

Appendix G
RapidRide Roosevelt Cultural
Resources Technical Report

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FINAL REPORT

RAPIDRIDE ROOSEVELT PROJECT CULTURAL RESOURCES TECHNICAL REPORT

Prepared for

Seattle Department of Transportation



Seattle
Department of
Transportation

July 2019; amended November 2019

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CONTENTS

Acronyms and Abbreviations	vii
1. Introduction	1-1
1.1 Project Description	1-1
1.1.1 Stations	1-2
1.1.2 Operations	1-2
1.1.3 Roadway Improvements.....	1-2
1.1.4 Overhead Contact System and Traction Power Substation	1-3
1.1.5 Bus Layovers.....	1-4
1.1.6 Nonmotorized (Bicycle and Pedestrian) Improvements.....	1-4
1.1.7 Stormwater Improvements and Utility Relocations	1-4
1.1.8 Parking and Loading Zones	1-4
1.1.9 Construction.....	1-5
1.2 Area of Potential Effects	1-8
1.3 Cultural Resources	1-9
1.4 Report Organization	1-14
2. Laws and Regulations	2-1
2.1 Federal Laws and Regulations.....	2-1
2.2 Washington State Laws and Regulations.....	2-2
2.3 Local Regulations	2-3
3. Methods	3-1
3.1 Initiating Consultation.....	3-1
3.2 Data Collection and Literature Review.....	3-1
3.2.1 Historic Properties	3-1
3.2.2 Archaeological Sensitivity Mapping.....	3-2
3.2.3 Geoarchaeology.....	3-3
3.2.4 Historic Property Field Survey	3-3
3.3 Field Studies	3-4
3.4 Evaluation of NRHP Eligibility.....	3-5
3.5 Effects Analysis.....	3-5
4. Agency and Tribal Consultation	4-1
5. Environmental Overview	5-1
5.1 Natural Setting	5-1
5.2 Geomorphology	5-1
5.2.1 Geology.....	5-1
6. Cultural Context	6-1
6.1 Previous Cultural Resources Studies.....	6-1
6.2 Prehistory	6-2
6.3 Ethnographic Overview.....	6-3
6.4 History	6-4
6.4.1 Downtown Seattle.....	6-5

6.4.2	Belltown	6-10
6.4.3	South Lake Union.....	6-11
6.4.4	Eastlake	6-12
6.4.5	Portage Bay	6-13
6.4.6	University District	6-14
6.4.7	Roosevelt and Ravenna	6-15
7.	Affected Environment.....	7-1
7.1	Archaeology	7-1
7.1.1	Previously Recorded Archaeological Sites.....	7-1
7.1.2	Archaeological Resources.....	7-4
7.1.3	Results of Geology and Soils	7-5
7.1.4	Results of Cartographic Study.....	7-6
7.1.5	Results of Previous Archaeological Monitoring and Analysis of Geoprobes	7-7
7.2	Traditional Cultural Properties	7-8
7.3	Historic Buildings and Structures.....	7-8
7.3.1	Previously Recorded Buildings and Structures	7-8
7.3.2	Field Survey	7-22
7.3.3	Determinations of NRHP Eligibility	7-22
7.3.4	Summary of Historic Buildings and Structures	7-46
8.	Determination of Effects	8-1
8.1	Historic Buildings and Structures.....	8-1
8.1.1	Effects During Construction	8-1
8.1.2	Effects During Operation.....	8-6
8.1.3	Effects Summary	8-6
9.	Potential Mitigation Measures	9-1
9.1.1	Archaeological Sites	9-1
9.1.2	Historic Buildings and Structures.....	9-1
10.	Cumulative and Indirect Effects.....	10-1
11.	References.....	11-1

Tables

Table 6-1	Description of Previous Cultural Resources Investigations within the APE	6-1
Table 7-1	Description of Archaeological Sites and Cemeteries Previously Recorded within 0.5 Mile of the APE	7-1
Table 7-2	Historic Properties within the APE.....	7-9

Figures

Figure 1-1	RapidRide Roosevelt Alignment – North	1-6
Figure 1-2	RapidRide Roosevelt Alignment - South	1-7
Figure 1-3	RapidRide Roosevelt Area of Potential Effects (Downtown).....	1-11
Figure 1-4	RapidRide Roosevelt Area of Potential Effects (South Lake Union and Eastlake).....	1-12
Figure 1-5	RapidRide Roosevelt Area of Potential Effects (University District and Roosevelt).....	1-13
Figure 6-1	Map of the Ravenna-Cowen North Historic District Showing Contributing and Non-contributing Properties Located Within the Historic District.....	6-17
Figure 7-1	Archaeological Sensitivity Map.....	7-4
Figure 7-2	Historic Properties in Downtown	7-15
Figure 7-3	Historic Properties in South Lake Union	7-16
Figure 7-4	Historic Properties in Eastlake.....	7-17
Figure 7-5	Historic Properties in Eastlake and the University District.....	7-18
Figure 7-6	Historic Properties in the University District (south).....	7-19
Figure 7-7	Historic Properties in University District (north).....	7-20
Figure 7-8	Historic Properties in University District and Roosevelt.....	7-21

Appendices

Appendix A	Agency and Tribal Consultation Documentation
Appendix B	Previously Evaluated Properties in the APE
Appendix C	Surveyed Properties in the APE
Appendix D	Archaeological Field Investigations within 0.5 Mile of the APE
Appendix E	City of Seattle Landmarks and Historic Districts
Appendix F	Draft RapidRide Roosevelt Project Inadvertent Discovery Plan

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
B.P.	before the present
BAT	business access and transit
CFR	Code of Federal Regulations
DAHP	Department of Archaeology and Historic Preservation
DLC	Donation Land Claim
FTA	Federal Transit Administration
HOV	high-occupancy vehicle
HPI	Historic Property Inventory
I-5	Interstate 5
MPD	Multiple Property Documentation
N/A	not applicable
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act of 1966
NRHP	National Register of Historic Places
OCS	overhead contact system
PBL	protected bicycle lane
RCW	Revised Code of Washington
SDOT	Seattle Department of Transportation
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Officer
SMC	Seattle Municipal Code
TCP	traditional cultural property
TOL	transit-only lane
TPSS	traction power substation
U.S.C.	United States Code
WAC	Washington Administrative Code
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records Data

1. INTRODUCTION

This cultural resources study for the RapidRide Roosevelt Project was conducted pursuant to the National Environmental Policy Act (NEPA), State Environmental Policy Act (SEPA) and in accordance with Section 106 of the National Historic Preservation Act of 1966 (NHPA), United States Code (U.S.C.) Title 54, Section 306108, and its implementing regulations, Code of Federal Regulations (CFR) Title 36, Part 800. The report includes a discussion of historic and archaeological resource laws and regulations, the methodology used for field investigations, a summary of consultation that occurred, the cultural and historical context of the study area, results of the field surveys, and a discussion of potential effects on historic properties, including cumulative effects.

The Federal Transit Administration (FTA), in cooperation with the Seattle Department of Transportation (SDOT), is proposing to make transit improvements as part of the RapidRide Roosevelt Project in the City of Seattle, King County, Washington. Because of federal involvement, the Project is considered an undertaking as defined in 36 CFR 800.16(y). The Project would include a 6-mile corridor through Seattle that would provide high-quality rapid-transit service using King County Metro buses, connecting Downtown Seattle with the neighborhoods of Belltown, South Lake Union, Eastlake, the University District, and Roosevelt. It would increase transit speed, reliability, and passenger-carrying capacity, serving high existing ridership as well as future population and employment growth.

1.1 Project Description

The RapidRide Roosevelt Project would connect Downtown Seattle with the neighborhoods of Belltown, South Lake Union, Eastlake, University District, and Roosevelt. Compared to the existing conditions, the Project would increase transit speed and reliability through enhanced signal systems and signal timing and roadway improvements. The Project would increase passenger carrying capacity, serving high existing ridership and future population and employment growth. Service is targeted to begin in 2024.

The RapidRide Roosevelt Project would run from 3rd Ave in Downtown Seattle to NE 65th St in the Roosevelt neighborhood (Figure 1-1 and Figure 1-2). No Project improvements are proposed for the corridor south of the Virginia St and 3rd Ave intersection. The Project would use the existing transit lanes on Stewart St between 9th Ave and 3rd Ave. Buses would travel along portions of S Main St, 2nd Ave S, and S Jackson St to transition from southbound to northbound service.

The RapidRide Roosevelt Project would connect bicyclists with new transit service and enhance bicycle and pedestrian safety throughout the corridor. The Project would add protected bike lanes along 11th Ave NE and 12 Ave NE and along Eastlake and Fairview Avenues. Pedestrian improvements would be added throughout the corridor.

The Project includes the following elements:

1.1.1 Stations

26 new RapidRide stations (13 for each direction of travel) from 3rd Ave in the south to NE 65th St in the north. Stations would be consistent with the existing RapidRide station standard, typically 80 feet long including a 12-foot-long shelter/transit canopy (see photo at right); longer stations would be provided where serving multiple routes. Each station could have a real-time arrival information system display, an off-board fare collection/card reader, a bench, pedestrian-level lighting, a trash receptacle, and RapidRide branding elements, including a signature signpost/blade marker, and a route information map. All stations would meet Americans with Disabilities Act (ADA) requirements. The RapidRide Roosevelt line will serve 9 existing stations along 3rd Ave in Downtown Seattle south of Stewart St.



Typical RapidRide Station

1.1.2 Operations

The buses for the Project consist of electric trolley buses from the existing King County Metro Transit (KCM) fleet. No additional buses are needed as part of the Project. The buses would be 60 feet long; articulated with front, middle, and back doors; and ADA-accessible from the front doors with a bridge plate.

The RapidRide Roosevelt route is expected to operate 24 hours per day. Buses would run at 7.5-minute headways or better during peak periods and at 10-minute headways during midday and until 10 PM on weekdays. Weekend headways would range from 10 to 15 minutes. Nighttime hourly service would be provided 7 days per week from 1 AM to 5 AM. Service will stop near the Roosevelt Link light rail station at 12th Ave NE and NE 65th St.

The Project would include 33 intersections with upgraded traffic signals (transit signal priority and/or adaptive), including 5 transit queue jumps. The enhanced signal system would provide priority to transit and respond to corridor traffic congestion.

1.1.3 Roadway Improvements

1.1.3.1 Transit Lanes

2.3 miles of new transit-only lanes (TOLs) and business access and transit (BAT) lanes would be located along the corridor in the South Lake Union and Eastlake areas (Figure 1-2). TOLs would allow buses to operate in dedicated space and travel relatively unimpeded through congested areas. BAT lanes are curb lanes located along a route expressly reserved for buses along with business access and right turns.

1.1.3.2 Paving

In addition to the concrete paving associated with stations, the Project would include mill and overlay asphalt paving along 11th Ave NE and 12th Ave NE from the University Bridge to NE 67th St (Figure 1-1). Full depth concrete paving is proposed on Eastlake Ave E between Fairview Ave and Harvard Ave E (Figures 1-1 and 1-2).¹

1.1.4 Overhead Contact System and Traction Power Substation

1.1.4.1 Overhead Contact System

Buses would be powered by electricity provided by an overhead contact system (OCS). OCS includes both poles and wires. The OCS consists of a contact wire above the roadway that conveys electric power from the traction power substation (TPSS) to the buses.

New OCS poles and wire would be added north of the University Bridge, starting at Eastlake Ave NE and NE 40th St, and along both 11th Ave NE and 12th Ave NE and Roosevelt Way NE (Figure 1-1). The OCS poles would be located within existing right-of-way (sidewalk) and would be spaced typically 100 feet apart. The OCS poles would be designed as consolidated traffic signal or lighting poles where possible. OCS poles and wire would extend to the northern bus layover.

1.1.4.2 Traction Power Substation

One new traction power substation or TPSS (source of electric power) in the northern portion of the Project. Four TPSS sites are being considered (Figure 1-1) all within publicly owned property. The sites include existing SDOT transportation right-of-way at the intersection of NE Ravenna Blvd and 12th Ave NE, the parking lot at Seattle Public Schools Roosevelt High School, the Sound Transit Roosevelt Link Station, and Seattle Public Utilities property at the Green Lake Reservoir at NE 75th St and 12th Ave NE. Connection to the TPSS would use OCS poles or existing utility poles depending on option selected.

1.1.4.3 Communications Cabinet

One existing signals communications cabinet located at the southeast corner of NE 68th St and 15th Ave NE would be replaced with a larger cabinet (current cabinet is not large enough to accommodate the upgraded signals) (Figure 1-1). Fiber optic lines associated with the cabinet would use existing utility poles along NE 65th St and 15th Ave NE.

¹ Milling and overlay consist of removal of the top 2 inches of asphalt and then overlay with 2 inches of new asphalt. Full depth concrete paving consists of removing and replacing the slab to the bottom of the concrete.

1.1.5 Bus Layovers

Bus layover areas where buses park while transitioning to service in a different direction would be provided at the southern and northern ends of the route. At the southern end, buses would use an existing layover area on S Main St (Figure 1-2). A new bus layover would be constructed at the northern end of the corridor. Three northern layover options are being evaluated (Figure 1-1):

- **Option 1.** Buses would continue along 12th Ave NE turning on NE 67th St with a layover area provided for up to four buses on NE 67th St between 12th Ave NE and Roosevelt Way NE.
- **Option 2.** Buses would use NE 67th St to turn around as in Option 1; however, they would park on 12th Ave NE and Roosevelt Way NE. One or two buses would park on the east side of 12th Ave NE between NE 65th St and NE 67th St, and one to two buses would park on the west side of Roosevelt Way NE between NE 67th St and NE 66th St.
- **Option 3.** Buses would continue to travel north on 12th Ave NE but instead of turning around at NE 67th St, buses would turn around at NE 70th St. Up to four buses would lay over on 12th Ave NE between NE 65th St and NE 68th St.

1.1.6 Nonmotorized (Bicycle and Pedestrian) Improvements

The Project would include protected bicycle lanes (PBLs) along 11th Ave NE, 12th Ave NE, Eastlake Ave E, and Fairview Ave N.

The Project would include ADA-compliant curb ramps and ADA-compliant pedestrian push buttons and countdown pedestrian signal heads to control pedestrian traffic at intersections near proposed station locations.

The Project would include intersection safety improvements for pedestrians accessing the stations, including sidewalk repairs and crosswalk striping.

1.1.7 Stormwater Improvements and Utility Relocations

The Project would include installation of stormwater detention facilities consisting of detention pipe between 4 and 6 feet in diameter along 11th Ave NE, Eastlake Ave E (two locations), and Fairview Ave N. The Project also includes the installation of water quality treatment units along Fairview Ave N. The Project would also relocate, modify, or protect existing utilities that conflict with Project elements.

1.1.8 Parking and Loading Zones

The Project would remove up to 699 on-street parking and up to 58 vehicle loading zones along the corridor. The majority of the parking and loading zone removals occurs in the Eastlake and University District neighborhoods.

1.1.9 Construction

Project construction would require up to 24 months to complete and would be phased to minimize construction impacts along the alignment. Construction is planned to be limited to existing right-of-way but may require temporary construction easements on adjacent parcels.

Construction would affect on-street parking and require temporary closures of travel lanes. Temporary sidewalk closures with signage noting detour routes would be necessary when constructing around stations and installing utilities or OCS poles.

Staging area(s) for storage of equipment and materials would generally be within street rights-of-way. If necessary, staging areas outside the right-of-way would be established.



Figure 1-1 RapidRide Roosevelt Alignment – North



Figure 1-2 RapidRide Roosevelt Alignment - South

1.2 Area of Potential Effects

The Area of Potential Effects (APE) includes both aboveground and belowground resources (Figures 1-3 through 1-5). The horizontal APE includes both the existing transportation right-of-way throughout the corridor, and those parcels immediately adjacent to areas of Project related above-ground structures. Above-ground structures include new stations, new or relocated OCS poles, the TPSS site, an upgraded communications cabinet, and traffic signal improvements. For ground disturbing activities related to paving, stormwater detention facilities, and utility relocations along with construction staging areas the horizontal APE is within the existing transportation right-of-way. No ground disturbance would occur in areas where existing utility poles are used to hang OCS wire or connect to a TPSS. Staging areas for the Project are anticipated to be located within the existing right-of-way. To address potential visual effects to historic properties, parcels adjacent to aboveground Project elements such as bus shelters, station amenities, OCS poles, and traffic cabinets are also included in the APE. No Project improvements are proposed for the corridor south of the Virginia St and 3rd Ave intersection.

The vertical APE for prehistoric- and historic-period archaeological resources consists of the area that would be disturbed in constructing the Project. The depth of the ground disturbance will vary according to the type of construction required. Ground disturbance within the APE would be limited to approximately 5 feet deep for station improvements; OCS poles would be installed at depths between 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 or deeper foundations are required for OCS poles.

The APE crosses through the National Register of Historic Places (NRHP)-listed Pioneer Square-Skid Road Historic District² and along the edge of Seattle's International Special Review District following the public right-of-way. The APE does not include buildings or structures within the two historic districts because no construction would occur in these areas. In September 2018, the Ravenna-Cowen North Historic District was listed in the NRHP. The Ravenna-Cowen North Historic District is partially located within the north end of the APE (Johnson, 2018). Refer to Figures 7-2 and 7-8 for the locations of the historic districts located within the APE. Agency correspondence relating to the APE is included in Appendix A.

² The Seattle Pioneer Square Preservation District shares similar boundaries as the NRHP-listed Pioneer Square-Skid Road Historic District and is therefore treated as one historic property for the purposes of this study. Appendix E includes a discussion of the City of Seattle review process for locally designated historic districts.

1.3 Cultural Resources

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.

Site records and cultural resources reports were reviewed to determine if previously recorded historic properties were within the APE. The Ravenna-Cowen North Historic District was listed in the NRHP on September 13, 2018, after the completion of the survey for this project. The NRHP status of any determinations for NRHP eligibility of properties within the historic district have been updated to reflect the findings in the Ravenna-Cowen North Historic District NRHP nomination. Research identified 25 historic properties previously listed in or determined eligible for listing in the NRHP: one local Special Review District (International Special Review District), two NRHP-listed historic districts (Pioneer Square-Skid Road Historic District and (Ravenna-Cowen North Historic District), two individually listed NRHP properties (University Branch-Seattle Public Library and University Bridge), 10 residential properties that contribute to the Ravenna-Cowen North Historic District, and 10 NRHP-eligible properties (2 residences, Ford Assembly Plant, Hardwicks Swap Shop, Steinhart, Theriault & Associates Architects Offices, Ravenna Boulevard, the Seattle Times Building, Bricklayer’s Union Building, Areis Building, and Green Lake Reservoir Pump Station). In addition, an intensive pedestrian architectural survey was completed to identify standing structures built in or before 1976.³ A total of 303 properties within the APE met the age criteria. Forty-two of these either had previous NRHP determinations within 5 years of being surveyed for this project or were already listed in the NRHP. The remaining 261 properties that met the age criteria for listing in the NRHP were evaluated. Appendix B includes a table summarizing the previously evaluated historic-era properties located within the APE and Appendix C provides a table of surveyed properties.

In addition to the 25 historic properties previously identified, 32 historic properties were surveyed and determined eligible for listing in the NRHP (Borth, 2019 and Sterner, 2019). The fieldwork and literature search together identified a total of 57 historic properties listed in or eligible for listing in the NRHP. More information about historic buildings and structures is included in Section 7.3.

No archaeological survey was conducted because of the existing pavement and extensive ground disturbance that has occurred in the APE. Only one previously identified archaeological site is within the APE, but within an area where no construction activities are planned, and it was previously determined not eligible for listing in the NRHP. Appendix D includes a table

³ Properties must be 50 years or older to be eligible for the NRHP (unless of exceptional importance). When fieldwork began, the Project was scheduled to begin service in 2021; therefore, properties constructed in 1971 meet the NRHP age criteria. Properties built between 1971 and 1976 were also surveyed to provide a 5-year buffer in case the construction schedule is delayed.

summarizing the archaeological field investigations that have occurred within 0.5 mile of the APE. More information is provided in Section 7.1, Archaeology.



