effects
BP	before present
CFR	Code of Federal Regulations
City	City of Seattle
DAHP	Washington State Department of Archaeology and Historic Preservation
DNR	Washington State Department of Natural Resources
ESA	Environmental Science Associates
FAST	Freight Action Strategy
FHWA	Federal Highway Administration
HPI	historic property inventory
I-5	Interstate 5
IDP	Inadvertent Discovery Plan
NEPA	National Environmental Policy Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
RCW	Revised Code of Washington
Section 106	Section 106 of the National Historic Preservation Act
SEPA	State Environmental Policy Act
SDOT	Seattle Department of Transportation
SR	State Route
TCPs	Traditional Cultural Properties
TS&L	type, size, and location
USCGS	U.S. Coast and Geodetic Survey
USGS	U.S. Geological Survey
USPS	U.S. Post Office
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WSDOT	Washington State Department of Transportation

1. INTRODUCTION

This report discusses the cultural resources in the study area for the proposed S Lander St Grade Separation Project. The study was conducted to satisfy Section 106 of the National Historic Preservation Act, the National Environmental Policy Act (NEPA), and will address requirements for the Washington State Environmental Policy Act (SEPA). ESA was retained by COWI, on behalf of SDOT, to conduct a Cultural Resources Assessment for the project. To complete this analysis, ESA conducted background research, synthesized geotechnical reports, and inventoried historic properties.

1.1 Project Background

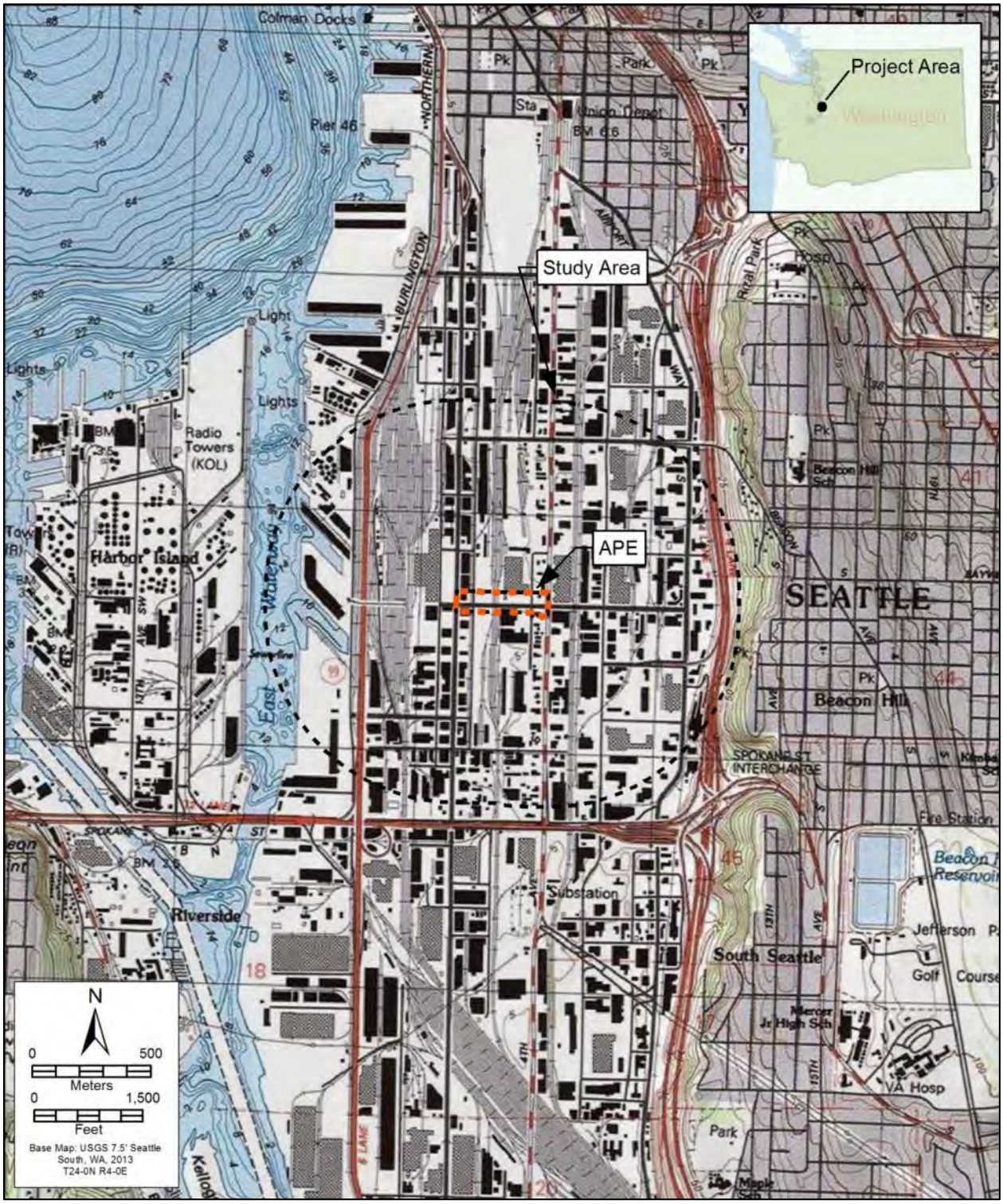
The City of Seattle (City) proposes to build a bridge on S Lander St between 1st Ave S and 4th Ave S to provide a grade-separated crossing over the BNSF Railway's railroad tracks that will improve local traffic circulation and safety in the City's SODO neighborhood. S Lander St is an essential east-west corridor that is heavily used by freight and commuter traffic as well as pedestrians, bicycles, and transit. It serves one of the largest manufacturing and industrial centers in the state, including the Port of Seattle's seaport terminals. The street currently intersects with four BNSF tracks at an at-grade crossing located between Occidental Ave and 3rd Ave S. Available data indicate that more than half of the BNSF rail cars that move through Washington go through the S Lander St crossing, contributing to vehicular delays averaging over 4½ hours each day. These delays affect freight, commuters, local businesses, and the public. An overcrossing at this location would eliminate delays caused by train crossings, benefiting mobility and safety in the area.

The City envisioned the S Lander St Grade Separation Project nearly 20 years ago. It was one of the original Freight Action Strategy (FAST) Corridor projects (Texas Transportation Institute 1997), intended to improve railroad crossings along the BNSF Everett-Seattle-Tacoma rail corridor. There are currently two existing grade-separated crossings in the north end of SODO at S Royal Brougham Way and Edgar Martinez Dr (SR 519); to the south, the Spokane St Viaduct provides a route that passes above this set of railroad tracks. Between those two locations, S Lander St is the most viable of the remaining grade separation options because of its wide right-of-way, the distance between railroad tracks and adjacent streets, and the relatively small railroad crossing width. These factors allow for a shorter crossing that has sufficient space to reach the necessary clearance requirements over the tracks. The grade separation would be designed to provide the necessary vertical clearance over the railroad tracks while maintaining access to local businesses.

The S Lander St Grade Separation Project is a high-priority project in the Seattle Freight Master Plan and in the 2015 Plan to Move Seattle—the 10-year City strategic plan for increasing safety, reducing congestion, and balancing modal needs. It also supports the Industrial Areas component of the Seattle Comprehensive Plan and was identified as a Tier 1 project by the Seattle Industrial Areas Freight Access Project. These plans have elevated the project as a City priority not only because of its safety, congestion, and multimodal access benefits, but also because of its important role in the regional freight network.

1.2 Project Location

The project location, study area, and APE are shown in Figure 1-1. The project area extends along S Lander St from 1st Ave S on the west to 4th Ave S. Improvements would generally be made within the existing 100-foot wide City right-of-way.



Source: USGS

Figure 1-1. Location of the S Lander St Grade Separation Project, Area of Potential Effects (APE), and Study Area

1.3 Purpose and Need for the Project

The primary purpose of the project is to provide a grade separation between the roadway and the BNSF tracks to reduce delays and improve safety for all users. The City's goals and objectives for the S Lander St corridor have been documented in the Access Duwamish Report in 2000 (City of Seattle and Port of Seattle 2000) as well as the bridge type, size, and location (TS&L) study in 2016 (COWI 2016).

1.4 Project Description

The project would extend from 1st Ave S on the west to 4th Ave S on the east. Both of these roadways serve as major north-south arterials in the existing surface street network. The grade-separated structure would have a four-lane cross section, which would accommodate forecast traffic volumes through the year 2040.

Table 1-1 summarizes the main project design features related to the bridge alignment, local access, and nonmotorized facilities. Each of these elements is described in more detail in the following subsections.

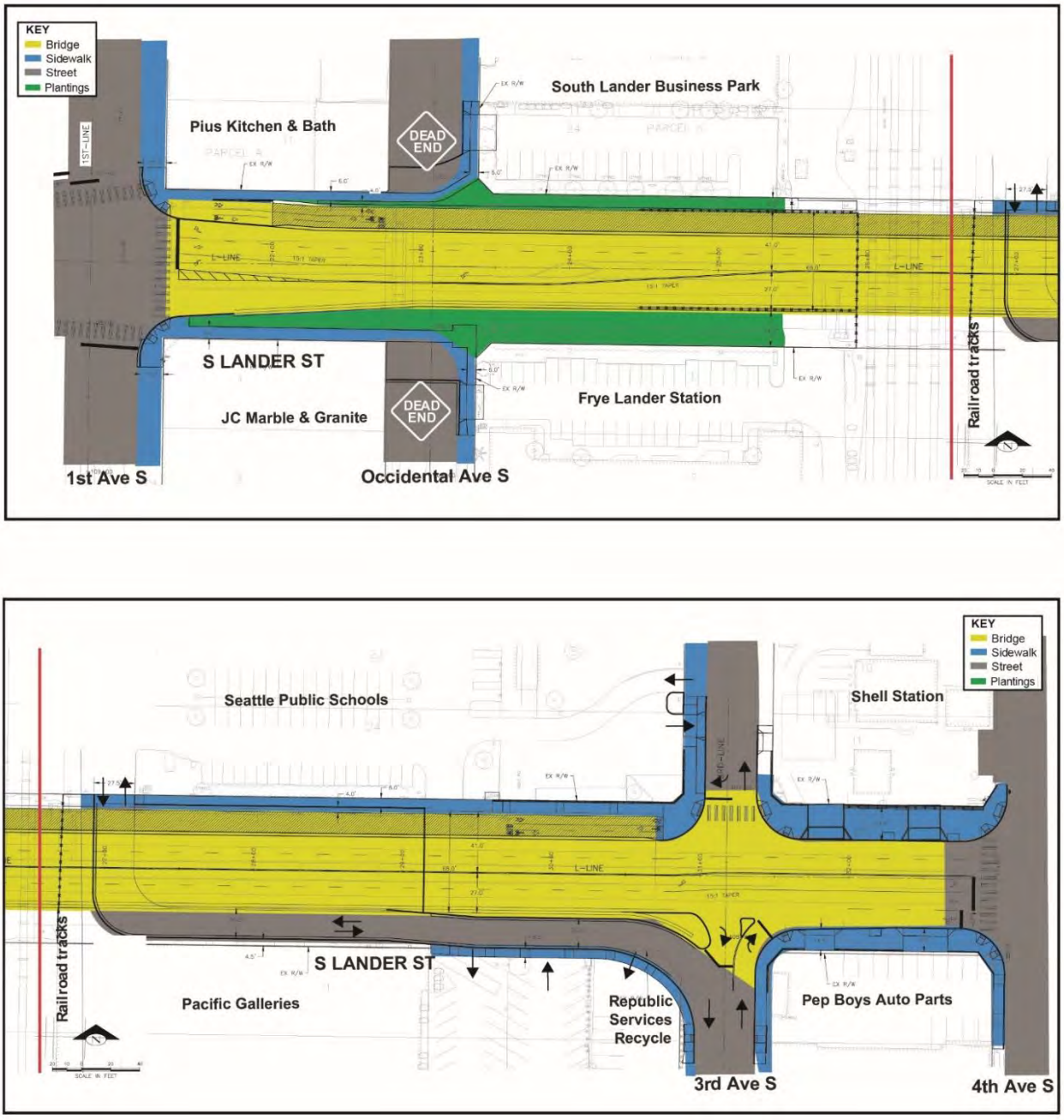
Table 1-1. Summary of Project Design Features

Project Element	Description
Bridge alignment	Bridge centerline offset 6 feet north of existing S Lander St centerline.
Bridge profile	To meet the railroad track-clearance requirement of 23.5 feet and a desired maximum grade of 7%, the bridge would be 7 to 8 feet above Occidental Ave S, eliminating its existing intersection with S Lander St.
Cross section	67.5 feet in total width including exterior barriers. Includes two 12-foot lanes, two 11-foot lanes, a 14-foot-wide multi-use path, and a barrier between motorized and nonmotorized vehicles.
Nonmotorized facilities	14-foot-wide two-way shared use path on north side of the bridge.
Local access west of railroad tracks	Dead-end Occidental Ave S on each side of bridge.
Local access east of railroad tracks	Two-Way Connection—two-way surface street along south side of bridge, crossing under bridge to the Seattle Public Schools John Stanford Center for Educational Excellence site.
S Lander St intersections at 1st Ave S and 4th Ave S	Westbound S Lander St approaching 1st Ave S—one left-turn lane, one through lane, and one right-turn lane. Eastbound S Lander St approaching 4th Ave S—one left-turn lane, one through lane, and one through right-turn lane.

1.4.1 Bridge Alignment and Cross Section

The proposed bridge alignment is offset 6 feet northward of the existing centerline of S Lander St as shown in Figure 1-2.

A four-lane bridge is proposed for this project. The total width of the bridge would be 67.5 feet, with a cross section that would include a 14-foot-wide multi-use path for nonmotorized traffic (described below), one 12-foot lane (curbside) and one 11-foot lane in each direction, plus a 2-foot shoulder adjacent to the eastbound barrier and a 1.5-foot lane separator between the nonmotorized facilities and vehicle lanes. Figure 1-3 depicts the proposed bridge cross section.



