

RAPIDRIDE ROOSEVELT PROJECT SUPPLEMENTAL CULTURAL RESOURCES TECHNICAL REPORT

Prepared for

Seattle Department of Transportation



Seattle
Department of
Transportation

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EXECUTIVE SUMMARY

This technical report provides an overview of cultural resources associated with the construction and operation activities associated with the RapidRide Roosevelt U District Option.

As reflected in the January 2020 Environmental Assessment, on October 1, 2019 the Department of Archaeology and Historic Preservation (DAHP) concurred with a finding of No Adverse Effect for the RapidRide Roosevelt Project. However, the RapidRide Roosevelt Project design has been modified to incorporate a route option, referred to as the U District Option, that includes a terminus at NE 45th St in the University District neighborhood. Updates have occurred to the design of the project associated with the RapidRide Roosevelt alignment with the U District Option, and at E Lynn St and E Louisa St where loading zones would be reconfigured requiring an update to the Area of Potential Effects (APE) and evaluation of potential cultural resources within the Revised APE. Only the areas newly added to the APE, referred to as "Revised APE," areas are being assessed in this report. On January 28, 2021, FTA initiated Section 106 consultation with DAHP in a letter identifying the RapidRide Roosevelt Project Revised APE. DAHP concurred with the APE on February 2, 2021.

No National Register of Historic Places (NRHP)-eligible archaeological sites or traditional cultural properties were identified in the Revised APE.

There are four properties located in the Revised APE that are eligible for the NRHP. U District Option actions would not result in an adverse effect to any of these four properties. No mitigation is required during operation because the U District Option would not result in effects on archaeological or historic resources.. The Seattle Department of Transportation (SDOT) will prepare an Archaeological Monitoring Plan and consult with DAHP and tribes prior to construction. Construction would be monitored by a qualified archaeologist when ground disturbance exceeds 18 inches in depth, except for areas already disturbed for existing utility corridors and overhead contact system poles. An Inadvertent Discovery Plan has been developed and identifies the procedures that SDOT will follow if archaeological resources are encountered during construction.

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
B.P	before the present
CFR	Code of Federal Regulations
DAHP	Washington Department of Archaeology and Historic Preservation
EA	Environmental Assessment
FTA	Federal Transit Administration
HPI	Historic Property Inventory
I-	Interstate
KCM	King County Metro
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OCS	overhead contact system
PBL	protected bike lane
RCW	Revised Code of Washington
SDOT	Seattle Department of Transportation
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Office
SMC	Seattle Municipal Code
TCE	temporary construction easement
TCP	traditional cultural properties
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records Data

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1. INTRODUCTION

This Supplemental Cultural Resources Technical Report presents the results of the historic and archaeological investigation for updates to the RapidRide Roosevelt Project being carried out by the Federal Transit Administration (FTA) and the Seattle Department of Transportation (SDOT) originally described in the January 2020 Environmental Assessment (EA). As reflected in the January 2020 EA, on October 1, 2019 the Washington Department of Archaeology and Historic Preservation (DAHP) concurred with a finding of No Adverse Effect for the RapidRide Roosevelt Project. However, updates have occurred to the design with the U District Option, requiring an update to the Area of Potential Effects (APE) and evaluation of potential cultural resources within the Revised APE. Only the areas newly added to the APE, referred to as "Revised APE," are being assessed in this supplemental cultural resources report. In accordance with Section 106 of the National Historic Preservation Act (NHPA), the report provides an assessment of project effects to historic properties defined as properties listed in or eligible for listing in the National Register of Historic Places (NRHP).

1.1 Project Description

Figure 1-1 shows the location of the U District Option (detailed in the figure's inset box) in context with the January 2020 EA alignment. All project elements south of the University Bridge would be included in the U District Option as described in the EA. Project elements north of NE 43rd St would not be included in the U District Option; however, SDOT may choose to proceed with certain January 2020 EA alignment project elements (such as paving and channelization revisions) north of NE 43rd St as separate or concurrent construction projects.

The U District Option northern turnaround would encircle the U District Link Station along NE 43rd St, 12th Ave NE, NE 45th St, and 15th Ave NE. To facilitate this connection to the U District Link Station, the U District Option would include the following elements:

- Up to four new stations to support connections to the U District Link Station and facilitate other transit connections in the vicinity. These stations/stops would be located along Roosevelt Way NE, NE 43rd St and NE 45th St. The station at the southwest corner of NE 43rd St and 12th Ave NE would be an alighting-only stop (no passenger boardings), and as such would not include the bus shelter infrastructure that the other RapidRide stations would have.
- Full-depth concrete paving, protected bicycle lanes (PBLs), and overhead contact system (OCS) along NE 43rd St between Roosevelt Way NE and 12th Ave NE. Paving and PBLs along NE 43rd St would connect with improvements currently being constructed along NE 43rd St by SDOT between 12th Ave NE and 15th Ave NE.
- New and/or upgraded traffic signals at up to two intersections.

The U District Option would also include additional new or upgraded aboveground facilities including Americans with Disabilities Act (ADA) curb ramp and sidewalk upgrades, signing and channelization.

Layover for the U District Option would occur along 12th Ave NE between NE 43rd St and NE 45th St. This layover is being developed by King County Metro (KCM) to support planned service

revisions associated with the opening of the U District Link Station and would be in place prior to the RapidRide Roosevelt opening.

The U District Option would use the existing OCS along NE 45th St and 15th Ave NE. Installation of OCS along 12th Ave NE and on NE 43rd St between 12th Ave NE and 15th Ave NE is being constructed to support planned service revisions associated with the opening of the U District Link Station and would be in place prior to the RapidRide Roosevelt opening. New OCS would be required for the U District Option route along NE 43rd St between Roosevelt Way NE and 12th Ave NE, in addition to the OCS planned as part of the January 2020 EA alignment along 11th Ave NE and Roosevelt Way NE north of the University Bridge.

City of Seattle property would be used as staging areas for storage of equipment and materials. Other staging areas would be established where feasible within the roadway right-of-way. Other staging locations could include vacant or underutilized lots. Temporary construction easements (TCEs) for staging may be required and would be identified during final design. Additional activities that could require a TCE include access for workers and construction equipment for sidewalk and curb ramp improvements, and signal or OCS pole installation.

Construction could affect on-street parking and require temporary closure of travel lanes. Temporary sidewalk closures with signage noting detour routes could be necessary when constructing around stations and installing utilities or OCS poles. Construction would begin as early as 2022 with substantial completion of construction by 2025 and service opening in 2026.

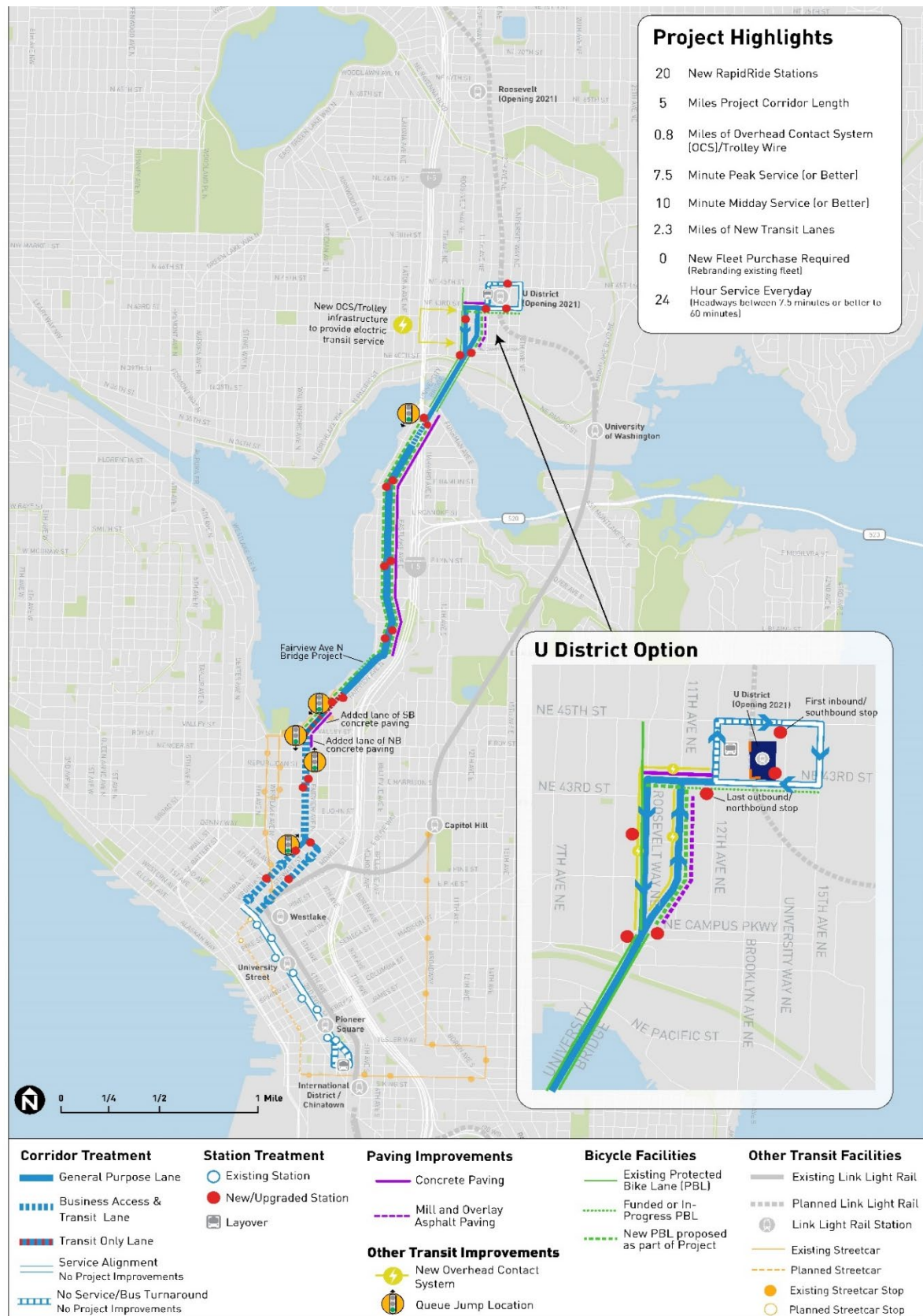


Figure 1-1. Project and U District Option Description

1.2 Summary of Area of Potential Effects

The Revised APE is illustrated within the context of the previous RapidRide Roosevelt APE on Figure 1-2. Figures 1-3 and 1-4 provide detailed illustrations of the areas newly added to the APE. This section of the report describes the methods used to establish the Revised APE and specifically project changes occurring within the Revised APE.

The Revised APE has been established to consider potential effects to archaeological resources and built environment properties. The horizontal Revised APE includes both the existing transportation right-of-way along the U District Option alignment and those parcels immediately adjacent to areas of ground disturbance. Ground disturbance would occur around new or upgraded bus stations, new or upgraded OCS poles, traffic signal improvements, construction staging areas, paving, and potentially for stormwater facilities and utility relocations. No ground disturbance would occur in areas where existing utility poles would be used for the OCS wire. The Revised APE has not been expanded to include adjacent parcels for new signals and signage added within the public right-of-way for this project because the study area is already densely developed; therefore, these elements would have minimal effects on adjacent properties. Within the areas captured by the Revised APE, historic-era (pre-1976) resources were inventoried that do not have previous determinations of NRHP eligibility within the last 5 years.

The vertical Revised APE for prehistoric- and historic-period archaeological resources consists of the area that would be disturbed in constructing the U District Option. The depth of the ground disturbance would vary according to the type of construction. Ground disturbance within the Revised APE would be limited to approximately 2.5 feet below ground surface for station improvements; OCS poles would be installed at depths of between approximately 10 and 15 feet; pavement replacement and repair excavation would be at depths at a maximum of 2.1 feet, stormwater detention facilities would be installed at depths up to 10 feet; and a maximum depth of 30 feet is assumed if additional utility work is identified during design.