Figure 1-3 RapidRide Roosevelt Area of Potential Effects (Downtown)



Figure 1-4 RapidRide Roosevelt Area of Potential Effects (South Lake Union and Eastlake)

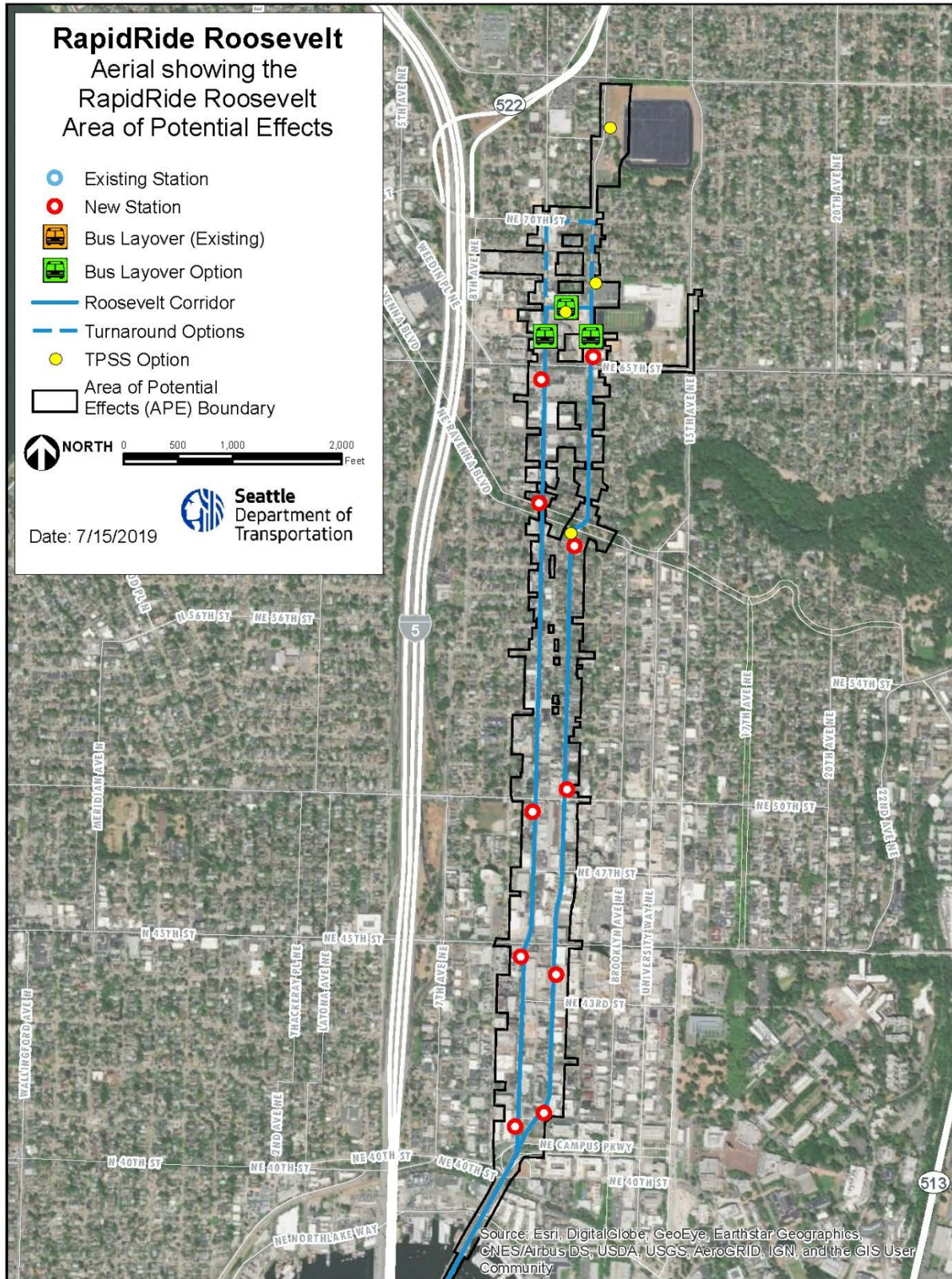


Figure 1-5 RapidRide Roosevelt Area of Potential Effects (University District and Roosevelt)

1.4 Report Organization

This technical report is organized as follows:

- Section 2.0 discusses historic and archaeological resource laws and regulations.
- Section 3.0 provides the methodology for field investigations.
- Section 4.0 provides the consultation that occurred among the FTA, SDOT, Seattle Historic Preservation Program in the Department of Neighborhoods, interested Indian tribes, and the Washington State Historic Preservation Officer (SHPO) at the Department of Archaeology and Historic Preservation (DAHP).
- Section 5.0 provides information on the environmental setting of the Project area.
- Section 6.0 provides information on the cultural context of the 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:
 - A. Agency and Tribal Consultation Documentation
 - B. Previously Evaluated Properties in the Area of Potential Effects
 - C. Surveyed Properties in the Area of Potential Effects
 - D. Archaeological Field Investigations within 0.5 Mile of the Area of Potential Effects
 - E. City of Seattle Landmarks and Historic Districts
 - F. Draft RapidRide Roosevelt Project Inadvertent Discovery Plan

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.C. 306108), NEPA, and Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 CFR 774). The state laws and regulations include SEPA (Revised Code of Washington [RCW] Chapter 43.21C), the 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).

2.1 Federal Laws and Regulations

The implementing regulation for Section 106 of the NHPA is the Protection of Historic Properties (36 CFR 800). Historic properties are defined in 36 CFR 800.16 as any prehistoric or historic district, site, building, structure, or object included in or eligible for the NRHP. Under the 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.

The NHPA provides for consultation with American Indian groups when the proposed project might affect cultural or traditional places or resources that have value to an Indian tribal group derived from the role the property plays in the community's historically rooted beliefs, customs, and practices (NHPA Section 101). NHPA encourages coordination with the environmental review process required by other statutes, including NEPA and Section 4(f) of the U.S. Department of Transportation Act of 1966.

Section 110(f) of the NHPA requires that federal agencies exercise a higher standard of care when considering undertakings that may directly and adversely affect National Historic Landmarks. The law requires that agencies "to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to such landmarks." In those cases, when an agency's undertaking directly and adversely affects a National Historic Landmark, or when federal permits, licenses, grants, and other programs and projects under its jurisdiction are carried out by a state or local government pursuant to a federal delegation or approval, affect a National Historic Landmark, the agency should consider all prudent and feasible alternatives to avoid an adverse effect on the National Historic Landmark (Section 110(a)(2)(B) and Section 110(f)).

Section 4(f) mandates that the FTA and other Department of Transportation agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historic sites unless there is no feasible and prudent alternative to the use of the land, and the action includes all possible planning to minimize the harm to the property resulting from use. A use is defined as when land is permanently incorporated into a transportation facility; when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose; or when there is a constructive use of a Section 4(f) property.

In general, a direct, physical impact on the property is required for a Section 4(f) use to occur. The exception to this is a constructive use, which occurs when a project's proximity impacts are so severe that the protected features that qualify the property for protection under Section 4(f) are substantially impaired. A significant impact under NEPA or adverse effect under Section 106 does not necessarily equate to a use under Section 4(f). For a use to occur, there must be a physical encroachment on the site, or the proximity impacts must be so great that they substantially impair the character-defining features of the property. Section 4(f) also recognizes a de minimis impact, which is a minor use of a historic property that, after considering avoidance, minimization, mitigation, and enhancement measures, results in a Section 106 finding that "no historic property is affected by the project or that the project will have no 'adverse effect' on the historic property in question" (23 CFR 774.17).

Cultural resources must also be given consideration under NEPA, and the NHPA encourages cooperation with NEPA. NEPA establishes national policies and goals for the protection of the environment, including cultural resources. One of the mandates of NEPA is to "preserve important historic, cultural, and natural aspects of our national heritage" (Section 101 [42 U.S.C. 4331]).

The American Indian Religious Freedom Act of 1978 and Executive Order 130007, which protects Indian Sacred Sites, also must be considered when investigating archaeological sites and traditional cultural properties (TCPs).

2.2 Washington State Laws and Regulations

Washington state laws and regulations that protect cultural resources include SEPA (Chapter 43.21C RCW) and the WHR (27.34.200 RCW) administered by DAHP. Under SEPA, project effects on historic properties must be considered in evaluating the overall effect of the Project on the environment. SEPA requires the consideration of significant environmental impacts on cultural and historic resources, requires that effects on cultural and historic resources be considered in the threshold determination process (Washington Administrative Code [WAC] 197-11-330) and be evaluated via a SEPA checklist or SEPA environmental impact statement (WAC 197-11-440), and stipulates that historic and cultural preservation is an element of the environment (WAC 197-11-444).

The WHR functions as the statewide version of the NRHP and follows similar criteria. It emphasizes local and statewide significance, with a lower threshold for eligibility. Any building or site listed in the NRHP is automatically listed in the WHR.

Native American burial sites are protected under RCW 27.44, and effects on archaeological sites are regulated by RCW 27.53. Under Washington state law, any alteration to an archaeological site requires a permit from DAHP.

RCW 90.58.100 and WAC 173-26-221 require that each Shoreline Master Program developed by local jurisdictions include "An historic, cultural, scientific, and educational element for the protection and restoration of buildings, sites, and areas having historic, cultural, scientific, or educational values." (This is also codified in Seattle's Shoreline Master Program Regulations, SMC 23.60A.154, Standards for Archaeological and Historic Resources.)

2.3 Local Regulations

Historic and cultural resources are also recognized and protected at the local level by the City of Seattle SEPA regulations (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) which 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. Three City designated local historic districts are partially located within the APE. Two of these are regulated under the SMC. The City regulations that define these districts and provide a local process for protecting them are the Pioneer Square Preservation District Ordinance (SMC 23.66) and the International Special Review District Ordinance (SMC 23.66). For detailed information on local laws and regulations for the Seattle districts, please see Appendix E. The memo in Appendix E also provided an analysis of Project effects on City of Seattle Landmarks (as of March 2019 when the memo was submitted to the City of Seattle).

3. METHODS

Regulations in 36 CFR 800 provide a step-by-step process for satisfying the Section 106 process, including:

- (1) Initiate consultation with regulatory agencies and identify concerned Native American tribes and other interested parties.
- (2) Identify (inventory) and evaluate historic properties.
- (3) Identify Project effects.
- (4) Consult with affected parties to resolve adverse effects on historic properties, if necessary.

Properties and effects on them are evaluated in consultation with the SHPO. FTA and SDOT consulted with the Washington SHPO at DAHP, the City of Seattle, and Native American tribes as part of the historic and archaeological resources investigations for the Project.

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 Project. 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, and parties with an interest in historic preservation in the Project area.

3.2 Data Collection and Literature Review

3.2.1 Historic Properties

To identify potentially affected historic properties, information will be collected from the following sources:

- DAHP's Washington Information System for Architectural and Archaeological Records Data (WISAARD) database
- Local histories and ethnographic literature
- Historic maps and photographs
- Data from city directories, building permit files, and county tax assessor records
- Previous cultural resource investigations

A file search of the APE and the 0.5-mile perimeter around it was conducted using DAHP's WISAARD database in October 2017. To develop a Project-specific analysis of archaeological sensitivity, research included the review of documents identified using the Washington

Statewide Predictive Model probabilities. Using information from 0.5-miles around the APE provides a substantial context for the history of the APE and contributes information on the types of archaeological sites that may be encountered.

The results of this search were used to determine if previously recorded cultural resources were within or near the APE and to determine whether any part of the APE had been surveyed previously for cultural resources (see Sections 7.1.1 and 7.3.1 for results).

To identify previously evaluated properties, information was collected on historic districts and individual buildings in the APE. The city of Seattle and its surrounding vicinity were researched to better understand the historical development pattern and the potential significance of buildings, structures, and districts (see Section 6.4, History). Sources included nomination forms for properties listed in the NRHP and WHR or designated as Seattle Landmarks; state and local historic resources databases including WISAARD; and previous historic resources surveys and environmental studies. After the completion of the research and fieldwork for this project, the Ravenna-Cowen North Historic District was listed in the NRHP (Johnson, 2018).

A literature search was conducted to find published histories, university theses, and similar sources. Records and published and unpublished information, such as tax assessor records, historical maps, and photographs, were consulted for further information.

To help identify the potential for archaeological sites, research included a review of construction monitoring reports and geotechnical borings from other projects in proximity to determine the soil types, geomorphologic setting and age of landforms involved, as well as the extent of fill and modern disturbance. The geoarchaeology methods followed included a multi-disciplinary literature review of regional and localized geology and archaeology, as well as geomorphology, paleoclimatology, and soils of the area and region. The results of geotechnical fieldwork conducted in the area were also evaluated for additional stratigraphic and sedimentary information. The goal is to attempt to delineate sedimentary regimes or strata (e.g., paleo beach deposits superimposed onto alluvial fan, fluvial and glacial deposits) that have the potential to contain paleosols (old, buried soils) or buried archaeological deposits.

Tribal consultation included requesting data pertinent to identifying TCPs within the APE. Research also included reviewing ethnographic sources that discuss Indian place names, especially the geographical data that T.T. Waterman prepared for the Puget Sound area in the 1920s (Waterman, 1920).

3.2.2 Archaeological Sensitivity Mapping

Archaeologists qualified by the U.S. Secretary of the Interior analyzed the potential for prehistoric and historic-period archaeological sites to occur in the APE by studying maps of the Project alignments and WISAARD file search documents identified using the Washington Statewide Predictive Model probabilities. These results, which are displayed in WISAARD as low-resolution maps that generally indicate the need for archaeological survey, were consulted, and a project-specific analysis of archaeological sensitivity developed to identify areas with a high potential for containing archaeological sites (known as high-sensitivity areas). Areas of apparent

severe disturbance and/or extensive fill were identified and classified as low-sensitivity areas. Examples of typical high-sensitivity areas include the following:

- Areas near water bodies, freshwater resources, and water body confluences, especially water bodies with anadromous fish runs
- Areas on higher ground, such as terraces above water bodies
- High areas that provide protection or visibility, such as bluff tops
- Areas on General Land Office plats and/or Sanborn Fire Insurance Maps that show historical land uses

3.2.3 Geoarchaeology

The geoarchaeology methods followed included a multi-disciplinary literature review of regional and localized geology and archaeology, as well as geomorphology, paleoclimatology, and soils of the area and region. The literature review also included a review of geoarchaeological studies near the Project, including archaeological literature that contains geoarchaeological data, geological literature and maps, the King County soil survey, paleoclimatology reports and studies, and Pleistocene and Holocene studies literature. In addition, the results of geotechnical fieldwork conducted in the area were evaluated for additional stratigraphic and sedimentary information.

The goal of the literature review was to aid in the understanding of the physical, climatic, and anthropogenic formation processes affecting the sediments located within the proposed Project's APE. The goal was to attempt to delineate sedimentary regimes or strata (e.g., paleo beach deposits superimposed onto alluvial fan, fluvial and glacial deposits) that have the potential to contain paleosols (old, buried soils) or buried archaeological deposits.

3.2.4 Historic Property Field Survey

A review of WISAARD records was performed to determine whether there are historic-era properties in the Project area, including those listed in the NRHP. The standard NRHP age threshold is 50 years. To ensure the analysis considers properties that would be 50 years of age at the time of project completion, 1976 is the threshold year for evaluation. This provides a 5-year buffer from the initiation of this reporting, assuming construction begins in 2021.

Secretary of the Interior-qualified architectural historians led a field survey to identify properties eligible for listing in the NRHP. Architectural historians surveyed the APE between September 18 and 23, 2017, and on January 17 and February 10, 2018. During the survey, all built environment resources in the APE constructed in or before 1976 were documented with digital photography, and methodical visual observations were made to evaluate the architectural integrity of each resource. Washington State Historic Property Inventory (HPI) forms were completed for all built environment resources within the APE built in or before 1976 that had not been previously identified as a historic property or had not previously received a determination of eligibility within the last 5 years.

Results from the field surveys and the review of King County tax assessor records, city directories, and other archival information were used to assess the historical integrity and significance of the properties. HPI forms include the mapped location of each building, photographs, property descriptions, historical contexts, eligibility findings, and other pertinent data. Each surveyed property was evaluated for NRHP/WHR eligibility and entered into the WISAARD database. Eligibility recommendations were submitted for DAHP concurrence. The NRHP eligibility findings in this report have been concurred upon by DAHP (Stern, 2019). All properties recommended as meeting NRHP or state criteria as historic properties area described in this technical report.

3.3 Field Studies

Review of WISAARD records indicated that there were historic-era properties in the APE, including some listed in the NRHP. For the sake of clarity and in keeping with the definition of historic properties in 36 CFR 800.16(l), buildings, structures, and districts are all referred to as properties. These properties primarily include residences or multistory masonry commercial and apartment buildings constructed between 1900 and 1976. More than half of the properties were constructed before 1930. To determine whether these properties are eligible for listing in the NRHP, two Secretary of the Interior-qualified architectural historians conducted a field survey of properties within the APE and two more additional architectural historians assisted with the preparation of inventory forms (see Section 7.3.2, Field Survey). During the survey, built environment resources in the APE constructed in or before 1976 (and that did not have determinations of NRHP eligibility concurred upon by SHPO within in the last 5 years) were documented with digital photography. All photos in this report are from that survey, unless otherwise noted. Methodical visual observations were made to evaluate the architectural integrity of each resource. Historic property inventory (HPI) forms were completed for all built environment resources within the APE built in or before 1976.

Results from the field survey, reviewing the county tax assessor records, and other archival information were used to assess the historical integrity and significance of the properties. Previously prepared HPI forms more than 5 years old were revised as needed. HPI forms included the mapped location of each building, photographs, property descriptions, historical contexts, eligibility findings, and other pertinent data. Each surveyed property was evaluated for NRHP eligibility and entered into the WISAARD database. Eligibility recommendations were submitted by FTA to DAHP for concurrence (see Section 7.3.3, Determinations of NRHP Eligibility).

A list of surveyed properties is included in Appendix C. Surveyed properties determined eligible for listing in the NRHP are described in Section 7, Affected Environment.

3.4 Evaluation of NRHP Eligibility

To be eligible for inclusion in the NRHP, a property must meet the requirements of at least one of the four primary NRHP criteria listed in 36 CFR 60.4.

In addition, properties must exhibit significance within their particular historic context and must retain enough integrity to demonstrate that significance under the criteria. The NRHP recognizes seven aspects of integrity: setting, feeling, association, location, materials, design, and workmanship. Even if a property meets the criteria, it must retain sufficient integrity to convey that it is significant within its historic context in order to be eligible for listing in the NRHP. Generally, properties must be at least 50 years of age to be eligible for the NRHP, unless they are proven to have exceptional importance. As stated previously, the WHR functions as the statewide version of the NRHP, and any building or site listed in the NRHP is automatically listed in the WHR.

FTA consulted with DAHP on the NRHP/WHR eligibility of historic properties. As part of the process, the completed HPI forms were submitted to DAHP through WISAARD. FTA requested concurrence on the determinations of NRHP eligibility. On February 27, 2019, DAHP provided comments on the NRHP eligibility of surveyed properties and updates were made to the report. The NRHP eligibility findings for properties listed in this report have been concurred upon by DAHP (Sterner, 2019).

3.5 Effects Analysis

The Advisory Council on Historic Preservation's regulations implementing Section 106 of the NHPA created a process by which federally assisted projects are reviewed for their effects on properties listed in, or eligible for listing in, the NRHP. After the resource is identified and evaluated, the Criteria of Adverse Effect are applied. These criteria are used to determine whether the undertaking could change the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the

What are the criteria for listing in the NRHP?

To qualify for listing in the NRHP, a property must have historic significance and integrity and generally be at least 50 years old. Historic significance in American history, architecture, archaeology, engineering, and culture may be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, material, workmanship, feeling, and association. A property must demonstrate significance in at least one of the following areas:

- A:** Association with events that have made a significant contribution to the broad patterns of our history
- B:** Association with the lives of persons significant in our past
- C:** Embodiment of the distinctive characteristics of a type, period, or method of construction or representative of the work of a master, or possessing high artistic value, or representative of a significant and distinguishable entity whose components may lack individual distinction
- D:** Yielding, or likely to yield, information important in prehistory or history

Historic significance is the importance of a property to a community, state, or the nation. In addition to the above criteria, significance is defined by the area of history in which the property made important contributions and by the period of time when these contributions were made (National Park Service, 1997).

integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

Section 106 of the NHPA allows three findings for effects on historic properties:

- No historic properties affected
- No adverse effect
- Adverse effect

An adverse effect is found when an undertaking may alter, directly or indirectly, any characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects include:

- Demolition or alteration of the property
- Physical alteration of the property's setting
- Introduction of visual, audible, or atmospheric elements that are out of character with the setting of the historic property
- Physical encroachment upon an archaeological site

FTA makes a determination of effect for each NRHP-eligible property potentially affected by the Project. Based on these determinations, an overall finding of effect for the undertaking is submitted by FTA to the SHPO for concurrence. In Washington, the SHPO is the head of the DAHP.

Effects are discussed in Section 8, Determination of Effects and mitigation in Section 9. Cumulative effects are discussed in Section 10, Cumulative and Indirect Effects, using information on past, present, and foreseeable future projects.

4. AGENCY AND TRIBAL CONSULTATION

As part of the environmental process, SDOT developed an Agency and Tribal Coordination Plan that provides details on agency and tribal roles and responsibilities for the Project. Throughout the planning process, SDOT has worked closely with KCM, who is a funding partner for the Project and the RapidRide operator. An agency and tribal scoping meeting was held on December 13, 2017, with KCM, FTA, Sound Transit, and WSDOT. SDOT and FTA have also provided opportunities for agencies and tribes to provide comments on materials related to the development of the EA.

FTA is responsible for government-to-government coordination with affected federally recognized Native American tribes regarding transit projects. There are no tribal lands located in the LPA corridor, but tribes have been consulted about their interests related to natural and cultural resources. FTA initiated consultation with the Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, and the Confederated Tribes and Bands of the Yakama Nation to invite them to provide input during scoping in writing on December 4, 2017. FTA followed this with additional correspondence concerning cultural resources on September 24, 2018, December 19, 2018, and October 1, 2019. FTA contacted the tribes by letter and invited them to provide feedback and attend the agency scoping meeting and comment on the APE. During the scoping period, the Muckleshoot Indian Tribe provided a comment concerning possible fishery impacts on the University Bridge. During the Section 106 process, the Snoqualmie Indian Tribe provided input related to archaeological resources.

The 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 federally recognized tribes were consulted about the presence of any known archaeological sites or other cultural resources that could be affected by construction of the LPA and were invited to participate in the Section 106 process as a consulting party and to provide comments on the Project's Cultural Resources Technical Report (see invitation letters in Appendix A). The non-federally recognized Duwamish Tribe and Seattle's Historic Preservation Officer were also consulted. The Snoqualmie Indian Tribe commented that the corridor is considered to be culturally significant and recommended that SDOT conduct an archaeological survey. SDOT will coordinate with the Snoqualmie Indian Tribe for those areas where an archaeological monitor is required during construction.

With regard to the Ravenna Boulevard historic resource, FTA and SDOT are coordinating with the Washington State Department of Archaeology and Historic Preservation throughout the Section 106 process and also consulted with the Friends of Seattle's Olmsted Parks to solicit feedback and address concerns where feasible for the proposed design on and adjacent to the Ravenna Boulevard historic resource. The Friends of Seattle's Olmsted Parks were invited to participate in the Project as a consulting party (see invitation letter in Appendix A).

5. ENVIRONMENTAL OVERVIEW

5.1 Natural Setting

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 Project APE is a densely developed urban environment.