Source: Perteet Engineering 2016

Figure 1-2. Preliminary schematic of proposed work at the S Lander St Grade Separation Project

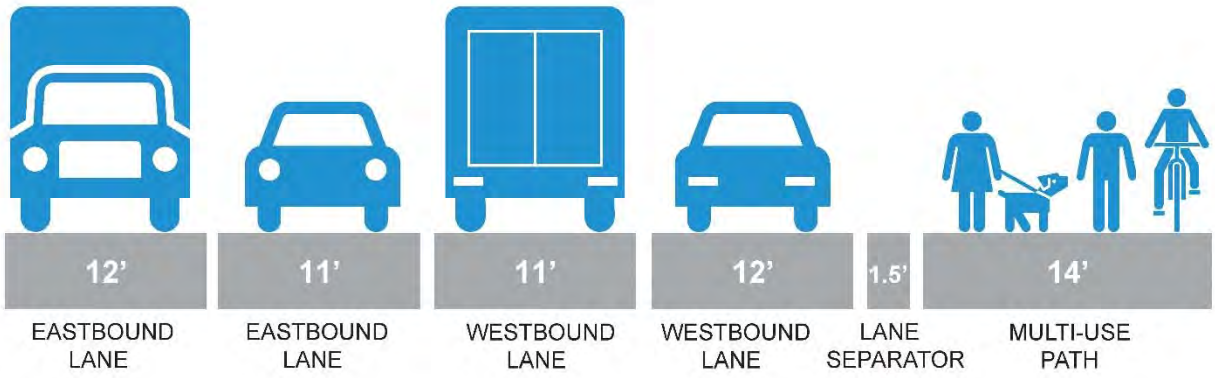


Figure 1-3. Proposed bridge cross section for the S Lander St Grade Separation Project

The bridge would be a 4-span structure, with drilled shaft foundations up to 200 feet in depth. Geofoam approaches, up to 20 feet in height, would be used to reduce the loading on the underlying utilities between exterior bridge barriers (not shown).

The proposed bridge must clear all BNSF railroad tracks by 23.5 feet and a future Amtrak rail line by 22.5 feet; the desired maximum grade for the roadway is 7 percent. Given those design parameters, the bridge approaches would meet Occidental Ave S about 7 to 8 feet above the existing street grade, which would eliminate the existing intersection. There would be more horizontal distance between the railroad tracks and 3rd Ave S to the east, and the intersection at S Lander St/3rd Ave S would be retained by raising 3rd Ave S by 2 to 3 feet.

1.4.2 Nonmotorized Facilities

The project would create a 14-foot-wide, two-way multi-use path on the north side of the bridge, separated from the vehicle lanes by a 1.5-foot lane separator (see Figure 1-3). This configuration would accommodate the large majority of pedestrians in the corridor who walk along the north side, which is along the direct walking route between the Starbucks Center, the Seattle Public Schools John Stanford Center for Educational Excellence (district headquarters building), and the SODO Link light rail station. The 14-foot width is comparable to other multi-use trails such as the Elliott Bay Trail, the West Seattle Trail across the Spokane St swing bridge, and the SR 520 regional shared-use path across the new floating bridge. The multi-use path on S Lander St would provide capacity for shared use by both pedestrians and bicyclists, space for passing, and separation between vehicular and nonmotorized traffic. On the west, the path would continue to 1st Ave S. On the east, the dedicated path would end at 3rd Ave S; however, a wider sidewalk would be included between 3rd and 4th Aves S to accommodate the potential increase in bicycle activity.

In addition to the multi-use path on the bridge, sidewalks with a minimum width of 6 feet would be provided at street level adjacent to the Seattle Public School District headquarters, the access road to 3rd Ave S, and on each side of the roadway between 1st Ave S and Occidental Ave S (see Figure 1-2).

1.4.3 Local Access West of Railroad Tracks

The bridge approaches would be elevated above Occidental Ave S west of the railroad tracks, which would eliminate the ability to connect the street north and south of S Lander St. As a result, Occidental Ave S would be dead-ended north and south of the bridge. Figure 1-2 shows the proposed configuration.

Between 1st Ave S and the railroad tracks, the new structure would eliminate access to businesses from S Lander St because the roadway would be elevated above these sites. The driveways for the South Lander Business Park and Frye Lander Station would need to be moved to Occidental Ave S, with access to the arterial network provided via the S Forest St/1st Ave S intersection to the south and the S Stacy St/1st Ave S intersection to the north. Both of those intersections are signalized and provide access from all directions.

1.4.4 Local Access East of Railroad Tracks

Local access to the Seattle Public Schools, Pacific Galleries, and Republic Services properties located east of the railroad tracks would be provided via a two-way local roadway along the south side of S Lander St at the 3rd Ave S intersection, as shown in Figure 1-2.

1.4.5 Intersections at 1st Ave S and 4th Ave S

The intersection at S Lander St and 1st Ave S would be designed to accommodate three westbound lanes: a left-turn lane, a through lane, and a right-turn lane. The left-turn lane would allow the intersection to operate with protected or protected-permissive left-turn phasing, consistent with current operations. Only one through lane in each direction is necessary for the expected demand. A right-turn-only lane would allow the pedestrian crossing of the intersection's north leg to be separated from right-turn traffic, if necessary. One eastbound departure lane (leaving 1st Ave S) would be wide enough (or would have buffer space) to allow for large truck-turning movements.

The intersection at S Lander St and 4th Ave S would also be designed to accommodate three westbound lanes: a left-turn lane, a through lane, and a through/right-turn lane. The inside eastbound lane on the bridge would transition to the left-turn lane at this intersection, and signage would be provided to alert motorists that they are approaching a turn lane.

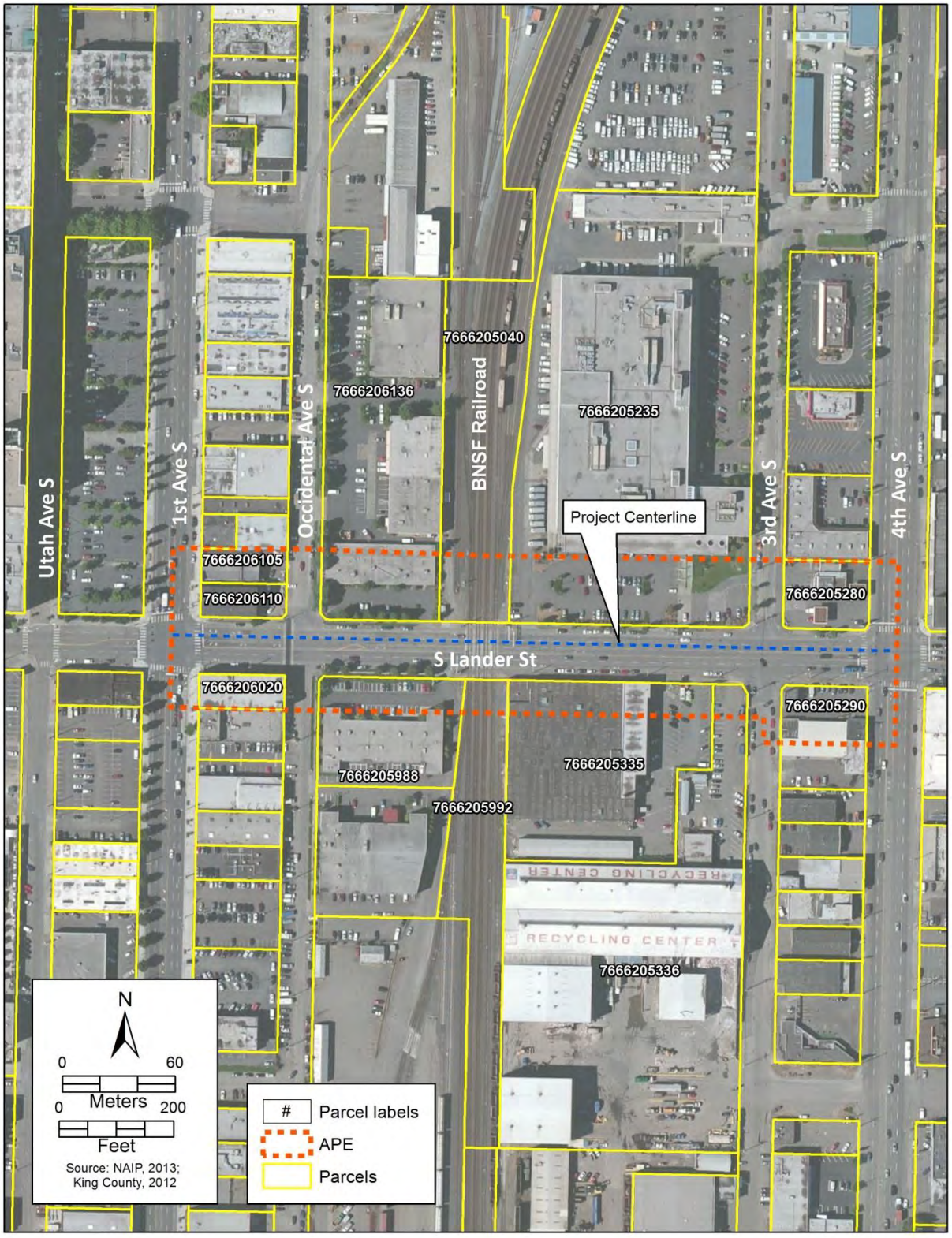
1.5 Regulatory Environment

Federal funding of this project from FHWA requires that FHWA comply with Section 106 of the National Historic Preservation Act (Section 106). Section 106 requires that FHWA consider the effects of this undertaking upon historic properties within the project's APE. Federal code implementing Section 106, found at 36 Code of Federal Regulations (CFR) 800, includes a requirement that an effort be made to identify historic properties. FHWA has delegated their Section 106 responsibilities to WSDOT. In coordination with the Washington State Department of Archaeology and Historic Preservation (DAHP), the Muckleshoot Indian Tribe, the Snoqualmie Nation, the Stillaguamish Tribe, the Yakama Nation, and other stakeholders, SDOT and WSDOT defined the APE for the project (Attachment A). This report has been prepared to meet the standards of the Section 106 process. This report documents all of the steps taken to consider the effects of the project on historic properties, and the results of the investigation.

Additional laws that apply to archaeological projects conducted within the state of Washington include Archaeological Sites and Resources (Revised Code of Washington [RCW] 27.53), Indian Graves and Records (RCW 27.44), Human Remains (RCW 68.50), and Abandoned and Historic Cemeteries and Historic Graves (RCW 68.60).

1.6 Area of Potential Effects

The APE consists of the S Lander St corridor and portions of intersecting streets where improvements will take place. The APE is defined as the construction items listed in Section 1.4 above, which extends approximately 150 feet north and south from the proposed S Lander St centerline. This area includes portions of S Lander St; rights-of-way for 1st Ave S, Occidental Ave S, 3rd Ave S, and 4th Ave S; and 12 adjacent parcels, shown on Figure 1-4. The APE is in Section 8 of Township 24 North, Range 4 East on the Seattle South 7.5' series topographic map. Excavations for bridge footings (10 piles) will reach approximately 200 feet below current ground surface. Additional work will take place for utility relocation, sidewalk and driveway improvements, signage, and paving (approximately 6 feet). The APE is currently paved and/or previously disturbed from utility installation and plantings.



Source: NAIP 2013, King County 2012

Figure 1-4. Aerial photograph showing S Lander St Grade Separation Project APE and affected parcels

2. SETTING AND BACKGROUND

ESA conducted a literature review of the project's study area, which extends 0.50 mile in every direction from the footprint of the APE. Information reviewed included prior archaeological survey reports, recorded cultural resources, historic register-listed resources, ethnographic studies, historical maps, government landowner records, aerial photographs, regional histories, geological maps, soils surveys, and environmental reports. These records were reviewed in order to identify any cultural resources, including Traditional Cultural Properties (TCPs), in or around the APE. Relevant documents were examined at the DAHP, the University of Washington Libraries, online, and in ESA's research library.

2.1 Environmental Setting

2.1.1 Geomorphology

The APE is located within the Puget Lowland physiographic province, situated between the Cascade Range to the east and the Olympic Mountains to the west. Near surface Quaternary deposits within the Puget Lowland consist of sediments deposited by at least seven glacial episodes during the last 2 million years (Troost et al. 2003). During the most recent of these glacial periods—the Vashon stade of the Fraser glaciation—the Puget Lobe of the Cordilleran ice sheet extended into the Seattle area between approximately 17,500 and 16,500 years before present (BP) (Troost and Booth 2008). Glacial ice and subglacial meltwater streams incised bedrock surfaces, as well as earlier glacial deposits, laying down compact glacial drift (Zehfuss et al. 2003). As glacial ice retreated around 16,500 BP, proglacial meltwater lakes formed across the lowlands. As the ice retreated across the Strait of Juan de Fuca, Puget Sound was inundated by marine waters, creating a huge embayment along the Duwamish Valley, and resulting in the deposition of shell-bearing mud, sand, and gravel (Zehfuss 2005).

Beginning in the middle Holocene period, a series of lahar events on Mount Rainier introduced vast amounts of sediment into the Duwamish Embayment. The earliest of these was the Osceola Mudflow (5,490–5,600 years BP) (Dragovich et al. 1994). Subsequent clay-poor lahar episodes—Summerland (2,200–2,900 years BP), Twin Creek (circa 1,500 years BP), and Fryingpan Creek (circa 1,100 years BP)–brought abundant coarse material, particularly dark andesitic sands, into the embayment. As the Green/Duwamish delta built towards the north, these sediments were brought closer to Elliott Bay; the delta front of the Green/Duwamish reached Elliott Bay around 1,100 years ago (Zehfuss 2005).