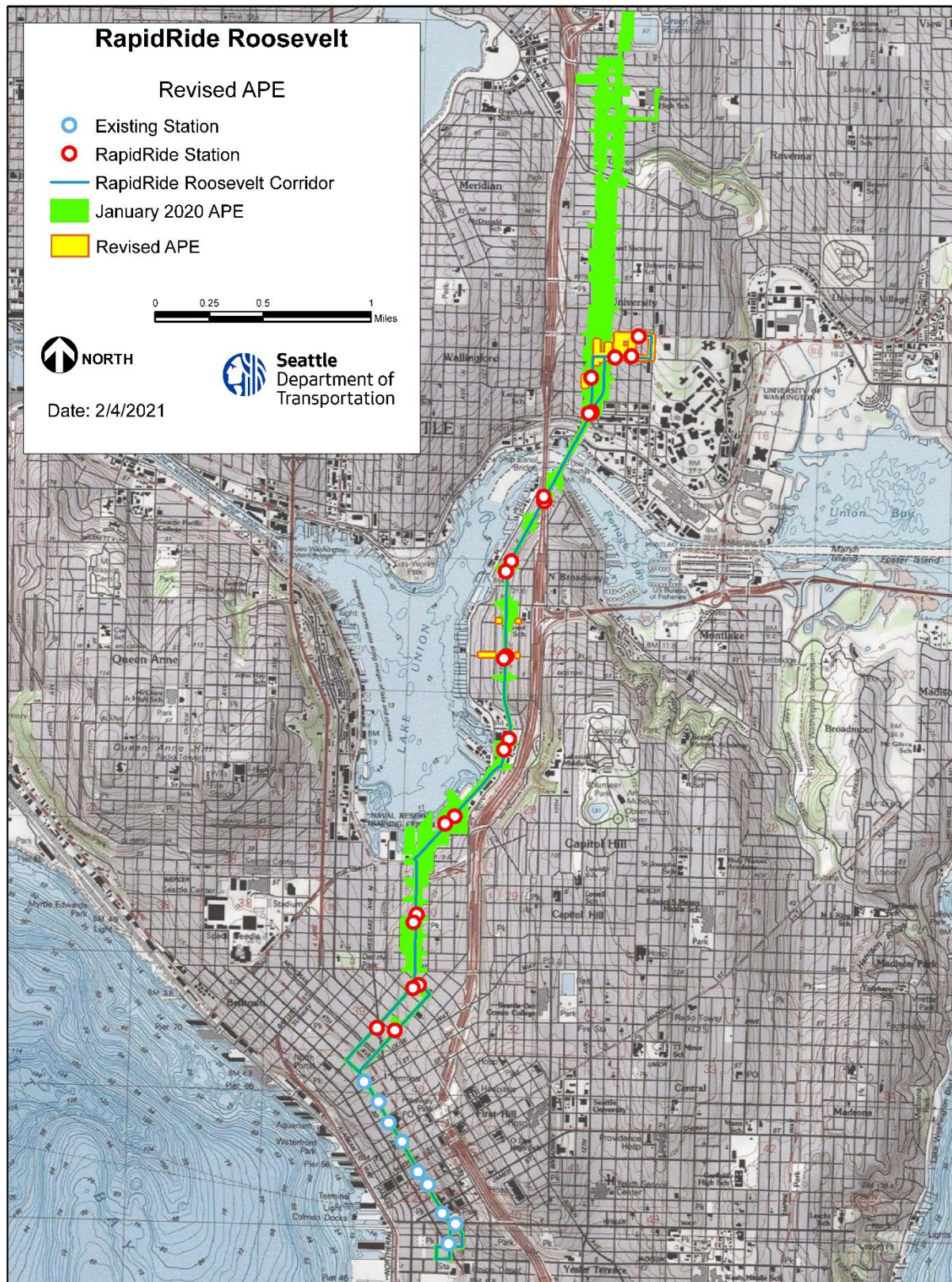


Figure 1-2. Revised APE

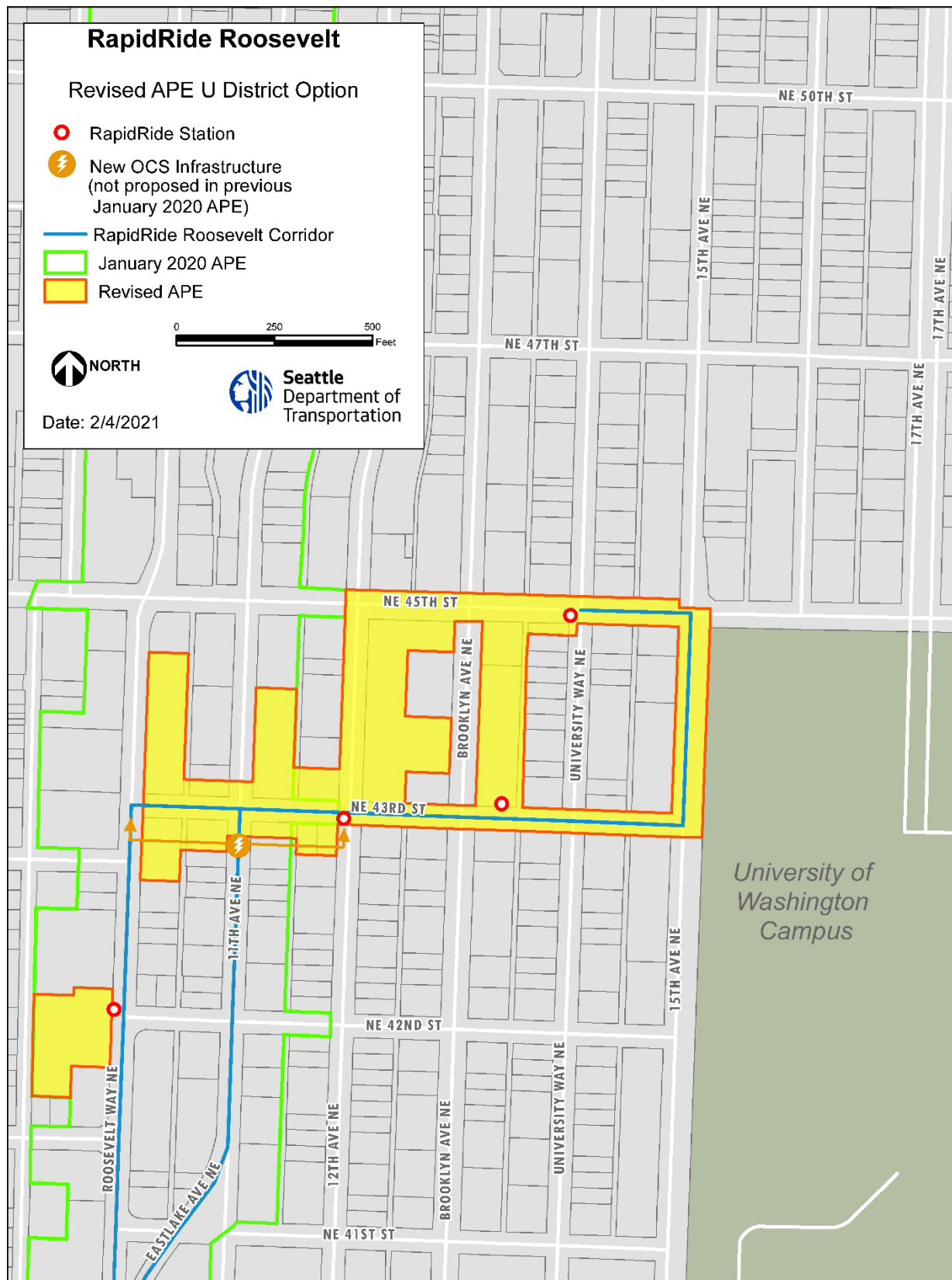


Figure 1-3. Revised APE – U District Option Area

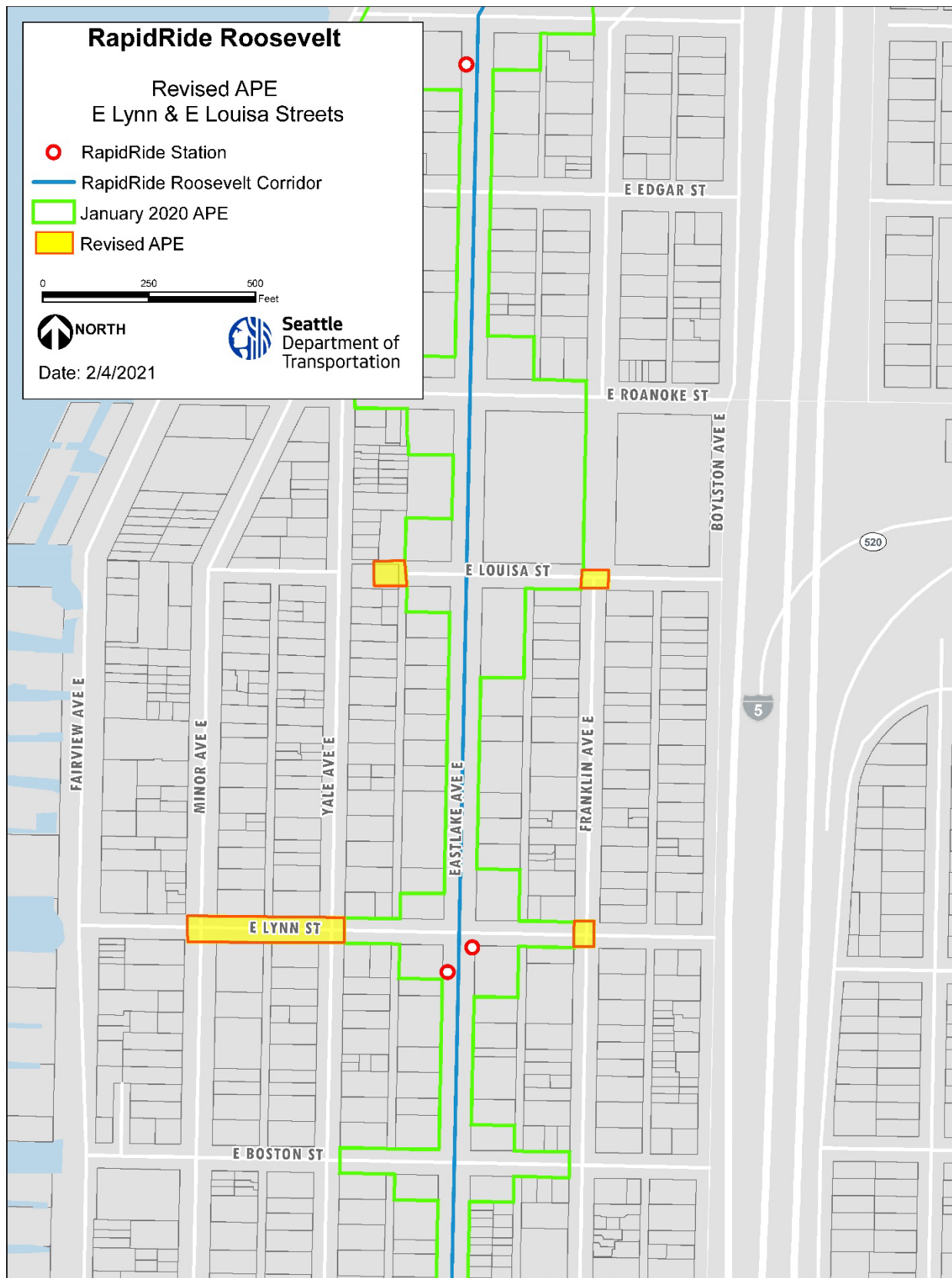


Figure 1-4. Revised APE – E Lynn & E Louisa Streets Area

The Revised APE is shown in yellow shading on Figures 1-2 to 1-4. The Revised APE was prepared in accordance with the previously described methodology in the 2019 *RapidRide Roosevelt Project Cultural Resources Technical Report* (SDOT, 2019). The rationale for the boundaries of the Revised APE associated with the U District Option is provided as follows.

- The existing transportation right-of-way on the following street segments would be part of the Revised APE because they are part of the U District Option bus route alignment and may include minor channelization:
 - NE 43rd St (between Roosevelt Way NE and 15th Ave NE).
 - 12th Ave NE and 15th Ave NE (between NE 43rd St and NE 45th St).
 - NE 45th St (between 12th Ave NE and 15th Ave NE).
- The existing transportation right-of-way on NE 43rd St (between Roosevelt Way NE and 12th Ave NE) would also include paving and potential stormwater facilities and utility relocations.
- One parcel adjacent on the north and south sides of NE 43rd St (between Roosevelt Way NE and 12th Ave NE) would be part of the Revised APE because new OCS (that was not proposed when the January 2020 APE was developed) would be installed along this segment of NE 43rd St. OCS poles may be located on both the north and south sides of this segment of NE 43rd St.
- One parcel is adjacent to the proposed new RapidRide station on the west side of Roosevelt Way NE at the intersection with NE 42nd St. This station was not proposed when the January 2020 APE was developed.
- One parcel is adjacent to the southwest and northeast corners of the intersection at NE 43rd St and 12th Ave NE. This station would be drop-off only and would not require the full RapidRide station amenities included for other stations.
- One parcel is adjacent to the proposed new RapidRide station on the north side of NE 43rd St directly in front of the future U District Link Station between Brooklyn Ave NE and University Way NE. This station was not proposed when the January 2020 APE was developed.
- One parcel adjacent to the south side of NE 45th St (between Brooklyn Ave NE and University Way NE) for the potential location of the proposed RapidRide station. This existing station was not proposed when the January 2020 APE was developed and would be upgraded in the vicinity by this project.

The yellow-shaded segments of E Lynn and E Louisa Streets shown on Figure 1-4 were added to the Revised APE based on the updated design of loading zones in those segments. Channelization and signage may be required for relocated load zones. Because there would be limited visual changes in the urban environment and no ground disturbance, no impacts are anticipated to cultural resources on E Lynn and E Louisa Streets.

On January 28, 2021 FTA provided a description of the Revised APE to the DAHP. DAHP concurred with the APE on February 2, 2021. Appendix A includes FTA's correspondence with DAHP and Native American Tribes documenting the specific project design changes that have occurred since DAHP previously concurred on a finding of no adverse effect in October 2019.

1.3 Cultural Resources Definition

The term “cultural resources” generally encompasses archaeological sites, Native American and other traditional cultural resources, historic buildings and structures, significant objects, planned landscapes, and historic districts. The term “historic properties” is a technical term from the NHPA to denote properties that have recognized public significance. Historic properties are defined as places listed in or eligible for listing in the NRHP. These properties can include districts, sites, buildings, structures, objects, and landscapes significant in American history, prehistory, architecture, archaeology, engineering, and culture. They include properties from the prehistoric as well as the historic era.

1.4 Report Organization

This technical report is organized as follows:

- Section 2.0 summarizes historic and archaeological resource laws and regulations with reference to more details in the previous cultural resources report (SDOT, 2019).
- Section 3.0 provides the methodology for field investigations.
- Section 4.0 provides the consultation that occurred among FTA, SDOT, State Historic Preservation Office (SHPO), and consulting parties.
- Section 5.0 provides information on the environmental setting of the Project area with reference to more details in the previous cultural resources report (SDOT, 2019).
- Section 6.0 provides information on the cultural context of the Revised APE.
- Section 7.0 discusses the affected environment, including results of the architectural survey.
- Section 8.0 describes the effects during construction and operation.
- Section 9.0 provides potential mitigation measures for consideration.
- Section 10.0 discusses cumulative and indirect effects.
- Section 11.0 provides a list of references used to prepare this report.
- Appendices include
 - Appendix A - Agency and Tribal Consultation Documentation.
 - Appendix B - City of Seattle Landmarks Correspondence.

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2. LAWS AND REGULATIONS

Cultural resources are protected by federal, state, and local laws and regulations. The main federal regulations are the NHPA (54 U.S. Code 306108), the National Environmental Policy Act (NEPA), and Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 Code of Federal Regulations [CFR] 774). The state laws and regulations include the State Environmental Policy Act (SEPA) (Revised Code of Washington [RCW] Chapter 43.21C), the Washington Heritage Register (WHR; 27.34.200 RCW), protection for archaeological sites (27.53 RCW), and protection for Native American burial sites (27.44 RCW). The local laws and regulations include Seattle SEPA regulations (Seattle Municipal Code [SMC] 25.09), Historic Preservation Policy (SMC 25.05.675H), and the Landmarks Preservation Ordinance (SMC 25.12). For additional information on cultural resources laws and regulations see the previous RapidRide Roosevelt report (SDOT, 2019).

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3. METHODS

The study of potential historic properties in the Revised APE was undertaken in accordance with Section 106 of the NHPA. Under NHPA, a property possesses significance if it meets the NRHP criteria listed in 36 CFR 60.4 and retains sufficient integrity to convey that significance. This supplemental cultural resources report for the Revised APE has used a similar methodology as the previous report (SDOT, 2019).

3.1 Initiating Consultation

Historic properties and effects on them were evaluated in consultation with the SHPO, Indian tribes, and other interested parties as appropriate as part of the historic and archaeological resources investigations for the Revised APE. The FTA consulted with the Washington SHPO in the DAHP and Indian tribes as part of the cultural resource investigations. SDOT consulted with the Seattle Department of Neighborhoods Historic Preservation Office.