In the 1860s, three tidal marsh complexes were located along Elliott Bay: West Point, Smith Cove, and the area that is now Occidental Square (Collins and Sheikh, 2005a, 2005b). The shoreline spanning between Smith Cove and the area now known as Pioneer Square was characterized by bluffs and low-lying banks (Roberts, 2011). The delta of the Duwamish River and its associated tidal flats were located at the end of the shoreline, which was just below 1st Ave in the area near Pioneer Square. Within these varied habitats were a variety of animals and plants. The waters were home to freshwater and saltwater fish, sea mammals, and birds. Along the shorelines, invertebrates such as clams, crabs, mussels, oysters, and shrimp could be found. The wooded slopes had a variety of terrestrial animals and vegetation.

5.2 Geomorphology

5.2.1 Geology

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 before the present (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 APE is underlain by a patchwork of Holocene non-glacial lake and beach deposits, Pleistocene glacial outwash and lacustrine deposits, and older Pleistocene glacial and non-glacial deposits that all variably interdigitate along the APE corridor. The deposits are complex and discontinuous and extend below sea level and overlie bedrock that is deformed, faulted, uplifted, and truncated by glacial scouring and isostatic rebound, and non-glacial tectonic activity (Troost and Booth, 2008).

The surficial geologic units mapped within the APE are as follows:

- The Holocene non-glacial units are, from youngest to oldest:
 - Qb-Holocene beach deposits
 - Ql-Holocene lake deposits
- The Pleistocene units consist of younger glacial deposits that correlate with the Vashon Stade of the Puget Lobe of the Fraser Glaciation (late Pleistocene) consisting of:
 - Qvr-Vashon recessional outwash deposits
 - Qvrl-Vashon recessional lacustrine deposits
 - Qvi-Vashon ice-contact deposits
 - Qvt-Vashon subglacial till
 - Qva-Vashon advance outwash deposits
- The older glacial and non-glacial deposits (early-middle Pleistocene) are from youngest to oldest:
 - Qpf-Pre-Fraser glaciation deposits
 - Qpo-Pre-Olympia deposits
 - Qpoc-Pre-Olympia coarse-grained deposits

6. CULTURAL CONTEXT

This section discusses previous cultural resources management studies reviewed and the prehistory, ethnography, and history of the Project vicinity to provide a cultural context for the Project.

6.1 Previous Cultural Resources Studies

The file search indicated that nine previous cultural resources investigations have been performed within the APE (Table 6-1). Three of the studies included archaeological surveys or monitoring and one identified a new historic archaeological site, two precontact isolates, and an isolated human bone. Five of the studies included historic structures surveys and three recorded new properties. A total of 60 archaeological field investigations have been carried out within 0.5 mile of the APE and these are summarized in Appendix D.

Table 6-1 Description of Previous Cultural Resources Investigations within the APE

TITLE	DESCRIPTION	RESULTS	REFERENCE
Denny Way/Lake Union Combined Sewer Overflow Control Project Seattle, King County, Cultural Resources Assessment	Overview	No fieldwork	Forsman et al., 1997
Central Link Light Rail Transit Project Final Environmental Impact Statement Technical Report: Historic and Prehistoric Archaeological Sites, Historic Resources, Native American Traditional Cultural Properties, Paleontological Sites	Archaeological and Historic Structures Survey	79 new historic properties recorded	Courtois et al., 1999
Letter to Jay Grenfell Re: WA-794 (Securities Bldg.)	Historic Structures Survey	No new historic properties recorded	Rooke, 2002
Technical Report: South Lake Union Streetcar Project Cultural and Historic Resources	Archaeological Overview and Historic Structures Survey	63 historic buildings and structures recorded, no archaeological fieldwork	Campbell and Jackson, 2005
Archaeological Monitoring at the South Lake Union Streetcar Maintenance Facility, Seattle, King County, Washington	Archaeological Monitoring	No new archaeological resources recorded	Gilpin, 2007

Table 6-1 Description of Previous Cultural Resources Investigations within the APE

TITLE	DESCRIPTION	RESULTS	REFERENCE
Letter to Greg Griffith Re: Wireless Proposal #SA1209 1904 Third Ave, Seattle	Historic Structures Survey	One new historic property recorded	Gallacci, 2010
Section 106 Technical Report: Volume 1 Archaeology, SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project	Archaeological Survey	Two precontact isolates, one historic archaeological site, and an isolated human bone recorded	Elder et al., 2011
Section 106 Technical Report: Volume 2 Built Environment, SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project	Historic Structures Survey	366 historic properties identified (includes properties previously identified)	Walker Gray et al., 2011
Results of a Cultural Resources Study of the SEA South Lake Union Cell Site (Trileaf #618493), Seattle	Historic Structures Survey	No new historic properties recorded	Finley, 2015

Note:

HOV = high-occupancy vehicle

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 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 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 built from cedar planks (Suttles and Lane, 1990).

Several ethnographic place names near the APE were identified by Waterman (1920): DutLe'c was Green Lake; Ba'qwob (prairie) was located north of Ship Canal Bridge; Waqle'qlab (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'qqqcwcid (where a trail descends to the water) was a trail from Seattle harbor to Lake Union; and Baba'kwob (prairie) was another prairie located southwest of Lake Union. A village site called Djidjilalitic (a little place where one crosses over) is located where King Street Station stands. The location is alternately described by Hilbert et al. (2001) as being roughly between Yesler Way and S King St, from 1st Ave to 2nd Ave.

Hudson et al. (2013) gathered ethnographic information from a variety of sources. Near 6th Ave and Republican St, within the prairie surrounding David Denny's house, a gathering place for potlatches was observed (Hudson et al., 2013). Other temporary camps were noted at the end of Vine, Cedar, and Broad Streets; between 1st and 2nd Avenues and University and Union Streets in early settler Arthur Denny's pasture; on the beach at the base of Spring St; at "Curley's Camp" at the end of Cherry St; on Ballast Island at the end of S Washington St; on the beach between S Main and S Jackson Streets; on the tidelands south of Yesler Way S; and east of Denny Island (Hudson et al., 2013). Three periods of historical Native American habitation are represented among these dwellings: existing villages and longhouses observed by the earliest settlers; areas occupied by Native Americans displaced from traditional sites; and temporary camps inhabited by traders passing through and hop pickers later in the 19th century after exclusionary laws were passed by the City.

Burial sites and cemeteries are noted and described within early historical records. Burial sites were encountered in the 1870s during the construction of Belltown near 1st Ave and Spring St and just north of Marion St (Hudson et al., 2013). A cemetery was reported on bluffs that were later lowered by grading at the end of Seneca St (Hudson et al., 2013).

These ethnographic locations were concentrated along the shores of Lake Union and Elliott Bay. Only the location of the village called Djidjilalitic was described as encompassing an area that includes the APE for this project.

In 1792, George Vancouver and his crew sailed into the Puget Sound Region, representing the beginning of European exploration of the area. Over the next 100 years, repeated outbreaks of newly introduced diseases such as smallpox, influenza, and typhoid fever would significantly decrease native populations (Boyd, 1990; Suttles and Lane, 1990). With the establishment of the Treaty of Washington in 1852, conveying the territory to the United States, and the Donation Land Claim Act, settlers moved into the area occupied by the Duwamish and neighboring groups. Following Euro-American settlement of the region, Native Americans were forced off their lands and to the edges of town (Gilpin, 2007). This influx of settlers would ultimately lead to the Duwamish and neighboring tribes signing the Treaty of Point Elliott in 1855, which removed tribal members from their land to reservations (Miss et al., 2007). Throughout the late 1800s and early 1900s, tribal lands and fishing rights were eroded, leading to lawsuits and court cases in the late 1900s that upheld certain treaty rights (Marino, 1990; Ruby and Brown, 1992).

6.4 History

The city of Seattle is located on an isthmus between two bodies of water: Puget Sound to the west and Lake Washington to the east. The seaport city serves as the King County seat and is approximately 100 miles south of the border between the United States and Canada in the Pacific Northwest. Two mountain ranges, the Olympics and the Cascades, are also located near Seattle. Seattle's proximity to fresh water, salt water, and various types of terrain, in combination with its mild climate, has historically made the city an appealing location for settlement.

Originally inhabited by the Duwamish Native American population, the first European explorers in the Puget Sound region arrived in 1792 as part of George Vancouver’s expedition from England. Other 18th century explorers, including Captain Robert Gray, traveled to the area. Rival interests in the area resulted in competition for territorial claims to control trade in the Pacific Northwest. No permanent settlements or trading posts were founded as a result of these early explorations. Instead, the ample supply of beavers, otters, and other animals attractive to traders for their pelts along the region’s waterways spurred the increasing presence and rising power of fur-trading companies, such as the British Hudson’s Bay Company (HBC), which operated primarily out of Fort Vancouver.

The HBC emerged as the prevailing nonnative authority in the area, controlling trade in the region and serving as the governing body over the European inhabitants (Shine, 2014). During the 1830s, an increasing number of Euro-American settlers arrived in the Pacific Northwest. Approximately 53,000 settlers moved across the country between 1843 and 1860, making the journey west via the 2,000-mile Oregon Trail. While the Oregon Territory became a state in 1843, the area north of the Columbia River that would eventually become Washington state remained under British rule. The mass arrival of settlers in the area created tensions over land claims between the HBC and the American government. After several years of disputes, the British territory was pushed north and the boundary between Canada and the United States that currently exists was established in 1846 (Smithsonian Institution, 2013).

6.4.1 Downtown Seattle

6.4.1.1 Pioneer Square-Skid Road District

In 1851, brothers Arthur and David Denny left New York to settle in the Willamette Valley. During their journey along the Oregon Trail, they were persuaded by fellow travelers to rethink their final destination as a result of promising tales of abundant natural resources on Puget Sound. As a result of these rumors, the brothers’ expedition continued north of Portland, stopping at Alki Point (currently West Seattle). In honor of their hometown, the voyagers named the camp Alki-New York. However, after several months, the group relocated to the mudflats on the opposite side of Elliott Bay to access a deeper harbor, and this settlement would eventually become Seattle’s central business district and waterfront (Kueter, 2001).

The name of the settlement was changed to Seattle after an important Duwamish chief named Sealth (Seattle Municipal Archives, N.D.). This settlement developed as the commercial focal point of early Seattle and became known as Pioneer Square, now the Pioneer Square-Skid Road Historic District in Downtown Seattle (Corley, 1970). Despite certain benefits of the settlement’s location, primarily the adjacent deep-water harbor, the early settlement was otherwise surrounded by difficult terrain, including mudflats to the south and hilly forests to the north and east. However, the early settlers were undeterred by these challenges and cleared the land to build schools, churches, and other community necessities.

During the early years of settlement, Seattle’s economy was heavily dependent on the steam-powered lumber mill owned and operated by Henry Yesler, located on Mill St (now Yesler Way) near Pioneer Square. The mill was constructed in 1853 and produced lumber that was shipped to San Francisco and other smaller, new communities in the Pacific Northwest. To transport the

lumber from the mill to the docks, it was necessary to drag logs down a hill. Because of the muddy topography, Mill Road from the mill to the waterfront became known as Skid Road (Morgan, 1982). As a result of the success of the lumber industry, the population of Seattle grew over the next few decades. In 1869, with 2,000 inhabitants, Seattle was incorporated by the territorial legislature, 20 years before Washington would be granted statehood (Seattle Municipal Archives, N.D.).

Seattle's infrastructure slowly developed as its population grew. In 1872, the city's first brick building was constructed (Kueter, 2001). Twelve years later in 1884, the city's first horse-drawn trolley system started operation on steel tracks set along 2nd Ave, which was an unpaved street (Lund and Lindblom, 2007). During this early period of Seattle's history, "stores tended to cluster along streetcar lines, particularly at the intersections of two lines" (Sheridan, 2002). Additionally, "commercial districts were oriented to pedestrians" who would walk to local shops in their neighborhood for food and other goods (Sheridan, 2002). Streets were not paved until after 1900. The Independent Asphalt Paving Company was formed in 1905, and its first contract was to pave 10 miles of streets in Seattle (Seattle Post-Intelligencer, 1906). In 1910, the City of Seattle published its Standard Specifications including details for asphalt paving mixture and thicknesses, indicating that street paving was becoming more common in the city (Pavement Interactive, 2008).

A devastating fire, known as the Great Fire, occurred on June 6, 1889. Because most of the city's buildings had been constructed of wood, the fire consumed nearly the entire downtown. Despite the mass destruction and the devastating effects on Seattle's port, the city's rebuilding effort greatly improved many aspects of the community. Stone, iron, and brick were the primary building materials used to reconstruct the city, which was built 12 feet higher than the old city, in some cases with new buildings and streets constructed directly on top of older structures (Corley, 1970). As a result of the swift rebuilding effort and the strong design influence of architect Elmer H. Fisher, many of the new buildings share a similar aesthetic. Their design was "modeled after the then popular Richardsonian Romanesque buildings in Chicago and on the East Coast. Characteristics of this style include a heavy masonry base, use of the Roman arch, and varied architectural details on each floor" (Seattle Department of Neighborhoods, N.D.[a]). Also, during the reconstruction of Pioneer Square, the boggy areas south of Yesler Way were filled in and regraded, and new sidewalks were constructed.

When the new city was built higher than the old city, remnants of the old buildings and infrastructure were left in place below the street level in Pioneer Square (Corley, 1970). The large-scale rebuilding project provided jobs to thousands of residents and resulted in major structural and aesthetic improvements for the city, including the widening and regrading of streets, new water works and wharf facilities, and large, well-designed, urban buildings (Seattle Municipal Archives, N.D.). The recovery effort boosted the economy and allowed the community to offset some of the effects of the national financial panic of the early 1890s (Casey, 2014).

Stricter building codes that stipulated construction techniques including material types and foundation depths were enforced over 2 years when Pioneer Square was rebuilt following the Great Fire. The focal point of the square, which is a triangular piece of land that was made into a public city park, was the iron pergola that was constructed at the intersection of Yesler Way and

1st Ave (Corley, 1970). Overlooking the triangular park, which contains a large wooden Native American totem pole, is the iconic Pioneer Building (1892). Pioneer Square flourished during the Klondike gold rush in the late 1890s as businesses in the area benefited from the population increase. At the start of the 20th century, however, Pioneer Square's reputation as a place of urban prosperity started to turn; as Seattle's business district shifted north, Pioneer Square became Seattle's red-light district, filled with taverns, brothels, and tawdry entertainment establishments (Corley, 1970). The neighborhood continued to decline into the 1960s, at which point its survival was threatened by several urban renewal projects. In response to the threat, architect Ralph Anderson relocated his offices to Pioneer Square and initiated a preservation movement to revitalize the historic character of the neighborhood. In addition, architect Victor Steinbrueck completed a survey of the area that brought a renewed attention to the district's historic and architectural importance.

In 1970, the Pioneer Square-Skid Road District was listed in the NRHP for its significance under Criteria A and C. It is roughly delineated by the viaduct, Railroad Ave S, King St, 4th and 5th Avenues, James and Columbia Streets, and the 500 block of 1st Ave. The boundaries of the historic district were revised in 1978 and 1988. Also, in 1970 the local Pioneer Square Historical District and the Pioneer Square Preservation Board were established to conserve and protect the district. The Pioneer Building, pergola and totem pole in Pioneer Square were listed as a National Historic Landmark in 1977. The National Historic Landmark is located outside the RapidRide Roosevelt APE.

6.4.1.2 International Special Review District

During its early years, Seattle attracted a large number of Chinese immigrants because of its position on the Pacific coast and the opportunities for work in mining, lumber, fishing, and railroads (Kreisman, 1986). Seattle's original Chinatown was near Washington St and was composed of wood buildings supported on tall stilts in the boggy land south of downtown. The Chinese community established commercial businesses and social groups to assist those who faced cultural challenges, including severe racism. Because most of Seattle's early Chinese immigrants were single men, the neighborhood initially developed as home to a mostly laborer population, many of whom were transient and lived in boarding houses and hotels. There were about 250 permanent residents and 300 temporary laborers in the neighborhood by 1876 (Kreisman, 1986). However, Chinatown was completely destroyed in the Great Fire of 1889.

Between 1907 and 1910, the massive regrading project known as the Jackson Regrade filled in the muddy tide flat areas along S Jackson and S King Streets, which emerged as the focal point for the new, rebuilt Chinatown. However, the national financial crisis at the end of the 19th century resulted in the closure of mines and factories. At the same time, construction of several railroad lines had been halted, and the number of unemployed men in the Pacific Northwest rose sharply. Chinese immigrants suffered the brunt of the rage expressed by this growing unemployed class; violence and rioting ensued, followed by the federal government's series of "exclusion acts" that stopped further immigration of Chinese workers and established practices to limit the rights of Chinese people. These discriminatory restrictions on Chinese immigration were lifted after World War II, initiating another influx of new settlers in the area. Although the

number of Chinese immigrants increased, the population in Chinatown decreased during the mid-20th century as restrictions for Chinese immigrants and racism in Seattle lessened. There were 6,261 Chinese residents in Seattle in 1970 (Kreisman, 1986).

Immigrant groups from other Asian communities also played important roles in Seattle's history. After the Chinese exclusion acts, the Japanese were the next large group to arrive in the late 19th century. The Japanese population in Seattle exceeded the Chinese population by the start of the 20th century; by 1910, Seattle had 6,127 Japanese inhabitants (Kreisman, 1986). They opened restaurants, bathhouses, laundries, dry goods stores, and markets in the vicinity of Main St, just north of Chinatown, thus establishing NihoMachi or Japantown (Seattle Department of Neighborhoods, N.D.[c]).

The 1920s brought a rapid rise in anti-Japanese sentiments and the subsequent establishment of federal laws that made it illegal for Japanese to become citizens. Washington state also established its own set of prejudiced laws that denied Japanese immigrants the right to own, lease, or operate farms. These laws devastated the Japanese community in Seattle. The situation became increasingly dire for Japanese-Americans after the attack on Pearl Harbor during World War II when President Roosevelt issued an executive order that expelled or interned all Japanese and Japanese-Americans on the west coast. As a result of this mass imprisonment, many buildings in the International District were abandoned or demolished.

After World War II, the district was physically divided by the construction of I-5 in the 1960s, which razed residences and businesses and bisected the neighborhood. Remnants of old NihoMachi, however, do remain despite the destructive history (Kreisman, 1986). Other immigrants also settled in the neighborhood including Filipinos, who established cafes, pool halls, barbershops, and other smaller commercial operations, and African Americans, who ran diners, grocery stores, taverns, tailor shops, and clubs (Seattle Department of Neighborhoods, N.D.[b]).

The local International Special Review District was established in 1973 to protect the historically significant neighborhood. In 1986, the Seattle Chinatown Historic District, which is just east of the Pioneer Square-Skid Road Historic District and is within the International Special Review District, was listed in the NRHP. Located outside the RapidRide Roosevelt APE, the NRHP historic district is roughly bounded by Main and Jackson Streets, Weller St, 5th Ave, and I-5, and marks the center of Seattle's Asian-American cultural history. Architecturally, the district is "characterized by three- to six-story brick hotels, one- and two-story commercial buildings, and automobile garages from the period" primarily between 1907 and 1936 (Kreisman, 1986). The RapidRide Roosevelt APE is located within the International Special Review District along one block of 4th Ave between S Washington and Main Streets.

6.4.1.3 Transportation

The early 20th century in Seattle experienced the arrival of the Union Pacific Railroad and Chicago, Milwaukee, St. Paul and Pacific Railroad (known as the Milwaukee Road), which joined the existing Great Northern as the second and third transcontinental railroads to reach Seattle (Seattle Municipal Archives, N.D.). However, by the late 19th century, Seattle had already established a strong local transportation system that would affect the city's urban development

and allow the city to expand to the north, beyond downtown. Technological innovations allowed for the rapid advancement of Seattle's streetcar system. The first horse-drawn streetcar route started operations in the downtown area in 1884 and was followed by the first cable-car line in 1887 and the first electric streetcar line in 1889. Before the turn of the century, 22 streetcar lines navigated Seattle's streets. The introduction of cable cars and streetcars increased residential development beyond the traditional city center, fueled by population growth. Residential development followed along the streetcar lines. The Seattle Electric Railway Company absorbed the 22 existing lines in 1898. Two years later, the company won a 35-year local franchise with Seattle that would allow the company a monopoly over Seattle's transportation for several decades.

The Seattle Electric Railway was a subsidiary of the Stone and Webster Company, which was active during the same period in establishing railway routes that connected Seattle with Tacoma and Everett. Burdened by financial problems after the onset of World War I, the Seattle Electric Railway Company sold its Seattle investments in 1918 to the City of Seattle and eventually went out of business in 1941 (Crowley, 2000). That same year, in 1941, streetcar operations in Seattle came to a temporary close. Buses and cars soon dominated the streets of Seattle. During the early 1980s, a streetcar line was installed along 1.6 miles of Seattle waterfront (the George Benson Waterfront Streetcar Line) and was the first of several modern streetcar lines to be re-established (Lund and Lindblom, 2007).

When the City of Seattle acquired the local streetcar lines from the Seattle Electric Company in 1918, the electric company's office building in the Denny Triangle was demolished and soon replaced by the Frederick and Nelson department store (now known as Nordstrom Downtown) (Sheridan, 2002). Other retail stores followed, including the Bon Marché that moved to 4th Ave and Pine St and "established a new retail center" (Sheridan, 2011). The area around 4th and 5th Avenues between Seneca and Union Streets, which had been the location of the University of Washington until it moved in 1895, also became an area of commercial development at this time with the construction of several important buildings (Sheridan, 2011). Also, the increasing popularity of the automobile prompted Seattle's "first auto row... located on or near Broadway and in the Pike-Pine corridor" to expand north during the first decades of the 20th century, forming a second auto row on Westlake Ave (Link, 2006; Sheridan, 2002).

Seattle experienced another boom as a result of World War I, during which time the city became a crucial shipbuilding center. The boom was soon met with a bust during the 1920s as a result of a sharp decline in the shipbuilding and lumber industries, followed by the Great Depression of the 1930s. However, World War II initiated another period of economic development as the shipbuilding industry once again flourished. During this time, the Boeing Company, which was based in Seattle, witnessed rapid growth and financial successes that slowed after World War II.