Historical maps of Elliott Bay suggest that the APE was naturally a tidal flat. The APE is within (or at least adjacent to) an area depicted as "bare at low water" on the 1841 U.S. Coast and Geodetic Survey (USCGS) map. The actual configuration of tidal flats within Elliott Bay would have been continually changing as the Duwamish River transported and deposited sediments within the bay. The USCGS depicted the vicinity of the APE as an extensive tidal flat on maps from 1891, 1899, 1901, 1905, and 1907. By 1911, the vicinity of the APE had been extensively filled and developed with railway lines (USCGS 1911).

Near-surface deposits within the APE are mapped as "artificial fill." This classification is corroborated by the results of geotechnical borings previously completed along S Lander St between 1st Ave S and 4th Ave S, which produced evidence for at least 12 feet of various fills, including silty clay, silty sand, and gravel, overlying bay deposits (DNR 2016).

2.1.2 Soils

The Natural Resources Conservation Service has no soils data for the APE (NRCS 2016). The lack of soils data is common in cities that became highly urbanized prior to the advent of systematic soils surveys. However, based upon the documented history of filling, the APE is not expected to contain any naturally developed soils.

2.1.3 Flora and Fauna

The APE falls within the western hemlock (*Tsuga heterophylla)* environmental zone, which encompasses most of Western Washington (Franklin and Dyrness 1988). Native species characteristic of this environment include a variety of ferns, Oregon grape, ocean spray, salal, trailing blackberry, red huckleberry, western red cedar, Douglas fir, and western hemlock. Maples, alders, and Himalayan blackberries encroached and flourished where the natural landscape has been disturbed. Native terrestrial fauna within this region would have included deer, cougar, elk, bear, coyote, beaver, skunk, quail, grouse, weasel, and muskrat. Elliott Bay would have provided the area with a variety of fish and shellfish species, including salmonids.

It is expected that the APE historically would have contained some of these resources; however, due to urbanization, the majority of the APE no longer contains native plants or terrestrial and aquatic animals. The APE is paved and landscaped grasses, trees, and shrubs line portions of the roadways.

2.2 Precontact Background

The precontact cultural chronology of the Pacific Northwest and Puget Sound from the Late Pleistocene onward has been summarized in previous studies (Ames and Maschner 1999; Blukis Onat et al. 2001; Kidd 1964; Matson and Coupland 1995; Nelson 1990). The various chronologies generally agree on broad patterns in culture but may differ regarding the timing and significance of changes in specific aspects of culture, such as subsistence, technology, and social organization. The following outline of cultural-historical sequence draws broadly on the various chronologies, but follows Ames and Maschner (1999) by recognizing five periods, which are summarized in Table 2-1.

Table 2-1. Precontact Periods

Period	Approx. Date Range	Characteristics
Paleoindian	Before 12,500 years ago	Often referred to as Clovis culture and located in the uplands; represented by projectile points
Archaic	12,500 to 6,400 years ago	Often referred to as Olcott culture and located in riverine and lake settings; represented by cobble tools and lanceolate projectile points
Early Pacific	6,400 to 3,800 years ago	Located in marine and estuary settings; represented by large shell middens and decorative artifacts such as labrets and bracelets
Middle Pacific	3,800 to 1,800/1,500 years ago	Represented by large plank houses, increase in decorative items, and woodworking tools (adzes, mauls, wedges)
Late Pacific	1,800/1,500 years ago to AD 1851	Represented by seasonal camps associated with resource procurement and increased variability in burial methods

2.3 Ethnographic Background

2.3.1 Overview

The study area is located within the traditional territory of the Duwamish, a Southern Coast Salish cultural group (Suttles and Lane 1990:485). Southern Coast Salish peoples traditionally spoke Lushootseed, and in the case of the Duwamish, Southern Lushootseed (Suttles and Lane 1990:485; Thompson and Kinkade 1990). The traditional language spoken by Native Americans in the Puget Sound region is Lushootseed, which is part of the larger Salishan language family.

Documentation of cultural practices among the Southern Coast Salish cultural group was rare until the arrival of the Hudson's Bay Company at South Puget Sound in the 1820s. Systematically recorded observations did not occur until the 1850s. By the beginning of the 19th century, Native American populations had already been severely reduced by the introduction of smallpox, measles, malaria, and other devastating diseases (Boyd 1990). Subsistence patterns among the Duwamish were based on seasonal gathering of vegetable foods and game, with fish providing the main staple. Salmon was captured in salt water by trawling, seines, and gill nets; freshwater fish capture was accomplished with weirs and traps, trawl nets, dip nets, gaff hooks, harpoons, and leisters (Suttles and Lane 1990:488). Locations for these resources dictated where groups temporarily camped during the non-winter months.

Permanent villages were occupied in the winter and usually consisted of several gambrel-roofed houses—a style unique to Puget Sound. The center of the house was open, with the house posts typically carved or painted. Seasonal housing at resource gathering locations usually consisted of a gable-roofed structure on a pole frame covered with housemats (Suttles and Lane 1990:491). Typical household items among the Duwamish were made of wood, bone, shell, antler, horn, cattail rushes, and cedar bark. Stone was used for tools, including net-weights and projectile points.

Burial practices among the Duwamish included elevated canoe burials and elevated burial boxes on posts or in trees; over time the burial containers would collapse and the remains would come to rest on the ground below (Suttles and Lane 1990:496).

2.3.2 Ethnographic Resources within the Study Area

Because the APE was historically part of Elliott Bay until the early 20th century, there are no recorded ethnographic places within the study area. There are places on nearby shorelines and former islands at the mouth of the Duwamish River, but these are not listed here due to the low probability for encountering precontact- or ethnographic-era resources during the project (Hilbert et al. 2001; Thrush 2007; Waterman 1922).

2.4 Historical Background

2.4.1 Overview

The APE is located at the mouth of the Duwamish River within the former tideflats of Elliott Bay. Prior to filling, the tideflats fluctuated in tidal water depths of 6 to 16 feet (Bagley 1916:358).Today, this location is a filled industrial zone. Mid-19th and early-20th century shoreline and topographic maps of Elliott Bay (also known as Duwamish Bay) document the consistent former tideflat setting of the study area (Anderson Map Company 1890; USCGS 1841, 1875, 1891, 1899, 1901, 1905, 1907; USGS 1894, 1895, 1897, 1901, 1903, 1904).

Development within the study area at this time was limited to railroad trestles leading into Seattle from the south and west. The first railroad trestle across the tideflats was built in 1876 by the Seattle and Walla Walla Railway (Armbruster 1999). It was abandoned in 1878 after shipworms compromised the wood pilings and a new track was constructed to the east along the base of Beacon Hill.

Development remained sparse until Seattle platted all of its tidelands in 1895; this enabled the establishment of street grids that were indicated by wooden pilings (Board of Appraisers 1895; Figure 2-1). That same year, the Seattle & Lake Washington Waterways Company began filling the southern portions of Elliott Bay, outside of the APE (Bagley 1916:354). The study area remained tideflats until 1908 when the City began filling with soils removed during the ongoing regrade of the downtown area (USCGS 1911; USGS 1908, 1909). Filling advanced east to west and by 1911 the APE was completely reclaimed (USCGS 1911).

The tideflats were a common refusal disposal site for Seattle citizens during the late 1800s and into the early 20th century. At this time, refuse was regularly disposed of in vacant lots, alleys, Elliott Bay, and particularly within the tideflats under trestles (Phelps 1978:204). One tideflat landfill was located at the intersection of 4th Ave S and S Spokane St, just south of the study area; this location was recorded in a 1920 list of City disposal sites (Phelps 1978:208). Non-privatized garbage collection did not begin until 1910. Collection was overseen by the Street Department until 1915, after which time responsibility was transferred to the Health Department. The Health Department continued intermittent use of garbage scows for dumping waste into Elliott Bay (Phelps 1978).

2.4.2 Improvements to the APE

The Seattle tideflats at the APE were filled and improved under different city ordinances, each authorizing separate projects for specific work. Recorded improvements started in 1907 when 4th Ave S was planked (Ordinance No. 15464). In 1909 the tideflats in 1st Ave S were filled, the road was replanked, and wood walkways were added; depth of fill used at the intersection of S Lander St is unknown (Ordinance No. 20324). Also in 1909, a 90-inch-diameter trunk sewer and associated access holes were installed in S Lander St; the concrete and brick-lined sewer was supported by braced timber piles (Ordinance No. 16700; Figure 2-2). In 1916 the tideflats beneath Occidental Ave S were filled and the road was planked (Resolution No. 5259).

Three north-south rail alignments once passed through the APE. The first is the set of railroad tracks between Occidental Ave S and today's 3rd Ave S. These were built by 1905 and were originally operated by the Northern Pacific and the Great Northern Railway (Baist Map Company 1905, 1912; Sanborn Map Company 1916a, 1916b). This rail alignment is still in use by the BNSF. Constructed sometime after 1905 was a narrow spur track that runs along the west side of Occidental Ave S. This is currently abandoned, but the rails remain and are partially exposed (Baist Map Company 1912; Sanborn Map Company 1916b). Lastly, a municipal street railway once followed 1st Ave S; this is no longer present. In 1896 it was known as the South Seattle Electric St Railway and continued to operate along 1st Ave S into the 1930s (Foesig 1968; Puget Sound Traction Light and Power Company 1915, 1933).

Structures within the APE were sparse until filling was completed. In 1904 a small carpenter's shop and dwelling were mapped in the northeast corner of the intersection of S Lander St and 1st Ave S (Sanborn 1904). These were accessed from 1st Ave S by a walkway and platform. They remained standing until at least 1916, by which time more structures had been built within the area (Sanborn Map Company 1916b). The area grew to become an industrial district of manufacturing companies and warehouses. A small number of retail stores and restaurants were erected along S Lander St, but buildings were primarily industrial in purpose and included foundries, pipe and plumbing suppliers, mill and mining suppliers, automotive services, and general storage warehouses (Sanborn Map Company 1916a, 1916b, 1950).

Source: Seattle Photograph Collection, Image No. UW290, University of Washington Libraries, Special Collections Division

Figure 2-1. Seattle Tideflats, view from Beacon Hill to the west, c.1900; showing the area just north of the APE

Source: Seattle Municipal Archives, Image No. 52093

Figure 2-2. S Lander St sewer construction, 1910

3. CULTURAL RESOURCES BACKGROUND

ESA conducted a records search of DAHP's online Washington Information System for Architectural and Archaeological Records Data (WISAARD) on July 29, 2016. The records search resulted in the identification of 16 previous cultural resources assessments (Table 3-1) and four recorded archaeological sites within or immediately beyond the study area (Table 3-2). In addition, the study area contains three aboveground historical resources that are either register-listed or have been recommended as eligible for listing in a historic register (Table 3-3). There are an additional 18 aboveground, historic-aged resources within or adjacent to the APE (Section 4, Historic Resource Survey) that were inventoried during this project. No cemeteries are known to be located within the study area.

3.1 Prior Cultural Resources Assessments

There have been 16 prior cultural resources surveys or assessments within the study area (see Table 3-1). They were conducted for a variety of projects, including improvements to SR 99, street grade separations, telecommunication installations, sewer improvements, and light rail projects. Nine of the studies identified cultural resources in the study area; however, two of the studies did not record the identified resources (Robbins and Larson 1998; Sadin 2007).

One of the previous assessments was conducted for a previous version of the current project. In 2007, a literature review and historic resources inventory was conducted for what was then called the S Lander St project in order to meet the requirements of SEPA (Sadin 2007). The current assessment is being completed due to the time elapsed and the new regulatory nexus. During the 2007 assessment, no subsurface archaeological survey was conducted. Analysts considered the area to have little potential for yielding intact archaeological deposits. The assessment evaluated and recorded all above-ground historic resources within 100 feet of the project footprint that met the minimum age threshold for evaluation (40 years or older in 2007). Because these resources were evaluated over 10 years ago, new eligibility recommendations are required by DAHP.

When assessed in 2007, three buildings were recommended as eligible for listing in the NRHP: the Best Fixture/Filson Warehouse (two separate buildings), and the Sears/Starbucks building. All three buildings were noted to have retained their integrity of location, design, materials, and workmanship. However, DAHP has determined each of these three resources as Not Eligible for listing. Statements of significance could not be located for either of these properties (see Sections 4.6 and 4.17).

The historic railroad corridor within the APE (now BNSF) was evaluated in 2007 as a potential historic landscape but was recommended Not Eligible for listing in the NRHP due to its diminished integrity of setting. This segment was evaluated again in 2017 as part of this project and is recommended Eligible for listing in the NRHP as a historic property. DAHP is reviewing this eligibility recommendation.