3.2 Data Collection and Literature Review

Cultural resources specialists utilized the same methodology applied in the earlier cultural resources investigation (SDOT, 2019) for work within the Revised APE. Existing site records and literature were reviewed to determine if any archaeological or historic-era built environment resources were located within the Revised APE. Additional research was completed using DAHP's Washington Information System for Architectural and Archaeological Records Data (WISAARD) database to determine previous cultural resources investigations and previously identified archaeological sites and built environment resources within the APE. Historic properties include districts, sites, buildings, structures, objects, and landscapes significant in American history and prehistory.

A file search of the Revised APE and a 0.5-mile radius around the Revised APE was conducted using DAHP's WISAARD database. The file search indicated that previously recorded pre-contact sites and historic buildings and structures are within 0.5-mile of the Revised APE, and it also determined which parts of the Revised APE had been surveyed previously for cultural resources.

3.3 Field Study

3.3.1 Archaeology

No archaeology survey was warranted given the highly developed nature of the Revised APE and because much of area is currently paved and not accessible. Procedures and protocols for dealing with any identified archaeological materials will be addressed according to an Inadvertent Discovery and Archaeological Monitoring Plan that will be included in the Project Manual. SDOT will develop special provisions based on City of Seattle 2020 Standard Specifications for Road, Bridge, and Municipal Construction 1-07.5(5) to be included in contract documents.

3.3.2 Historic Buildings and Structures

The architectural survey of the Revised APE was completed by Secretary of the Interior-Qualified Architectural Historian Marcia Montgomery on December 16, 2020. Research included reviewing the WISAARD database and Seattle Department of Neighborhoods Landmarks List and Historical Sites Database to identify previously inventoried properties within the APE.

Architectural Historian Patricia Ambacher prepared Historic Property Inventory (HPI) forms for two newly inventoried properties and updated three inventory forms with determinations of eligibility concurred upon by DAHP more than 5 years ago. Updated photographs were uploaded to WISAARD for the properties that had HPI updates.

Historic and cultural resources are also recognized and protected at the local level by the City of Seattle State Environmental Policy Act (SEPA) regulations (Seattle Municipal Code [SMC] 25.05), Inviting Comment (SMC 25.05.502), and Historic Preservation Policy (SMC 25.05.675H). The City of Seattle also has a Landmarks Preservation Ordinance (SMC 25.12) that presents the process for the designation of local city landmarks. In addition, the City's SEPA policies (SMC 25.05.675H2D) provide that projects adjacent to or across the street from a designated city landmark are to be referred to the City Historic Preservation Officer for an assessment of any adverse impacts to the landmark. The Seattle Landmark-listed Neptune Theater (1303 NE 45th St) is located within the Revised APE. Appendix B provides an analysis of Project effects on this City of Seattle Landmark in compliance with the City's SEPA policies.

4. AGENCY AND TRIBAL CONSULTATION

FTA led consultation with DAHP and government-to-government consultation with the federally recognized Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Tulalip Tribes of Washington, and Confederated Tribes and Bands of the Yakama Nation. FTA solicited information from the tribes about the presence of any known archaeological sites, traditional cultural properties (TCPs), or other cultural resources that could be affected by construction of the U District Option. In consultation with DAHP, FTA invited consulting parties to participate in the Section 106 process. The non-federally recognized Duwamish Tribe and Seattle's Historic Preservation Officer were also consulted. This consultation included reviewing the Revised APE and the Supplemental Cultural Resources Report. Appendix A includes copies of agency and tribal correspondence regarding the Section 106 consultation process.

On January 28, 2021, FTA initiated Section 106 consultation with DAHP in a letter identifying the RapidRide Roosevelt Project Revised APE. DAHP concurred with the APE on February 2, 2021.

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5. ENVIRONMENTAL OVERVIEW

The local vegetation and climate in the Seattle vicinity between 13,000 and 11,000 years ago consisted of open pine and spruce forest, with alder and fern scattered in between. As the climate warmed and dried over time, Douglas fir and alder dominated the landscape. Red cedars emerged as the climate shifted to a wetter and cooler climate. By historic times, the area consisted of flourishing woodland areas, which provided an abundance of resources for local populations (Courtois et al., 1999). Logging and agricultural and industrial development within historic times have cleared most of the area of its native vegetation. The Revised APE is a densely developed urban environment. Additional geomorphology information that applies to the Revised APE is included in the previous cultural resources report (SDOT, 2019).

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6. CULTURAL CONTEXT

The following sections provide information about the prehistoric, ethnographic, and historical development of the University District and Eastlake neighborhoods where the Revised APE is located.

6.1 Previous Cultural Resources Studies

A search of the WISAARD database for previous cultural resources studies in the vicinity of the Revised APE indicated that 24 studies have occurred within 0.5 mile of the APE (Table 6-1). The majority of these studies were archaeological investigations focused on transportation routes as well as for work completed at the University of Washington. DAHP classified seven studies as historic structures surveys. Including the previous RapidRide Roosevelt Project cultural resources investigation, 2 of the 27 previous cultural resources studies intersect the Revised APE.

Table 6-1. Cultural Resources Investigations within 0.5 mile of the Revised APE

NADB NUMBER	TITLE	LOCATION	DESCRIPTION	REFERENCE
1339836	Central Link Rail Transit Project Historic and Prehistoric Archaeological Sites Historic Resources Native American Traditional Cultural Properties Paleontological Sites	Intersects APE at University of Washington	Survey report	Courtois et al., 1999
1341144	Letter report describing the procedures and results of a cultural resources survey of Cingular Wireless tower site WA-539 (Cavalier Apartments)	Outside APE	Survey report	Rooke, 2002
1343204	Letter to Meredith Redmon Regarding Final Archaeological Monitoring of Geotechnical Borings for the Proposed University/ Densmore CSO Control System Improvements Project	Outside APE	Survey report	Trudel, 2004
1350148	Preliminary Report on University of Washington Main Campus, Seattle; Significant Buildings and Features Completed Prior to 1953	Outside APE	Historic Structures Survey Report	Curtois & Associates, 2003
1353924	Cultural Resources Survey Lake Washington Congestion Management Program SR 520/I-90 - Active Traffic Management Project	Outside APE	Overview – no field work	Gray and Juell, 2009
1680533	Cultural Resource Assessment for the Thomas Burke Memorial Washington State Museum Renovation Project, University of Washington	Outside APE	Survey Report	Sharley and Smith, 2011

Table 6-1. Cultural Resources Investigations within 0.5 mile of the Revised APE

NADB NUMBER	TITLE	LOCATION	DESCRIPTION	REFERENCE
1680617	Preliminary Ethnographic and Geomorphological Study of the SR 520 Bridge Replacement and HOV Project	Outside APE	Survey report	Blukis Onat et al., 2005
1680657	Section 106 Technical Report (Volume I Archaeology and Volume II Built Environment) SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Program	Outside APE	Survey report	Elder et al., 2011
1681083	Archaeological Assessment for the wŧµŧbŞaltù, or Intellectual House Project, University of Washington, Seattle, King County, Washington	Outside APE	Survey report	Gilpin and Vogel, 2011
1681089	Section 106 Technical Report, SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project (Summary)	Outside APE	Survey report	ICF International and Gray Lane Preservation Planning, 2011
1681090	Section 106 Technical Report: Volume 1 Archaeology, SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project	Outside APE	Survey report	Elder et al., 2011
1681091	Section 106 Technical Report: Volume 2 Built Environment, SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project	Outside APE	Historic Structures Survey Report	Gray et al., 2011
1682027	Cultural Resources Investigations at the Bryant Building Section 6(f) Replacement Site	Outside APE	Survey report	Schneyder, 2011
1682029	Results of Archaeological Monitoring of Geotechnical Borings within the SR 520 Limits of Construction	Outside APE	Monitoring report	Elder and Reed, 2011
1683661	SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project Corridor Archaeological Landform Sensitivity Assessment	Outside APE	Survey report	Elder and Cascella, 2013
1684507	University of Washington Burke-Gilman Trail, Rainier Vista to 15th Avenue NE Segment, Cultural Resources Inventory Project, Seattle, King County, Washington	Outside APE	Survey report	Stevenson and Dellert, 2013

Table 6-1. Cultural Resources Investigations within 0.5 mile of the Revised APE

NADB NUMBER	TITLE	LOCATION	DESCRIPTION	REFERENCE
1684634	Garfield & 10th #SA1256, 1645 10th Ave. E., Seattle	Outside APE	Historic Structures Survey Report	Pinyard, 2013
1685154	Archaeological Inventory for the University of Washington Burke-Gilman Trail, University Bridge to Brooklyn Avenue NE (Neighborhood Reach) Segment, City of Seattle	Outside APE	Survey report	Stevenson and Little, 2014a
1685155	Archaeological Inventory for the University of Washington Burke-Gilman Trail, Pasadena Place NE to University Bridge (Northlake Reach) Segment, City of Seattle	Outside APE	Survey report	Stevenson and Little, 2014b
1685156	Cultural Resources Inventory for the University of Washington Burke-Gilman Trail, Rainier Vista to Northeast 47th Street (Forest Reach) Segment, City of Seattle, King County, Washington	Outside APE	Survey report	Stevenson et al., 2014
1685157	Archaeological Inventory for the University of Washington Burke-Gilman Trail, Brooklyn Avenue NE to 15th Avenue NE (Garden Reach) Segment, City of Seattle	Outside APE	Survey report	Stevenson and Little, 2014c
1687351	DRAFT—Archaeological Inventory for the University of Washington Animal Research and Care Facility Construction Project, City of Seattle, King County, Washington	Outside APE	Survey report	Schultze and Stevenson, 2014
1688008	A Visual Effects Report for SE Stevens Way in Seattle, King County, Washington	Outside APE	Historic Structures Survey Report	McReynolds, 2016
1689616	Historic Resources Survey and Inventory of the University of Washington Seattle Campus: Historic Resources Report	Outside APE	Historic Structures Survey Report	Gray et al., 2017
1691660	Archaeological and Historical Background Assessment for the 1901 Franklin Residential Development, Seattle, Washington	Outside APE	Historic Structures Survey Report	Kramer et al., 2016

Table 6-1. Cultural Resources Investigations within 0.5 mile of the Revised APE

NADB NUMBER	TITLE	LOCATION	DESCRIPTION	REFERENCE
1692102	Archaeological Assessment of the University of Washington West Campus Student Housing Project, Seattle, King County, Washington	Outside APE	Survey report	Berger, 2010
1693358	RapidRide Roosevelt Project Cultural Resources Technical Report	Intersects APE at University of Washington	Historic Structures Survey Report	SDOT, 2019

^a Shaded rows indicate cultural resources studies that intersect the APE.

HOV = high occupancy vehicle

NADB = National Archaeological Database

SR = State Route

6.2 Prehistory

The earliest Native American settlements in the Pacific Northwest began at least 11,000 years ago in the early post-glacial period. Archaeological sites associated with these settlements are characterized by Clovis projectile points (lanceolate bifaces) and in some cases, as in Sequim, Washington, finds of extinct mammals such as the Manis Mastodon, suggesting a mobile hunter-gatherer subsistence (Hudson et al., 2013). Pre-contact sites throughout the Pacific Northwest indicate continuous habitation during the subsequent 11,000 years (Ames and Maschner, 1999; Matson and Coupland, 1995).

In the Puget Sound Region, "Olcott" assemblages of stone tools are ascribed to early inhabitation dating between 8,000 and 5,000 years ago (Kidd, 1964). These sites are generally found on the edges of river and ocean terraces and include tools such as large lanceolate and stemmed projectile points, as well as scrapers, flaked cobbles, and debitage (Gilpin, 2007). As a result of rising sea levels after 5,000 years, identifying evidence of marine-based settlement before this time is difficult. As Native American populations increased in the region after 5,000 years before the present (B.P.), groups became more complex and their subsistence base became increasingly varied. More emphasis was placed on specialization of particular environments and resources including salmon harvesting and collection of fish, root vegetables, and berries, which increased sedentism (Ames and Maschner, 1999).

Between 3,000 and 1,000 years B.P., semisedentary settlement patterns emerged. These semisedentary settlements were based around centralized villages with specialized seasonal camps located near abundant resources. Evidence of increasingly sophisticated storage technologies, growing populations, and the development of ranked societies also appeared during this period. Shortly after 2,500 B.P., representative artifacts including bone, chipped stone, and groundstone artifacts appeared, which are attributed to coastal marine-oriented cultures and inland hunting/fishing/gathering cultures (Ames and Maschner, 1999; Nelson, 1976, 1990). In the last 1,000 years B.P., pre-contact coastal settlement is characterized by the establishment of centralized villages with permanent houses, the development of a salmon-

based economy, and the implementation of ascribed social status (Matson and Coupland, 1995; Morgan, 1999).

6.3 Ethnographic Overview

The Revised APE and surrounding area are located within the traditional territory of the Lushootseed-speaking Duwamish peoples who lived along the shores of Elliott Bay and the banks of the Duwamish River. They practiced hunting, fishing, and gathering for centuries before contact with white settlers in the area (Hilbert et al., 2001; Ruby and Brown, 1992).

Like many other Native American Puget Sound groups, the Duwamish traditionally aligned their subsistence to seasonally available resources. In spring and summer, they formed temporary camps, located away from winter villages, from which they fished, hunted land and sea mammals, and gathered roots, berries, and other plants. Within these temporary camps, single families would usually occupy small, temporary reed or grass-mat structures, although multiple families might join together and build a larger mat house (Haeberlin and Gunther, 1930; Suttles, 1990; Suttles and Lane, 1990). In winter, back at their winter hubs, they subsisted on preserved forms of these foods. Winter was also the time for important ceremonial work and for social relationships to be established and maintained between Native American groups. Winter houses sheltered extended families and were usually shed-roof, single-pitched style and built from cedar planks (Suttles and Lane, 1990).

Several ethnographic place names in the vicinity of the Revised APE were identified by Waterman (1920). DutLe'c was Green Lake; Ba'qwob (prairie) was located north of Ship Canal Bridge. Waqle'q!ab (frog) was a small creek entering Lake Union east of that prairie. Sxwuba'bats (place where jumping occurred) was located on the shore of Lake Union opposite Gas Works Park. StLep (deep) described an area where the beach was abrupt just south of Sxwuba'bats. Ctca'qqqwcid (where a trail descends to the water) was a trail from Seattle harbor to Lake Union. Baba'kwob (prairie) was another prairie located southwest of Lake Union.

6.4 History

6.4.1 University District

Located east of Interstate 5 (I-5) between NE Ravenna Blvd and Portage Bay, Seattle's University District is best known as the location of the University of Washington. The neighborhood's "main spurs to development were the developer James Moore (1861-1929), the 1895 move of the Territorial University from downtown to what was then called Brooklyn, and the Alaska-Yukon-Pacific Exposition on the University of Washington Campus in 1909" (Dorpat, 2001). In the 1890s, the area north of Lake Union was largely owned by developer James Moore. When Seattle annexed this area on May 4, 1891, it "more than doubled the territory of Seattle" (Dorpat, 2001). The University of Washington moved from Downtown Seattle to its current location in 1895.