In the late 1950s, however, the unveiling of Boeing's 707 commercial jet airliner heralded another prosperous time for the city, and attention turned to Seattle's promising future, epitomized by the 1962 World's Fair known as the Century 21 Exposition. The Seattle Center with its iconic Space Needle was constructed as part of this event (Seattle Municipal Archives, N.D.). The world's fair was followed by another economic downturn resulting from the oil crisis that had severe consequences for Boeing and its workforce, much of which was laid off at this

time. The 1980s and 1990s, however, were defined by the rise of the information technology and research industry in Seattle, with the establishment of Microsoft and other high-technology companies. Seattle has sustained its position as a center for technology and innovation into the 21st century: "In less than two centuries it has come to stand tall as one of the great cities of the American West" (Casey, 2014).

6.4.2 Belltown

As Seattle continued to grow near the end of the 19th century, the idea of expanding north became increasingly appealing. However, Denny Hill formed a large geographic barrier between the downtown area and the neighborhood that would become known as Belltown (settled by William and Sarah Bell) to the north. The grade of the hill made 1st through 9th Avenues between Denny Way and Pike St so steep that they were almost inaccessible to horses and buggies and even hazardous for pedestrians and bicyclists. Despite the topographic difficulties, "by 1880 Belltown had more than fifty houses and a grocery store. It also had at least two churches, the Battery Methodist Church on 3rd Avenue and the Chapel of the Good Shepherd on Blanchard Street, established by Trinity Episcopal Church downtown" (Sheridan, 2007). In 1898, the City Engineer of Seattle, Reginald H. Thomson, proposed an enormous regrading project known as the Denny Regrade, which would ultimately remove Denny Hill and expand the downtown area; the "regrade opened up access to Belltown, Queen Anne and Lake Union, greatly enhancing property values" (Sheridan, 2007).

The Denny Regrade occurred in three phases, eventually leveling the topography of approximately 67 urban blocks. The first phase (1898 to 1899) included lowering 1st Ave north of Pike St and south of Denny Way, which involved the relocation of 110,700 cubic yards of dirt (Nyberg and Steinbrueck, 1975). The second phase (1903 to 1911) lowered Pike and Pine Streets between 2nd Ave and Broadway (Stein, 2000). The second phase also included the regrade of Jackson St (Sheridan, 2011). The third phase (1928 to 1930) lowered two additional land areas north of downtown in the South Lake Union area: between 5th and Westlake Avenues and between Virginia and Harrison Streets (Lange, 1999).

After the first phase of the regrade, "property values along 1st Ave increased dramatically and prompted business owners and landowners to ask for the regrading of Second Avenue" (Sheridan, 2011). Soon, more streets east of 1st Ave were lowered, greatly altering the appearance and accessibility of neighborhoods including the Denny Triangle and South Lake Union, which had previously been cut off from downtown.

Prior to the completion of the second phase of the Denny Regrade, buildings in the vicinity of the Denny Triangle were primarily moderately sized, wood-frame buildings. Several churches, foundries, and factories were located on Stewart St, Olive Way, and Virginia St near 5th and 6th Avenues. The area south of Olive Way was more developed at the start of the 20th century than the area north of the Denny Triangle and included small wood-frame residences, religious institutions, and industrial businesses such as the Cascade Laundry Barn at 6th Ave and Pine St and the Livery Feed and Sales on the corner of 5th Ave and Pine St.

During the early 20th century, the Seattle Electric Company's maintenance buildings and freight yard were located between Olive Way and Pine St, near their intersection with 6th Ave (Link, 2006). A 1905 Baist's real estate map shows several electric streetcar lines that connected South Lake Union to Pioneer Square via the Denny Triangle. Another streetcar route indicated on the 1905 map runs through the Denny Triangle before it "turns south at the northwest corner of Olive Way and 7th Avenue, turns again at the southeast corner of Pine and 8th Avenue and runs west along Pike Street to the waterfront" (Link, 2006). During regrading, existing "streetcar lines were supported by wooden trestles as the digging proceeded and then lowered down to the new elevation during the night so as not to interrupt transportation flows" (Sheridan, 2011).

The second and third phases of the Denny Regrade (1903 to 1911 and 1928 to 1930, respectively) leveled areas east of 2nd Ave and north of downtown, which allowed for the construction of more varied buildings along Pine and Pike Streets in the vicinity of the Denny Triangle, including apartment buildings and hotels that replaced the earlier religious and industrial buildings. Westlake Ave was regraded in 1907 and paved in 1908 and became a main road. Following its construction, impressive brick- and terra cotta-clad hotels, apartment buildings, and commercial structures were built in the area (Link, 2006; Sheridan, 2011). A second fire struck Belltown on the night of June 10, 1910, when "sparks ignited hay at the Galbraith Bacon stable at Railroad Avenue and Battery Street" (Sheridan, 2007). As a result of the fire, hundreds of people were left homeless. However, the area was "soon rebuilt with larger industries and new dwellings and apartments for workers" (Sheridan, 2007).

6.4.3 South Lake Union

In 1853, David Denny established the first Donation Land Claim (DLC) on the south shore of Lake Union, reaching from today's Mercer St to Denny Way (South Lake Union Friends & Neighbors Community Council, 2003). Thomas Mercer, another investor in the area, suggested renaming "Little Lake" in 1854 and calling it "Lake Union," as it is known today (Fiset, 2001). At the time, this South Lake Union DLC was a considerable distance from the town and was used mainly for logging. In 1864, David and Louisa Denny gave a portion of their South Lake Union DLC to the City for use as a cemetery because it was removed from most residential development in the area. When Seattle was officially incorporated in 1869, the boundaries stopped short of including the Denny DLC at Lake Union.

The area around Lake Union began to develop an industrial nature in the 1860s with the discovery of coal near Issaquah on the east side of Lake Washington (Fiset, 2001). In 1882, the first sawmill at Lake Union was constructed, founded as the Lake Union Lumber and Manufacturing Company, and later purchased by David Denny in 1884, who renamed it the Western Mill; it became the largest sawmill on Lake Union (Boyle Wagoner Architects, 1998). It was followed by other mills, all dumping sawdust into the lake until the small bay at the southwest corner of the lake was covered. Thus, the lake, originally one-third larger than its current size, lost its bay that once extended inland to Mercer St (South Lake Union Friends & Neighbors Community Council, 2003). The area also had a residential component, starting with its earliest development of small farms and homesteads. In 1878, about 50 residences were in the vicinity of what is now Westlake Ave N and Roy St (Bush, 1992). This was mainly a blue-collar residential area, supported by the job opportunities in the industries around the lake.

By 1883, Seattle had grown considerably, with more than 3,000 citizens, and the City annexed much of the Denny land north to McGraw/Galer St. The Denny's prepared a new deed, this time dedicating most of the land that had been the cemetery as the first city park for Seattle. Most of the 221 bodies were disinterred and relocated, and the park was officially recognized by the City in 1884 (Sherwood, 1974). By 1885, a horse-car line ran along the south shore of Lake Union, and residential expansion grew along the eastern shores of the lake in what is now the Eastlake neighborhood (Courtois et al., 1999).

The first two phases of the Denny Regrade had made much of the South Lake Union area accessible from Pioneer Square by 1911, and the area continued to expand and change. The Ford Motor Company assembly plant building, the Lake Union steam plant, and the Lake Washington ship canal were all completed between 1914 and 1917 (City of Seattle Landmarks Preservation Board, 1998; Seattle City Lighting Department, 1911). The canal opened Lake Union to shipping between Puget Sound and Lake Washington, and as a result of these developments, the area around the lake experienced greater industrial and commercial development throughout the next few decades. Several large laundries were built in the South Lake Union area, as well as smaller machine shops and automobile dealerships.

Aurora Ave was widened and transformed into an expressway in 1932, separating the neighborhood from the communities to the west and furthering its image as an industrial and commercial area (Fiset, 2001). In 1957, a new zoning ordinance converted the area to a manufacturing zone that eliminated new residential uses. Many blocks of houses and small-scale commercial buildings were demolished for the construction of I-5 in the early 1960s, and similar demolitions continued, resulting in vacant lots and parking lots (Fiset, 2001). Little remains now of the late 19th and early 20th century residences or of the lumber or marine industries that dominated South Lake Union through its early development. Beginning in the 1990s, the area experienced intense redevelopment and is now dominated by office, commercial, medical, and high-density residential space.

6.4.4 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).

6.4.5 Portage Bay

The neighborhood of Portage Bay is located east of I-5 on the hilly peninsula separating Lake Union and Portage Bay. The area was logged in the 1880s and platted in the 1890s. The unusual shape of the land form contributed to the use of some variations in the typical grid pattern of streets in the northern portion of this neighborhood. This area developed primarily during the early 20th century because of its location “close enough—but not too close—to downtown Seattle” (Becker, 2012).

In the early 20th century, the introduction of a streetcar line running through Harvard/Eastlake Avenues E carrying traffic from downtown north improved access to this budding community. The portions of the streetcar line on Eastlake Ave E were within the APE, while north of the University Bridge the line was east of the APE following University Ave and 15th Ave NE. The streetcar was removed in 1941 and replaced with rubber tire buses (Johnson, 2018).

Today, the western edge of the neighborhood is defined by I-5, constructed in the 1950s, and the southern edge by SR 520, constructed in the 1960s. Portage Bay flanks the neighborhood to the north and east. The construction of the Lake Washington Ship Canal connecting Puget Sound to Lake Union via Portage Bay necessitated the construction of the moveable-span Fremont, Montlake, and University bridges, built between 1915 and 1919 to allow large vessels to pass through the canal. The historic University Bridge connects the Portage Bay neighborhood with the University District to the north. These bridges are the “earliest examples within the State of a double-leaf bascule bridge” (Soderberg, 1979).

The Portage Bay neighborhood consists of dense development of single and multifamily residences with pockets of commercial development including near the intersection of Eastlake and Fuhrman Avenues, just south of the University Bridge (Becker, 2012).

6.4.6 University District

Located east of 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, 2017a).

6.4.7 Roosevelt and Ravenna

The neighborhoods of Roosevelt and Ravenna are located north of the University District. "Ravenna originated before the university moved into the area and Roosevelt developed after the automobile" (Wilma, 2001). Today, these neighborhoods are located north of NE Ravenna Blvd with Roosevelt west of 15th Ave and Ravenna east of 15th Ave. The APE is within the Roosevelt neighborhood, but the history of the two neighborhoods is closely intertwined.

An 1894 map shows that the Seattle Lake Shore & Eastern Railway had a stop at Ravenna and shows the area south to Lake Union as wooded and undeveloped. Ravenna became a stop on the railroad in 1887 when George and Oltide Dorffel, who held title to the land, platted the Ravenna Springs Park community and set aside the steep wooded ravine as a park. The community was named after Ravenna, Italy, which shared a similar landscape (Blecha, 2011). The following year, William and Louisa Beck purchased 400 acres on Union Bay and "developed the property around Ravenna station into town lots" (Wilma, 2001). The area south of the town of Ravenna was annexed by the City of Seattle along with areas around the University District in 1891. The town of Ravenna, "an L Shaped area north and east of 15th Ave NE and NE 55th St, passed out of existence in 1907 when Seattle annexed it as well" (Wilma, 2001).

During their ownership, the Becks developed Ravenna ravine into a park complete with paths, picnic shelters, and imported exotic plants. A streetcar line traveling on a bridge over Portage Bay and north up 15th Ave NE provided visitors from Seattle access to the park. In 1903, the Seattle Board of Park Commissioners hired the Olmsted Brothers to create a plan for the City's parks, which became of interest with the purchase of large tracts of land and preparation for the Alaska-Yukon-Pacific Exposition (City of Seattle, 2017b).

The Olmsted Brothers developed a comprehensive plan for the City that included a "20 mile-long linked park and boulevard system that skirted the bluffs of Lake Washington, climbed inland through the University of Washington campus to privately owned Ravenna Park and continued west to Greenlake..." (Williams, 1999). The lead designer, John Olmsted, worked with the local topography and native vegetation. Seattle citizens embraced the idea of an enhanced park system by passing bonds totaling \$3.5 million, which allowed for purchasing more than 1,000 acres in just 8 years (Williams, 1999). This move to obtain park lands led to the condemnation of the Becks' Ravenna Park, which was purchased by the City in 1911. Under the City's ownership, the towering old-growth trees the Becks had preserved were tagged as safety hazards and removed by 1926 (Wilma, 2001). During this period of park development, developer Charles Cowen purchased 40 acres west of Ravenna Park and divided it into residential lots, reserving from development 12 lots (8 acres) directly adjacent to Ravenna Park. In 1907, Cowen donated to the City this land that became known as Cowen Park (Blecha, 2011).

Implementing the Olmsted Plan resulted in modifying the natural stream flow of Ravenna Creek, the meandering water source that drained Green Lake into Lake Washington. The Olmsted Plan for Ravenna Boulevard required lowering Green Lake, rerouting Ravenna Creek underground, and developing the boulevard in its place. By 1911, the natural hydrology of Ravenna creek was modified by "a new boulevard along the creek's former path through a winding ravine that had helped carve the Ravenna Canyon" (Blecha, 2011; City of Seattle, 2017c). As the Olmsted's

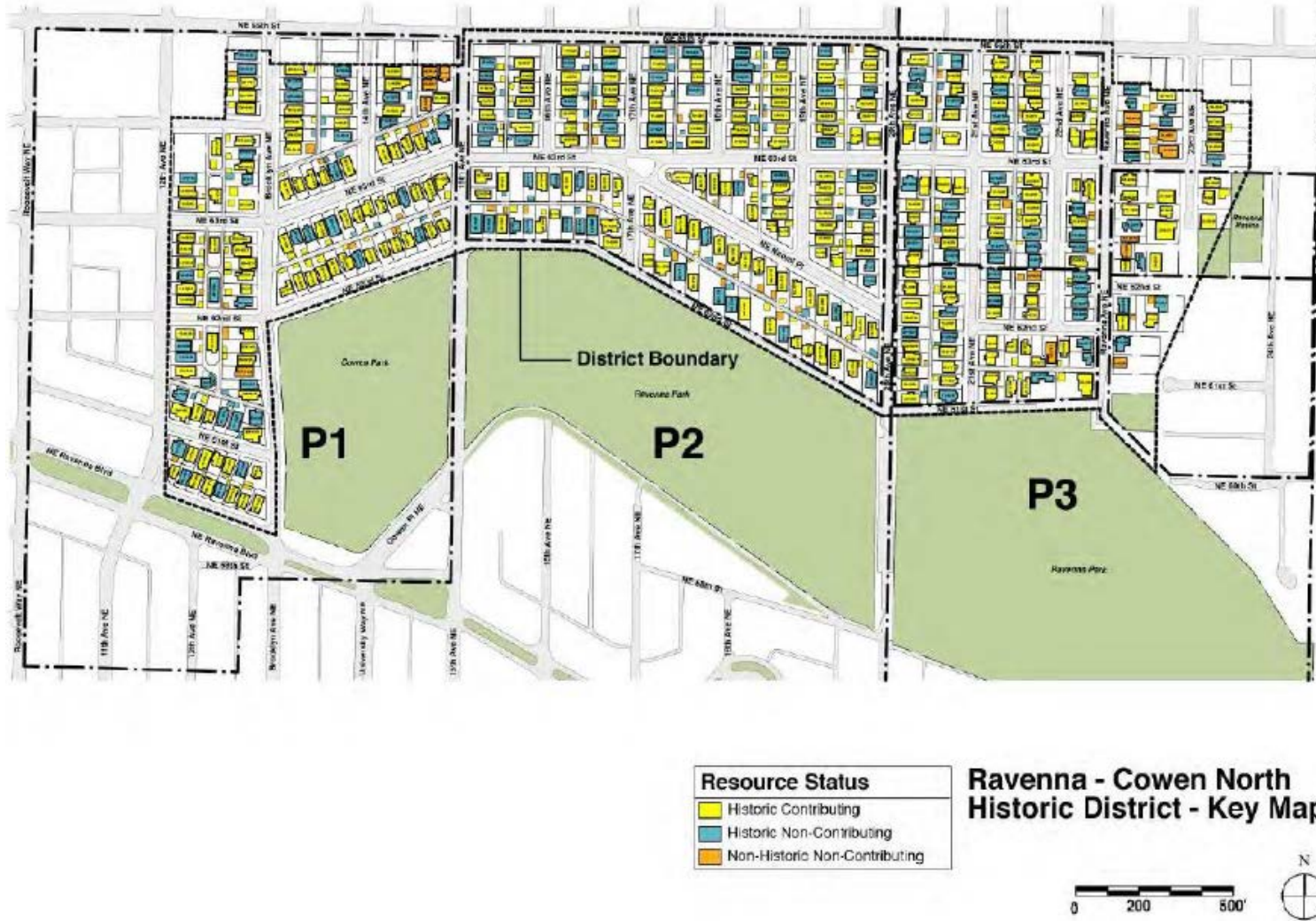
envisioned, Ravenna Boulevard exists today as a landscaped median with one lane of traffic on either side curving through the neighborhood of early 20th century homes from Ravenna Park to Green Lake (Beckner and Perrin, 2016).

Planning for the 1909 Alaska-Yukon-Pacific Exposition spurred development north of the University of Washington fairgrounds and led to improved transportation systems in the area. When Theodore Roosevelt died in 1919, 10th Ave NE was renamed Roosevelt Way NE. With the rise of automobile traffic in the 1920s, a commercial district emerged along this important local north-south thoroughfare. In 1928 a Sears, Roebuck & Company store opened at NE 65th St and Roosevelt Way NE, and other businesses followed. With the large post-World War II growth of the University of Washington, the Roosevelt-Ravenna neighborhoods also grew as faculty, students, and staff settled there. Over the years, commercial areas have experienced considerable change due to urban growth, including the redevelopment of the old Sears building into Roosevelt Square (Wilma, 2011).

6.4.7.1 Ravenna-Cowen North Historic District

In September 2018, the Ravenna-Cowen North Historic District was listed in the NRHP for its significance under NRHP Criteria A and C. This 74-acre historic district is located directly north and west of Ravenna Park (Figure 6-1). The western edge of the historic district on the east side of 11th Ave NE between NE 65th St and NE Ravenna Blvd is located within the APE. The historic district is significant for its association with residential growth and development of Seattle and as a collection of homes that have distinctive characteristics of the mid-20th century; many properties represent the work of architects and/or master builders.

The period of significance for the historic district begins in 1906, to include the earliest homes in the designated area, and extends to 1969. The nomination form describes it as “a single-family, middle-class, residential neighborhood of one- and two-story homes, most constructed prior to the early 1930s, with a districtwide average construction date of contributing resources of 1918. This district exhibits a special character, scale and setting that represents a period of population growth and housebuilding resulting from the excitement generated by the Alaska-Yukon-Pacific Exposition at the State University (now the University of Washington main campus) grounds in 1909 and lasting through the devastating economic Great Depression of the late 1920s and 1930s. The existing cohesive neighborhood conveys a unique feeling in place and time.” The curved organization of the streets and city blocks was shaped by the contours of Ravenna and Cowen parks. The historic district reflects “the range of residential architectural styles prevalent during one of Seattle’s greatest population growth periods. Styles mainly include Craftsman, Tudor Revival and Colonial Revival styles; many designs were taken directly from pattern books and kit home catalogs dating from the early 1900s to the 1930s.” Overall, the district consists of modest homes constructed for professional and working-class families (Johnson, 2018).



1
2 Source: Johnson Partnership, 2018

3 **Figure 6-1 Map of the Ravenna-Cowen North Historic District Showing Contributing and Non-contributing Properties**
4 **Located Within the Historic District**

7. AFFECTED ENVIRONMENT

7.1 Archaeology

7.1.1 Previously Recorded Archaeological Sites

A literature search of the APE and a 0.5-mile perimeter around it was conducted to identify known cultural resources in the area. The literature search revealed that 32 archaeological sites or isolates have been recorded within 0.5 mile of the APE (Table 7-1). Most of the sites are historic-era archaeological sites containing artifacts and features related to commercial structures or transportation infrastructure (railroad, road, and maritime) as well as some domestic artifacts. None of the previously identified sites are located within the APE.

Five of the sites in the vicinity are precontact or have precontact components. Two of these precontact sites, 45KI456 and 45KI1221, are middens. 45KI456 was originally believed to represent an ethnographic Duwamish village, but subsequent research at the site concluded it did not (Lewarch et al., 2002). Two others, 45KI957 and 45KI958, contain lithic or ground stone artifacts. The precontact component of 45KI1016 consists of one piece of lithic debitage. There is also one precontact isolate, a basalt flake, within 0.5 mile of the APE.

The literature search also showed 11 cemeteries or burials within 0.5 mile of the APE. Nine of these are current or former locations of historical cemeteries while two are precontact or ethnographic Native American burials. No previously identified cemetery or human remains sites fall within the APE.