Table 3-1. Prior Cultural Resources Assessments Conducted within the Study Area

Approx. Distance from Study Area	Cultural Resources Identified	Project	Citation
Within	Multiple historic properties (not recorded)	Draft Discipline Report: A Historical Resources Assessment of the South Lander St Grade Separation Project	Sadin 2007
0.25 mi northwest	Multiple historic properties	King Dome #SE29XC263	Pinyerd 2013
1 block east	Multiple historic properties	Central Link Rail Transit Project, Final EIS, Technical Report: Historic and Prehistoric Archaeological Sites Historic Resources, Native American Traditional Cultural Properties, Paleontological Sites	Courtois et al. 1999
1 block northwest	Multiple historic properties	SR 99: Alaskan Way Viaduct & Seawall Replacement Program: Section 106 Technical Report, Historical Resources, S Holgate St to King St Viaduct Replacement Project	Sheridan 2008
1 block northwest	---	Monitoring Report: SR 99 South Holgate St to South King St Viaduct Replacement Project, Archaeological Monitoring Stage 2	Reed et al. 2012
0.25 mi west	None in study area	SR 99 Intelligent Transportation System Improvements Project	Foutch et al. 2009
0.40 mi southeast	45-KI-688	Archaeological Monitoring, Sound Transit University Link Light Rail Maintenance of Way Building Project (U810)	Valentino and Breidenthal 2016
0.40 mi southwest	Multiple historic properties	East Marginal Way Grade Separation Project, Cultural Resources Analysis for NHPA Section 106 Review	Johnson Partnership 2004
0.50 mi northeast	---	Proposed Telecommunications Non-Tower Collocation Site, Site Name: SEA Holgate—New Build	Baker and McReynolds 2014
0.50 mi northwest	---	SR 99 S Hudson St to Ward St Automated Viaduct Closure Gates Project	Bartoy 2011
0.50 mi northwest	---	SR 99 South Holgate St to South King St Viaduct Replacement Project Archaeological Monitoring Stage 1	Casella et al. 2010
0.50 mi northwest	---	SR 99 Alaskan Way Viaduct & Seawall Replacement Project, Archaeological Monitoring and Review of Geotechnical Borings from South Spokane St to Battery St Tunnel	Gillis et al. 2005
0.50 mi south	Multiple historic properties (not recorded)	Monitoring for Alki Transfer/CSO Facilities Project Northern Transfer Project	Robbins and Larson 1998
0.50 mi south	--- (no field)	South Spokane St Viaduct Widening Project	Robbins and Larson 1995
0.60 mi southeast[1]	45-KI-722	Archaeological Inventory for the South Spokane St at I-5 Seismic Backbone	Stevenson and Beckner 2014
0.60 mi southwest/south[1]	45-KI-529, 45-KI-530	Revised Archaeological Monitoring of Construction Excavations in the Spokane St Viaduct Project, Utilities Relocation Phase (Contract 3)	Cole 2005

[1] included due to similarity of landform

3.2 Recorded Archaeological Sites

There is one recorded archaeological site within the study area, and three additional sites within 0.60 mile of the APE. The three sites that are 0.60 mile from the APE are discussed here due to their proximity and similar setting (Table 3-2). All four sites are from the period 1880s to 1955 and are all historical archaeological sites.

Table 3-2. Recorded Archaeological Sites within the Study Area

Site Numbers	NRHP Status[1]	Site Name	Site Type	Description
45-KI-529[2]	Determined Not Eligible	S Spokane St Historic Dump #2	Historic Landfill	Contents date to circa 1910-1920.
45-KI-530[2]	Determined Not Eligible	S Spokane St Historic Dump #1	Historic Landfill	Contents date to circa 1880s-1902.
45-KI-688	Determined Not Eligible	Seattle Industrial District Landfill	Historic Landfill	Contents date to circa 1920-1955.
45-KI-722[2]	Not evaluated	Columbia & Puget Sound/Pacific Coast Railroad Grade	Historic Railroad	Abandoned segment of the railroad along 9th Ave S, recorded 2014. Segment constructed circa 1890.

[1] NRHP = National Register of Historic Places

[2] Located 0.60 mile from APE

3.2.1 45-KI-688 (Seattle Industrial District Landfill)

The Seattle Industrial District Landfill was identified beneath 6 feet of fill. The deposit measured approximately 6 feet in depth with approximately 1 to 5 feet of gray clay below. The clay was interpreted by investigators as hydraulic fill, likely displaced during sluicing of Beacon Hill in the 1890s and early 1900s (Zuccotti and LeTourneau 2002). The site measures approximately 500 meters by 200 meters (24 acres) and 3.7 meters thick.

3.2.2 45-KI-529 and 45-KI-530 (S Spokane St Historic Dump #1 & #2)

The S Spokane St historic landfills were identified during utility relocation work for the Spokane Street Viaduct Construction Project, Contract 3. At 45-KI-529, the fill reached 80 to 85 feet below surface and artifacts were identified at depths of 85 to 125 feet below surface. Artifacts within 45-KI-529 date to the early 20th century. At 45-KI-530, the fill measured approximately 10 feet deep. Artifacts within the site date to the late 19th century.

Both sites contained glass, ceramic, cloth, leather, paper, and metal, and were interpreted to have been deposited at a time when S Spokane St and adjacent railroads were elevated on wood pilings before the Seattle tideflats were filled (Cole 2005). Neither site included artifacts from the precontact era. Although one of the sites, 45-KI-529, was recommended Eligible for listing in the NRHP (Cole 2005), it was determined Not Eligible by DAHP.

3.2.3 45-KI-722 (Columbia & Puget Sound / Pacific Coast Railroad Grade)

The Columbia & Puget Sound / Pacific Coast Railroad runs north/south on the east side of 9th Ave S where it intersects with Spokane St. Only 560 feet of the line was observed, and it was an abandoned, on grade

railway with intermittent rails and ties (Stevenson and Beckner 2014). The north end of the segment is overlain by gravel and vegetation, and appears to extend farther south beneath the pavement.

3.3 Historic Register-Listed or Recommended-Eligible Resources

There are three historic resources within the study area that are either register-listed or have been recommended Eligible for listing in a historic register (Table 3-3). Of these, one is a designated Seattle Landmark, one is listed only in the Washington Heritage Register (WHR), and one is listed in both the NRHP and WHR. These resources were built between 1886 and 1927. None of these is within the APE.

Table 3-3. Historic Register-Listed Resources within the Study Area

Address	NRHP[1] Status	WHR[1] Status	Seattle Landmark	Parcel No.	Site No.	Property Name	Year Built
3224 4th Ave S	---	---	Designated	7674800085	---	Fire Station #14	1927
Holgate St and Alaskan Way	---	Listed	---	---	45-KI-132	First Service Station Site—Seattle	1907
3100-3222 Airport Way S	Listed	Listed	---	7135400000	45-KI-1121	Bay View Brewery	1886

[1] NRHP = National Register of Historic Places, WHR = Washington Heritage Register

3.4 Expectations for Archaeological Resources

DAHP's Statewide Predictive Model classifies the APE as Very High Risk for precontact cultural resources (DAHP 2010). However, the Late Pleistocene to Holocene history of Elliott Bay suggests that the APE did not contain terrestrial landforms until it was intentionally filled in the early 20th century. Between the Late Pleistocene and Late Holocene, the APE went from being covered by glacial ice to inundation by meltwater and, later, marine water.

By the historic period, and probably a millennium or two prior, an influx of sediments from the Duwamish River and sea level adjustments created conditions in which the APE was exposed as tidal flats at low tides. During low tide, people may have accessed the tidal flats to gather shellfish and other resources, and during high tides they may have fished in the area. These activities, while important for subsistence, are unlikely to have resulted in the accumulation of substantial archaeological deposits, and instead would likely consist of sparse numbers of tools, fishhooks, or other artifacts that were inadvertently lost or discarded. There is a moderate probability of project excavations encountering historic-period infrastructure (sewer pipe and pilings) that ran through the tideflats and APE.

4. HISTORIC RESOURCE SURVEY

In total, 18 historic-aged resources were recorded for the S Lander St Grade Separation Project (DAHP Project No. 100707-03-FHWA; Table 4-1). These resources are over 50 years old (using 1968 as a cut-off date), are in or adjacent to the APE, have the proposed bridge in their viewsheds, and have not been recorded in DAHP's historic property inventory (HPI) system during the past 10 years (Figure 4-1). Those buildings within the APE that were not inventoried are younger than 50 years old and do not warrant inclusion (Figure 4-1). Property cards for each structure except the railroad segment were examined at the Washington State Archives—Puget Sound Regional Branch, and photographs were taken of the exterior of each building as well as the existing conditions of the railroad segment. One of the properties inventoried is recommended Eligible for listing in the NRHP: the Northern Pacific Railroad Company Right-of-Way into Seattle.

Table 4-1. Historic Resources Inventoried for the S Lander St Grade Separation Project

Map Number	Address/Name	Use	Year Built	NRHP Eligibility	DAHP Property #
1	2462 1st Ave S / D.A. Johnson Hardwood Company	Commercial	1918	Determined Not Eligible (2003)	38423
2	2456 1st Ave S / D.A. Johnson Hardwood Company	Commercial	1921	Recommended Not Eligible	337183
3	2456 1st Ave S / D.A. Johnson Hardwood Company Annex	Commercial	1937	Recommended Not Eligible	706632
4	230 S Lander St / Seattle Public Schools Bldg. #1	Government	1955	Recommended Not Eligible	344473
5	2461 4th Ave S / Shell Gas Station	Gas Station	1968	Recommended Not Eligible	706638
6	2700 4th Ave S / Esquin Wine & Spirits	Commercial	1928	Determined Not Eligible (OAHP #17-04776)	342266 / 45083
7	2730 4th Ave S / Sanyuan Cabinets & Granite	Commercial	1946	Recommended Not Eligible	706647
8	2701 4th Ave S / Pep Boys Automotive	Commercial	1948	Recommended Not Eligible	341991
9	2733 3rd Ave S / Republic Services Bldg. #2	Public Service	1949	Recommended Not Eligible	706651
10	2733 3rd Ave S / Republic Services Bldg. #1	Public Service	1940	Recommended Not Eligible	706653
11	243 S Lander St / Pacific Galleries	Commercial	1953	Recommended Not Eligible	706655
12	2700 1st Ave S / JC Marble & Granite	Commercial	1905	Recommended Not Eligible	339215
13	2710 1st Ave S / Nelson & Michael	Commercial	1926	Recommended Not Eligible	706705
14	2720 1st Ave S / Imaging Supply & Repair	Commercial	1907	Recommended Not Eligible	343182
15	97 S Lander St / Mr. D's Greek Restaurant	Restaurant	1926	Recommended Not Eligible	706717
16	85 S Lander St / Surplus Too Army/Navy Store	Commercial	1926	Recommended Not Eligible	706715
17	2401 Utah Ave S / Sears	Commercial	1916	Determined Not Eligible (OAHP[1] #17-04354)	44627 / 344457
18	Northern Pacific Railroad Company Right-of-Way into Seattle	Transportation	1884	Recommended Eligible	708606

[1] OAHP = Office of Archaeology and Historic Preservation

Source: NAIP 2013, King County 2012

Figure 4-1. Historic-aged properties inventoried for the S Lander St Grade Separation Project

4.1 2462 1st Ave S / D.A. Hardwood Company (ID #1; DAHP #38423)

The building at 2462 1st Ave S was built in 1918 for the D.A. Hardwood Company, a supplier of lumber and flooring (Figure 4-2 and Figure 4-3). It was designed as a warehouse building, two to three stories, rectangular in plan, with a front-gable monitor roof in an industrial style common to the early 1900s. It has a post-and-pier foundation with post-and-beam structural system and metal-standing seam roof material. The building originally had a series of four-over-three, four-over-four, or six-over-four tripartite windows, a large sliding barn door on the west (main) elevation, and smaller commercial entrances.

The cladding on the second and third stories remains the same as when it was built (wood cladding), and the windows on the third floor (monitor roof) appear in-kind with the original. Those windows on the second-story west and south elevations have been boarded with plywood.

Changes to the building include major alterations to the windows on the first story on the west and south elevations. The original six-over-four tripartite windows have been replaced with smaller plate windows. Further, the doors on the west elevation have been either removed or dramatically reduced in size. The cladding on the first floor has also been changed to T-111 (plywood sheet siding).

Statement of Significance

The building was determined Not Eligible for listing in the NRHP in 2003 (no DAHP tracking number available). No dramatic changes have taken place to the exterior of the building since the formal determination was made in 2003; the building is still recommended Not Eligible for NRHP listing.

Source: ESA

Figure 4-2. 2462 1st Ave S, looking northeast, 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-3. 2462 1st Ave S, looking northeast, 1938

4.2 2456 1st Ave S / D.A. Johnson Hardwood Company (ID #2; DAHP #337183)

The building at 2456 1st Ave S was built in 1921 as part of the adjacent D.A. Johnson Hardwood Company warehouse, a supplier of lumber and flooring (Figure 4-4 and Figure 4-5). This two-story building has a poured concrete foundation and front-gable, monitor roof hidden behind a false front on the west (front) elevation. Originally, the west (front) elevation had two, four-over-three tripartite windows, a large sliding commercial entrance and smaller door, and two store-plate glass windows. The false front appeared clad in wood siding.

The building has since been renovated, removing the original windows and installing vinyl replacements, adding an additional window opening on the west (front) elevation, and closing off the original doorways to make a new, four-part west (front) entrance. Those windows visible on the second story north and south elevations (of the monitor roof) appear to be vinyl replacements as well, and the east (rear) elevation is clad in corrugated metal. Windows and doors on the east (rear) elevation are boarded up.

Statement of Significance

The original architect and builder are unknown, and the original occupant, the D.A. Johnson Hardwood Company, was not noteworthy in Seattle history. As noted above, several major alterations to the building have compromised its integrity, which is fair to poor. The building does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-4. 2456 1st Ave S (at center), looking southeast; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-5. 2456 1st Ave S, looking east/southeast; 1938

4.3 2456 1st Ave S / D.A. Johnson Hardwood Company Annex (ID #3; DAHP #706632)

This two-story building sits in the rear of the building at 2450 1st Ave S, and faces Occidental Ave S (Figure 4-6). There is no storefront; rather, this structure was used as a warehouse/manufacturing facility associated with the 2456 building.

The subject building is rectangular in plan with a flat roof and corrugated metal cladding. A lean-to storage area is on its south elevation, and is enclosed with chain link fencing. The original windows on the second story are four-over-five metal casement windows, and are painted, closing them off. There appears to have been a large sliding door on the east elevation, but this appears to have been blocked off.