Development north of downtown was fueled by the extension of the Seattle Lake Shore & Eastern Railway from Seattle to the north shore of Lake Union in 1887 (Dorpat, 2001). In 1909, the Alaska-Yukon-Pacific Exposition was held on the University of Washington campus and attracted more than 3 million visitors. The event, which primarily included exhibits on

agriculture, manufacturing, and the cultural splendors of exotic locations, emphasized Seattle's "economic and cultural ties to Alaska, the Canadian Northwest, and the Pacific Rim" (University of Washington Libraries, 2014). Although most of the opulent buildings constructed for the exposition were temporary, the event greatly influenced the appearance of the University of Washington's campus. Remnants of the event still exist, including the Rainier Vista, Drumheller Fountain, Architecture Hall, and Cunningham Hall. The renowned landscape design firm, the Olmsted Brothers of Brookline, Massachusetts, designed the landscape for the exposition, which also had a long-term influence on the appearance of the campus (University of Washington Libraries, 2014).

Growth resulting from the Alaska-Yukon-Pacific Exposition turned University Ave, which had once been a north-south-oriented trolley right-of-way, into a commercial district. Perpendicular to University Ave, the construction of the Wallingford Trolley in 1907 created an east-west trolley line that provided access to the University District from the west. By 1910, the population of Seattle had increased to 237,194 people, and most of this expansion was to the north in the direction of the University District (Kueter, 2001; Dorpat, 2001). Through the 1920s, commercial and apartment development occurred in the blocks surrounding University Ave. Challenged by the Depression and World War II, the University District rebounded when the G.I. Bill tripled student loans, raising enrollment at the university to 15,000 by 1950. The University District's commercial businesses faced a new era of competition with the construction of Northgate Mall in 1950 and University Village in 1958. The construction of I-5, also in 1958, isolated the University District from neighborhoods to the west and "squeezed east-west traffic into Northeast Forty-fifth and Fiftieth Streets, creating near-permanent traffic jams" (Crowley, 1998). In 2017, zoning changes in the University District allowed taller buildings, which instigated the redevelopment of older properties (City of Seattle, 2017).

6.4.2 Eastlake

Seattle's Eastlake neighborhood is located just north of the South Lake Union neighborhood and runs along the eastern side of Lake Union. The neighborhood emerged as a "streetcar suburb in 1885, when the first horse-drawn streetcar reached the eastern shore of Lake Union" (Fiset, 2001). During the mid-19th century, settlement around Lake Union was sparse. The area was platted in the 1870s and Lake Union "quickly came to be seen as a natural corridor between the coalfields of Newcastle, located east of Lake Washington, and Elliott Bay" (Fiset, 2001). The Seattle Coal and Transportation Company used this route to move their cargo to and from Elliott Bay, providing employment to many people (Fiset, 2001). Until 1885, however, cargo required several modes of transportation between the mines and Elliott Bay, including a railroad line from the mine to Lake Washington, a barge across the lake, a portage tram from Lake Washington to Lake Union, another barge across Lake Union, and finally carriage to Pike St on Elliott Bay.

In 1885, laborers completed a government canal "directly linking Lake Washington with the part of Lake Union we now call Portage Bay" (Fiset, 2001). In addition to the Seattle Coal and Transportation Company, the lumber industry, which "dominated the Seattle economy until the twentieth century," established sawmills on the shores of Lake Union. Soon, "furniture manufacturers, box and barrel makers, and board and paper processors followed in their wake, establishing Lake Union as a true working lake" (Fiset, 2001).

Access to new modes of transportation, including a transcontinental railroad and electric trolley lines, allowed Seattle to continue expanding. "By the end of 1890, electrified trolleys transported potential home buyers northward beyond the city limits at East Lynn Street along Eastlake Avenue to the Brooklyn draw bridge (later the University Bridge) and into the hinterlands that would be annexed to the city in 1891" (Fiset, 2001). As a result of these improvements, Seattle's Eastlake neighborhood became a popular choice for residents and the population increased quickly.

During the early 20th century, federal funds became available to construct a canal between Lake Union and Puget Sound. Construction started in 1911, and much of the work was completed by migrant workers, who sought affordable housing and a solution to the hardships of urban life. As a result, workers "began to erect floating shanties, which they tied up to existing pilings or wherever they could secure a line" and a community of houseboats emerged (Fiset, 2001). The canal was completed in 1917, but the number of houseboats continued to increase over the next few decades (Fiset, 2001).

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7. AFFECTED ENVIRONMENT

7.1.1 Previously Recorded Sites

A search of the WISAARD database for previously recorded archaeological sites in the vicinity of the Revised APE indicated that there are 15 sites and 1 isolate within 0.5 mile of the APE (Table 7-1). All of the sites have historical components. The isolate is precontact. None of the sites or the isolate are located within the Revised APE.

Table 7-1. Archaeological Sites Recorded within 0.5 mile of the Revised APE

SITE	TYPE	DESCRIPTION	LOCATION
DT00133	Historic	Tenas Chuck Moorage Historic District, WHR	0.14 mile southwest of western E Louisa St APE; 0.24 mile southwest of eastern E Louisa St APE; 0.08 mile northwest of western E Lynn St APE; 0.23 mile northwest of eastern E Lynn St APE
DT00221	Historic	Roanoke Park Historic District, NRHP/WHR	0.24 mile northeast of western E Louisa St APE; 0.14 mile northeast of eastern E Louisa St APE; 0.33 mile northeast of western E Lynn St APE; 0.26 mile northeast of eastern E Lynn St APE
KI00160	Historic	Eliza Ferry Leary House	0.46 mile southeast of eastern E Lynn St APE
KI00161	Historic	Pierre P. Ferry House	0.48 mile southeast of eastern E Lynn St APE
KI00162	Historic	Denny-Fuhrman School, WHR	0.09 mile east of western E Louisa St APE; 15.0 feet northeast of eastern E Louisa St APE; 0.2 mile northeast of western E Lynn St APE; 0.16 mile north of eastern E Lynn St APE
KI00168	Historic	Zodiac (Schooner), NRHP/WHR	0.45 mile south-southwest of western E Lynn St APE
KI00601	Historic	William Parsons House, NRHP/WHR	0.29 mile northeast of western E Louisa St APE; 0.21 mile northeast of eastern E Louisa St APE; 0.41 mile northeast of western E Lynn St APE; 0.35 mile northeast of eastern E Lynn St APE
KI00657	Historic	Chickamauga (Tugboat), WHR	0.48 mile south of western E Lynn St APE
KI00668	Historic	Gas Works Park, NRHP/WHR	0.32 mile northwest of western E Louisa St APE; 0.42 mile northwest of eastern E Louisa St APE; 0.4 mile northwest of western E Lynn St APE; 0.5 mile northwest of eastern E Lynn St APE
KI00906	Historic	Grand Army of the Republic Cemetery	0.5 mile southeast of western E Louisa St APE; 0.49 mile southeast of eastern E Louisa St APE; 0.5 mile southeast of western E Lynn St APE; 0.4 mile southeast of eastern E Lynn St APE
KI00908	Historic	Lake View Cemetery	0.5 mile southeast of western E Lynn St APE; 0.41 mile southeast of eastern E Lynn St APE
KI00977	Historic	Holy Cross Cemetery	0.39 mile southeast of western E Louisa St APE; 0.34 mile southeast of eastern E Louisa St APE; 0.43 mile east of western E Lynn St APE; 0.32 mile east of eastern E Lynn St APE

Table 7-1. Archaeological Sites Recorded within 0.5 mile of the Revised APE

SITE	TYPE	DESCRIPTION	LOCATION
KI01181	Prehistoric	Basalt Flake Isolate	0.18 mile southwest of Roosevelt Way NE/NE 42nd St APE; 0.29 mile southwest of University of Washington APE
KI01201	Historic	University Landfill, unevaluated	0.47 mile east of University of Washington APE
KI01030	Historic	Lewis Hall Stone Staircase, unevaluated	0.36 mile southeast of University of Washington APE
KI01374	Historic	Hannah Lewis House, NRHP/WHR	0.48 mile southeast of western E Louisa St APE; 0.39 mile southeast of eastern E Louisa St APE; 0.49 mile east of western E Lynn St APE; 0.38 mile east of eastern E Lynn St APE

7.1.2 Results of Archaeological Sensitivity Mapping and Implications for Archaeological Resources

According to DAHP's Predictive Model, nearly all of the portions of the Revised APE located adjacent to the University of Washington and Roosevelt Way NE, with the exception of a small portion of the APE along NE 43rd St between 11th Ave NE and 12th Ave NE, is high risk for archaeological resources with survey highly advised. The portions of the Revised APE along E Louisa and E Lynn Streets are high and very high risk for archaeological resources with survey highly advised. However, previous ground disturbance associated with more than 100 years of construction of streets, buildings, and streetcars throughout the APE reduces the likelihood that both precontact and historical archaeological deposits would maintain the integrity required for listing in the NRHP. Thus, in general, the likelihood that NRHP-eligible properties are extant in the Revised APE is considered low.

7.1.3 Results of Geology and Soils

The landscape within and around the city of Seattle is the product of 2.4 million years of glaciation cycles, tectonic, and volcanic (lahar) activity, and a veneer of recent human land modifications within the Puget Sound Lowland. A total of seven glacial cycles advanced and retreated over Seattle, and the last glacier to reach the Seattle area was the Vashon Stade of the Puget Lobe, which reached Seattle around 17,400 years B.P. and retreated around 16,400 years B.P. (Troost and Booth, 2008).

According to the *Geologic Map of Seattle - a Progress Report* (Troost et al., 2005), the Revised APE is underlain by Pleistocene glacial Vashon subglacial till deposits. These deposits are characterized by compact diamict of silt, sand, and subrounded to well-rounded gravel that has been glacially transported and deposited under ice. It is commonly fractured, contains intercalated sand lenses, and generally forms undulating, elongated surfaces. This deposit is typically between 1.0 and 10.0 meters (3.28 and 32.8 feet) in depth and is very dense, but the upper 1.0 meter (3.28 feet) is generally weathered and only medium dense to dense.

7.2 Traditional Cultural Properties

No TCPs have been identified in the U District Option vicinity.

7.3 Historic Buildings and Structures

There are eight parcels in the Revised APE with buildings that meet the age criteria of having been constructed in or before 1976. None of these properties are listed in the NRHP. Of these eight parcels, two (4317 12th Ave NE and 1119 NE 43rd St) have previously been identified as historic properties eligible for listing in the NRHP. Two more properties are recommended eligible (1115 NE 43rd St and 4345 University Way NE) without previous DAHP concurrence on NRHP eligibility. The remaining properties are either determined not eligible (4241 11th Ave NE, 4310 12th Ave NE, and 1303 NE 45th St) or recommended ineligible (1120 NE 43rd St). All remaining parcels within the Revised APE include properties that were built after 1976. Table 7-2 lists the previously and newly recorded properties within the Revised APE.

Figure 7-1 is a map showing the locations of the eight historic-era resources within the Revised APE based on their assigned Map ID number. Because the portions of the Revised APE along E Lynn and E Louisa Streets only includes the street right-of-way (with no adjacent tax parcels), that portion of the Revised APE is not shown on Figure 7-1. The one newly surveyed historic property (NRHP-eligible), 4345 University Way NE, is described in Section 7.3.2.

Table 7-2. Historic-era Properties within the Revised APE

MAP NO.	NAME AND ADDRESS	BUILT DATE	PREVIOUS INVENTORIED RECOMMENDATION OR (NEWLY INVENTORIED RECOMMENDATION)	SHPO CONCURRENCE DATE
1	University of Washington Parking Garage 4317 12th Ave NE	1969	Eligible - Previously Determined	2019
2	Commercial Building 4241 11th Ave NE	1925	Ineligible - Previously Determined	2019
3	La Miranda Apartments 1120 NE 43rd St	1957	Ineligible - Recommended (New HPI)	Pending
4	Carol Apartments 1115 NE 43rd St	1929	Eligible - Previously Recommended in 2005 (Updated HPI)	Pending
5	Roberta Apartments 1119 NE 43rd St	1929	Eligible - Previously Determined (Updated HPI)	2013
6	General Insurance Company Annex 4310 12th Ave NE	1949	Ineligible - Previously Determined (Updated HPI)	2013
7	Neptune Theater 1303 NE 45th St	1921	Ineligible - Previously Determined (Updated HPI)	2013
8	Martin & Eckmann Men's Shop 4345 University Way NE	1949	Eligible – Recommended (Updated HPI)	Pending