Table 7-1 Description of Archaeological Sites and Cemeteries Previously Recorded within 0.5 Mile of the APE

SITE	TYPE	DESCRIPTION	LOCATION
45KI85	Historical Cemetery	Relocated cemetery	0.3 mile west of APE
45KI244	Historical Site	Structural features of railway station and railway segment	0.01 mile south of APE
45KI456	Precontact Site and Human Remains	Midden and charcoal	0.3 mile west of APE
45KI482	Historical Site	Domestic, architectural, and transportation artifacts	0.4 mile west of APE
45KI502	Historical Site	Railroad	0.25 mile southwest of APE
45KI685	Historical Site	Structural feature of hotel	0.05 mile west of APE
45KI737	Historical Site	Structural features and domestic artifacts	0.2 mile east of APE

Table 7-1 Description of Archaeological Sites and Cemeteries Previously Recorded within 0.5 Mile of the APE

SITE	TYPE	DESCRIPTION	LOCATION
45KI765	Historical Site	Structural features (pilings) and domestic and industrial artifacts	0.3 mile southeast of APE
45KI896	Historical Cemetery	Relocated cemetery; contained Native American burials	0.05 mile southwest of APE
45KI904	Historical Cemetery	Crypt	0.4 miles east of APE
45KI905	Historical Cemetery	Columbarium	0.25 mile east of APE
45KI906	Historical Cemetery	Grand Army of the Republic Cemetery	0.4 mile east of APE
45KI908	Historical Cemetery	Lake View Cemetery	0.4 mile east of APE
45KI909	Historical Cemetery	Relocated cemetery	0.05 mile west of APE
45KI912	Historical Cemetery	Relocated cemetery	0.4 mile east of APE
45KI924	Historical Site	Structural features and artifacts	0.4 mile southwest of APE
45KI930	Historical Site	Railroad	0.2 mile southwest of APE
45KI943	Historical Site	Structural features of commercial property and artifacts	0.2 mile southwest of APE
45KI957	Precontact Site	Lithic artifacts	0.4 mile east of APE
45KI958	Precontact and Historical Site	Precontact ground stone artifacts; historical structural features and domestic artifacts	0.45 mile west of APE
45KI977	Historical Cemetery	Relocated cemetery	0.3 mile east of APE
45KI1003	Precontact or Historical Human Remains	Remains of three individuals (one determined to be Native American) in secondary burial context	0.15 mile west of APE
45KI1005	Historical Site	Tugboat wreck	0.3 mile west of APE
45KI1011	Historical Site	Submerged debris scatter	0.3 mile west of APE
45KI1012	Historical Site	Submerged pier	0.3 mile west of APE
45KI1013	Historical Site	Submerged structural features and artifacts	0.3 mile west of APE

Table 7-1 Description of Archaeological Sites and Cemeteries Previously Recorded within 0.5 Mile of the APE

SITE	TYPE	DESCRIPTION	LOCATION
45KI1016	Precontact and Historical Site	Structural features and artifacts and one piece of lithic debitage	0.01 mile south of APE
45KI1027	Historical Site	Structural feature of commercial building	0.3 mile southeast of APE
45KI1084	Historical Site	Alaskan Way Viaduct wooden wall	0.3 mile south of APE
45KI1085	Historical Site	Western Ave concrete wall	0.15 mile south of APE
45KI1099	Historical Site	Structural artifacts and debris scatter	0.3 mile southwest of APE
45KI1146	Historical Site	Structural features and domestic artifacts	0.45 mile west of APE
45KI1161	Historical Site	Structural features of commercial building	0.2 mile southwest of APE
45KI1181	Precontact Isolate	Basalt flake	0.1 mile west of APE
45KI1182	Historical Site	Structural features of steam plant building	0.01 mile west of APE
45KI1189	Historical Site	Feature created by disposal of ballast	0.2 mile west of APE
45KI1221	Precontact and Historical Site	Precontact midden and historical refuse	0.2 mile southwest of APE
45KI1223	Historical Site	Structural features of commercial building	0.03 mile southeast of APE
45KI1233	Historical Site	Structural features of commercial building	0.01 mile west of APE
45KI1277	Historical Site	Road	0.2 mile southwest of APE
45KI1297	Historical Site	Structural and domestic artifacts	0.01 mile west of APE
45KI1314	Historical Site	Structural feature of commercial building	0.2 mile southwest of APE

7.1.2 Archaeological Resources

According to the Washington Statewide Archaeology Predictive Model, most of the APE falls within areas at high risk or very high risk for the presence of archaeological materials. In the vicinity of NE 43rd St, the APE passes through an area of moderate risk for the presence of archaeological materials (DAHP, 2017). See Figure 7-1 for the archaeological sensitivity map for the APE and surrounding area.



Figure 7-1 Archaeological Sensitivity Map

Predominantly environmental criteria were used to generate the predictive model, such as proximity to water and degree of slope. Because some of the lands in the APE are close to water, the predictive model shows them as having high potential to contain archaeological resources. However, the predictive model does not account for detailed local conditions such as land use history. Although the predictive model identifies most of the APE as having a high probability of containing archaeological materials, documented episodes of repeated ground disturbance in the APE reduce the likelihood that precontact archaeological deposits would maintain the integrity required for listing in the NRHP.

7.1.3 Results of Geology and Soils

The following provides information on the geology and soils that overlap with the APE.

7.1.3.1 Geology - APE South of Lake Union

The geologic deposits mapped from the south end of the APE to Lake Union within the APE consist of an intense patchwork (facies) of discontinuous deposits, that are, from south to north: Qb, Qpoc, Qpf, Qvrl, Qvi, Ql, Qvt, Qva and Qpo. Larger deposits, such as the Qpo consist of interbedded sand, gravel, silt and diamicts (poorly sorted clay to boulder size deposit) of indeterminate age and origin. The deposit exhibits localized iron-oxide cementation and as such are very dense and hard. The other large geologic deposit, the Qvt, consists of Vashon till which is silt, sand, diamicts and well-rounded gravels that were transported and deposited under glacial ice. The upper 1-meter of the Qvt unit is very weathered (Troost et al., 2005; Troost and Booth, 2008). The Qb at the south end of the APE is typically overlain by fill, as are most of these geologic units (Troost et al., 2005).

7.1.3.2 Geology - APE North of Lake Union

On the north side of Lake Union, the Qvt (Vashon till) is mapped within the APE from University Bridge north to around NE 59th St where it interfingers with a deposit of Qvr. The Qvr deposit extends north to NE 61st St. Qvr interfingers with Qva at around NE 61st St. The Qva deposit is mapped from NE 61st St to around NE 67th St (Troost et al., 2005).

The Qvr consists of stratified sand and gravel that is moderately to well-sorted. The unit is loose to dense and was deposited in south flowing glacial outwash channels. The Qva consists of well sorted sand and gravel deposited by glacial outwash streams. The unit is typically unoxidized to partially oxidized and may be overlain by the younger Vashon till (Troost et al., 2005; Troost and Booth, 2008).

Construction disturbances for the installation of OCS poles along Roosevelt Way NE and 11th Ave NE and 12th Ave NE within this section of the APE may encounter glacial deposits.

7.1.3.3 APE Soils

No soil data were available for the APE, but the soils are likely Everett-Alderwood complex soils. The gravelly sandy loam soils formed on glacially modified hills on glacial plains with 0 to 65 % slopes. The soils typically exhibit (prior to urban development) a thin A Horizon of very dark grayish brown to brown (10YR 3/2 to 5/3) gravelly sandy loam from 0 to 0.6 feet. The surface horizon is typically underlain by a thick very gravelly sandy loam Bw Horizon (subsoil/B Horizon with incipient color development) of brown to yellowish brown, to pale brown (10YR 4/4, 5/4, 6/3) down to around 3 feet. The B Horizon is moderately acid (pH 5.8-6.0). The underlying C Horizon (parent material) is typically a very gravelly sandy loam that is oxidized and/or reduced and as such may exhibit yellow, gray, red and olive soil colors. The solum (A and B horizons) is typically well drained.

The Everett soils are slightly more acid (pH 5.5) than the Alderwood, which may reduce organic preservation, such as the preservation of bone and wood in archaeological deposits. Also, Everett soils may exhibit more cobbles in the parent material (NRCS, 2018).

The soils are considered high sensitivity by the DAHP for buried archaeological deposits. A variable, yet unknown level of disturbance and fill placement and/or sediment/soil removal by urban development is expected. Due to the age of the soils and underlying glacial deposits, archaeological deposits are expected within the upper 6.5 feet of intact (undisturbed) sediments and soils, which may vary according to the level of urban disturbance or fill placement within the APE.

7.1.4 Results of Cartographic Study

Historical maps were reviewed for documentation of buildings and other structures that existed within the APE prior to development of streets. While regrading and construction may have removed or disturbed associated features or artifacts, the historical presence of these structures suggests the potential for discovery of archaeological resources at these locations. By 1891, most streets within the APE appeared in their current configuration (Gardner, 1891), except for the following (from south to north):

- Prefontaine Pl South between and Yesler Way and S Washington St: In 1884, this block contained “old buildings,” a dwelling, a church, and a wood building (Sanborn Map and Publishing Company, 1884). In 1904, this block was home to the Lady of Good Help Church, a cabin, an office building with lodgings, a Chinese laundry, and a woodshed (Sanborn Map Company, 1904). A 1905 atlas shows the route of the Great Northern Railway tunnel beneath the eastern portion of the block and suggests a road was planned, if not already constructed, by that time (Baist, 1905). The block was bisected at Prefontaine Place by 1912 (Baist, 1912).
- 3rd Ave between Virginia St and Stewart St: In 1888, 3rd Ave was not a through street at this location and the two-block area was labeled “proposed park” (Sanborn Map and Publishing Company, 1888). By 1893, the Hotel Denny (also called Washington Hotel or Denny Hotel) had been built at that location (Sanborn Perris Map Company, 1893). 3rd Ave appears to have been penciled in on a 1905 map (Baist, 1905) and the hotel was removed during the regrade of Denny Hill in 1906 (Forsman et al., 1997).
- Fairview Ave (then Lake) between Denny Way and Virginia St: In 1893 and 1905, the blocks in this area south of Denny Way contained dwellings and sheds (Baist, 1905; Sanborn Perris Map Company, 1893; Sanborn Map Company, 1905). Fairview Ave between Denny Way and Harrison St was penciled in on a 1912 map (Baist, 1912) and completed by 1917 (Sanborn Map Company, 1917).
- Fairview Ave between Valley St (then Morse) and the Fairview Ave bridge: In 1893, there was a car barn, a pottery, Lake Union Cliff House, Seattle Wood Working Company planing mill, vacant buildings on the lake, dwellings, sheds, and an underground cellar (Sanborn Perris Map Company, 1893). The route of Fairview Ave (then Southlake Ave at this location) was penciled in on a 1912 map (Baist, 1912) and completed by 1917, including a wooden viaduct over Lake Union (Sanborn Map Company, 1917).

- The north end of University Bridge where Eastlake Ave enters 11th Ave NE: There was development within the APE on both sides of Lake Union by 1891 (Gardner, 1891). The blocks now bisected by Eastlake Ave at the north end of the bridge had dwellings and sheds (Baist, 1905; Sanborn Map Company, 1905). University Bridge was constructed in 1919 (Soderberg, 1980).
- 11th Ave NE north of 55th St: A 1905 atlas indicates streets were not developed north of NE 55th St where Roosevelt Way NE and 11th Ave NE exist today (Baist, 1905). The atlas shows a structure on the property of J. Terry in the path of 11th Ave just north of NE 55th St. By 1912, the streets had been constructed north of NE 55th St (Baist, 1912).

In 1905, electric railways, water mains, fire hydrants, and sewer lines existed within the APE in many locations (Baist, 1905).

7.1.5 Results of Previous Archaeological Monitoring and Analysis of Geoprobes

The literature was reviewed for results of archaeological monitoring and geo-archaeological analysis of geoprobes both within and in the vicinity of the APE. No subsurface archaeological work has been conducted within the APE.

In 2004, Larson Anthropological Archaeological Services Limited monitored geotechnical borings along 4th Ave NE north of Lake Union between the Burke-Gilman Trail and the intersection of 4th Ave NE and Northlake Way NE. Five borings were drilled within 0.25 mile of the northern portion of the APE for the current project. The archaeologist observed backdirt piles and the contents of split-spoon samples brought to the surface by a rotary drill. No significant archaeological resources were identified. Soil generally consisted of fill from the ground surface to approximately 6 feet below ground surface, and glacial till was identified below that, indicating that the original ground surface had been excavated to glacial till and fill placed on top (Trudel and Larson, 2004).

In 2006, Northwest Archaeological Associates completed geoarchaeological analysis of solid-core probes between Alaskan Way and 1st Ave, from approximately Battery St south to King St. A total of 42 geoprobes were drilled, 16 of which were used for geoarchaeological analysis. Of these, 14 were within 0.25 mile of the southern portion of the APE for the current project. Results of the geoarchaeological analysis determined that archaeological materials were dispersed throughout the testing area.

Archaeological materials found throughout the probes included heavily charcoal-stained layers, brick fragments of varying sizes, charcoal flecks and pieces, larger pieces of charred wood and fragments of unburned wood, wood stove waste (clinker and ash), organic layers probably representing sawdust, and one artifact, a stoneware ceramic sherd. Five of the probes contained distinct thick, heavily charcoal-stained layers below 25 feet elevation, which are interpreted as being remains of the 1889 Seattle fire. The shallowest deposit at which archaeological materials were encountered was at one foot; however, most of the archaeological materials found within one to three feet were road material such as asphalt, concrete, or brick (Northwest Archaeological Associates, 2006).

In 2006 and 2007, Historical Research Associates monitored drilling and excavation near the intersection of Harrison St and Fairview Ave, in an area adjacent to the middle of the APE for the current project. No prehistoric artifacts or features were observed. Historical artifacts included architectural and domestic debris and industrial waste. Archaeological material was observed in stratified fill between 3 and 5 feet deep overlying glacial till, indicating that grading had removed any intact precontact or early historical components (Gilpin, 2007).

In 2010 and 2011, Paragon Research Associates monitored ground disturbance adjacent to the southern end of the APE for the current project and identified a site with both historical and precontact components (45KI1016). In addition to commercial structural features, one of which was encountered at a depth of two feet, the site contained architectural, commercial, and domestic artifacts and industrial waste between 5 and 20 feet deep. Geoarchaeological and archaeological analysis indicated that historical fill lay on top of Holocene beach deposits ranging from 15 to 60 feet below the surface. The probable precontact artifact, a piece of lithic debitage, was recovered from a bore hole at a depth of 30 to 50 feet below the surface (Merrill et al., 2011; Phillips and Lockwood, 2011).

7.2 Traditional Cultural Properties

The federally recognized Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Muckleshoot Indian Tribe, Confederated Tribes and Bands of the Yakama Nation, and the Duwamish Tribe were consulted about the Project and its potential effects on archaeological sites and TCPs. Consultation with the tribes revealed no TCPs or other culturally sensitive resources in the Project vicinity.

7.3 Historic Buildings and Structures

This section describes buildings and structures listed in or eligible for listing in the NRHP. It includes previously recorded historic properties and newly recorded properties determined eligible for listing in the NRHP resulting from field surveys completed for the RapidRide Roosevelt Project. Table 7-2 lists all historic properties located within the APE, and Figures 7-2 through 7-8 show their locations.

7.3.1 Previously Recorded Buildings and Structures

Results of the literature search identified 303 properties in the APE that met the age criteria for listing in the NRHP (constructed in or before 1976). Of these 303 properties, 51 extant buildings, structures, and districts had been previously evaluated for NRHP eligibility and obtained concurrence from SHPO (Appendix B).

For the purposes of this project, the locally designated International District (SMC 23.66) has been assumed NRHP-eligible.

Out of these 51 previously evaluated historic properties, 25 are historic (Table 7-2 and Appendix B):

- Fourteen are listed in the NRHP (the Pioneer Square-Skid Road Historic District, the University Bridge, the University Branch Seattle Public Library that is also a Seattle Landmark,

the Ravenna-Cowen North Historic District, and 10 residences contributing to the historic district).

- One is the locally designated International District (SMC 23.66).
- Eight properties were previously determined NRHP-eligible.
- DAHP determined two properties (Bricklayer’s Union Building and Aeris Building) previously evaluated as not historic as eligible for listing in the NRHP (Sterner, 2019).

Although identified as historically significant at the local level, one Seattle Landmark known as the Seven Gables Theater (911 NE 50th St), does not appear to be eligible for the NRHP because of the replacement of windows on the street-facing elevations. For properties located within the Ravenna-Cowen North Historic District the findings listed in the table reflect the NRHP status of properties described in the recently completed Ravenna-Cowen North Historic District NRHP nomination (Johnson, 2018). For each property, Table 7-2 lists the Map ID No. identifying the location of the property on the maps illustrating Historic Properties within the APE (Figures 7-2 through 7-8).

One previously identified historic property, Ravenna Boulevard, was addressed in the *Seattle Parks and Boulevards (1903-1968) National Register of Historic Places Multiple Property Documentation* (MPD) Form, yet the boundaries of the property were not defined (Beckner and Perrin, 2016). The MPD describes that the Olmsted Brothers who were responsible for designing Ravenna Boulevard, described “boulevards” as 200-foot wide formal streets of uniform width. In contrast, “parkways” included properties consisting of “a two-lane avenue bisected by a strip of informal gardening.” This latter description seems to best describe Ravenna Boulevard. Both boulevards and parkways “incorporate a roadway and serve as ROWs [right-of-way].” Based on this information, the boundaries of historic Ravenna Boulevard include the landscaped median and flanking roadways. The MPD provided no further information indicating if the width of Ravenna Boulevard extended beyond the street. Using a conservative approach to delineate the boundaries of Ravenna Boulevard, the Project defined its boundaries as extending beyond the roadway to include the planting strip and sidewalk on either side of the street.

Table 7-2 Historic Properties within the APE

MAP ID NO.	PROPERTY NAME	YEAR BUILT	PARCEL ID	ADDRESS	NRHP STATUS	CITY LANDMARK OR DISTRICT (DATE LISTED)
PREVIOUSLY IDENTIFIED HISTORIC PROPERTIES						
None	Seattle International Special Review District	1907-1936	N/A	Roughly bounded by 4th Ave on the west, Yesler Way on the north, S Charles St on the south, and Rainier Ave S on the east	Local Special Review District treated as NRHP-eligible for this report	Yes (1973)

Table 7-2 Historic Properties within the APE

MAP ID NO.	PROPERTY NAME	YEAR BUILT	PARCEL ID	ADDRESS	NRHP STATUS	CITY LANDMARK OR DISTRICT (DATE LISTED)
None	Pioneer Square-Skid Road Historic District	1889-1931	N/A	Roughly bounded by the viaduct, Railroad Ave S, S King St, 4th and 5th Avenues, and James and Columbia Streets, and including the 500 block of 1st Ave S	NRHP listed in 1970 (boundaries updated 1978 and 1988)	No
None	Ravenna-Cowen North Historic District	1906-1960s	N/A	Roughly bounded by NE 65th St on the north, Ravenna ravine on the east, Ravenna and Cowen Parks on the south, and 12th Ave NE on the west	Listed in NRHP (September 2018).	No
32	Residence	1922	1797500495	6302 12th Ave NE	Contributes to Ravenna-Cowen North Historic District (2018)	No
35	Residence	1907	1797500510	6222 12th Ave NE	Contributes to Ravenna-Cowen North Historic District (2018)	No
36	Residence	1907	1797500505	6218 12th Ave NE	Contributes to Ravenna-Cowen North Historic District (2018)	No
37	Residence	1908	1797500500	6212 12th Ave NE	Contributes to Ravenna-Cowen North Historic District (2018)	No
39	Residence	1918	1797500490	6204 12th Ave NE	Contributes to Ravenna-Cowen North Historic District (2018)	No
40	Residence	1913	1797500485	6202 12th Ave NE	Contributes to Ravenna-Cowen North Historic District (2018)	No

Table 7-2 Historic Properties within the APE

MAP ID NO.	PROPERTY NAME	YEAR BUILT	PARCEL ID	ADDRESS	NRHP STATUS	CITY LANDMARK OR DISTRICT (DATE LISTED)
43	Residence	1915	1797500875	6207 12th Ave NE	Determined NRHP eligible in 2013	No
60	Residence	1910	1797500440	6126 12th Ave NE	Contributes to Ravenna-Cowen North Historic District (2018)	No
63	Residence	1918	1797500420	6114 12th Ave NE	Contributes to Ravenna-Cowen North Historic District (2018)	No
66	Residence	1914	1797500410	6102 12th Ave NE	Contributes to Ravenna-Cowen North Historic District (2018)	No
75	Residence	1919	1798000075	5902 12th Ave NE	Contributes to Ravenna-Cowen North Historic District (2018)	No
57	Residence	1915	1797500955	1029 NE 62nd St	Determined NRHP eligible in 2013	No
320	University Branch – Seattle Public Library	1909	0825049041	5009 Roosevelt Way NE	NRHP-listed in 1982	Yes (2003)
321	University Bridge	1919	None	Eastlake Ave E	NRHP-listed in 1982	No
269	Aeris Building	1959	2902200925	2358 Eastlake Ave E	Determined NRHP Eligible in 2019	No
277	Steinhart, Theriault & Associates Architects Office	1956	2869600125	1264 Eastlake Ave E	Determined NRHP eligible in 2014	No
*279	Ford Assembly Plant	1914	1984200035	700 Fairview Ave N	Determined NRHP Eligible in 2019 and 2008	Yes

Table 7-2 Historic Properties within the APE

MAP ID NO.	PROPERTY NAME	YEAR BUILT	PARCEL ID	ADDRESS	NRHP STATUS	CITY LANDMARK OR DISTRICT (DATE LISTED)
280	Bricklayer's Union Building	1959	2467400065	318 Fairview Ave N	Determined NRHP Eligible in 2019	No
284	Seattle Times Building	1968	1986200525	1120 John St	Determined NRHP eligible in 2017	No
318	Ravenna Boulevard	1903	None	NE Ravenna Blvd, from Ravenna Ave NE to E Green Lake Way N (including landscaped median, streets, planting strip and sidewalk)	Determined NRHP eligible in 2008 and 2015	No
**242	Hardwicks Swap Shop	1924, 1967	1142000725	4212-4214 Roosevelt Way NE	Determined NRHP eligible in 2008	No
**331	Green Lake Reservoir Pump Station	1911	6814600005	7300 12th Ave NE	Determined NRHP eligible in 2008	No
<i>SURVEYED PROPERTIES DETERMINED ELIGIBLE FOR THE NRHP</i>						
266	Willis Oliver Apartments	1925	1959700040	2523 Eastlake Ave E	Determined NRHP Eligible	No
272	Gene K Zema Office	1961	2902200645	200 E Boston St	Determined NRHP Eligible	No
328	Rogers Playfield	1909	1959700010	2530 Eastlake Ave E	Determined NRHP Eligible	No
230	University Business Center	1926	1142000710	4501 Roosevelt Way NE	Determined NRHP Eligible	No
232	University District Building	1961	1142000500	1107 NE 45th St	Determined NRHP Eligible	No
233	U. of W. parking garage	1969	1142000425	4317 12th Ave NE	Determined NRHP Eligible	No
250	10-unit apartments	1926	1142001740	4134 11th Ave NE	Determined NRHP Eligible	No