Statement of Significance

The original architect and builder are unknown. The extent of renovations to the building is unknown because no original records (other than built date) could be found. Regardless, integrity appears poor due to changes in the fenestration. The building does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition, and the original occupant, the D.A. Johnson Hardwood Company, was not noteworthy in Seattle history. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-6. 2456 1st Ave S (annex); looking northwest; 2016

4.4 230 S Lander St / Seattle Public Schools Bldg. #1 (ID #4; DAHP #344473)

Building #1 on the 230 S Lander St property is currently owned and occupied by Seattle Public Schools (Figure 4-7). The building was constructed in 1955 in the Curtain Wall style for use by the Terminal Development Company, and later the U.S. Post Office (USPS) (Figure 4-8). It has undergone significant changes during its use. Originally, the building was a three-story, reinforced-concrete building covered with sash and four-over-three metal casement windows. The building had a flat roof. A portion of the first floor on the south and east elevations provided vehicle access via roll-up garage bays.

After its purchase by Seattle Public Schools, the building underwent massive renovations, resulting in its current form. The southeast corner of the building has had many of the windows closed off, and the cladding changed. The southwest corner has had cladding changed, and the main entrance on the south side has a new, decorative overhang and a glass-enclosed foyer, which has altered the roofline. All of the windows have been replaced, none in-kind. The garage bay doors remain on the east and north elevations.

Statement of Significance

The original architect and builder are unknown. There have been extensive renovations to the exterior of the building, and the integrity appears poor. The building does not appear to embody stylistic characteristics that make this a distinguished example of the Curtain Wall style. It is also not of a method of construction that would warrant special recognition, nor is the use of this facility by the Terminal Development Company or USPS important to local history. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-7. 230 S Lander St, looking north; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-8. 230 S Lander St, looking northwest; 1956

4.5 2461 4th Ave S / Shell Gas Station (ID #5; DAHP #706638)

This parcel has been used as a gas station since 1927. The original building was razed in the 1960s, and the current one constructed in 1968 (Figure 4-9). The subject structure has four components: a convenience store, adjacent car wash, and two canopy gas-pumping areas. It is unknown if the canopies and car wash were built at a different time than the convenience store building.

The convenience store building has T-111 cladding, large, plate-glass store windows, and rolled asphalt roofing (flat with parapet). The car wash is built of concrete block and has a flat roof.

Statement of Significance

The original architect and builder are unknown. The integrity appears good, but the building does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-9. 2461 4th Ave S, looking north/northwest; 2016

4.6 2700 4th Ave S / Esquin Wine & Spirits (ID #6; DAHP #342266/45083)

This resource consists of two buildings that have previously been recorded as a single structure; this convention will be used here. The subject property was originally built for use as a Mine & Mill Supply Co. warehouse (Figure 4-10 and Figure 4-11). The one- and two-story building is reinforced concrete with poured and concrete block cladding in an "L" plan. The two-story portion of the building, which had the commercial entrance, originally had a second story of tripartite, four-over-three and four-over-five metal casement windows, and the first story had large, plate-glass windows with one-over-three hopper windows above. The one-story portion of the building had a series of six-over-eight windows, two large service entrances on the north elevation, two large service entrances on the west side (bracketed by large, glass storefront windows), and a commercial entrance in the Art Déco style also on the west elevation. The smaller building that forms the shorter leg of the "L" plan had a single garage bay door on the west elevation, and two-over-six metal casement windows above that door. The south elevation has no fenestration.

The building exhibits several characteristics of the Art Déco style, including the stepped-style frontispiece on the west elevation, metal casement-style windows, and vertical, geometric-styled columns.

Alterations to the building have been moderate. On the two-story portion of the building, a large part of the north elevation has been replaced with glass block. The other windows on the north and east elevations have been replaced with vinyl windows in-kind with the original. The second-story windows also appear in-kind with the original. The south elevation has had two personnel doors installed, and for the smaller building to the south, the single-bay door has been turned into a double-bay door. Fenestration on the east elevation is minimal: two personnel doors (one closed-off), boarded-off windows, and what appears to be a closed-off bay door.

Statement of Significance

The building was determined Not Eligible for listing in the NRHP in 2008 (SHPO #062894-15-BPA GAG). No dramatic changes have taken place to the exterior of the building since the formal determination was made in 2008; the building is still recommended Not Eligible for NRHP listing.

Source: ESA

Figure 4-10. 2700 4th Ave S, looking southeast; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-11. 2700 4th Ave S, looking southeast; 1952

4.7 2730 4th Ave S / Sanyuan Cabinets & Granite (ID #7; DAHP #706647)

The historic tax assessor records had this building listed as 2724 4th Ave S; however, its current address is 2730 4th Ave S. This resource is a two-story, brick building with varied rooflines that was built as a bus garage in 1946 (Figure 4-12 and Figure 4-13). The front (west) elevation had a flat roof with parapet, and two rows of three-over-two metal casement windows (one row for each story). The main portion of the structure is a warehouse with bow truss roofline. Neon signage was placed over the primary entrance on the west (front) elevation. The south elevation had a shallow, front-gabled roof, and a large vehicle door bordered by six-over-four metal casement windows. This elevation was clad with concrete block.

Today, all of the original windows have been replaced. While the second-story windows have been replaced in-kind, the first-story windows, as well as those on the south elevation of the second story, are plate glass. In addition, the front-gabled entrance on the south side has been demolished and replaced with lean-to metal garage bays. The signage on the front (west) elevation and the chimney have also been removed.

Statement of Significance

The original architect and builder are unknown. There have been extensive renovations and additions done to the building, and its integrity is poor. Further, the building does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-12. 2730 4th Ave S, looking northeast; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-13. 2730 4th Ave S, looking northeast; 1947

4.8 2701 4th Ave S / Pep Boys Automotive (ID #8; DAHP #341991)

This building, constructed in 1948, was originally an automotive repair shop, which it remains today (Figure 4-14 and Figure 4-15). The one-story structure originally served as a Firestone shop. It had a glass-walled showroom on the northeast corner, and three-car bay doors on the north elevation. The cladding was concrete block, and the structure had a flat roof with parapet.

The building was expanded by 1953, with an addition put on the back (south) side of the showroom. The addition was done in-kind with concrete block. A second (undated) addition put more bay doors on the west side of the building.

Other renovations include alterations to the showroom, adding eaves to the showroom, and changing some of the cladding to standing seam metal. There also appear to be additional bays added to the south side of the building.

Statement of Significance

The original architect and builder are unknown. While there have been extensive renovations and additions, they have been done in-kind to the original building. The integrity appears fair, but the building does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition, and it is not associated with a business or person important in the history of Seattle. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-14. 2701 4th Ave S, looking southwest; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-15. 2701 4th Ave S, looking southwest; 1949

4.9 2733 3rd Ave S / Republic Services Bldg. #2 (ID #9; DAHP #706651)

This small red brick building was constructed in 1949 as part of the former U.S. Steel Supply Company facility that occupied the parcel (Figure 4-16 and Figure 4-17). U.S. Steel was the largest steel company in the nation, and when incorporated in 1901 in Pittsburgh, was the largest business enterprise ever launched. This was their Seattle branch, but no information could be found on its operation. The main entrance was on the north elevation. The entrance was a double-door up three stairs with a decorative, concrete cast "USS" logo above the door. On either side were four-over-two metal casement windows in a set of three left of the door, and a set of two to the right of the window. A larger, three-over-four tripartite metal casement window was on the far right. The east elevation had another (single) door, and one-over-four metal casement windows.

All of the windows have been replaced with vinyl sliding windows, as has the door. The "USS" logo remains. The remainder of the building remains the same as when it was originally constructed.

Statement of Significance

The original architect and builder are unknown. Window replacement has greatly reduced the integrity of the building, which is poor. Further, the building does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition. Based on the lack of information available on the Seattle branch, the subject property also does not appear to have made a significant contribution to the U.S. Steel Company aside from them being a past owner and having operated out of the large building to the south. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-16. 2733 3rd Ave S, Bldg. #2, looking southwest; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-17. 2733 3rd Ave S, Bldg. #2, looking south; 1949

4.10 2733 3rd Ave S / Republic Services Bldg. #1 (ID #10; DAHP #706653)

This steel-framed facility was built in 1940 for use by the Columbia Steel Company, and later the United States Steel Company (Figure 4-18 and Figure 4-19). U.S. Steel was the largest steel company in the nation, and when incorporated in 1901 in Pittsburgh, was the largest business enterprise ever launched. This was their Seattle branch, but no information could be found on its operation. The main entrance was on the north elevation. Today this site is the Republic Services Recycling Center. It has two, adjoining, long steel structures with concrete and pile foundation, corrugated-metal, side-gable roof, and corrugated-metal cladding. Originally, there were only bay doors on the south side, but renovations to the building resulted in vehicle door openings being added to the north elevation as well. There was also a row of five-over-three metal casement windows running along each elevation of the building.

The west, north, and east elevations currently have no fenestration—the windows have been replaced with corrugated metal siding. The south elevation is mostly open, and has at least six vehicle bays. A long wall borders the parcel on the east side, screening from view the recycling materials piled on the property, and side-gabled venting has been added to the roof of each building.

Statement of Significance

The original architect and builder are unknown. There have been severe renovations made to the building, and its integrity is poor. The subject building does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition. Based on the lack of information available on the Seattle branch, the subject property also does not appear to have made a significant contribution to the U.S. Steel Company aside from them being a past owner and having operated out of the small building to the south. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-18. 2733 3rd Ave S, Bldg. #1, looking northwest; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-19. 2733 3rd Ave S, Bldg. #1, looking northwest; 1941

4.11 243 S Lander St / Pacific Galleries (ID #11; DAHP #706655)

This is a one- and two-story building constructed in 1953 for the Star Machinery Company (Figure 4-20 and Figure 4-21). It is reinforced concrete with brick veneer and has a flat roof. It was designed in the Curtain Wall style. The two-story portion of the building has a series of tripartite metal casement windows on both the first and second stories of the east elevation, metal casement tripartite windows on the second story of the north elevation, and square plate glass windows on the first story of the north elevation. The one-story portion of the building has three-over-three metal casement windows and a large bay door at the northwest corner. The west elevation has at least two truck access doors and four-over-two metal casement windows near the roofline. There are two entrances on the southeast corner of the east elevation: this corner is set back from the remainder of the east elevation. There is a personnel entrance at the corner, and a larger entryway just north of the corner. The facade of the building at these two doors is concrete block.

Changes to the structure include the installation of in-kind vinyl windows, window air conditioning units on the north elevation, and addition of a wheelchair ramp to the primary entrance. The wheelchair ramp has altered the look of the entrance on the northeast corner of the east elevation; however, the building retains several characteristics of the Curtain Wall style including a flat roof with parapet, rectangular block form with pre-engineered exterior sheathing system, repetitive grid of aluminum vertical and horizontal windows, and panels underneath the windows. Further, parking on the north side of the building has been removed and the road alignment moved south, closer to the building.

Statement of Significance

The original architect and builder are unknown. There have been some renovations done to the building, but they are minor and have been done in-kind. The biggest alteration is to the setting when S Lander St was widened to the south against the structure (and parking was removed). The building's integrity is good, and it does retain many defining characteristics of the Curtain Wall style. However, better examples of the Curtain Wall style are found in and around Seattle—this is not a distinguished example of the style. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-20. 243 S Lander St, looking southwest; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-21. 243 S Lander St, looking southwest; 1953

4.12 2700 1st Ave S / JC Marble & Granite (ID #12; DAHP #339215)

This is a three-story commercial building constructed in 1905 (Figure 4-22 and Figure 4-23). It was originally the Beslow & Steele Transfer Storage Building, with four storefronts on the west (front) elevation, and a personnel entrance on the north elevation. It had horizontal wood siding and large, plate-glass storefront windows with smaller fixed windows lining the top of the first floor. The second and third stories had four-over-two metal casement windows, some of which had been replaced with six-over-three metal casement windows. It had a flat roof with parapet.

Renovations in 1987 gave the building its current form. The glass storefronts on the west elevation were extended onto the north elevation, making the glass wrap around the first story. A door was installed at an angle on the northwest corner, and only two other storefront entries remained on the west elevation. The row of windows lining the top of the first floor remains. Other windows were replaced with four-over-three vinyl windows, which are smaller than the originals. The second and third stories are clad in corrugated metal siding.

Statement of Significance

The original architect and builder are unknown. There have been major renovations made to the building, including window and cladding replacement, dramatically altering first-floor entrances. The building's integrity is poor, and it does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition. In addition, Beslow & Steele, the original owners, are not significant in the history of Seattle. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-22. 2700 1st Ave S, looking southeast; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-23. 2700 1st Ave S, looking southeast; 1910

4.13 2710 1st Ave S / Nelson & Michael (ID #13; DAHP #706705)

This is a one- and two-story commercial building constructed in 1926 (Figure 4-24 and Figure 4-25). It was originally used by the Northwest Envelope Manufacturing Company. The building is poured concrete and its west (front) elevation had two doorways—one located at the northwest corner of the building at an angle, set back from the face of the building, and a double door in the center of the west elevation. The windows on the first floor of the west (front) elevation were six-over-four metal casement windows, and the door was constructed of this same glass style. The second-story windows were two-, three-, and four-over-four metal casement windows. A series of smaller, similar windows were on the south elevation as well.

Renovations by c. 1995 are evident on the west elevation. The central doorway on the west (front) elevation was closed off and replaced with two windows, and a single door opening was placed on the southwest corner of that elevation. All of the original windows were also replaced, and the window openings were resized for the replacement windows. Fenestration on the south elevation was also removed.

Since the 1990s, additional renovations have been made that returned the appearance of the structures closer to the original design. The replacement windows were removed, and the new windows are similar in size to the original (tall rather than square). An additional doorway was added to the west elevation, and a new door was added to the south elevation. The east (rear) elevation shows evidence of windows having been closed off at some point (possibly during the c. 1995 work), and a roll-up bay door is in the center of that elevation. A door on that same elevation at the southeast corner is also set back from the face of the building; the age of this doorway is unknown.