SHPO = State Historic Preservation Officer

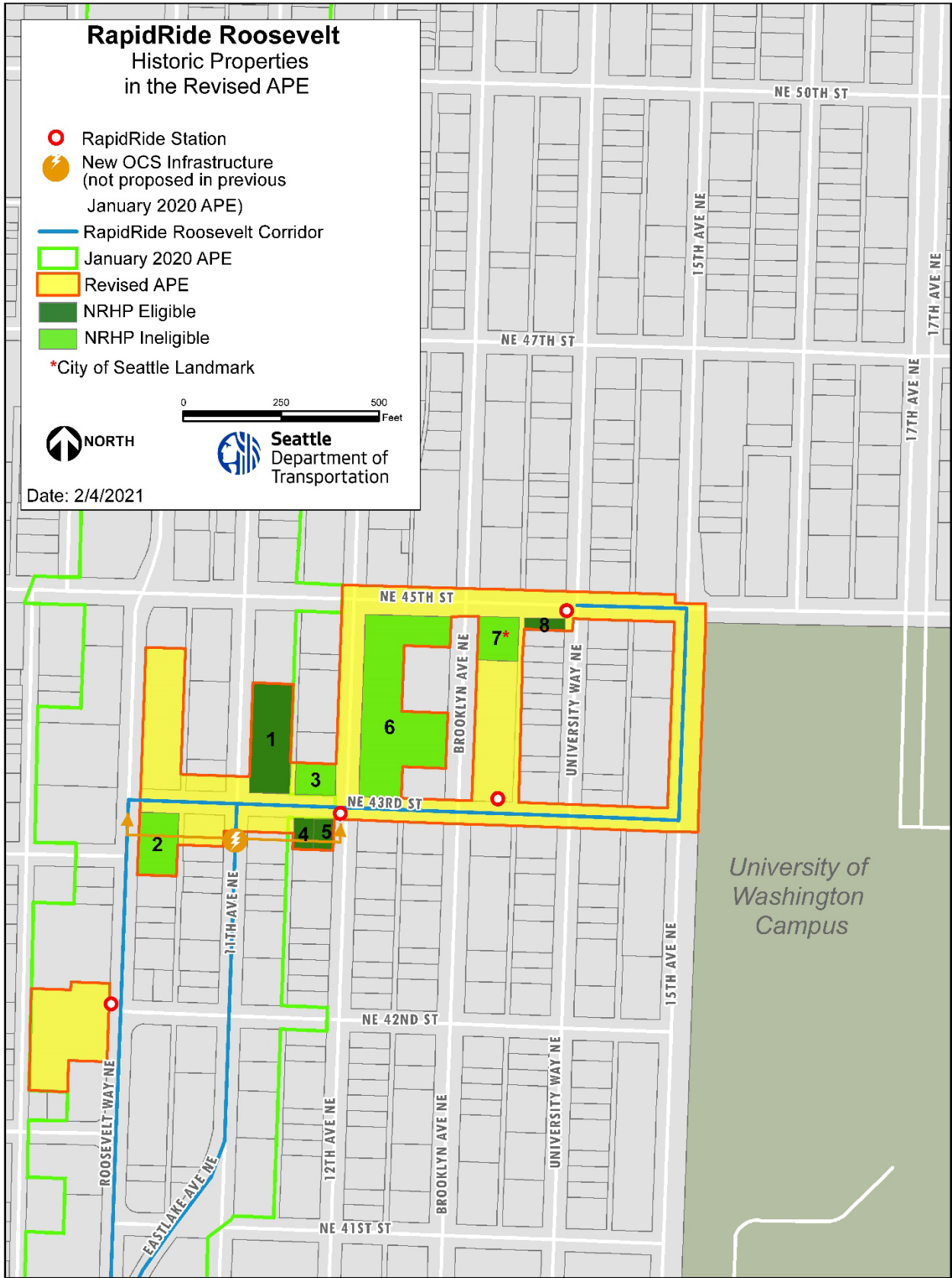


Figure 7-1. Historic Properties in the Revised APE

7.3.1 Carol and Roberta Apartments (1115 and 1119 NE 43rd St, Map IDs 4 and 5)

Figure 7-2 shows the Carol and Roberta Apartments (1115 and 1119 NE 43rd St) that were designed by architect Eric C. Rising in 1929 as symmetrical buildings with a courtyard in between. Although only the Roberta Apartments has a previously concurred upon determination of eligibility from DAHP, both properties have retained integrity and share the same significance for their associations with the early twentieth century growth of the University District (NRHP Criterion A) and as examples of large apartments (NRHP Criterion C) with collegiate gothic detailing (City of Seattle, 2021).



Figure 7-2. Roberta (Foreground) and Carol (Background) Apartments

Source: Google, 2021.

7.3.2 Martin & Eckmann Men's Shop (4345 University Way NE, Map ID 8)



Figure 7-3. Martin & Eckmann Men's Shop

Source: Jacobs, 2020

The building located at the prominent southwest corner of NE 45th St and University Way NE dates to 1949 (Figure 7-3). It is a two-story, commercial building with a rectangular plan and a flat roof. A flat roof awning extends along the east and north elevations of the building. The building is partially sheathed in concrete. Windows are fixed, metal-framed units throughout. The corner entrance is recessed and set with metal-framed commercial doors. The recessed entrance also features a concrete pillar. At the time of survey, the building was vacant.

The building originally housed Martin & Eckmann, a men's clothing store. The company hired architect Paul Thiry to design the building, which was estimated to cost \$300,000. The clothing company started in 1919 when Carroll V. Martin opened his business specializing in men's shirts. Ray Eckmann joined him 2 years later (The Seattle Times, 1949). Martin & Eckmann would operate at this location until 1972 (The Seattle Times, 1972). In 1973, the property was owned by an investment company based in Mexico City and leased the space to Nordstrom. Nordstrom put \$100,000 into refurbishing the store (The Seattle Times, 1973).

Paul Thiry received his degree in architecture from the University of Washington in 1928. He opened his own practice in 1929, the same year he received his architect's license (Clausen,

2014; Hancock, 2010). In 1933, Thiry attended the Chicago Century of Progress International Exhibition. He left that exhibition believing in the design principles expressed and that form should follow function. In 1934, Thiry took a yearlong trip around the world visiting such countries as Japan. Both of these experiences greatly influenced his future work. He designed residences, churches, commercial buildings, museums, and other public buildings. Thiry would become one of Washington's most prominent master architects working in Modernism and designed some of Washington's and the country's most recognized buildings, making him a master architect. Thiry died in 1993.

This property is recommended as eligible for the NRHP under Criterion C for expressing distinctive characteristics of the Miesian style and as the early work of a master architect, Paul Thiry. In addition to meeting Criterion C, the property retains integrity to convey that significance. It retains integrity of location, setting, feeling, and association. The addition of the concrete panels over some of the second-story windows has marginally altered integrity of design, workmanship, and materials (although the concrete is in keeping with other parts of the building). However, the building is still recognizable as a Miesian-style commercial building and there is sufficient integrity to convey its architectural merits. The property does not meet Criterion A because it did not play an important role in the commercial development history of Seattle. It does not meet Criterion B because it is not associated with individuals who made significant contributions to history. Lastly, as a building, it is not the source of important information and does not meet Criterion D.

8. DETERMINATION OF EFFECTS

This section discusses the potential effects to historic properties within the Revised APE from project construction and operation. Potential impacts to historic properties under Section 4(f) of the Department of Transportation Act is addressed in the RapidRide Roosevelt Project Supplemental EA.

The No Build Alternative would not affect historic properties.

8.1 Archaeological Sites

No NRHP-eligible archaeological sites have been identified within the Revised APE. The archaeological findings presented here reiterate those found in the earlier cultural resources report for the Roosevelt RapidRide Project Cultural Resources Technical Report (SDOT, 2019). The Revised APE lies within an urban setting with highly disturbed soils. Intact archaeological sites are not expected to be encountered during construction.

Although not expected, it is possible that remnants of historic-era buried features and archaeological sites may be identified during construction. To help ensure archaeological resources are protected during construction, an Inadvertent Discovery and Archaeological Monitoring Plan will be incorporated into the Project Manual. SDOT will develop special provisions based on City of Seattle 2020 Standard Specifications for Road, Bridge, and Municipal Construction 1-07.5(5) to be included in contract documents.

Consultation with the tribes revealed no TCPs in the U District Option vicinity; therefore, no TCPs would be affected. Previous cultural resources procedures for the RapidRide Roosevelt Project recommended archaeological monitoring when excavation deeper than 18 inches would occur, except for areas already disturbed for existing utility corridors and OCS poles. The Snoqualmie Tribe requested to be on-site as part of any archaeological field work. For those areas where an archaeological monitor is required, coordination will occur with the Snoqualmie Tribe prior to field work.

No archaeological sites or TCPs have been identified in the U District Option. Therefore, a finding of No Historic Properties Affected is recommended.

8.2 Historic Buildings and Structures

To facilitate this connection to the U District Link Station, the U District Option would include the following project elements: four new stations, new and/or upgraded traffic signals, and full-depth concrete paving, PBLs and OCS along NE 43rd St between Roosevelt Way NE and 12th Ave NE.

8.2.1 Effects during Construction

Construction effects on historic buildings and structures can include temporary loss of access, visual effects, noise, vibration, and the dust and debris. These effects are limited to the duration of construction. Methods described in the previous cultural resources report will apply to the

Revised APE including, using Seattle standard specifications and best management practices for dust control, maintaining access, and noise reduction (SDOT, 2019).

8.2.1.1 Construction Effects from Paving

Full-depth concrete paving, PBLs, and OCS along NE 43rd St between Roosevelt Way NE and 12th Ave NE would occur within the existing right-of-way. The *RapidRide Roosevelt Supplemental Noise and Vibration Technical Report* (SDOT, 2021) results show that construction vibration has the potential to result in cosmetic building damage (i.e., cracked plaster). However, impacts on historic properties are not anticipated through most of the corridor because construction equipment to be used is not expected to produce high vibration levels. The exception is paving on NE 43rd St between Roosevelt Way NE and 12th Ave NE, which has the potential to cause cosmetic building damage to the historic Carol and Roberta Apartments (Maps ID 4 and 5) and the University Garage (Map ID 1). These impacts would not be significant as they will be minimized or avoided through the implementation of mitigation measures identified in Section 9, Potential Mitigation Measures.

8.2.1.2 Construction Effects from Stations

Impacts from construction of the stations adjacent to historic properties would be short-term in duration. Of the four proposed stations within the Revised APE, two would be located adjacent to historic properties: Roberta Apartments (Map ID 5) and the Martin & Eckmann Men's Shop (Map ID 8). Table 8-1 summarizes effects from new stations and Figure 7-1 shows the location of the stations adjacent to the historic properties. All stations would meet ADA requirements and would be separated from adjacent historic buildings by the sidewalk.

Table 8-1. Summary of Effects to Individual Historic Properties Adjacent to Stations

STATION LOCATION	ADJACENT HISTORIC PROPERTY	EFFECT TO HISTORIC PROPERTY
Southwest corner NE 43rd St and 12th Ave NE	Roberta Apartments 1119 NE 43rd St	No adverse effect – station north of façade, separated by sidewalk
Southwest corner of University Way NE and NE 45th St	Martin & Eckmann Men's Shop 4345 University Way NE	No adverse effect – station north of façade, separated by sidewalk

As illustrated in the simulation shown on Figure 8-1, the station added north of the Roberta Apartments (Map ID 5) would include one standard bus stop sign, a larger sign with a map, and reconstruction of the sidewalk in front of the building. It would not include a bus shelter. Similarly, the station at the southwest corner of University Way NE and NE 45th St and north of the historic Martin & Eckmann Men's Shop (4345 University Way NE, Map ID 8) would not include a shelter. It may include benches, lighting, and new signage. Street trees may also need to be removed to accommodate the station operation. Existing bus infrastructure at this station would remain and sidewalks and road pavement would be reconstructed. The broad building awning of the Martin & Eckmann Men's Shop would provide shelter for bus users.



Figure 8-1. Simulation Showing Changes in Front of Historic Roberta Apartments along NE 43rd St

Layover for the U District Option would occur along 12th Ave NE between NE 43rd St and NE 45th St. This layover is being developed by KCM to support planned service revisions associated with the opening of the U District Link Station and would be in place prior to the RapidRide Roosevelt opening; therefore, it is not included in this evaluation.

In summary, the two stations constructed adjacent to historic buildings would result in a slight change of setting, but it would be consistent with existing uses. The construction of the stations would not require physical changes to any of the buildings and would have no adverse effects on historic properties.

8.2.1.3 Construction Effects from OCS

New OCS would be added along NE 43rd St between Roosevelt Way NE and 12th Ave NE. The OCS poles would be located within the sidewalk and would be spaced typically 100 feet apart. To minimize the number of OCS poles required, existing poles would be used to the extent possible. Construction of new poles would involve drilling to set OCS poles in the ground, hanging wires, and installing support brackets, feeder cables, and other components. These construction activities would result in temporary visual impacts on the setting of nearby historic properties. The following three historic properties are located adjacent to the new OCS: University of Washington Parking Garage (Map ID 1) and Carol and Roberta Apartments (Map

IDs 4 and 5). The OCS poles would be placed within the public right-of-way adjacent to historic buildings and would not adversely affect the buildings (see Figure 8-1).

In summary, during construction, the setting of historic properties would experience temporary visual impacts, and they may experience short-term restrictions in access from construction associated with roadway modifications, OCS installation, and utility relocation. Historic properties adjacent to new stations could experience construction impacts to their setting such as temporary visual impacts. The effects would be minimal and temporary. No adverse effects on historic properties are anticipated from construction.

8.2.2 Effects during Operation

The bus alignment within the Revised APE would utilize the existing road right-of-way. The U District Option does not anticipate any physical impacts to buildings from operation. Noise from operation would be similar to existing conditions and would not adversely affect any historic properties (SDOT, 2021). To meet the goals of providing speed and reliability for transit service, the U District Option would remove on-street parking and load zones on NE 43rd St between Roosevelt Way NE and 11th Ave NE. Parking does not contribute to the historic setting and there are no historic properties on this block. Operation effects on historic properties within the Revised APE from the U District Option would be minor changes to the setting and feeling from the presence of OCS poles and PBLs adjacent to the historic University of Washington Parking Garage (Map ID 1) and Carol and Roberta Apartments (Map IDs 4 and 5).

8.2.2.1 Operation Effects from RapidRide Buses

Noise and vibration impacts from the electric bus operations were evaluated using the FTA's 2018 noise and vibration modeling methodology described in the *RapidRide Roosevelt Project Supplemental Noise and Vibration Technical Report* (SDOT, 2021). The analysis determined no noise and vibration impacts would occur from the operation of this project.

The RapidRide Roosevelt corridor is currently primarily used by gasoline- and diesel-powered buses. The Project would replace these buses with quieter electric-powered buses, decreasing road noise related to buses. Operation of the U District Option would result in visual changes adjacent to historic properties within the Revised APE because of the installation of OCS on NE 43rd St between Roosevelt Way NE and 12th Ave NE. The OCS would use existing utility poles when possible. The presence of new poles and wires added adjacent to the street would result in a minor visual change to individual historic properties. The new poles would be consistent with existing utility poles found in the University District neighborhood. New stations would operate adjacent to two historic properties and would not impede access to or visually obscure nearby historic properties. Overall, the operation of the RapidRide Roosevelt Project would have no adverse effect to historic properties.

8.2.3 Effects Summary

There would be no physical impacts to historic properties from the U District Option. The only direct impacts to historic properties would be changes to their setting from the installation of new stations, OCS, and sidewalk improvements including ADA-accessible curb ramps. Although historic properties within the Revised APE would be affected by the change to their setting, these effects would not be adverse.

9. POTENTIAL MITIGATION MEASURES

Under Section 106 of the NRHP no mitigation is required because the U District Option would not result in adverse effects on historic properties. The following sections provide project measures that will be taken to ensure the protection of cultural resources.

9.1 Archaeological Sites

As described in the previous cultural resources study (SDOT, 2019), SDOT will prepare an Inadvertent Discovery and Archaeological Monitoring Plan and consult with DAHP and tribes prior to construction. The Inadvertent Discovery and Archaeological Monitoring Plan will be incorporated into the Project Manual. SDOT will develop special provisions based on City of Seattle 2020 Standard Specifications for Road, Bridge, and Municipal Construction 1-07.5(5) to be included in contract documents. Construction will be monitored by a qualified archaeologist when ground disturbance exceeds 18 inches in depth, except for areas already disturbed for existing utility corridors and OCS poles. The Snoqualmie Tribe has requested to be onsite as part of any archaeological fieldwork. For those areas where an archeological monitor is required, coordination will occur with the Snoqualmie Tribe prior to fieldwork.