Table 7-2 Historic Properties within the APE

MAP ID NO.	PROPERTY NAME	YEAR BUILT	PARCEL ID	ADDRESS	NRHP STATUS	CITY LANDMARK OR DISTRICT (DATE LISTED)
224	Apartments	1926	6746701070	4718 11th Ave NE	Determined NRHP Eligible	No
220	Residence	1936	5335200080	4725 Roosevelt Way NE	Determined NRHP Eligible	No
209	Fire Station No. 17	1929	6746701655	1050 NE 50th St	Determined NRHP Eligible	Yes (2007)
183	Residence	1924	6746700566	1103 NE 55th St	Determined NRHP Eligible	No
196	Residence	1922	6746700825	5046 11th Ave NE	Determined NRHP Eligible	No
319	Residence	1902	6746701860	5211 11th Ave NE	Determined NRHP Eligible	No
194	Residence	1908	6746700635	5226 11th Ave NE	Determined NRHP Eligible	No
173	Residence	1928	6746701940	5251 11th Ave NE	Determined NRHP Eligible	No
170	Residence	1909	6746701955	5261 11th Ave NE	Determined NRHP Eligible	No
138	Residence	1906	3589500220	5523 11th Ave NE	Determined NRHP Eligible	No
121	Residence	1920	1797501230	5638 11th Ave NE	Determined NRHP Eligible	No
118	Residence	1919	1797501215	5650 11th Ave NE	Determined NRHP Eligible	No
109	Residence	1920	1787501130	5635 11th Ave NE	Determined NRHP Eligible	No
86	The Trading Musician	1954	1797501075	5908 Roosevelt Way NE	Determined NRHP Eligible	No
68	Residence	1919	1797500975	6101 12th Ave NE	Determined NRHP Eligible	No
53	Pearl Market	1927	1797501015	6100 Roosevelt Way NE	Determined NRHP Eligible	No
59	Residence	1918	1797500965	6117 12th Ave NE	Determined NRHP Eligible	No
31	Residence	1922	1787500760	6306 12th Ave NE	Determined NRHP Eligible	No

Table 7-2 Historic Properties within the APE

MAP ID NO.	PROPERTY NAME	YEAR BUILT	PARCEL ID	ADDRESS	NRHP STATUS	CITY LANDMARK OR DISTRICT (DATE LISTED)
12	MaMo Jewelry Design & Mode	1934	9221400385	6317 Roosevelt Way NE	Determined NRHP Eligible	No
29	Pacific Telephone & Telegraph Building	1941	1797500625	1200 NE 64th St	Determined NRHP Eligible	No
289	Residence	1901	3638700655	1205 NE 70th St	Determined NRHP Eligible	No
294	Residence	1925	3658700605	6903 12th Ave NE	Determined NRHP Eligible	No
293	Residence	1910	3658700365	6825 12th Ave NE	Determined NRHP Eligible	No
329	Roosevelt High School	1922	8826900005	1410 NE 66th St	Determined NRHP eligible	Yes (2002)
330	Green Lake Reservoir	1910	6814600005	7300 12th Ave NE	Determined eligible	No
<p>* Property determined NRHP-eligible in 2008, listed as a Seattle Landmark and field review determined no changes. No updated inventory form prepared.</p> <p>**NRHP-eligible property previously determined eligible more than 5 years ago and resurveyed for this project. Description of property is included in Section 7.3.3 along with the other NRHP-eligible properties surveyed for this project.</p> <p>N/A = not applicable</p>						

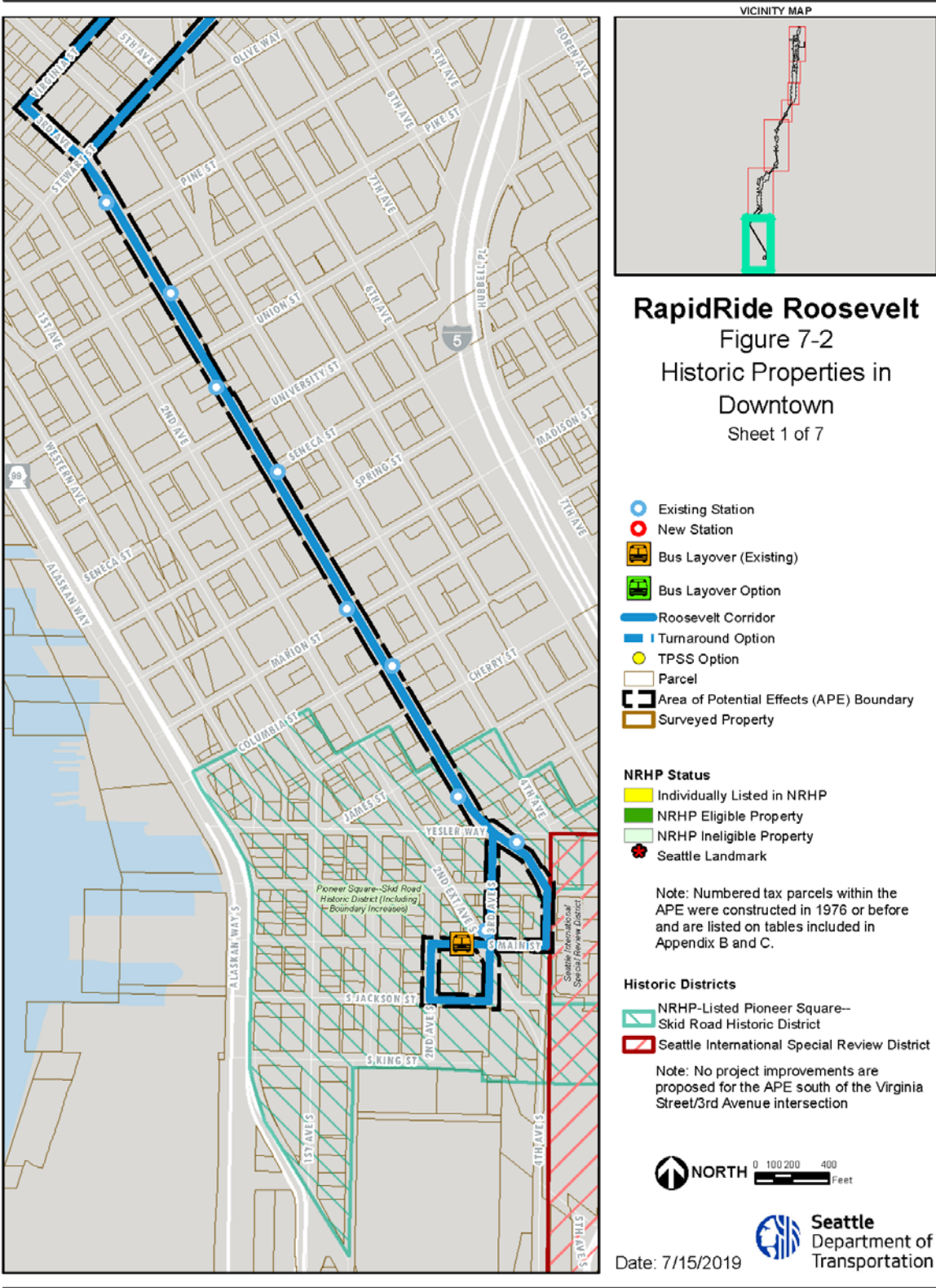


Figure 7-2 Historic Properties in Downtown

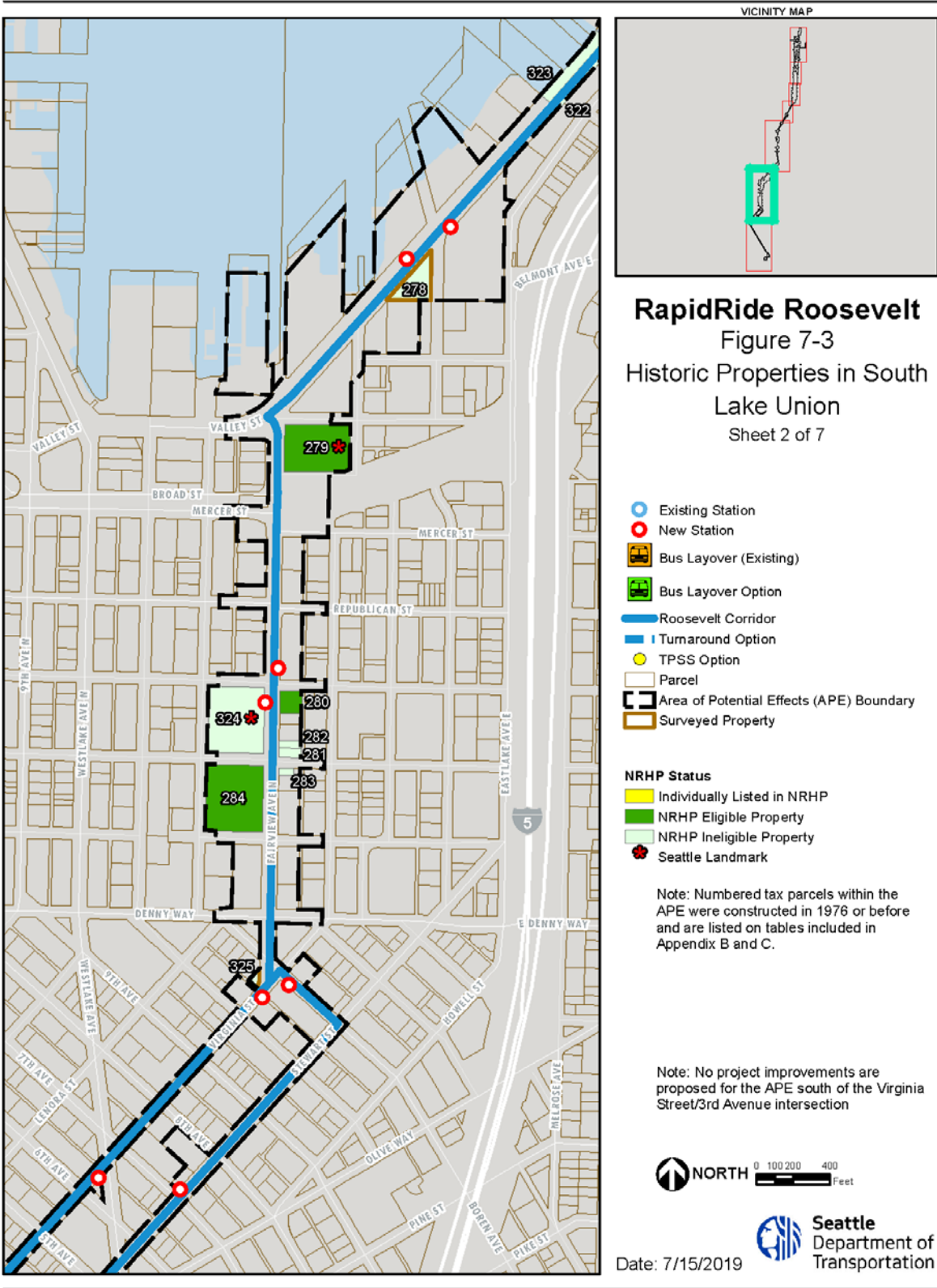


Figure 7-3 Historic Properties in South Lake Union

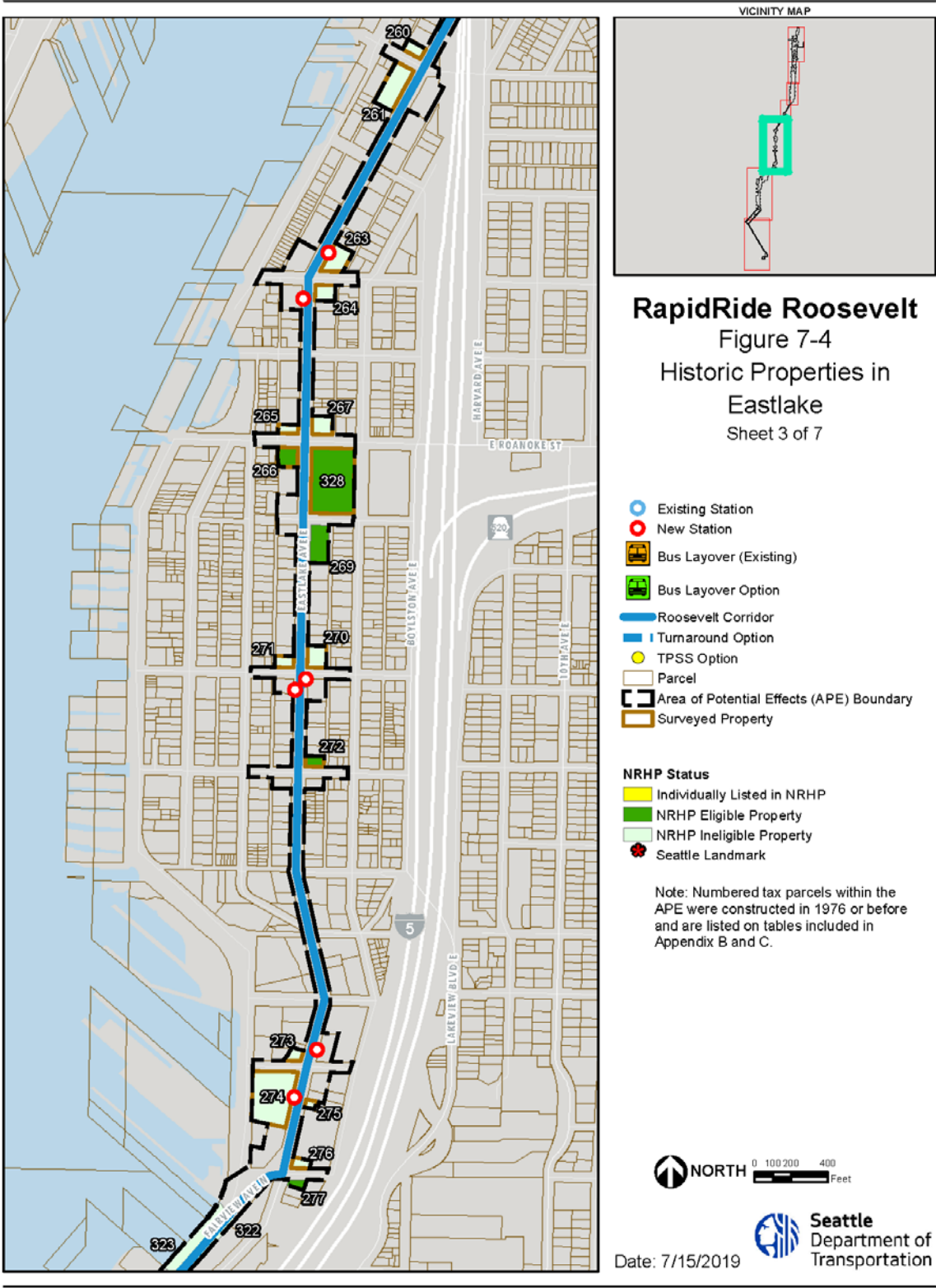


Figure 7-4 Historic Properties in Eastlake

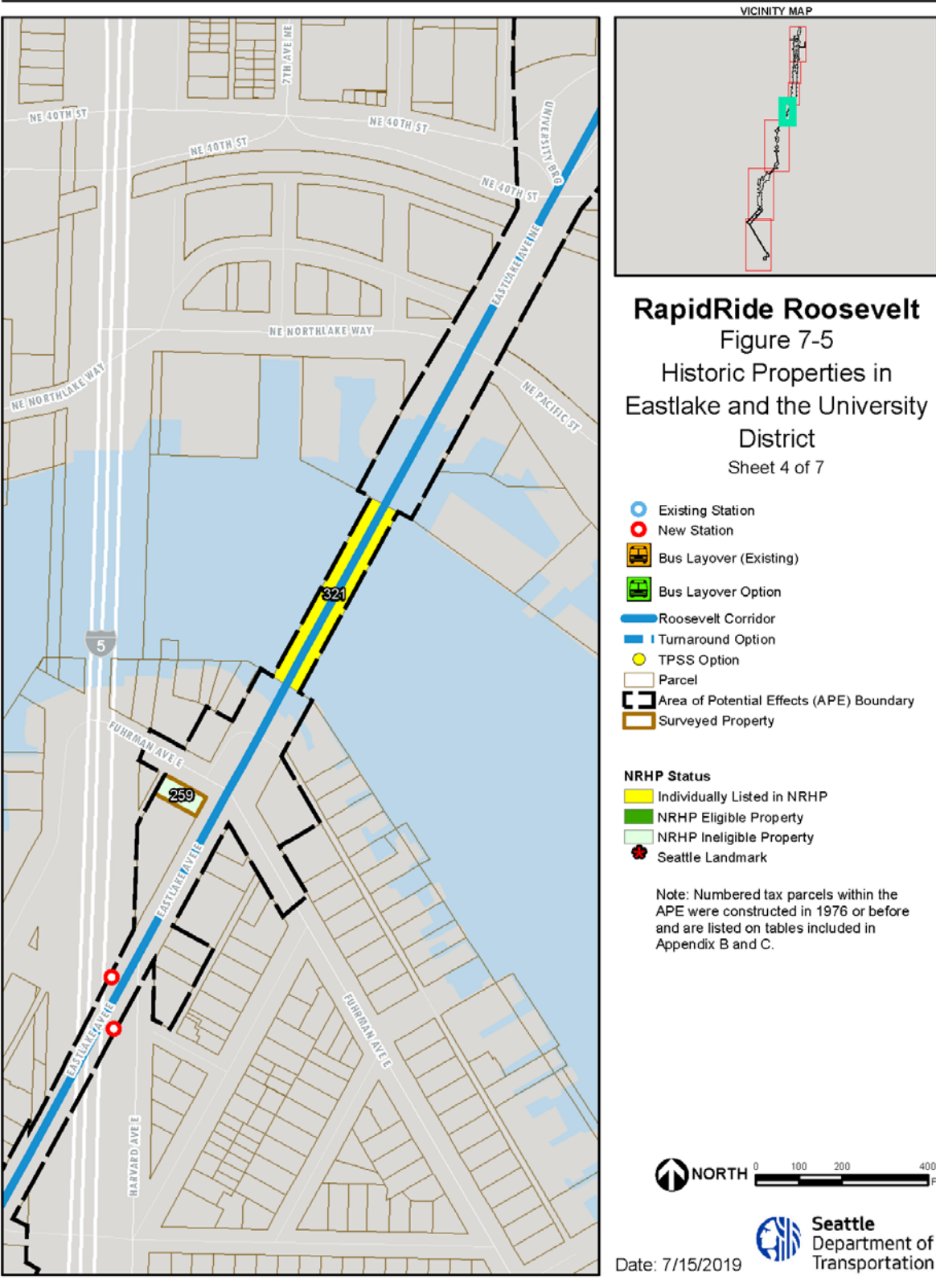


Figure 7-5 Historic Properties in Eastlake and the University District

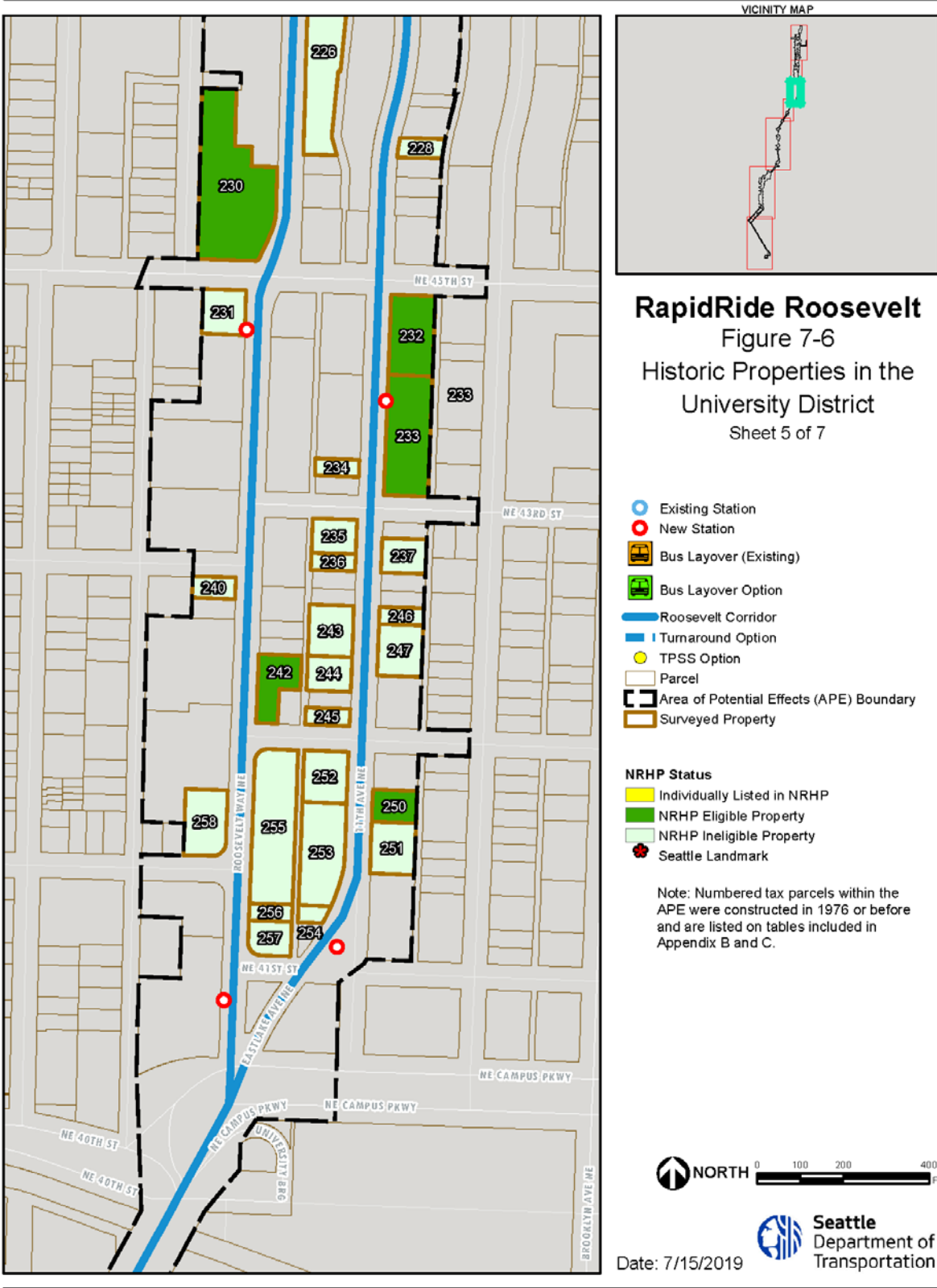


Figure 7-6 Historic Properties in the University District (south)