Statement of Significance

The original architect and builder are unknown. There have been major renovations made to the building, including window and door replacement, renovation, addition, and removal. The building's integrity is poor, and it does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition. Further, the Northwest Envelope Manufacturing Company is not significant in the history of Seattle. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-24. 2710 1st Ave S, looking northeast; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-25. 2710 1st Ave S, looking northeast; c. 1937

4.14 2720 1st Ave S / Imaging Supply & Repair (ID #14; DAHP #343182)

This is a one-story commercial building built in 1907 (Figure 4-26 and Figure 4-27). It has always functioned in a commercial capacity, first as the Wenatchee Rex Spray Company, and in the late 1940s as the Machinery Exchange Company. The building has a poured concrete foundation. A photograph c. 1930 shows the west (front) elevation with a door near the northwest corner, and a vehicle entrance in the center. Eight, four-over-four sash windows were also on the west elevation, and the building was clad in corrugated metal and concrete block. The building had a flat roof with parapet.

Renovations in the 1940s resulted in brick cladding at least along the west (front) elevation. Fenestration on the west elevation also changed dramatically. The door at the northwest corner was closed off, the vehicle entrance was converted to windows, and the original sash windows were replaced with larger window openings and large, storefront plate glass.

Today, the west elevation looks little like the 1930 or 1940 iterations. This elevation is clad in corrugated metal (the other elevations are concrete block), there are only two small window openings on the west elevation, and the front door is set back from the face of the building and located at the top of a set of brick stairs. The parapet was also reduced in size.

Statement of Significance

The original architect and builder are unknown. There have been major alterations made to the building, including replacement, renovation, addition, and removal of windows and doors. The building's integrity is poor, and it does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition. Further, none of the companies that operated in this building are significant in the history of Seattle. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-26. 2720 1st Ave S, looking east; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-27. 2720 1st Ave S, looking east; c. 1930

4.15 97 S Lander St / Mr. D's Greek Restaurant (ID #15; DAHP #706717)

This is a one-story restaurant building built in 1926 (Figure 4-28 and Figure 4-29). The building has a poured concrete foundation. A 1950 photograph shows the building having a series of three-over-three windows (including corner windows), and a door slightly set back from the north (front) elevation. The building had brick cladding.

Today, the building has a combination of brick and T-111 cladding, the corner windows on the northeast have been altered with smaller replacements, and part of the front elevation has been expanded, increasing the building footprint. The primary entrance likewise has been altered, with embellishments added above the entryway. This restaurant has been merged with a storefront at 85 S Lander St.

Statement of Significance

The original architect and builder are unknown. There have been some renovations made, the subject building's integrity is poor, and it does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-28. 97 S Lander St, looking southwest; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-29. 97 S Lander St, looking southwest; 1950

4.16 85 S Lander St / Surplus Too Army/Navy Store (ID #16; DAHP #706715)

This is a one-story commercial building built in 1926 (Figure 4-30 and Figure 4-31). It has always functioned in a commercial capacity. The building has a poured concrete foundation. A photograph c. 1930 shows the north (front) elevation to have a series of large bays clad in glass windows, and an awning running the length of the storefront. Above the awning was a row of vertically oriented windows, and above that, signage. The north (front) elevation appeared similar in a 1950 photograph, but a second storefront was added.

Today, the large bay openings are closed by storefront plate glass, the awning has been removed, and the windows that were above the awning have been painted over. The second storefront is part of the restaurant next door (97 S Lander St), and the window on the west elevation has been closed off. Additional doorways, plate glass windows, and a storefront have also been added to the west elevation.

Statement of Significance

The original architect and builder are unknown. There have been some renovations, the subject building's integrity is poor, and it does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition. For these reasons, the structure does not meet any criteria for listing in the NRHP.

Source: ESA

Figure 4-30. 85 S Lander St, looking southeast; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-31. 85 S Lander St, looking southeast; c. 1930

4.17 2401 Utah Ave S / Sears (ID #17; DAHP #44627 / 344457)

This is an eleven-story commercial building built in 1912 (Figure 4-32 and Figure 4-33) by architect George C. Nimmons of Chicago. The structure is three individual buildings that together comprise a city block. They are recorded here, as in the past, as a single structure.

The subject property has always functioned in a commercial capacity, first as Sears, Roebuck & Company, and currently as the Starbucks Headquarters (the building's largest tenant). The building has a poured concrete foundation, flat roof with parapet, and brick cladding. A 1956 photograph shows a series of tripartite sash windows along the east (front) elevation. Fenestration on the top three stories of the south elevation has been renovated and in-kind windows installed where before there were only air vents.

Today, the building appears similar to the original design, albeit with the addition of more windows. It was designed in the Art Deco style and retains several key characteristics of that design style: geometric styles, a central tower on the east (front) elevation, and a stepped progression leading horizontally to the central tower. The northernmost building is currently in the Curtain Wall style, which distinguishes itself from the remainder of the complex with its white brick cladding and aluminum windows with pre-engineered exterior sheathing system.

Statement of Significance

This cluster of buildings has been determined Not Eligible for the NRHP based on an inventory performed in 1979 (no DAHP tracking number available). Changes in fenestration have been performed since then, but the building is still recommended Not Eligible for NRHP listing.

Source: ESA

Figure 4-32. 2401 S Utah St, looking northwest; 2016

Source: Washington State Archives - Puget Sound Regional Branch

Figure 4-33. 2401 S Utah St, looking northwest; 1956

4.18 Northern Pacific Railroad Company Right-of-Way into Seattle (ID #18; DAHP #708606)

The subject portion of the Northern Pacific Railroad Company Right-of-Way into Seattle is at the railroad crossing with S Lander St (Figure 4-34, Figure 4-35, Figure 4-36, and Figure 4-37). It includes the crossing, as well as the right-of-way approximately 150 feet north and south of that intersection. The right-of-way runs north/south, and consists of four, standard-gauge tracks constructed at-grade on gravel ballast (see Figure 4-37). The ties are primarily wood, but there are some concrete replacements as well. Rail is held down with e-clip rail anchors. The railroad crossing, which goes across three road lanes, has modern metal, cantilever flashing light signals. The crossing through S Lander St has been modernized, with Omega-brand, pre-cast concrete railroad grade crossings (see Figure 4-34). This segment of the railroad runs through what was historically a tidal flat. By 1911, the area had been filled using material from Seattle's many regrade projects.

The subject portion of the segment retains average integrity. It is still located on its original alignment (location), has the same elements of design and materials as when originally constructed (i.e., an on-grade alignment primarily constructed of wood ties), and association, as mentioned above. The setting has altered slightly because the vicinity has been built-up, but the area remains industrial and commercial in nature. No obvious workmanship is evident because this particular portion of the segment does not have any advanced engineering, and the character of the area has changed from what used to be an expanding area.

Statement of Significance

The Northern Pacific Railroad Company Right-of-Way into Seattle is recommended Eligible for the NRHP under Criterion A, based on the segment's association with the Northern Pacific Railroad, and bringing the transcontinental railroad system to Seattle.

Seattle had been fighting for a railroad terminus since the Northern Pacific first made its interest in the Puget Sound area known in 1870, but the Northern Pacific eventually selected Tacoma. The subject track, currently operated by BNSF, was built by the Puget Sound Shore Railroad Company between 1883 and 1884. This segment ran between Black River Junction and Seattle. Upon completion, however, the line was poorly operated, and abandoned for a period, giving it the name "Orphan Road." It took until 1887 for the line to be operational when it became part of the Northern Pacific & Puget Sound Shore Railroad Company (Armbruster 1999; Lange 2000; Robertson 1995). It was purchased by the Northern Pacific in 1889 (Armbruster 1999; Robertson 1995). The arrival of the Northern Pacific in Seattle, followed closely by the Great Northern and the construction of King Street Station (1906), led to Seattle becoming a preeminent city on the Puget Sound. The era of the railroad in Seattle lasted until the 1930s, followed by a short burst during World War II (MacIntosh 1999).

When the segment was originally constructed by the Puget Sound Shore Railroad Company, the company did not have the financing, organization, or means to operate the line profitably and it was soon abandoned. The Northern Pacific purchased the line, but several obstacles remained. The Northern Pacific purchased the Seattle, Lake Shore, and Eastern (providing a connection between Sumas and the Canada border), in anticipation of the (now) Great Northern Railway coming to the area, and constructed a railroad depot in Seattle. The 1893 economic depression bankrupted the Northern Pacific, and it was not until the Klondike Gold Rush that the company and city could recover. Shortly thereafter, the Northern Pacific announced plans for King Street Station to be built in cooperation with the Great Northern. The station, together with the Great Northern Tunnel through Seattle, opened the area to consistent rail traffic. This lasted into the 1930s.

Source: ESA

Figure 4-34. Northern Pacific Railroad Company Right-of-Way into Seattle, looking west; 2016

Source: ESA

Figure 4-35. Northern Pacific Railroad Company Right-of-Way into Seattle, looking northeast; 2016

Source: ESA

Figure 4-36. Northern Pacific Railroad Company Right-of-Way into Seattle, looking southeast; 2016

Source: ESA

Figure 4-37. Northern Pacific Railroad Company Right-of-Way into Seattle, looking north; 2016

5. ARCHAEOLOGICAL ASSESSMENT

5.1 Methods

ESA Archaeologists Alicia Valentino and Chris Lockwood performed pedestrian surveys of the APE on July 20, 2016 and August 15, 2016, respectively. The APE was photographed and notes taken on the terrain, vegetation, and ground cover.

No subsurface investigation was performed for the project because the APE is mostly paved. Those few areas with exposed ground contain buried utilities and infrastructure, eliminating the ability to test soils and sediments. Historical research, including a review of engineering plans demonstrating the filling of the tidelands, was used in concert with geotechnical review and examination of cultural resources studies conducted in the vicinity to provide data on potential subsurface conditions.

5.2 Results

No subsurface investigation was performed, and no belowground archaeological resources were identified during review of previous projects in the APE. The APE is relatively flat and is a heavily traveled and developed urban area. Data reviewed for the project indicate that the vicinity of the APE contains thick fill deposits (to depths of 12 feet) overlying natural bay deposits. The depth of fill sediments is unknown within the APE, but is likely to be similar.

6. INTERPRETATION AND EVALUATION

6.1 Historic Properties Assessment

One of the 18 historic-aged properties recorded for the project, either within or adjacent to the APE, is recommended Eligible for listing in the NRHP. In the early 1900s, the neighborhood had developed from tidelands to an industrial district of manufacturing companies and warehouses. While there were a small number of retail businesses along S Lander St, these were primarily for industrial needs. Today, the SODO neighborhood has a variety of businesses, including retail, industrial, commercial, and institutional. The buildings vary in age from the early 1900s through to the modern period, and they do not follow any consistent architectural theme. Even the older buildings have undergone significant renovation and alteration through repair and the installation of more energy-efficient and reliable materials.

The Northern Pacific Railroad Company Right-of-Way into Seattle is recommended Eligible for the NRHP under Criterion A, based on the segment's association with the Northern Pacific Railroad, and bringing the transcontinental railroad system to Seattle. When the segment was originally constructed by the Puget Sound Shore Railroad Company, the company did not have the financing, organization, or means to operate the line profitably and it was soon abandoned. The Northern Pacific purchased the line, but several obstacles remained. The Northern Pacific purchased the Seattle, Lake Shore, and Eastern (providing a connection between Sumas and the Canada border), in anticipation of the (now) Great Northern Railway coming to the area, and constructed a railroad depot in Seattle. The 1893 economic depression bankrupted the Northern Pacific, and it was not until the Klondike Gold Rush that the company and city could recover. Shortly thereafter, the Northern Pacific announced plans for King Street Station to be built in cooperation with the Great Northern. The station, together with the Great Northern Tunnel through Seattle, opened the area to consistent rail traffic. This lasted into the 1930s.

The subject portion of the segment retains average integrity. It is still located on its original alignment (location), has the same elements of design and materials as when originally constructed (i.e., an on-grade alignment primarily constructed of wood ties), and association, as mentioned above. The setting has altered slightly because the vicinity has been built-up, but the area remains industrial and commercial in nature. No obvious workmanship is evident because this particular portion of the segment does not have any advanced engineering, and the character of the area has changed from what used to be an expanding area.

6.2 Archaeological Assessment

The majority of the project APE is paved, and is an urban, heavily traveled area with extensive ground disturbance. Sediments underlying the existing roadways are fill placed during the early 1900s when the tideflats were turned into made land (property created through filling). Many of the roadways in and around the APE are supported on pilings. While there was no ground surface available for habitation in this area during the precontact period, archaeological sites found in the vicinity suggest a probability for buried historic resources, such as infrastructure.

Because the APE was formerly underwater and, later, tideflats, there is low probability for encountering intact precontact resources during project excavations. During the historic period, however, the tideflats in general were used for municipal dumping, as well as opportunistic dumping by people living and working in the vicinity. While there is no documented formal dumping in the APE, such as the buried S Spokane St landfill half a mile to the south, and the buried landfill that extends between 6th Ave S and

Beacon Hill from S Lander St to S Spokane St, there is still moderate probability for historic-period debris to be present in the project APE. This would likely be random, indiscriminate debris, as well as infrastructure including sewer pipe and pilings.

7. RECOMMENDATIONS

7.1 Aboveground Resources

For aboveground resources in the APE, ESA extends a recommendation of No Historic Properties Affected (CFR 800.4(d)(1)). ESA considers the project will have No Adverse Effect to the Northern Pacific Railroad Company Right-of-Way into Seattle, which is recommended Eligible for the NRHP.

7.2 Archaeological Resources

ESA extends a recommendation of No Historic Properties Affected (CFR 800.4(d)(1)). Plans for the S Lander St Grade Separation Project have not yet been finalized. Once the 100% plans become available, they should be reviewed to determine the extent of monitoring, if any, to be conducted. Based on available information, there is low probability that intact, buried precontact-period resources or NRHP-eligible historic-period resources would be encountered during project excavations. Because of the likelihood for encountering historic debris, an IDP should be developed to provide procedures and protocols in the event of an inadvertent discovery during project excavations. The IDP should specifically include steps to be taken in the event that historic-period debris or infrastructure is encountered.