9.2 Historic Buildings and Structures

The RapidRide Roosevelt Project has the potential to result in vibration impacts during construction to the historic Carol and Roberta Apartments (Map IDs 4 and 5) and University of Washington Parking Garage (Map ID 1). To minimize or avoid impacts from construction vibration, a Construction Vibration Control Plan will be developed. Measures will include using lower power settings during paving on vibratory rollers or large static rollers, especially near buildings with plaster or within 36 feet of structures, and implementing vibration monitoring at buildings with masonry or high susceptibility to damage (SDOT, 2021). With the implementation of mitigation, no adverse effects on historic buildings or structures from the U District Option are anticipated.

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10. CUMULATIVE AND INDIRECT EFFECTS

As defined in 40 CFR 1508.7, cumulative impacts on the environment result “from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” The public and government agencies need to consider cumulative impacts to evaluate a proposed action and its alternatives in a broad perspective, including how the project might interact with impacts that persist from past actions, with present-day activities, and with other planned projects. A cumulative impact assessment can reveal unintended consequences that might not be apparent when the project is evaluated in isolation instead of in a broader context.

There are no significant or adverse effects on historic properties from the U District Option. No other past, present, or future actions are known that would have impacts on the historic properties in the Revised APE; therefore, no cumulative impacts to historic properties are anticipated.

Indirect impacts to historic properties from the U District Option may include increased development pressures, thereby leading to future demolitions (which would be adverse) or future renovations and reuse of historic properties (which could be beneficial). The increased transit options may increase property values in the future and lead to an increase in desirability of historic properties along the route, which would also be beneficial. No significant indirect impacts are anticipated.

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Appendix A

Agency and Tribal Consultation Documentation

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

February 2, 2021

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2017-09-06925
Property: RapidRide Roosevelt Project
Re: Revised APE Concur

Dear Ms. Gehrke:

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

We concur with your definition of the revised APE. We have also reviewed the proposed methodology for the archaeological and built environment inventory and have no comments at this time.

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. If you have any questions, please feel free to contact me.

Sincerely,

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



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U.S. Department
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**Federal Transit
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January 28, 2021

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Consultation Reinitiation
SHPO Project Tracking Code: 2017-09-06925**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation with the Washington State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On September 26, 2019, in correspondence to SHPO, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). FTA received SHPO concurrence with this determination on October 1, 2019. The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter reinitiates Section 106 consultation, and requests your feedback on the proposed amendment to the APE.

The Project design has been modified to incorporate a route option, referred to as the U District Option, that includes a terminus at NE 45th Street in the University District neighborhood, instead of NE 67th Street in the Roosevelt neighborhood. This shorter Project alignment is

January 28, 2021

Page 2

shown on Figure 1 enclosed with this letter. The Project design has also been modified to include reconfigured loading zones (including new roadway striping and signage) on East Lynn Street and East Louisa Street in the Eastlake neighborhood. The locations of these design refinements are shown on Figures 2, 3, and 4. These figures also illustrate the existing APE (labeled as January 2020 APE, in green), and the proposed APE boundary amendment to account for the 2021 Design Refinements activities at these locations (labeled as Revised January 2021 APE, in yellow).

Following the APE review period, a cultural resources study of the areas within the amended APE will be conducted so that FTA can assess the potential for Project effects to historic properties located within the APE. Enclosed for your review is the proposed methodology for this cultural resources study (see Attachment A). At the conclusion of these investigations, the Project team will prepare a report that documents the results of the cultural resources study.

Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE boundary amendment and cultural resources study methodology within 30 days of receipt of this letter. FTA also welcomes any assistance you can provide in identifying historic properties, including Traditional Cultural Properties, that may exist within the APE. Should you require additional information or have questions, please contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

**LINDA M
GEHRKE** Digitally signed by LINDA M
GEHRKE
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Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of
Archaeology and Historic Preservation
Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation
Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosures: Figure 1. - Proposed Alignment
Figure 2. - Recommended APE Amendment
Figure 3. - U District Option
Figure 4. - E Lynn & E Louisa Streets
Attachment A - Cultural Resources Study Methodology

ATTACHMENT A

**Seattle Department of Transportation
RapidRide Roosevelt Project - 2021 Design Refinements
National Historic Preservation Act, Section 106 - Consultation Reinitiation
SHPO Project Tracking Code: 2017-09-06925**

Cultural Resources Study Methodology

The horizontal Revised Area of Potential Effects (APE) includes both the existing transportation right-of-way along the U District Option alignment and those parcels immediately adjacent to areas of ground disturbance. Ground disturbance would occur around new or upgraded bus stations, new or upgraded overhead contact system (OCS) poles, traffic signal improvements, construction staging areas, paving, and potentially for stormwater facilities and utility relocations. No ground disturbance would occur in areas where existing utility poles would be used for the OCS wire. The APE has not been expanded to include adjacent parcels for new signals and signage added within the public right-of-way for this Project because the study area is already densely developed and therefore these elements would have minimal effects on adjacent properties.

The vertical Revised APE for prehistoric- and historic-period archaeological resources consists of the area that would be disturbed in constructing the U District Option. The depth of the ground disturbance would vary according to the type of construction. Ground disturbance within the Revised APE would be limited to approximately 2.5 feet deep for station improvements; OCS poles would be installed at depths of between approximately 10 to 15 feet; pavement replacement and repair excavation would be at depths at a maximum of 1.5 feet, stormwater detention facilities would be installed at depths up to 10 feet; and a maximum depth of 30 feet is assumed if additional utility work is identified during design.

The Revised APE polygons on East Lynn Street and East Louisa Street are based on updated design of loading zones on those streets. Channelization and signage may be required for relocated loading zones. Because there would be limited visual changes in urban environment and no ground disturbance, no impacts are anticipated to cultural resources on East Lynn Street and East Louisa Street.

The Revised APE has been established to consider potential effects to archaeological resources and built environment properties. Consistent with the previous APE, areas where potential archaeological effects were evaluated is limited to where ground disturbance would occur. The architectural Revised APE is larger to address the potential of effects to adjacent buildings and structures in specific areas. Because the proposed vehicles are rubber-tired, conditions similar to

the existing environment would be maintained and the potential for effects to historic buildings along the corridor would be limited.

Within the areas captured by the Revised APE, the cultural resources study will inventory historic-era (pre-1976) resources that do not have previous determinations of National Register of Historic Places eligibility within the last 10 years. No archaeology survey is warranted given the highly-developed nature of the Revised APE, and because much of area is currently paved and not accessible. Procedures and protocols for dealing with any identified archaeological materials will be addressed according to the Project's previously prepared Inadvertent Discovery Plan. The study will assess whether the undertaking would result in any adverse effects, and will present this analysis in an addendum to the Project's Cultural Resources discipline report.



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January 28, 2021

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 - 172nd Avenue SE
Auburn, WA 98092

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Consultation Reinitiation
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairman Elkins:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On October 1, 2019, in correspondence to your Tribe, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter reinitiates Section 106 consultation, and requests your feedback on the proposed amendment to the APE.

The Project design has been modified to incorporate a route option, referred to as the U District Option, that includes a terminus at NE 45th Street in the University District neighborhood, instead of NE 67th Street in the Roosevelt neighborhood. This shorter Project alignment is shown on Figure 1 enclosed with this letter. The Project design has also been modified to include reconfigured loading zones (including new roadway striping and signage) on East Lynn Street

January 28, 2021

Page 2

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Following the APE review period, a cultural resources study of the areas within the amended APE will be conducted so that FTA can assess the potential for Project effects to historic properties located within the APE. Enclosed for your review is the proposed methodology for this cultural resources study (see Attachment A). At the conclusion of these investigations, the Project team will prepare a report that documents the results of the cultural resources study.

Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE boundary amendment and cultural resources study methodology within 30 days of receipt of this letter. FTA also welcomes any assistance you can provide in identifying historic properties, including Traditional Cultural Properties, that may exist within the APE. Should you require additional information or have questions, please contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

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Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
Madrienne White, Public and Government Relations Manager, Muckleshoot Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology
and Historic Preservation
Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation
Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosures: Figure 1. - Proposed Alignment
Figure 2. - Recommended APE Amendment
Figure 3. - U District Option
Figure 4. - E Lynn & E Louisa Streets
Attachment A - Cultural Resources Study Methodology



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January 28, 2021

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Consultation Reinitiation
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On October 1, 2019, in correspondence to your Tribe, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter reinitiates Section 106 consultation, and requests your feedback on the proposed amendment to the APE.

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January 28, 2021

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Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE boundary amendment and cultural resources study methodology within 30 days of receipt of this letter. FTA also welcomes any assistance you can provide in identifying historic properties, including Traditional Cultural Properties, that may exist within the APE. Should you require additional information or have questions, please contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

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Date: 2018.09.24 12:17:51 -0700

Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Director, Archeology and Historic Preservation, Snoqualmie Indian Tribe

Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation

Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation

Joel Hancock, Environmental Analyst, Seattle Department of Transportation

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Attachment A - Cultural Resources Study Methodology



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January 28, 2021

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Consultation Reinitiation
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On October 1, 2019, in correspondence to your Tribe, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter reinitiates Section 106 consultation, and requests your feedback on the proposed amendment to the APE.

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January 28, 2021

Page 2

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Following the APE review period, a cultural resources study of the areas within the amended APE will be conducted so that FTA can assess the potential for Project effects to historic properties located within the APE. Enclosed for your review is the proposed methodology for this cultural resources study (see Attachment A). At the conclusion of these investigations, the Project team will prepare a report that documents the results of the cultural resources study.

Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE boundary amendment and cultural resources study methodology within 30 days of receipt of this letter. FTA also welcomes any assistance you can provide in identifying historic properties, including Traditional Cultural Properties, that may exist within the APE. Should you require additional information or have questions, please contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

**LINDA M
GEHRKE**



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Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Tribal Historic Preservation Officer, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation
Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosures: Figure 1. - Proposed Alignment
Figure 2. - Recommended APE Amendment
Figure 3. - U District Option
Figure 4. - E Lynn & E Louisa Streets
Attachment A - Cultural Resources Study Methodology



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

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
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January 28, 2021

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Consultation Reinitiation
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On October 1, 2019, in correspondence to your Tribe, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter reinitiates Section 106 consultation, and requests your feedback on the proposed amendment to the APE.

The Project design has been modified to incorporate a route option, referred to as the U District Option, that includes a terminus at NE 45th Street in the University District neighborhood, instead of NE 67th Street in the Roosevelt neighborhood. This shorter Project alignment is shown on Figure 1 enclosed with this letter. The Project design has also been modified to include reconfigured loading zones (including new roadway striping and signage) on East Lynn Street

January 28, 2021

Page 2

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Following the APE review period, a cultural resources study of the areas within the amended APE will be conducted so that FTA can assess the potential for Project effects to historic properties located within the APE. Enclosed for your review is the proposed methodology for this cultural resources study (see Attachment A). At the conclusion of these investigations, the Project team will prepare a report that documents the results of the cultural resources study.

Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE boundary amendment and cultural resources study methodology within 30 days of receipt of this letter. FTA also welcomes any assistance you can provide in identifying historic properties, including Traditional Cultural Properties, that may exist within the APE. Should you require additional information or have questions, please contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

**LINDA M
GEHRKE**

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Date: 2018.09.24 12:17:51 -0700

Linda M. Gehrke
Regional Administrator

cc: Dennis Lewarch, Tribal Historic Preservation Officer, Suquamish Indian Tribe of the PortMadison Reservation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation
Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosures: Figure 1. - Proposed Alignment
Figure 2. - Recommended APE Amendment
Figure 3. - U District Option
Figure 4. - E Lynn & E Louisa Streets
Attachment A - Cultural Resources Study Methodology



U.S. Department
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**Federal Transit
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January 28, 2021

The Honorable Teri Gobin
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Consultation Reinitiation
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairwoman Gobin:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On October 1, 2019, in correspondence to your Tribe, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter reinitiates Section 106 consultation, and requests your feedback on the proposed amendment to the APE.

The Project design has been modified to incorporate a route option, referred to as the U District Option, that includes a terminus at NE 45th Street in the University District neighborhood, instead of NE 67th Street in the Roosevelt neighborhood. This shorter Project alignment is shown on Figure 1 enclosed with this letter. The Project design has also been modified to include reconfigured loading zones (including new roadway striping and signage) on East Lynn Street

January 28, 2021

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Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE boundary amendment and cultural resources study methodology within 30 days of receipt of this letter. FTA also welcomes any assistance you can provide in identifying historic properties, including Traditional Cultural Properties, that may exist within the APE. Should you require additional information or have questions, please contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

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Lina M. Gehrke
Regional Administrator

cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History
Preserve, Tulalip Tribes of Washington

Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology
and Historic Preservation

Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation

Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosures: Figure 1. - Proposed Alignment
Figure 2. - Recommended APE Amendment
Figure 3. - U District Option
Figure 4. - E Lynn & E Louisa Streets
Attachment A - Cultural Resources Study Methodology



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January 28, 2021

The Honorable Delano Saluskin
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Consultation Reinitiation
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairman Saluskin:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On October 1, 2019, in correspondence to your Tribe, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter reinitiates Section 106 consultation, and requests your feedback on the proposed amendment to the APE.

The Project design has been modified to incorporate a route option, referred to as the U District Option, that includes a terminus at NE 45th Street in the University District neighborhood, instead of NE 67th Street in the Roosevelt neighborhood. This shorter Project alignment is shown on Figure 1 enclosed with this letter. The Project design has also been modified to include reconfigured loading zones (including new roadway striping and signage) on East Lynn Street

January 28, 2021

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Following the APE review period, a cultural resources study of the areas within the amended APE will be conducted so that FTA can assess the potential for Project effects to historic properties located within the APE. Enclosed for your review is the proposed methodology for this cultural resources study (see Attachment A). At the conclusion of these investigations, the Project team will prepare a report that documents the results of the cultural resources study.

Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE boundary amendment and cultural resources study methodology within 30 days of receipt of this letter. FTA also welcomes any assistance you can provide in identifying historic properties, including Traditional Cultural Properties, that may exist within the APE. Should you require additional information or have questions, please contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

**LINDA M
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FTASeattleWA, cn=LINDA M
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Date: 2018.09.24 12:17:51 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Kate Valdez, Tribal Historic Preservation Officer, Confederated Tribes and Bands of the Yakama Nation

Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation

Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation

Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosures: Figure 1. - Proposed Alignment

Figure 2. - Recommended APE Amendment

Figure 3. - U District Option

Figure 4. - E Lynn & E Louisa Streets

Attachment A - Cultural Resources Study Methodology



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

April 27, 2021

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2017-09-06925
Property: RapidRide Roosevelt Project
Re: NO Adverse Effect

Dear Ms. Gehrke:

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

First, we agree with the revised Area of Potential Effect (APE) as mapped in the survey report. We Concur that Property ID: 723899, the La Mirada Apartments at 1120 NE 43rd St in Seattle, WA is NOT ELIGIBLE for inclusion in the National Register of Historic Places (NRHP). We also concur that Property ID: 721702, the Martin and Eckmann Mens Shop at 4345 University Way NE, Property ID: 47908, the Carol and Roberta Apartments at 1115 and 1119 NE 43rd, both in Seattle, WA, are ELIGIBLE for listing in the NRHP.