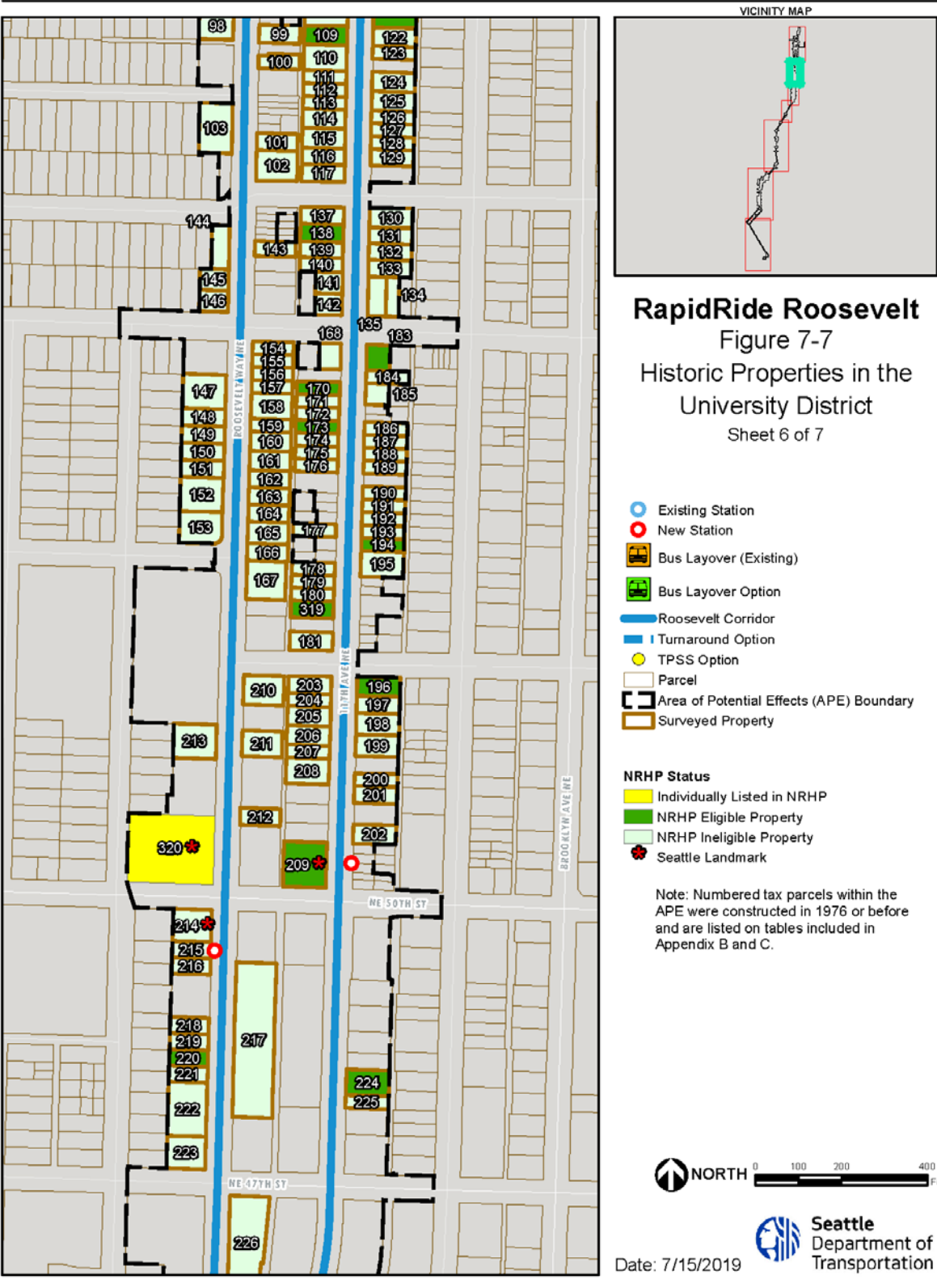


Figure 7-7 Historic Properties in University District (north)

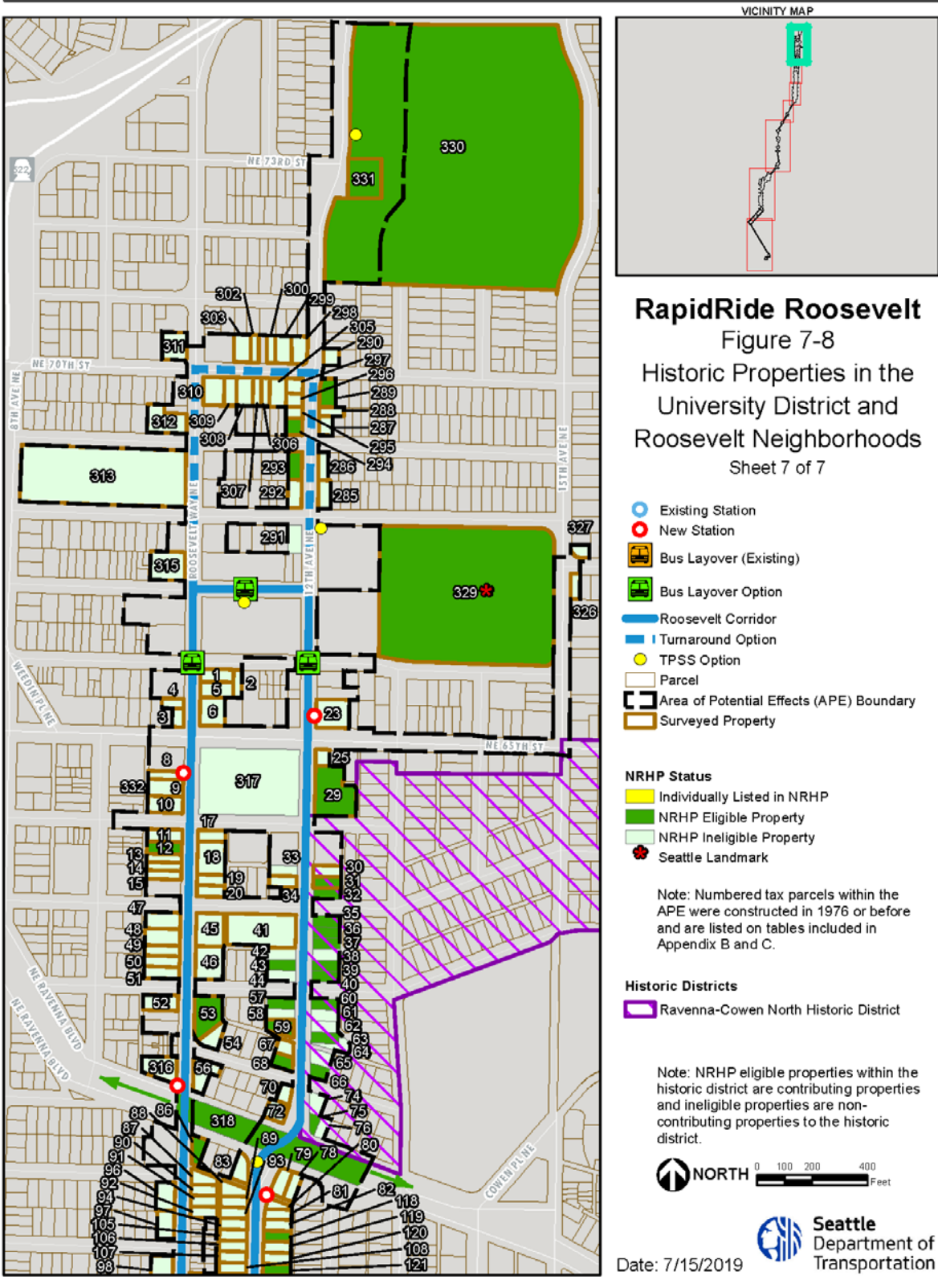


Figure 7-8 Historic Properties in University District and Roosevelt

7.3.2 Field Survey

Of the 303 properties identified within the APE that meet the NRHP age criteria, 51 properties had previously been evaluated for NRHP eligibility or were already listed in the NRHP. Nine of the 51 properties had determinations of NRHP eligibility over 5 years old and therefore needed to be resurveyed: Pacific Telephone and Telegraph Building (1200 NE 64th St), Hardwicks Swap Shop (4212-4214 Roosevelt Way NE), Executive Building (4201 Roosevelt Way NE), one apartment (3245 Eastlake Ave E), Metro Property Services Building (2810 Eastlake Ave E), Knickerbocker Building (2722 Eastlake Ave E), Wright Baking Company Building (1000 Fairview Ave N), Orion Center (1020 Virginia St) and Green Lake Reservoir Pump Station (7300 12th Ave NE). In addition, 252 properties meeting the age criteria for listing in the NRHP had not been previously evaluated. A total of 261 properties were surveyed. They are listed in Appendix C. HPI forms for the properties have been uploaded to the WISAARD database.

7.3.3 Determinations of NRHP Eligibility

Of the 261 properties surveyed in the APE, 32 newly evaluated properties are determined eligible for listing in the NRHP. In addition, 2 previously evaluated historic properties that were resurveyed are determined eligible for listing in the NRHP (Hardwicks Swap Shop and Green Lake Reservoir Pump Station). The result is a total of 34 surveyed properties determined eligible for listing in the NRHP. Of these 34 properties, one (6306 12th Ave NE) was listed in the NRHP as part of the Ravenna-Cowen North Historic District in September 2018 after the survey was completed; all other properties surveyed for this project are individually eligible for the NRHP. No new historic districts were identified in association with this survey.

The 34 newly surveyed historic properties are listed in Table 7-2 and described in the text below with accompanying photographs and the property's Map ID No. listed. The remaining 227 surveyed properties did not meet the NRHP criteria or had lost integrity, making them ineligible for the NRHP.

7.3.3.1 2523 Eastlake Ave E (Map ID No. 266)



This one-story eclectic attached bungalow court is located on Eastlake Ave E in the Eastlake neighborhood of Seattle. The neighborhood emerged as a "streetcar suburb in 1885, when the first horse-drawn streetcar reached the eastern shore of Lake Union" (Fiset, 2001). This building was constructed in 1925 and had the same footprint it presently has on the 1944 Sanborn Fire Insurance maps (Sanborn Map Company, 1944). This residential building is significant for its distinctive eclectic design with Craftsman, Tudor Revival, and Colonial

Revival influences and its form as an attached bungalow court, reflecting a property type popular in streetcar suburbs throughout the Pacific Northwest.

This building is eligible under NRHP Criterion C for its physical design and construction, representative of an eclectic design that combined stylistic details of several popular architectural styles into a multi-family form that reflects important design trends at the time. The property's form as an attached bungalow court, characterized by its charming design, central courtyard space, and proximity to streetcar service, afforded residents the same features most single-family residences had. The building's use of multiple rooflines, gabled porch roofs, arched entries, multi-sash windows, and faux half-timbering demonstrate a cohesion of several original and period revival styles. The building has been minimally altered and primarily retains its historic integrity of design, setting, feeling, materials, and workmanship.

The property contains a one-story eclectic multi-family building with a rambling C-shape form, similar to an attached bungalow court. The building's eclectic design possesses Craftsman, Tudor Revival, and Colonial Revival style influences, and was constructed in 1925. Located at the southwest corner of the Eastlake Ave E and E Roanoke St intersection, the building occupies nearly the entire parcel except for a small rectangular courtyard at the center of the "C" shape form facing south.

The bungalows have a mixture of steeply pitched single and double front gables, side gables, clipped gables, and dormers with hipped roofs. Beneath the closed gable ends are narrow attic vents, fanlight windows, two-over-two windows, bellcast eaves, and faux half-timbering. The entrances to the bungalows are located on the east, south, and north elevations. The entryways feature arched openings or steeply pitched gabled roofs supported by open brackets. Along the roof ridge are brick chimneys. Fenestration beneath the roof line consists of six-over-one and eight-over-one double-hung windows. The windows have wood surrounds, soldier bond headers and sills, and wide mullions when paired or in tripartite arrangements. Various rectangular and arched door bays are located beneath the porch roofs. The doors have square, multi-sash, and arched glass windows set in them. The building is surrounded by other multi-family properties, athletic fields, and professional offices.

7.3.3.2 200 E Boston St (Map ID No. 272)



The Zema Office Building is a two-story contemporary office building located on E Boston St in the Eastlake neighborhood of Seattle. Constructed in 1961, this property is individually eligible for listing in the NRHP under Criterion B for its associations with the noteworthy Seattle Architect Gene Kapiton Zema, and under Criterion C as an example of a Contemporary style office building. Designed by Zema, this clapboard-sided building reflects Pacific Northwest contemporary design with its overhanging roof, natural

wood exterior and plan integrated with its setting. Zema received his architecture license in 1951 and by 1953 opened his own office. In 1955, he received the first American Institute of Architects Seattle Home of the year award for the design of his own home located in Sheridan Heights at 16040 35th Ave NE. Zema practiced independently in Seattle from 1955-1976, operating from this building, where he also operated a Japanese antiques gallery between 1961-1976 (Pacific

Coast Architecture Database, 2018). He formed a partnership with A.O. Bumgardner to work on larger projects out of this office. Zema's office building served as "a testament to the skills of the young designer and helped him receive many notable architectural commissions over the next thirty years" (Dodril, 2019). Under Criterion B, this property has associations with the productive life of the noteworthy architect Gene Zema, who designed the building and operated his architecture practice from this location between 1961 and 1976, when he produced the majority of his work. Under Criterion C the property is a good example of a Contemporary office building in the Northwest timber tradition.

This south-facing two-story building has a U-shaped form arranged around a central courtyard. The courtyard is accessed from a concrete staircase leading from the sidewalk. It has a stained wood clapboard exterior, corner boards, wood post-and-beam embellishments, wood slat breeze walls, and exposed rafter tails. The building has a gabled roof with several shed roof projections extending from it. Recently replaced metal-framed multi-sash windows line the building. A wood deck surrounds the building, which has a terraced lot with dense vegetation and trees.

7.3.3.3 2530 Eastlake Ave E (Map ID No. 328)



Rogers Playground is located in the Eastlake neighborhood east of Eastlake Ave E, between E Roanoke and Louisa streets. It became a playfield in 1895 when Denny-Fuhrman School opened east of it. The playfield was located between the trolley line on Eastlake Ave E and the school. The Alaska Yukon Exposition, which occurred on the University of Washington campus in 1909, "spurred the development of this playground" located on the busy trolley line between downtown and the exposition

(James, 2001).

The playground was originally named Denny-Fuhrman Playfield after the nearby school, which had been named for the two men who platted the north half of Eastlake, David Denny and Henry Fuhrman. The playfield land was originally owned by David Denny and sold to the City of Seattle in 1896. In 1905, the original school was replaced by the present-day Seward School, named after William H. Seward, a New York senator who promoted Pacific expansion and served as a visionary of the Alaska Yukon Exposition. In 1909, the playfield was renamed for John Rogers, Washington's governor during the Yukon Gold Rush and the Spanish American War. At this time, the city added play equipment to the park making it one of the first four Seattle parks to have play equipment, a changing trend in park design. When I-5 went in east of the park and school in the late-1960s, they were challenged by the loss of many homes with young children that once used the facilities. In 1965, the city made improvements to the park, upgrading the baseball field to Little League standards, and demolishing the original shelter house and replacing it with a bathroom. By 1975 new play equipment was installed: play equipment was replaced again most recently in 2001 (James, 2001).

This park is eligible for listing in the NRHP under Criterion A for its associations with the development of the Eastlake neighborhood and as one of Seattle's early parks. Although the play equipment and park buildings have been updated over time, these modifications do not significantly detract from the historical associations the property has as one of Seattle's early parks and its associations with the Eastlake neighborhood.

7.3.3.4 4501 Roosevelt Way NE (Map ID No. 230)



Constructed in 1926, this Spanish Colonial Revival commercial building is located at the northwest corner of NE 45th St and Roosevelt Way NE in the University District neighborhood. This one-story former automobile showroom is individually eligible for listing in the NRHP under Criterion C for its distinctive design as an automobile showroom and service center.

The building was designed by Schack, Young and Myers, a well-known Seattle firm of architects and engineers that designed many commercial buildings in the 1920s. The firm designed several other buildings in the University District including the Theta Xi Fraternity, the Gelb Building on University Way, and the University Baptist Church on 12th Ave NE. James Hansen Schack and David John Myers were architects, and Arrigo M. Young was an engineer. The firm was founded in 1920, and Myers left the firm in 1929. Most designs by Schack, Young & Myers were in academic eclectic styles.

The building retains its character-defining features associated with the Spanish Colonial Revival style and as an automobile industry-related property type. The building's form and arrangements convey its historical function as an automobile showroom, demonstrated by its highly visible location along a major arterial roadway, and its full-length windows surrounded by ornate detailing and features. Despite changes to some features (like the windows), the building retains its historic integrity of location, design, feeling, workmanship, setting, and association. The building's retention of its columns, clay tiles, pilasters, frieze, and entablature are key characteristics that reflects the building's unique design, style, and appearance. Although the building is no longer used for automobile-related purposes, its conversion to retail purposes have not affected its ability to convey a 1920s Spanish Colonial Revival automobile-related property.

The Spanish Colonial Revival building was originally built in 1926 as a car dealership and was eventually modified for retail/commercial uses. The building is characterized by its irregular L-shaped form located at the northwest corner of the Roosevelt Way NE and NE 45th St intersection. The building has a flat roof with pitched parapets, decorative rounded pediments, and glazed Spanish terracotta tile along the roof line. Decorative brackets support the cornice, below which is a floriated frieze decorated with medallions. Spiral engaged columns with classical capitals divide the storefront display windows, which have been replaced. Transom windows have been painted over, but they remain intact. The main entryway is angled at the intersection of Roosevelt and 45th, set behind a shaped arched surround with a plain archivolt.

The building has been extensively remodeled with the addition of the Metro Cinemas to the rear within the past 25 years, obliterating the original footprint and form of the building.

7.3.3.5 1107 NE 45th St (Map ID No. 232)



The University District Building is located within Seattle's University District. The "U District Corporation" commissioned Seattle architects Alfred Simonson (1917-1985) and Robert Dersham to design this office building completed in 1962. Simonson earned his architecture degree from the University of Washington in 1944 and "took advantage of the post war building boom" to open his own office in 1946" (Houser, 2019). Independently, Simonson completed projects that ranged from "banks to houses, to gas stations and industrial warehouses" (Houser, 2019). Selected

commercial projects include the Ballard Federal Savings & Loan (1945) and the Wallingford Boys Club (1952). Most of his commissions were in Seattle, but he also designed buildings in Hawaii and Alaska. In 1960 Simonson created a partnership with Robert Dersham (Houser, 2019). These two worked together until 1968, when Dersham moved on to the partnership of Dersham & Dimmick (Oschner, 1994). The five-story University District Building is individually eligible for listing in the NRHP under Criterion C as an example of the Curtain Wall style designed by the architectural partnership of Simonson and Dersham.

Located at the southeast corner of 11th Ave NE and NE 45th St, this five-story rectangular building is surrounded by other multi-story buildings associated with the University District neighborhood. It has a curtain wall construction with full-length glass windows along the third through fifth stories. Modular panels are located above and below the windows on the third through fifth stories. The second story consists of seven bays along each elevation filled with metal-framed full-length windows separated by metal posts and piers that extend to the first story. Between the piers on the first story are short veneer walls covered with a concrete pebble aggregate along the east elevation and partial-length windows with wood or fiberglass modular panels beneath them on the north and west elevations. The building has a stepped form, with the second and first story projecting past the upper stories along the south and east elevations, and a flat roof. At the center of the roof is a tall penthouse that stores the building's mechanical equipment.

7.3.3.6 4317 12th Ave NE (Map ID No. 233)



Constructed in 1969, the University of Washington Parking Garage is located in the University District. This property is individually eligible for listing in the NRHP under Criterion C as an example of a mid-century parking garage. The building design creates visual interest through a variety of material types including a brick base and vertical concrete panels and columns above. The wide and narrow panels with open air gaps providing light and air to the garage.

This parking garage consists of two five-story rectangular sections connected by a pedestrian breezeway. One section faces 11th Ave NE and the other faces 12th Ave NE. Surrounding the garage are other high-rise and multi-story buildings associated with the University of Washington. The two sections of the parking garage have a similar design, construction methods and materials, and overall appearance, though the western section of the parking structure is nearly double the size of the east one. The exterior is covered by narrow shaped concrete columns that also act as a "brise de soleil" for the structure. At regularly spaced intervals along the exterior are pilasters. Below the pilasters are exposed steel columns that run to the ground level. These pilotis give the building's upper stories a cantilevered appearance. Between the columns are brick veneers arranged in a running bond. At the corners of the building are the wide garage entrances. The building has had alterations in order to sustain its use, including elevator upgrades, addition of seismic beams, replaced and patched columns, and new entryway doors. The brick veneer at the base of the building may be a later addition to the building.