The findings and professional opinions included in this report are based on standard archaeological techniques including pedestrian survey and geotechnical review; however, each has its limitations.

Pursuant to RCW 68.50.645, 27.44.055, and 68.60.055, if ground-disturbing activities encounter human skeletal remains during the course of construction, then all activity that may cause further disturbance to those remains will cease. The area of the find will be secured and protected from further disturbance. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to DAHP, who will then take jurisdiction over the remains. DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

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Appendix A

Area of Potential Effects Correspondence

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

August 9, 2016

Ms. Laura Murphy
Muckleshoot Tribe
39015 172nd Avenue SE
Auburn, WA 98092

City of Seattle
Lander Street Grade Separation Project
Revised APE
Federal Aid Number: to be assigned

Dear Ms. Murphy:

As you know, the City of Seattle is proposing to construct a bridge on South Lander Street with funding from the Federal Highway Administration (FHWA). The Washington State Department of Transportation (WSDOT) Local Programs Division is assisting the City and acting on behalf of the FHWA in processing federal environmental compliance documentation.

The project has been on hold since the area of potential effects was originally defined but has recently received federal funding. The project itself is essentially the same as was described in the 2007 APE but the passage of time necessitates this APE revision. The proposed project is located on South Lander Street, from 1st Avenue South to 4th Avenue South (Township 24 North, Range 4 East, Section 8). The project will construct a bridge on South Lander Street to cross the BNSF Railroad tracks located between Occidental Avenue and 3rd Avenue South. The maximum height of the bridge will be 30 feet with a width of 68th feet to accommodate two vehicle travel lanes and a non-motorized pathway. The project also includes dead-ending Occidental Avenue on either side of South Lander Street, installation of at-grade non-motorized facilities, and local access improvements.

The APE is defined as the construction items listed above, which extend 150 feet on either side of the project's centerline. Excavations of the bridge footings will extend approximately 130 feet into the extensive fill deposits underlying the APE, with most of the project excavations reaching 10 feet or less. Staging is anticipated to occur within these limits.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any historic properties, including Traditional Cultural Properties (TCPs) that may exist within the project's APE, and providing any key tribal contacts, is greatly appreciated. We are also inviting comments regarding any other tribal concerns the proposed project may raise. Please provide a response by 9 September 2016 so that we may discuss this undertaking and any of those identified areas of interest. Electronic versions of this letter were sent to the State Historic Preservation Officer and the technical staff at the Snoqualmie, Stillaguamish, and Yakama Indian tribes. Should you have any questions about this project, please contact me at (360) 705-7879 or deboert@wsdot.wa.gov.

Sincerely,

Trent de Boer
WSDOT Archaeologist
Local Programs

TD:ac
Enclosure (electronic)
cc: Honorable Virginia Cross, Muckleshoot Tribal Chairperson
Lindsey Handel, FHWA, MS 40943
Mehrdad Moini, NW Region Local Programs Engineer

Washington State Department of Transportation

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August 9, 2016

Mr. Steven Mullen-Moses
Snoqualmie Nation
PO Box 969
Snoqualmie, WA 98065

City of Seattle
Lander Street Grade Separation Project
Revised APE
Federal Aid Number: to be assigned

Dear Mr. Mullen-Moses:

As you know, the City of Seattle is proposing to construct a bridge on South Lander Street with funding from the Federal Highway Administration (FHWA). The Washington State Department of Transportation (WSDOT) Local Programs Division is assisting the City and acting on behalf of the FHWA in processing federal environmental compliance documentation.

The project has been on hold since the area of potential effects was originally defined but has recently received federal funding. The project itself is essentially the same as was described in the 2007 APE but the passage of time necessitates this APE revision. The proposed project is located on South Lander Street, from 1st Avenue South to 4th Avenue South (Township 24 North, Range 4 East, Section 8). The project will construct a bridge on South Lander Street to cross the BNSF Railroad tracks located between Occidental Avenue and 3rd Avenue South. The maximum height of the bridge will be 30 feet with a width of 68th feet to accommodate two vehicle travel lanes and a non-motorized pathway. The project also includes dead-ending Occidental Avenue on either side of South Lander Street, installation of at-grade non-motorized facilities, and local access improvements.

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Sincerely,

Trent de Boer
WSDOT Archaeologist
Local Programs

TD:ac
Enclosure (electronic)
cc: Honorable Carolyn Lubenau, Snoqualmie Tribal Chairperson
Lindsey Handel, FHWA, MS 40943
Mehrdad Moini, NW Region Local Programs Engineer

Washington State Department of Transportation

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August 9, 2016

Honorable Shawn Yanity
Stillaguamish Tribe
PO Box 277
Arlington, WA 98223-0277

City of Seattle
Lander Street Grade Separation Project
Initiation of Consultation // APE
Federal Aid Number: to be assigned

Dear Chairperson Yanity:

The City of Seattle is proposing to construct a bridge on South Lander Street with funding from the Federal Highway Administration (FHWA). The Washington State Department of Transportation (WSDOT) Local Programs Division is assisting the City and acting on behalf of the FHWA in processing federal environmental compliance documentation.

FHWA and WSDOT would like to initiate government-to-government consultation for this project. Among other things, we would like this consultation to address the cultural and historic resource issues, pursuant to the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800). WSDOT has entered into the environmental review phase of this project and will prepare documentation to support the determination of this project as a Documented Categorical Exclusion under the National Environmental Policy Act (NEPA). We are inviting your comments on the Area of Potential Effects (APE) for this project pursuant to 36 CFR 800.4.

Recognizing the government-to-government relationship that the Federal Highway Administration has with the tribe, FHWA will continue to play a key role in this project as the responsible federal agency. If this project requires a permit from the US Army Corps of Engineers (USACE), this consultation will also serve to meet their Section 106 responsibilities. However, since WSDOT has been delegated the authority from FHWA to initiate consultation and to directly manage the cultural resources studies as part of carrying out this undertaking you may contact FHWA at any time for assistance with the process and/or the undertaking.

The proposed project is located on South Lander Street, from 1st Avenue South to 4th Avenue South (Township 24 North, Range 4 East, Section 8). The project will construct a bridge on South Lander Street to cross the BNSF Railroad tracks located between Occidental Avenue and 3rd Avenue South. The maximum height of the bridge will be 30 feet with a width of 68th feet to accommodate two vehicle travel lanes and a non-motorized pathway. The project also includes dead-ending Occidental Avenue on either side of South Lander Street, installation of at-grade non-motorized facilities, and local access improvements.

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Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any historic properties, including Traditional Cultural Properties (TCPs) that may exist within the project's APE, and providing any key tribal contacts, is greatly appreciated. We are also inviting comments regarding any other tribal concerns the proposed project may raise. Please provide a response by 9 September 2016 so that we may discuss this undertaking and any of those identified areas of interest. Electronic versions of this letter were sent to the State Historic Preservation Officer and the technical staff at the Muckleshoot, Snoqualmie, and Yakama Indian tribes. Should you have any questions about this project, please contact me at (360) 705-7879 or deboert@wsdot.wa.gov.

Sincerely,

Trent de Boer
WSDOT Archaeologist
Local Programs

TD:ac
cc: Kerry Lyste, Stillaguamish Tribal Historic Preservation Officer (electronic, w/attachments)
Pat Stevenson, Stillaguamish Natural Resources (electronic, w/attachments)
Lindsey Handel, FHWA, MS 40943 (electronic, w/attachments)
Mehrdad Moini, NW Region Local Programs Engineer (electronic, w/attachments)

Washington State Department of Transportation

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Olympia, WA 98504-7300
360-705-7000
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www.wsdot.wa.gov

August 9, 2016

Mr. Johnson Meninick
Yakama Nation
PO Box 151
Toppenish, WA 98948

City of Seattle
Lander Street Grade Separation Project
Revised APE
Federal Aid Number: to be assigned

Dear Mr. Meninick:

As you know, the City of Seattle is proposing to construct a bridge on South Lander Street with funding from the Federal Highway Administration (FHWA). The Washington State Department of Transportation (WSDOT) Local Programs Division is assisting the City and acting on behalf of the FHWA in processing federal environmental compliance documentation.

The project has been on hold since the area of potential effects was originally defined but has recently received federal funding. The project itself is essentially the same as was described in the 2007 APE but the passage of time necessitates this APE revision. The proposed project is located on South Lander Street, from 1st Avenue South to 4th Avenue South (Township 24 North, Range 4 East, Section 8). The project will construct a bridge on South Lander Street to cross the BNSF Railroad tracks located between Occidental Avenue and 3rd Avenue South. The maximum height of the bridge will be 30 feet with a width of 68th feet to accommodate two vehicle travel lanes and a non-motorized pathway. The project also includes dead-ending Occidental Avenue on either side of South Lander Street, installation of at-grade non-motorized facilities, and local access improvements.

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Sincerely,

Trent de Boer
WSDOT Archaeologist
Local Programs

TD:ac
Enclosure (electronic)
cc: Honorable JoDe Goudy, Yakama Tribal Chairperson
Lindsey Handel, FHWA, MS 40943
Mehrdad Moini, NW Region Local Programs Engineer

Washington State Department of Transportation

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August 9, 2016

Dr. Allyson Brooks
Washington State Historic Preservation Officer
Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

City of Seattle
Lander Street Grade Separation Project
Revised APE
Federal Aid Number: to be assigned
DAHP Log #: 100907-03-FHWA

Dear Dr. Brooks:

As you know, the City of Seattle is proposing to construct a bridge on South Lander Street with funding from the Federal Highway Administration (FHWA). The Washington State Department of Transportation (WSDOT) Local Programs Division is assisting the City and acting on behalf of the FHWA in processing federal environmental compliance documentation.

The project has been on hold since the area of potential effects was originally defined but has recently received federal funding. The project itself is essentially the same as was described in the 2007 APE but the passage of time necessitates this APE revision. The proposed project is located on South Lander Street, from 1st Avenue South to 4th Avenue South (Township 24 North, Range 4 East, Section 8). The project will construct a bridge on South Lander Street to cross the BNSF Railroad tracks located between Occidental Avenue and 3rd Avenue South. The maximum height of the bridge will be 30 feet with a width of 68th feet to accommodate two vehicle travel lanes and a non-motorized pathway. The project also includes dead-ending Occidental Avenue on either side of South Lander Street, installation of at-grade non-motorized facilities, and local access improvements.

The APE is defined as the construction items listed above, which extend 150 feet on either side of the project's centerline. Excavations of the bridge footings will extend approximately 130 feet into the extensive fill deposits underlying the APE, with most of the project excavations reaching 10 feet or less. Staging is anticipated to occur within these limits.

I look forward to your comments or input on any aspect of the APE or project undertaking by 9 September 2016. Electronic versions of this letter were sent to the technical staff at the Muckleshoot, Snoqualmie, Stillaguamish, and Yakama Indian tribes. Please contact me at (360) 705-7879 or deboert@wsdot.wa.gov if you have any questions.

Sincerely,

Trent de Boer
WSDOT Archaeologist
Local Programs

TD:ac
Enclosure (electronic)
cc: Lindsey Handel, FHWA, MS 40943
Mehrdad Moini, NW Region Local Programs Engineer

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

August 15, 2016

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

In future correspondence please refer to:
Project Tracking Code: 100907-03-FHWA
Property: South Lander Street Grade Separation
Re: Revised APE Concur

Dear Mr. De Boer:

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

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

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

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

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 586-3085
dennis.wardlaw@dahp.wa.gov

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

February 10, 2017

Dr. Allyson Brooks
Washington State Historic Preservation Officer
Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

RE: S Lander Street Grade Separation and Railway Safety Project
Project Location: S Lander Street (between 1st Ave S and 4th Ave S), Seattle, King County, WA, Township 24 North, Range 4 East, Section 8
DAHP Project Tracking Code: 100907-03-FHWA
New Federal Lead Agency and Determination of No Historic Properties Affected

Dear Dr. Brooks:

The U.S. Department of Transportation (USDOT) has selected the City of Seattle (City) to receive grant funding under the FASTLANE program for construction of a bridge on S Lander Street between 1st Ave S and 4th Ave S to provide a grade-separated crossing over the BNSF Railway's railroad tracks that will improve local traffic circulation and safety in the City of Seattle's SODO neighborhood (the undertaking). The Federal Railroad Administration (FRA), an operating administration of USDOT, is administering the grant. Pursuant to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800) "Protection of Historic Properties" (Section 106), this letter is being transmitted to continue the Section 106 consultation process for the undertaking and to seek concurrence from your office with FRA's findings.

Undertaking Background

The primary purpose of the project is to provide a grade separation between the roadway and the BNSF tracks to reduce delays to roadway users and improve safety for all users. S Lander St is an essential east-west corridor that is heavily used by freight and commuter traffic as well as pedestrians, bicycles, and transit. It serves one of the largest manufacturing and industrial centers in the state, including the Port of Seattle's seaport terminals. The street currently intersects with four BNSF tracks at an at-grade crossing located between Occidental Ave S and 3rd Ave S. Available data indicate that more than half of the BNSF rail cars that move through Washington go through the S Lander Street crossing, contributing to vehicular delays averaging over 4½ hours each day. The rail corridor is also used by Amtrak and Sound Transit passenger trains. Delays at the crossing affect freight, commuters, local businesses, and the public. An overcrossing at this location would eliminate delays to roadway users caused by train crossings, benefiting mobility and safety in the area.

In accordance with the National Environmental Policy Act (NEPA), FRA and the City have prepared a Categorical Exclusion Worksheet for the project with supporting materials that include a Cultural Resources Assessment. Compliance with Section 106 is required before FRA can approve the CE.