Finally, we concur that the current project as proposed will have "NO ADVERSE EFFECT" on historic properties within the APE that are listed in, or determined eligible for listing in, the National Register of Historic Places. As a result of our concurrence, further contact with DAHP on this proposal is not necessary. However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

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

Sincerely,

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



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U.S. Department
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**Federal Transit
Administration**

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Seattle, WA 98174-1002
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April 16, 2021

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2017-09-06925**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation with the Washington State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On September 26, 2019, in correspondence to SHPO, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). FTA received SHPO concurrence with this determination on October 1, 2019. The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter requests your concurrence with the proposed updated Eligibility and Effects Determinations for the Project.

The 2021 Design Refinements modify the Project design to incorporate a route option, referred to as the U District Option, that includes a terminus at NE 45th Street in the University District neighborhood, instead of NE 67th Street in the Roosevelt neighborhood. The 2021 Design

Refinements also modify the Project design to include reconfigured loading zones (including new roadway striping and signage) on East Lynn Street and East Louisa Street in the Eastlake neighborhood. On January 28, 2021, in correspondence to SHPO, FTA reinitiated Section 106 consultation for the Project, and requested feedback on an amendment to the APE to address the 2021 Design Refinements. FTA received SHPO agreement with the amended APE on February 2, 2021. Following this consultation, a cultural resources study of the area within the amended APE was conducted so that FTA could assess the potential for Project effects to historic properties located within the APE. Enclosed for your review is the report of this study, entitled *RapidRide Roosevelt Project Supplemental Cultural Resources Technical Report*, dated March, 2021, prepared by Jacobs Engineering Group (Jacobs), consultant to SDOT.

Jacobs conducted a literature review that identified no previously recorded archaeological sites or traditional cultural properties within the newly incorporated areas of the amended APE. The cultural resources study also identified four properties within the amended APE that were recommended as eligible for listing on the NRHP. Finally, the study report recommended that Project activities resulting from the 2021 Design Refinements would have no adverse effect on any of the four historic properties located within the amended APE.

To address the unlikely event of encountering cultural materials during Project construction, an archaeological Monitoring and Inadvertent Discovery Plan (MIDP) will be developed and implemented by SDOT during construction of the Project.


Based on the aforementioned documentation, FTA has made the following determinations:

- There are four resources listed on, or eligible for, the NRHP within the newly incorporated areas of the amended APE, as identified in Table 7-2 of the enclosed cultural resources report, i.e., Carol Apartments, Roberta Apartments, Martin & Eckmann Men's Shop, and University of Washington Parking Garage.
- Incorporation of the 2021 Design Refinements into the Project would not change the existing overall Project Section 106 determination of **no adverse effect** on resources listed on, or eligible for, the NRHP.

Pursuant to 36 CFR Part 800, FTA is seeking SHPO concurrence with these determinations within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

**LINDA M
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Date: 2021.04.16
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Linda M. Gehrke
Regional Administrator

April 16, 2021

Page 3

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology
and Historic Preservation
Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation
Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosure: RapidRide Roosevelt Project Supplemental Cultural Resources Technical Report,
March, 2021

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U.S. Department
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**Federal Transit
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Alaska, Idaho, Oregon,
Washington

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Seattle, WA 98174-1002
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April 16, 2021

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 - 172nd Avenue SE
Auburn, WA 98092

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairman Elkins:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On October 1, 2019, in correspondence to your Tribe, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter requests your feedback on the proposed updated Eligibility and Effects Determinations for the Project.

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Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M
GEHRKE

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Date: 2021.04.16
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Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
Madrienne White, Public and Government Relations Manager, Muckleshoot Indian Tribe

April 16, 2021

Page 3

Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology
and Historic Preservation

Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation

Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosure: RapidRide Roosevelt Project Supplemental Cultural Resources Technical Report,
March, 2021

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April 16, 2021

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairman de los Angeles:

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- Incorporation of the 2021 Design Refinements into the Project would not change the existing overall Project Section 106 determination of **no adverse effect** on resources listed on, or eligible for, the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

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Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Director, Archeology and Historic Preservation, Snoqualmie Indian Tribe

April 16, 2021

Page 3

Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology
and Historic Preservation

Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation

Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosure: RapidRide Roosevelt Project Supplemental Cultural Resources Technical Report,
March, 2021

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Administration**

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Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

April 16, 2021

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On October 1, 2019, in correspondence to your Tribe, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter requests your feedback on the proposed updated Eligibility and Effects Determinations for the Project.

The 2021 Design Refinements modify the Project design to incorporate a route option, referred to as the U District Option, that includes a terminus at NE 45th Street in the University District neighborhood, instead of NE 67th Street in the Roosevelt neighborhood. The 2021 Design Refinements also modify the Project design to include reconfigured loading zones (including new roadway striping and signage) on East Lynn Street and East Louisa Street in the Eastlake

April 16, 2021

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To address the unlikely event of encountering cultural materials during Project construction, an archaeological Monitoring and Inadvertent Discovery Plan (MIDP) will be developed and implemented by SDOT during construction of the Project.

Based on the aforementioned documentation, FTA has made the following determinations:

- There are four resources listed on, or eligible for, the NRHP within the newly incorporated areas of the amended APE, as identified in Table 7-2 of the enclosed cultural resources report, i.e., Carol Apartments, Roberta Apartments, Martin & Eckmann Men's Shop, and University of Washington Parking Garage.
- Incorporation of the 2021 Design Refinements into the Project would not change the existing overall Project Section 106 determination of **no adverse effect** on resources listed on, or eligible for, the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M
GEHRKE

Digitally signed by
LINDA M GEHRKE
Date: 2021.04.16
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Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Tribal Historic Preservation Officer, Stillaguamish Tribe of Indians of Washington

April 16, 2021

Page 3

Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology
and Historic Preservation

Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation

Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosure: RapidRide Roosevelt Project Supplemental Cultural Resources Technical Report,
March, 2021

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

REGION X
Alaska, Idaho, Oregon,
Washington

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April 16, 2021

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the RapidRide Roosevelt Project (Project). The Project would provide bus rapid transit service connecting downtown Seattle, Washington to northeast neighborhoods of the city. Section 106 consultation for the Project began in September 2018. On October 1, 2019, in correspondence to your Tribe, FTA determined that the Project would result in no adverse effect on resources listed on, or eligible for, the National Register of Historic Places (NRHP). The Project has recently incorporated design refinements in the University District and Eastlake neighborhoods, outside of the existing Area of Potential Effects (APE), collectively referred to as the 2021 Design Refinements. This letter requests your feedback on the proposed updated Eligibility and Effects Determinations for the Project.

The 2021 Design Refinements modify the Project design to incorporate a route option, referred to as the U District Option, that includes a terminus at NE 45th Street in the University District neighborhood, instead of NE 67th Street in the Roosevelt neighborhood. The 2021 Design Refinements also modify the Project design to include reconfigured loading zones (including new roadway striping and signage) on East Lynn Street and East Louisa Street in the Eastlake

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Regional Administrator

cc: Dennis Lewarch, Tribal Historic Preservation Officer, Suquamish Indian Tribe of the Port Madison Reservation

April 16, 2021

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Garth Merrill, Project Manager, Capital Projects, Seattle Department of Transportation

Joel Hancock, Environmental Analyst, Seattle Department of Transportation

Enclosure: RapidRide Roosevelt Project Supplemental Cultural Resources Technical Report,
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April 16, 2021

The Honorable Teri Gobin
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2017-09-06925**

Dear Chairwoman Gobin:

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cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History Preserve,
Tulalip Tribes of Washington

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April 16, 2021

The Honorable Delano Saluskin
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
2021 Design Refinements
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2017-09-06925**

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cc: Kate Valdez, Tribal Historic Preservation Officer, Confederated Tribes and Bands of the Yakama Nation

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Appendix B
City of Seattle Landmarks
Correspondence

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RapidRide Roosevelt Project Updates – City of Seattle

Preservation Regulations and Landmarks

Prepared For: City of Seattle
Prepared By: Marcia Montgomery (Jacobs)
Date: January 26, 2021

Overview of RapidRide Roosevelt Project Changes

On March 18, 2019, the City of Seattle received a memorandum summarizing the effects the RapidRide Roosevelt Project would have on Seattle Landmark Properties. The RapidRide Roosevelt Project, being carried out by the Federal Transit Administration (FTA) and the Seattle Department of Transportation (SDOT) has been modified since the January 2020 Environmental Assessment (EA). The RapidRide Roosevelt Project was expected to be funded from a combination of federal and local sources including grants and matching funds from King County Metro (KCM), however, due to the economic impacts from COVID-19, KCM is no longer able to provide capital funds for the January 2020 EA alignment. In addition, KCM is no longer able to commit to the additional operational service hours originally planned for the January 2020 EA alignment to NE 67th St near the Roosevelt Link Station.

In Fall 2020, SDOT and KCM partnered to identify the preferred U District Option through a joint agency evaluation process. As part of this evaluation, several criteria were used in the evaluation including plan and policy consistency, ridership, transit connections, operations, service design/coverage, alignment with community commitments, environmental impacts, timeframe, and cost and funding. While several options were considered by KCM and SDOT, the evaluation criteria identified the preferred U District Option with northern terminus layover and stations in the vicinity of the U District Link Station. The selection of the preferred U District Option was confirmed by both KCM and SDOT in November 2020 through the joint SDOT-KCM RapidRide Steering Committee. The U District Option is being evaluated in a Supplemental EA scheduled to be published in Spring 2021. KCM has named the route the RapidRide J Line per their standard route naming conventions, and the name J Line will be phased into future outreach materials.

To support the assessment of project changes, FTA, the lead federal agency under Section 106 of the National Historic Preservation Act, has revised the area of potential effects (APE). The attached Figures 1-3 provides an overview of the modifications with the U District Option and illustrate the new areas not previously surveyed for the RapidRide Roosevelt Project. Jacobs is studying these Revised APE areas in a supplemental cultural resources report. To inform the City of Seattle's Landmark review process, the following information summarizes the historic properties identified within the Revised APE.

RapidRide Roosevelt U District Option Revised APE Seattle Landmarks Overview

Historic properties and cultural resources are recognized and protected at the local level by the City of Seattle State Environmental Policy Act (SEPA) regulations (Seattle Municipal Code [SMC] 25.09), Inviting Comment (SMC 25.05.502), and Historic Preservation Policy (SMC 25.05.675H). The City of Seattle also has a Landmarks Preservation Ordinance (SMC 25.12) that presents the

process for the designation of local city landmarks. In addition, the city's SEPA policies (SMC 25.05.675H2D) provide that projects adjacent to or across the street from a designated city landmark are to be referred to the City Historic Preservation Officer for an assessment of any adverse impacts on the landmark. No locally listed historic districts are located within the Revised APE. One Seattle Landmark, the Neptune Theater (1303 NE 45th St), is located within the Revised APE. The historic properties survey for the Revised APE Identified a total of 8 historic-era buildings (built in 1976 or before). The National Register of Historic Places (NRHP) eligibility findings of these properties are described in Table 1 and includes the Seattle Landmark, Neptune Theater, previously determined by the Washington State Historic Preservation Officer (SHPO) as not eligible for listing in the NRHP.

Table 1. Summary of Historic-era Properties located within the RapidRide Roosevelt Revised APE.

Map No.	Name and Address	Built Date	NRHP Eligibility	SHPO Concurrence Date
1	University of Washington Parking Garage 4317 12th Ave NE	1969	Eligible	2019
2	Commercial Building 4241 11th Ave NE	1925	Ineligible	2019
3	La Miranda Apartments 1120 NE 43rd St	1957	Ineligible	Pending
4	Carol Apartments 1115 NE 43rd St	1929	Eligible	Pending
5	Roberta Apartments 1119 NE 43rd St	1929	Eligible	2013
6	General Insurance Company Annex 4310 12th Ave NE	1949	Ineligible	2013
7	Neptune Theater 1303 NE 45th St	1921	Ineligible	2013
8	Martin & Eckmann Men's Shop 4345 University Way NE	1949	Eligible	Pending

Of the 8 properties surveyed, 2 properties (4317 12th Ave NE and 1119 NE 43rd St) have previously been identified as eligible for listing in the National Register of Historic Places (NRHP). Two more properties are recommended eligible (1115 NE 43rd St and 4345 University Way NE) without previous concurrence on NRHP eligibility from SHPO. The remaining properties are not eligible for listing in the NRHP (pending SHPO concurrence). Figure 4 shows the locations of the historic-era resources based on their assigned Map ID number. Because the Revised APE along E Lynn and E Louisa Streets only includes the street right-of-way (with no adjacent tax parcels), that portion of the Revised APE is not shown in Figure 4. As illustrated in

Figure 4 no stations or OCS poles would be located adjacent to the Neptune Theater. The *RapidRide Roosevelt Project Supplemental Noise and Vibration Technical Report* (SDOT, 2021) determined the Neptune Theater is far enough away from construction that it is not predicted to be damaged by construction vibrations.

During construction, typical effects such as limited access, reduced parking, visual effects, noise, vibration, and the dust and debris of construction activities would occur near the Neptune Theater. However, these effects would be limited to the duration of construction and would not have an adverse effect on historic properties. Best management practices would be followed for dust control, maintaining access, noise reduction, and vibration. Because the construction period in each segment would be short term, it is not anticipated that any building owner would experience an economic loss from construction effects that would threaten the ability to maintain a historic building. Most construction within the Revised APE would be contained to existing right-of-way, and no historic buildings or structures would incur physical impacts.

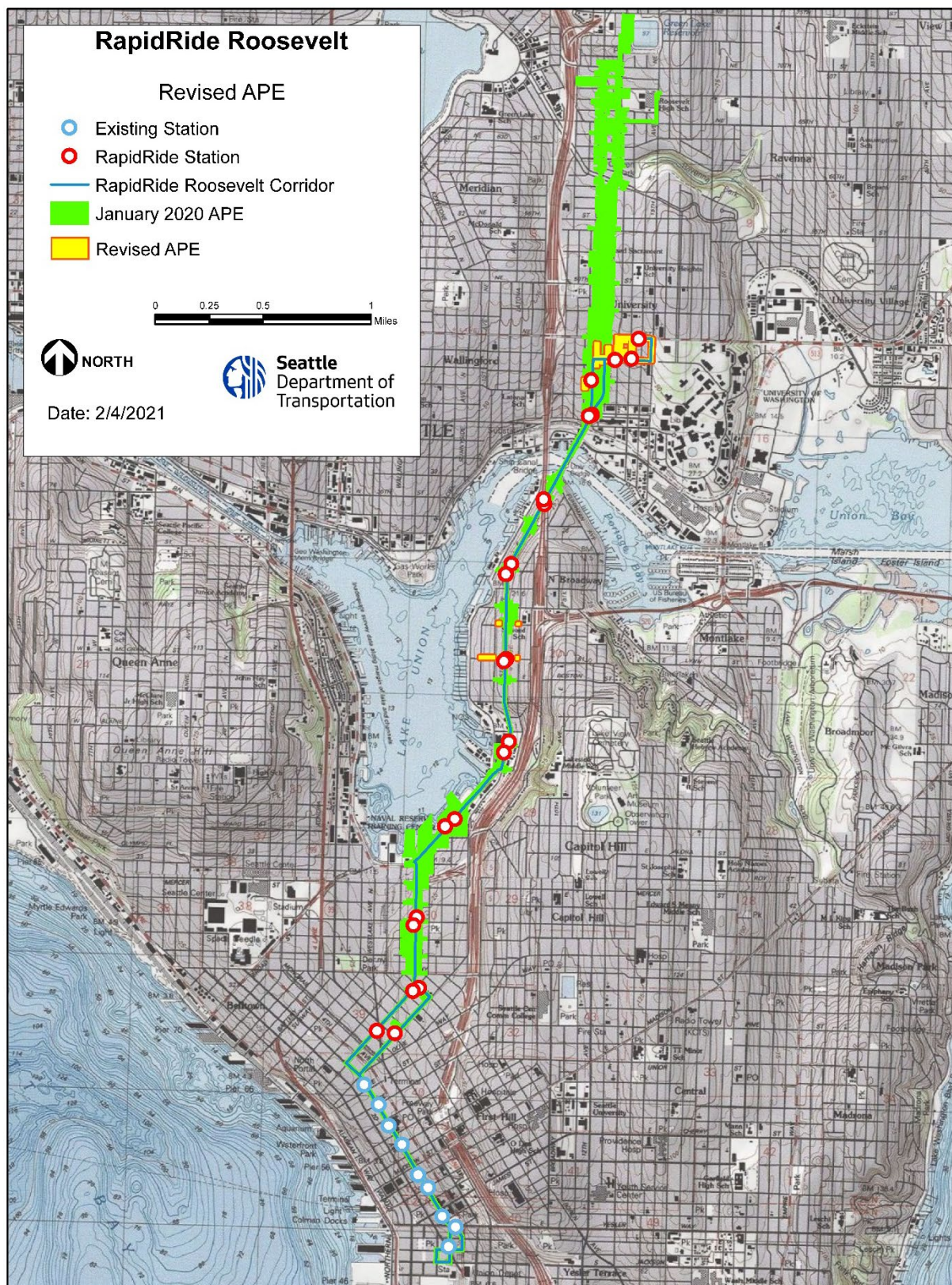


Figure 1. Revised APE

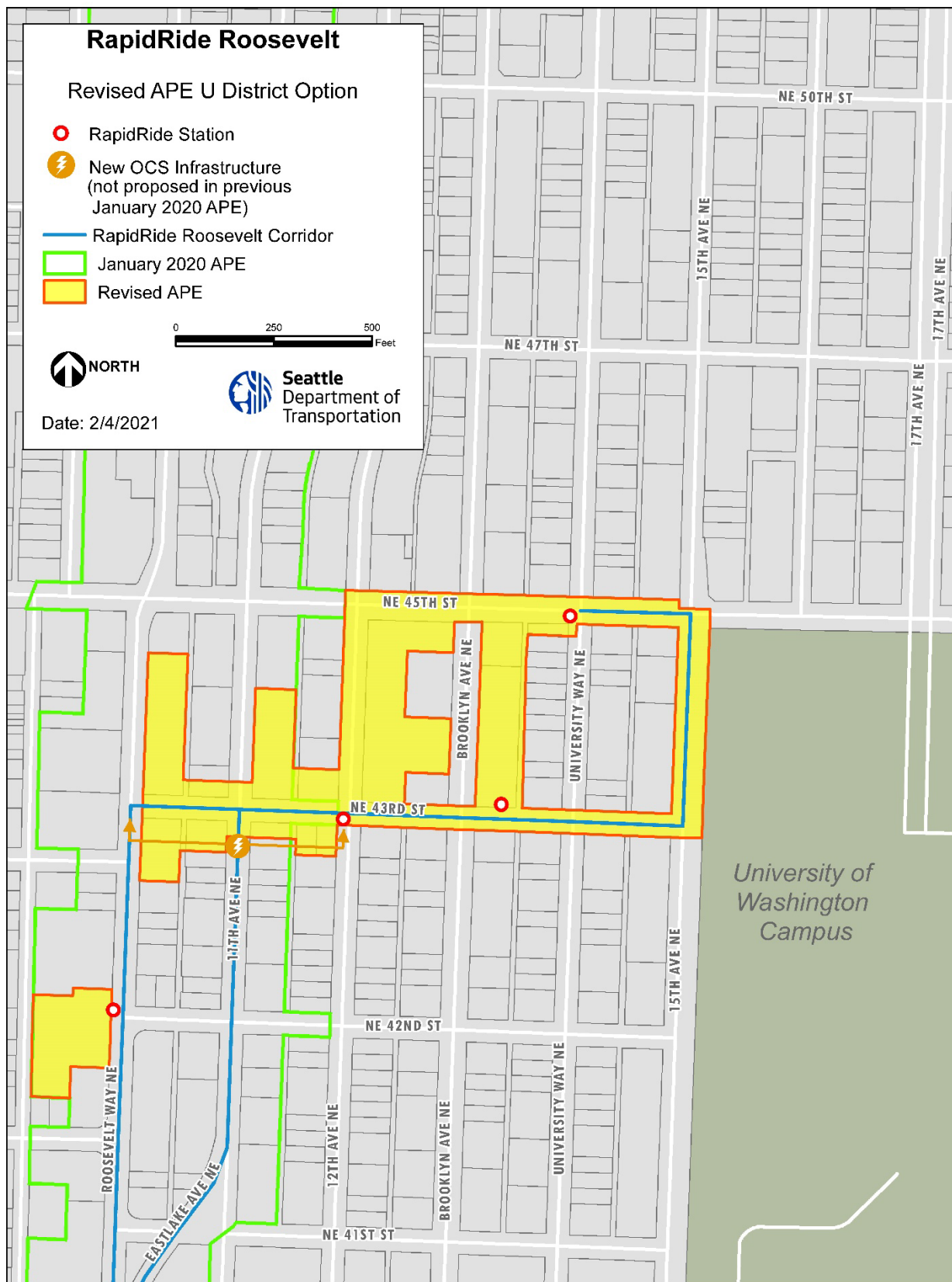


Figure 2. Revised APE – U District Option Area

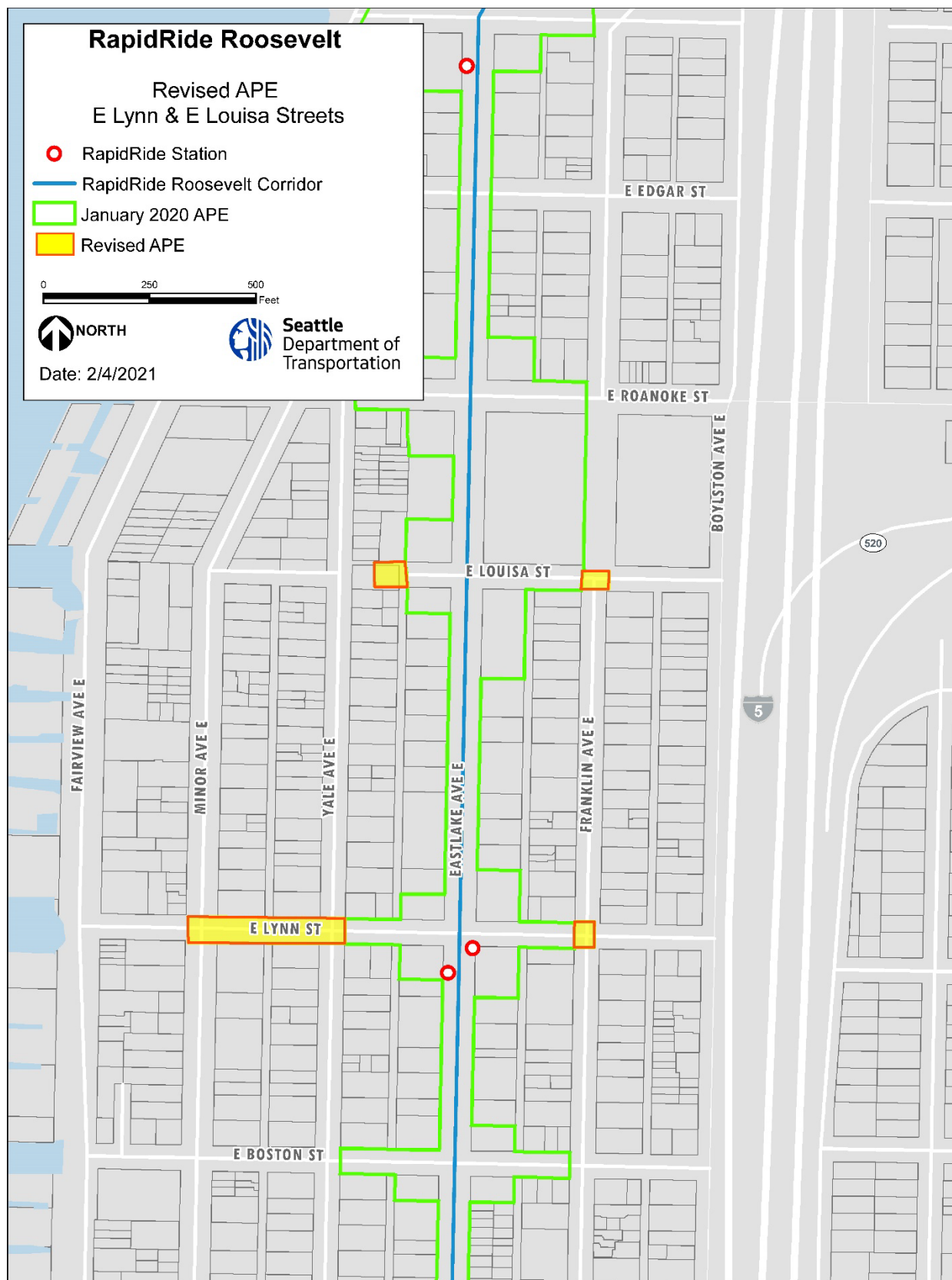


Figure 3. Revised APE – E Lynn & E Louisa Streets Area

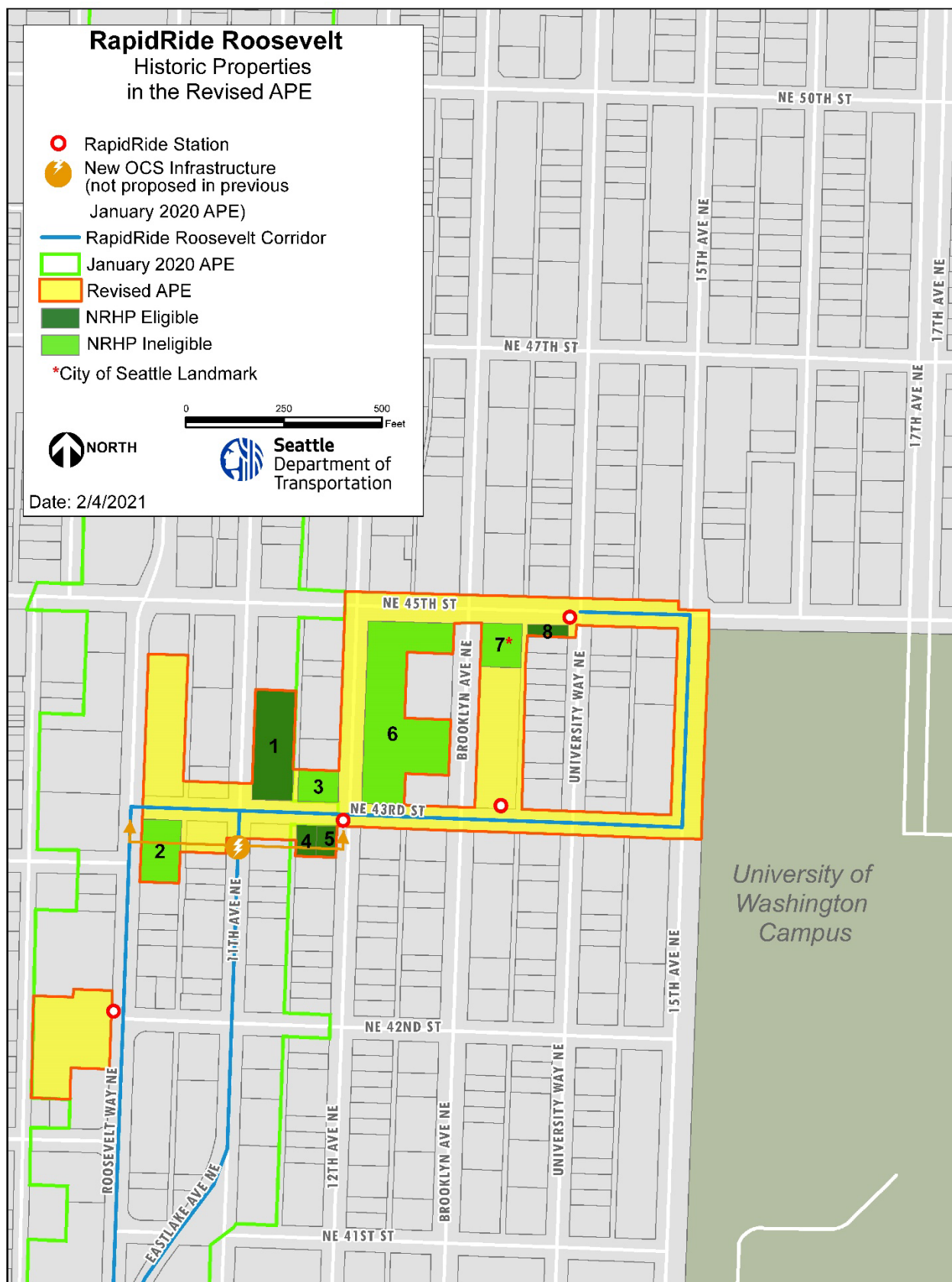


Figure 4. Historic Properties in the Revised APE