Description of Undertaking

The proposed undertaking consists of the following activities:

- Construct a four lane bridge on S Lander Street. The total width of the bridge would be 67.5 feet, with a cross section that would include a 14-foot-wide multi-use path for nonmotorized traffic, one 12-foot lane (curbside) and one 11-foot lane in each direction, plus a 2-foot shoulder adjacent to the eastbound barrier and a 1.5-foot lane separator between the nonmotorized facilities and vehicle lanes.
- Construct 10 drilled shaft foundations up to 200 feet in depth to support the 4-span structure. Geofoam approaches, up to 20 feet in height, would be used to reduce the loading on the underlying utilities between exterior bridge barriers.
- Construct dead-ends on Occidental Ave S on each side of the new bridge. To meet the railroad track-clearance requirement of 23.5 feet and a desired maximum grade of 7%, the bridge would be 7 to 8 feet above Occidental Ave S on the west side of the tracks. This would eliminate the existing at-grade intersection with S Lander Street.
- Construct a two-way surface street along south side of bridge, crossing under bridge to the Seattle Public Schools John Stanford Center for Educational Excellence site. This would provide local access east of the railroad tracks.

The enclosed Figures 1 through 7 include maps showing the project alignment, simulations, and photos, as well as the APE.

Area of Potential Effects

As defined in NHPA § 800.16(d), the APE means "the geographic area or areas within which an undertaking may directly or indirectly cause alteration in the character of use of historic properties, if such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking."

Prior to FRA taking on the administration of the FASTLANE grant, Section 106 consultation was initiated by the USDOT's Federal Highway Administration (FHWA). FHWA delegates its Section 106 responsibilities to the Washington State Department of Transportation (WSDOT). Establishment of the Area of Potential Effects (APE) was coordinated through WSDOT, and concurrence from the Washington State Department of Archaeology and Historic Preservation (DAHP) was received on August 15, 2016 (letter enclosed). FRA has determined that the established APE remains adequate for the undertaking.

The APE consists of the S Lander Street corridor and portions of intersecting streets where improvements will take place. The APE is defined as the construction items listed above, which extends approximately 150 feet north and south from the proposed S Lander Street centerline. This area includes portions of S Lander Street; rights-of-way for 1st Ave S, Occidental Ave S, 3rd Ave S, and 4th Ave S; and 12 adjacent parcels. The APE is in Section 8 of Township 24 North, Range 4 East on the Seattle South 7.5' series topographic map. Excavations for bridge footings (10 piles) will reach approximately 200 feet below current ground surface. Additional work will take place for utility relocation, sidewalk and driveway improvements, signage, and paving (approximately six (6) feet). The APE is currently paved and/or has been previously disturbed by utility installation and plantings.

Identification of Historic Properties

The Cultural Resources Assessment prepared by Environmental Science Associates (ESA) on behalf of the Seattle Department of Transportation for this project is enclosed. To identify historic and cultural resources near the project footprint, ESA archaeologists performed a records search of DAHP's online database on July 29, 2016. The archaeologists conducted background research, synthesized geotechnical reports, and inventoried the historic properties identified by the database search. The archaeologists also conducted pedestrian surveys of the APE on July 20, 2016 and August 15, 2016. No subsurface investigations were performed because the project area is entirely paved.

In total, 18 historic-aged above-ground resources were recorded for the project (see Figure 4-1 and Table 4-1 in the Cultural Resources Assessment). One of these resources, the Northern Pacific Railroad Company Right-of-Way into Seattle, is recommended eligible for inclusion in the National Register of Historic Places (NRHP) by ESA as documented in the attached Cultural Resource Assessment. ESA's recommendation is that none of the other above-ground resources in the APE are NRHP-eligible.

The majority of the project APE is paved, and is an urban, heavily traveled area with extensive ground disturbance. As described in the attached Cultural Resource Assessment, there is low probability of encountering intact precontact resources; however, there is a moderate probability of encountering buried historic resources. These would likely consist of mixed debris, as well as infrastructure, including sewer pipe and pilings. Because of the likelihood of encountering historic debris, the City of Seattle will develop an Inadvertent Discovery Plan (IDP) to provide procedures and protocols to be followed in the event of an inadvertent discovery during project construction. The IDP will be provided to FRA, DAHP, and the Native American tribes specified below for review. The IDP will specifically include steps to be taken by the City and its contractor if historic-period debris or infrastructure is encountered.

No existing resources of interest to federally-recognized Native American tribes are known to be present in the project area. There is low probability of encountering intact precontact resources because soils in the project area consist almost entirely of historic-era fill on former tideflats.

Consulting Party Outreach

FRA and the City, as well as WSDOT, identified parties to review the project and comment on its potential to affect historic properties, as stipulated in 36 CFR Part 800.2(c). When FHWA was the lead federal agency for this undertaking, WSDOT sent consulting party invitation letters dated August 9, 2016 to the Muckleshoot Tribe, Snoqualmie Nation, Stillaguamish Tribe, and Yakama Nation. None of these Tribes responded to WSDOT's letter. Concurrent with review by DAHP, FRA will notify these same Tribes that it is now the lead federal agency for this undertaking. Should any Tribe choose to comment on the undertaking, those comments will be shared with your office. If any Tribe expresses concerns about the undertaking, FRA and the City will continue to consult with that Tribe and your office to resolve the concerns prior to implementation of the project. The City, as the local government entity, is already involved in this undertaking because it is the recipient of the FASTLANE grant. FRA and the City have not identified any other potential consulting parties for this undertaking.

Assessment of Effects

Based on the information in the enclosed Cultural Resources Assessment and with the development and implementation of an IDP, FRA has made a determination of **No Historic Properties Affected** for this undertaking (36 CFR 800.4(d)(1)). FRA seeks DAHP's concurrence with this determination within 30 days of receipt of this letter. If you or your staff have questions or wish to discuss this project, please contact Michael Johnsen, Supervisory Environmental Protection Specialist, FRA, at (202) 493-1310 or michael.johnsen@dot.gov, or Joel Hancock, Environmental Analyst and NEPA Contact, City of Seattle, at (206) 684-5695 or joel.hancock@seattle.gov.

Sincerely,

Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Michael Johnsen, FRA
Joel Hancock, City of Seattle

Enclosures:
Attachment – Figure 1. Project Alignment (September 2016)
Attachment – Figures 2 to 6. Simulations and photos of the project
Attachment – Figure 7. Location of the S Lander St Grade Separation Project, Area of Potential Effects and Study Area Map
Attachment – Cultural Resources Assessment
Attachment – DAHP concurrence on APE (August 15, 2016)

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

February 14, 2017

Ms. Laura Shick
Federal Preservation Officer
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC20590

In future correspondence please refer to:
Project Tracking Code: 100907-03-FHWA
Property: South Lander Street Grade Separation
Re: No Historic Properties Affected

Dear Ms. Shick:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the cultural resources survey report for the above referenced project. First, we concur that the Northern Pacific Railroad Company Right-of-Way into Seattle (Property #708606) is eligible for inclusion in the National Register of Historic Places (NRHP) under Criteria A. We also concur that the following properties are not eligible for inclusion in the NRHP:

2462 1st Ave S (#38423)
2401 Utah Ave S (#44627)
2456 1st Ave S (#337183)
2700 1st Ave S (#339215)
2701 4th Ave S (#341991)
2700 4th Ave S (#342266)
2720 1st Ave S (#343182)
230 S Lander Street (#344473)
2456 1st Ave S (#706632)
2461 4th Ave S (#706638)
2730 4th Ave S (#706647)
2733 3rd Ave S (#706651)
2733 3rd Ave S (#706653)
243 S Lander St (#706655)
2710 1st Ave S (#706705)
85 S Lander St (#706715)
97 S Lander St (#706717)

Finally, we concur with the recommendations made in the report and your finding of No Historic Properties Affected. As a result of our concurrence, further contact with DAHP on this matter is not necessary. However, if information become available and/or the scope of work changes, please resume consultation by DAHP and all consulting parties. In the event that archaeological or historic materials are discovered during project activities, work in the immediate vicinity must stop, the area secured, and contact made with concerned tribes and DAHP for further consultation.

We appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. If you have any questions, please don't hesitate to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 586-3085
dennis.wardlaw@dahp.wa.gov

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

February 17, 2017

Ms. Laura Murphy
Muckleshoot Tribe
39015 172nd Avenue SE
Auburn, WA 98092

RE: S Lander Street Grade Separation and Railway Safety Project
New Federal Lead Agency

Dear Ms. Murphy,

The U.S. Department of Transportation (USDOT) has selected the City of Seattle (City) to receive grant funding under the FASTLANE program. The Federal Railroad Administration (FRA), an operating administration of USDOT, is administering the grant. Prior to FRA taking on the administration of the FASTLANE grant, Section 106 consultation was initiated by USDOT's Federal Highway Administration (FHWA). FHWA delegates its Section 106 responsibilities to the Washington State Department of Transportation (WSDOT). Establishment of the Area of Potential Effects (APE) was coordinated through WSDOT, and a consultation letter was sent to Muckleshoot Tribe on August 9, 2016. FRA believes that the established APE remains valid.

The project will construct a bridge on S Lander St between 1st Ave S and 4th Ave S to provide a grade-separated crossing over the BNSF Railway's railroad tracks that will improve local traffic circulation and safety in the City of Seattle's SODO neighborhood. The APE consists of the S Lander St corridor and portions of intersecting streets where improvements will take place. The APE extends approximately 150 feet north and south from the proposed S Lander St centerline. This area includes portions of S Lander St; rights-of-way for 1st Ave S, Occidental Ave S, 3rd Ave S, and 4th Ave S; and 12 adjacent parcels. The APE is in Section 8 of Township 24 North, Range 4 East on the Seattle South 7.5' series topographic map. Excavations for bridge footings (10 piles) will reach approximately 200 feet below current ground surface. Additional work will take place for utility relocation, sidewalk and driveway improvements, signage, and paving (approximately six (6) feet). The APE is currently paved and/or has been previously disturbed by utility installation and plantings.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any historic properties, including Traditional Cultural Properties (TCPs) that may exist within the project's APE, and providing any key tribal contacts, is greatly appreciated. We are also inviting comments regarding any other tribal concerns the project may raise. Please provide a response by March 17, 2017 so that we may discuss this undertaking and any of those identified areas of interest. Electronic versions of this letter were sent to the State Historic Preservation Officer, Snoqualmie Nation, Stillaguamish Tribe, and Yakama Nation.

If you or your staff have questions or wish to discuss this project, please contact Michael Johnsen, Supervisory Environmental Protection Specialist, FRA, at (202) 493-1310 or michael.johnsen@dot.gov, or Joel Hancock, Environmental Analyst and NEPA Contact, City of Seattle, at (206) 684-5695 or joel.hancock@seattle.gov.

Sincerely,

Michael Johnsen
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Laura Shick, FRA
Joel Hancock, City of Seattle

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

February 17, 2017

Mr. Steven Mullen-Moses
Snoqualmie Nation
PO Box 969
Snoqualmie, WA 98065

RE: S Lander Street Grade Separation and Railway Safety Project
New Federal Lead Agency

Dear Mr. Mullen-Moses,

The U.S. Department of Transportation (USDOT) has selected the City of Seattle (City) to receive grant funding under the FASTLANE program. The Federal Railroad Administration (FRA), an operating administration of USDOT, is administering the grant. Prior to FRA taking on the administration of the FASTLANE grant, Section 106 consultation was initiated by USDOT's Federal Highway Administration (FHWA). FHWA delegates its Section 106 responsibilities to the Washington State Department of Transportation (WSDOT). Establishment of the Area of Potential Effects (APE) was coordinated through WSDOT, and a consultation letter was sent to Snoqualmie Nation on August 9, 2016. FRA believes that the established APE remains valid.

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Sincerely,

Michael Johnsen
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Laura Shick, FRA
Joel Hancock, City of Seattle

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

February 17, 2017

Honorable Shawn Yanity
Stillaguamish Tribe
PO Box 277
Arlington, WA 98223

RE: S Lander Street Grade Separation and Railway Safety Project
New Federal Lead Agency

Dear Chairperson Yanity,

The U.S. Department of Transportation (USDOT) has selected the City of Seattle (City) to receive grant funding under the FASTLANE program. The Federal Railroad Administration (FRA), an operating administration of USDOT, is administering the grant. Prior to FRA taking on the administration of the FASTLANE grant, Section 106 consultation was initiated by USDOT's Federal Highway Administration (FHWA). FHWA delegates its Section 106 responsibilities to the Washington State Department of Transportation (WSDOT). Establishment of the Area of Potential Effects (APE) was coordinated through WSDOT, and a consultation letter was sent to Stillaguamish Tribe on August 9, 2016. FRA believes that the established APE remains valid.

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Sincerely,

Michael Johnsen
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Laura Shick, FRA
Joel Hancock, City of Seattle

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

February 17, 2017

Mr. Johnson Meninick
Yakama Nation
PO Box 151
Toppenish, WA 98948

RE: S Lander Street Grade Separation and Railway Safety Project
New Federal Lead Agency

Dear Mr. Meninick,

The U.S. Department of Transportation (USDOT) has selected the City of Seattle (City) to receive grant funding under the FASTLANE program. The Federal Railroad Administration (FRA), an operating administration of USDOT, is administering the grant. Prior to FRA taking on the administration of the FASTLANE grant, Section 106 consultation was initiated by USDOT's Federal Highway Administration (FHWA). FHWA delegates its Section 106 responsibilities to the Washington State Department of Transportation (WSDOT). Establishment of the Area of Potential Effects (APE) was coordinated through WSDOT, and a consultation letter was sent to Yakama Nation on August 9, 2016. FRA believes that the established APE remains valid.

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Sincerely,

Michael Johnsen
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Laura Shick, FRA
Joel Hancock, City of Seattle

Appendix B

Historic Property Inventory Forms for the Project APE