7.3.3.7 4212 Roosevelt Way NE (Map ID No. 242)



Located in the University District neighborhood since 1924, this property has housed Hardwick's Swap Shop, which was operated for over 40 years by Bill Hardwick. The property was previously determined eligible for listing in the NRHP in 2010 under Criterion C.

This commercial building is significant for its distinctive vernacular commercial form and design from 1924. The design and construction are representative of a commercial building form that was popular in the University District in the 1920s. The building's original form, arrangements, fabric, and appearance have remained intact, retaining its integrity of design, materials, and workmanship. Although a large addition was added in 1967 in a different architectural style, the addition was completed in a sensitive manner to the building's historic design and is clearly distinguishable from the original portion of the building. The addition avoided removing historic fabric and materials and kept the building's form, façade, and character-defining features. As a result, the addition reflects an evolution of the building that

has allowed it to continue to function as a small commercial building serving an urban neighborhood setting.

The property contains three connected one-story commercial buildings, each with a rectangular plan and platform-frame wood construction, located at the northeast corner of the Roosevelt Way NE and NE 42nd St intersection. The northernmost structure was constructed first in 1924, followed by the other two as a single addition in 1962. The original building is a vernacular one-part commercial building and the addition was designed in the Contemporary style.

The three structures form a single property with an irregular T-shaped form. The northernmost structure has a flat roof with concrete coping and a shallow parapet. The exterior walls are clad in a brick veneer. The primary facade is asymmetrically divided and two bays wide. Fenestration consists of original multi-sash wood fixed windows with a row of transom lights above the windows. Access to the original building is located slightly off-center along the west elevation through a double set of wide stile wood doors with full-length rectangular windows. At the center of the elevation is a shingle sign extending from the wall. The central structure has a flat roof with a simple parapet. The exterior walls are clad in vertical board siding. At the end of the addition is a concrete breeze wall. Fenestration consists of metal-framed windows. The southernmost structure is set back from the street and has a flat roof with exposed rafter tails. The exterior walls are clad with vertical board siding. The primary façade is asymmetrically composed, and seven bays wide, and includes metal-framed windows.

7.3.3.8 4134 11th Ave NE (Map ID No. 250)



Built in 1926, this Mission Revival apartment building is in Seattle's University District, where there are many multistory apartment buildings. Through the 1920s, commercial and apartment development occurred in the blocks surrounding University Way. This apartment building reflects this period of the neighborhood's expansion. The apartment is individually eligible for listing in the NRHP under Criteria A and C. Under Criterion A, it has associations with the growth of the University District neighborhood in the early 20th

century and under Criterion C, it is an example of a Mission Revival apartment building. This brick building has retained much of its original design, though many windows appear to be replacements the prominent leaded windows in the center bay are intact.

The west-facing apartment building has a rectangular form and is located near the front of its 7,725 square foot lot. At the rear of the property is a detached garage with six garage bays. The apartment building contains 10 units. The building has a flat roof, located behind a shallow shaped parapet, and the exterior is clad with brick arranged in a running bond. The façade (west elevation) has a five-bay symmetrical arrangement on the first and second story with identical windows used except for the central bays. The windows are rectangular or Palladian tripartite windows, square double-hung windows, or multi-sash tripartite casements windows. The windows sit on a brick sill and the headers consist of brick laid in a soldier bond. The arch in the Palladian windows is boarded with a wood panel. The main entry is centered on the west

elevation and recessed behind an embellished stone arch and entablature. The entryway has a wood door with sidelights. A brick soldier bond stringcourse wraps around the building between the basement and first story. The central part of the façade is stepped past the rest of the elevation and includes a decorative medallion beneath the parapet. On either side of the medallion is a rectangular relief pattern.

7.3.3.9 4718 11th Ave NE (Map ID No. 224)



This two-story apartment building was constructed in 1926. As noted in the preceding property description, the University District experienced growth during the 1920s with the addition of commercial and apartment buildings catering to the neighborhood's University-oriented population. This building is eligible for the NRHP under Criterion A for its associations with the early 20th century growth of the University District. It is also eligible under Criterion C as a representative example of an early 20th

century brick apartment with Prairie style influences.

Prairie style influences include its wide horizontal form, geometric window glazing, and design emphasis on the upper story. The building has a large rectangular form, slightly set back from the sidewalk, and occupies nearly its entire 7,742 square foot lot. Constructed in 1926, this building was renovated in 1990, according to information available from the assessor. The building has a low-pitched hipped roof with three gable roof dormers extending through the cornice, and a three-bay arrangement on the west elevation. The building's main entryway is centered along the west elevation, under a front-gabled roof porch with bell cast eaves, a banded cornice, and a closed tympanum. The porch roof has a wood soffit and two closed brackets. The porches are accessed from two small sets of concrete steps. The main entryway has a wide wood door with a large glass window, framed by a wood surround. To the north of the door is a narrow lancet arch window, recessed in a thick wood surround with a large sill. The other windows on the first and second story are symmetrically arranged and consist of tripartite windows, comprised of single-hung and casement windows. The windows sit on large thick wood sills with large headers. Along the second story, the window headers extend into an unadorned frieze. The roof has wide closed eaves with evenly spaced unadorned modillions. Towards the rear of the building is a large addition that was completed in 1990 and a parking area. Both of these elements, as well as the rest of the north and south elevations, are not visible from a public vantage point and therefore do not detract from the building's historic integrity.

7.3.3.10 4725 Roosevelt Way NE (Map ID No. 220)



This one-story bungalow, constructed in 1936, is located within Seattle's University District within a row of other small houses of a similar era. Unlike the neighboring houses, this property retains most of its original materials. This property is eligible for listing in the NRHP under Criterion C as an example of a modest Craftsman Style bungalow. Due to the considerable amount of redevelopment in the neighborhood, this intact house is a remnant of an earlier style of residential housing in the area.

This one-story residence has a rectangular form and faces east towards Roosevelt Way NE. Sitting atop a slight slope, the residence is accessed from the sidewalk by a flight of concrete steps with a handrail. The concrete steps lead towards the partial-width porch, centered on the east elevation. In front of the building are mature shrubby plantings. The building has a hipped roof over the main part with an intersecting front-gable roof over the porch. The roofs are covered with asphalt shingles, and have closed eaves, a banded cornice, and a fascia board. The open gable end has a cornice return and a rectangular Prairie window with a decorative wood surround. The exterior is covered with wood shingles. The west elevation has a three-bay arrangement, consisting of two large windows flanking a central entryway with a six-panel door. The windows within the porch feature rectangular Prairie-style windows. The porch is supported by four narrow wood boxed columns with square molded capitals. An open wood handrail enwraps the porch with vertical balusters. An eave wall tapered brick chimney is located on the south elevation near the east end. The chimney has a very slight corbelled cap. The north and south elevation feature a variety of window types, consisting of five-over-one and three-over-one double-hung windows, and four light wood hopper windows. Along the south part of the property is a single-car driveway. Based on a review of historic photographs, it appears porch piers were removed from the stairs in front of the porch.

7.3.3.11 1050 NE 50th St (Map ID No. 209)



Fire Station 17 is in Seattle's University District neighborhood. Completed in 1930, this fire station is the largest of the city's older neighborhood fire stations. The two-story reinforced concrete building has four engine bays and a five-story drill tower. The design of this building is also unique within the City for its mixture of Art Deco, Art Moderne, and Neo-Classical Revival stylistic features. This masonry building replaced an earlier wood-frame fire station located five blocks to the south. In 2005, Fire Station 17 was listed as a Seattle

Landmark. Soon thereafter, a large addition was made to the north side of the building. Completed in 2010, the new addition is sympathetic to the original design of the building. Fire

Station 17 is eligible for the NRHP under Criterion A for its associations with the development of the Seattle Fire Department and the University District neighborhood. It is also eligible for listing in the NRHP for its architectural design under NRHP Criterion C.

The building faces south and is located at the northwest corner of NE 50th St at 11th Ave NE. The two and three-story flat roof building is comprised of three sections, creating an irregular footprint. The main three-story block has a rooftop penthouse situated toward the rear. A two-story wing extends from the east elevation, and a three-story wing extends from the rear north elevation. There is also a five-story drill tower at the northwest corner of the building. A smooth stucco exterior covers the building, which rests on a wide concrete base (Wickwire, 2000).

7.3.3.12 1103 NE 55th St (Map ID No. 183)



Located in the University District neighborhood, this house is eligible for listing in the NRHP under Criterion C as a good example of a portico bungalow that has retained integrity. The small one-story bungalow has some distinctive elements, including a varied roof design with jerkinhead and gable sections, original multilight windows, curved porch portico, rounded porch columns, and decorative bond work in the street-facing chimney.

This one-and-a-half-story irregular-shaped bungalow is located on a 3,300-square foot corner lot west of an alley. The house faces north fronting on NE 55th St and has a small sloped front yard trimmed with a boulder retaining wall. The west side of the house faces 11th Ave NE. The house has a front gable roof with clipped ends and a one-story extended shed section on the front of the house that includes a center-gable-roof porch with eave returns, a curved portico, and rounded classical columns supporting it. On façade walls east and west of the porch are sets of windows consisting of a large single-light window with a ribbon of five windows above flanked by vertically oriented narrow eight-light windows. The west elevation includes front gables with eave returns on the north and south ends. The basement garage door is located in the center of the west elevation at the end of a sunken driveway with concrete retaining walls. Above the garage door is a set of five eight-light casement windows. North of the casement windows are two double-hung windows, and to the south is a brick chimney with a decorative design in the bond and two square three-over-one windows flanking it.

7.3.3.13 5046 11th Ave NE (Map ID No. 196)

In 1922, this property was built in Seattle's University District. This Craftsman style residence with Neoclassical influences is individually eligible for listing in the NRHP under Criterion A for its association with the growth of the University District in the 1920s and under NRHP Criterion C as an intact example of an early 20th century house drawing from period architectural styles. Neoclassical influences are expressed in its window types and arrangements. Due to the considerable amount of redevelopment that has

occurred in this neighborhood, the building is not eligible for listing in the NRHP as part of a potential historic district.

This one-and-a-half story house has a rectangular form and faces west towards 11th Ave NE. The building sits towards the front of its 4,372 square foot lot with a stone retaining wall along the perimeter. It has a side-gabled roof, clad with asphalt shingles. The roof has a cornice return and bell cast eaves on the west elevation, accentuated with dentils and flat brackets. The north and south elevations each have a full-length shed roof dormer with six-over-one double-hung and nine-light multi-sash windows (arranged in three rows of three). The south end of the west elevation has a front-gabled porch with a pair of square columns atop brick porch piers. The front door has wood vertical panels on the lower part and nine square lights at the top. Surrounding the door are sidelights. The porch roof has a cornice return similar to the main roof. The west elevation features two 15-over-one double-hung windows, two nine-over-one double-hung windows, and an arched multi-sash window. The exterior is covered with shingle siding. A gabled box window with scrolled brackets and two casement windows is located at the west end of the south elevation. The rest of the windows match the ones on the façade.

7.3.3.14 5211 11th Ave NE (Map ID No. 319)

This Prairie Style house located in the University District neighborhood is eligible for listing in the NRHP under Criterion C as a good example of the Prairie Style that has a high level of integrity. Elements of the Prairie Style include its form of two stories with a one-story porch, a low-pitched hipped roof with overhanging eaves, and a band of wood that emphasizes the upper portion of the second story. The setting of the house has been modified by the addition of a modern residential building on the lot to the south.

This two-story house has a square plan, shingle siding, and an extended one-story hipped-roof porch supported by three square wood columns sitting on square brick bases. Two of the columns frame the porch entrance located on the north end of the east-facing façade. Square

wooden balustrades form the porch railing. A brick knee wall with concrete coping flanks the stairs leading to the porch. South of the wood-panel front door, the façade has one gridded large nine-over-one double-hung window flanked by two smaller windows of the same style. Above the porch on the second floor are two large windows of the same style evenly spaced on the wall. The south elevation has a brick chimney extending up the length of the east end of the elevation. Where the chimney extends above the roofline, it has a broad rectangular form. Two square gridded windows are located on either side of the chimney on the first floor, with square windows also flanking the chimney on the second floor. West of the chimney on the first floor is a protruding bay with three windows. The house has retained its original windows. The rear (west) elevation has a narrow one-story hip roof section that extends the length of this elevation and centered on it is a small protruding shed roof section. Adjacent to the alley west of the house is a one-story detached garage with a gable roof, clapboard siding, and vinyl doors and windows. It is a modern addition to the property.

7.3.3.15 5226 11th Ave NE (Map ID No. 194)



This one-story residence in the University District was constructed in 1908. Based on consultation with DAHP, this property is being treated as eligible for the NRHP under Criterion C because poor visibility does not allow full analysis of its integrity. The neighborhood is not eligible as a historic district due to modifications and infill.

This one-story bungalow has a hipped roof and rectangular form. The building sits towards the rear of a steep 3,000 square foot lot. The residence faces west on 11th Ave NE and is accessed from a quarter-run concrete staircase that extends to the sidewalk. The building has a raised basement that has been daylighted. The roof is clad with asphalt shingles, and the exterior is covered with wood clapboard siding and shingle skirting. The main entry is located along the west elevation (façade) underneath a partial-width open porch with a hipped roof. The porch roof is supported by square wood columns and a wood handrail. The porch staircase has been replaced based on a comparison with historic photos. The main entry is through a recently replaced wood door with six symmetrical square vision lights. The west elevation has a six-over-one single-hung window with decorative wood trim.

7.3.3.16 5251 11th Ave NE (Map ID No. 173)

This Tudor composite style house located in the University District neighborhood is individually eligible for listing in the NRHP under Criterion C as a good example of a Tudor composite house that retains integrity. The house includes the following elements of the Tudor Composite style: steeply pitched gable roof, tall narrow windows, and a prominent chimney with detailing at the top.

This one-and-a-half-story Tudor composite house has a rectangular plan with a side gable roof and double front-facing gables. The façade faces east with the smaller of the two front-facing gables housing the front door. The larger gable overlapping it extends farther north to include a large multi-light leaded-glass window flanked by two narrow twelve-light windows. In the upper story of the larger gable there is a fixed original window with a square base and pointed top. The front gables have eave returns. The house is sided with wood clapboards and retains its original leaded-glass windows. The front door was not visible at the time of survey. The south elevation has a red brick chimney extending up the length of the wall that includes a detail of two lines of light colored masonry at the top.

7.3.3.17 5261 11th Ave NE (Map ID No. 170)

Located in the University District neighborhood, this property is a good representative example of a Craftsman bungalow and is individually eligible for listing in the NRHP under Criterion C.

Typical Craftsman details exhibited on the house include: a low-pitched gable roof, a full-width recessed front porch with square columns, decorative beams and braces under the deep eaves, exposed rafter tails, and decorative barge board ends. The house also has half timbering in the gable end and a decorative capital to the columns. It has a high level of integrity.

This bungalow has a rectangular plan and a low-pitched gable roof with composite shingles. It sits on a level lot with a small front and back yard. The house is covered with wood clapboard siding. It has an inset porch that extends the full length of the east-facing façade. The porch is supported by pairs of square wood columns with triangular capitals with edges cut into a stair step design. The original eight-light and two-panel door is located in the middle of the façade with pairs of twelve-over-one double-hung windows on the walls to the north and south. The windows are covered with storm windows. The gable end of the house has half timbering and it

appears that small windows may have been removed. The center of the gable end has a vent. The rear (west) elevation has an inset porch on its north end.

7.3.3.18 5523 11th Ave NE (Map ID No. 138)



This one-story house was built in Seattle's University District in 1906. The hip roof bungalow is difficult to see from the public right-of-way due to overgrown vegetation. Based on consultation with DAHP, this property is being treated as eligible for the NRHP under Criterion C because poor visibility does not allow full analysis of its integrity. It is one of the earlier properties in the neighborhood but does not appear to be located in a potential historic district.

The 1,050 square foot bungalow sits on a steep 4,000 square foot lot with a retaining wall bordering its east edge. At the south end of the wall is a concrete stairway leading to the front of the house. The house has a hip roof; over the southwest corner of the house, a narrower hip section joins the primary hip roof. The front porch has two square wood columns with decorative bands wrapping around the midsection of the post. A historical photograph shows unique detailing on the northeast corner of the building, where a dark wood trim piece accents where the lower part of the wall protrudes slightly. The original organization of the back porch is undetermined, but currently it consists of a flat roof enclosed porch with T-1-11 siding and a vinyl window. The backyard is level and does not include outbuildings.

7.3.3.19 5638 11th Ave NE (Map ID No. 121)



Located in the University District neighborhood, this house is individually eligible for listing in the NRHP under Criterion C as a good representative example of a Craftsman bungalow. It retains a high level of integrity, including decorative leded-glass windows on the façade.

This west-facing one-story Craftsman bungalow has a gable roof with composite shingles. The roof has deep eaves supported by wood brackets. The bracket ends on the façade have carved star patterns. The property has a small sloped front lawn with stairs leading to the front porch, which is centered on the facade. The porch roof is supported on the north and south corners by short, square wood columns set on top of battered blond brick bases. Brick covers the lower portions of the porch. The stairs leading to the porch are flanked by a brick knee wall finished with concrete coping. North and south of the front door are single one-over-one double-hung leded-glass windows. The south elevation includes a red brick chimney offset to the west and original double-hung wood-sash windows. The back entrance to the house is

located on the southeast corner of the building under a gable roof, and a basement door is on the north end of the east elevation. A small, modern shed is located at the northeast corner of the level back yard.

7.3.3.20 5650 11th Ave NE (Map ID No. 118)



Constructed in 1919, this University District neighborhood property is eligible for listing in the NRHP under Criterion C as a good representative example of a Craftsman bungalow. The house retains a high level of integrity, including decorative leaded-glass windows on the façade.

This west-facing one-and-a-half-story Craftsman bungalow has a side gable roof with a front-facing gable roof porch centered on the facade.

The east (rear) elevation has a front-facing gable porch offset to the south, and the east end of the south elevation has a protruding bay with an extended gable roof creating multiple roof planes on this elevation. The roof has deep eaves supported by wood brackets. The house is sheathed with wood clapboard siding and has a red brick chimney extending up the west end of the south elevation. A wood fence extends around the front perimeter of the lot with an opening at the concrete stairway leading to the front porch. A narrow driveway is directly south of the house. The ceiling of the porch is covered with bead board. The front porch includes the original one-light wood door flanked by one-over-one double-hung windows with narrow lights above and larger lights below. The upper lights of the window are leaded glass with diamond and oval designs. The porch is trimmed by a wooden railing with square wooden balusters. Centered in the gable end of the porch is a vent. The south elevation has small square windows on either side of the chimney, a three-part window with one-over-one double-hung sash windows, and a single one-over-one double-hung sash window in the protruding bay. The north elevation has two windows in the upper half story and original windows on the first floor. The house has a small back yard accessible by an alley located east of the house.

7.3.3.21 5635 11th Ave NE (Map ID No. 109)



This University District neighborhood house is eligible for listing in the NRHP under Criterion C as a good representative example of the Craftsman style with a high level of integrity.

This east-facing one-story Craftsman house has a rectangular plan with a side gable roof and deep eaves. It is sheathed with ribbon-course shingles and sits on the front of a slightly sloped 4,300-square-foot lot. A concrete retaining wall separates the small front yard, dense with shrubs

and trees, from the sidewalk. A paved concrete driveway runs along the north side of the property providing access to the modern garage/outbuilding behind the house.

The symmetrical design of the façade includes the original wood front door with two large (two-light) picture windows north and south. The picture windows have one narrow light over a large light. A short wooden railing wraps around the edge of the porch. Battered columns support the north and south ends of the overhanging porch roof. On the north, south, and east elevations of the porch, the corners where the roof joins the columns are curved. The front-facing gable dormer has three three-over-one casement windows. A red brick chimney extends up the east end of the south elevation with small square windows on either side of it. The west end of the south elevation has a protruding bay with a gable roof and a four-part window. A single-light wood panel basement door is located between the chimney and the bay. At the east end of the north elevation, the house has a four-part window similar to the one on the south elevation. West of this is a protruding bay with a shed roof. The upper half story has two windows in the gable end. The west elevation of the house faces the alley and has a shed-roof porch offset to the south. The small lot associated with this property results in very little yard space.

7.3.3.22 5908 Roosevelt Way NE (Map ID No. 86)



Constructed in 1954 in the University District neighborhood, this building is eligible for listing in the NRHP under Criterion C and retains its architectural integrity. It is a unique example of Contemporary architecture and retains integrity. This Contemporary-style building originally opened in 1955 as a "Harold TV" store in the Roosevelt neighborhood (Seattle Daily Times, 1955).

The two-story, irregularly shaped, concrete-block building is clad with stucco and topped with a flat roof. The front facade can be divided into three distinct sections unified by a wide stucco band that extends across the width of the entire façade. The northernmost section features three one-light, fixed-glass, steel-frame windows that span the width of this section. The windows are set so that the top of the windows angle away from the building. These windows wrap around to the north elevation. An eave extends across the top of the windows. The second story includes five one-light, fixed-glass windows; however, these windows are not set at an angle. The middle section of the front façade is set nearly perpendicular to the northernmost section. The first story of this middle section contains the main entrance. The entrance consists of paired one-light aluminum-frame doors with a wide door surround. The second story includes a ribbon of four two-light steel casement windows. The southernmost section of the front façade is parallel to Roosevelt Way NE. The first story of this section includes a large opening filled with a nine-light fixed steel-frame window that is set so that the window angles inward from the top to the bottom. The second story contains a ribbon of six two-light steel-frame casement windows. There is no additional ornamentation on this building.

7.3.3.23 6101 12th Ave NE (Map ID No. 68)

This building was constructed in 1919 in the Roosevelt neighborhood. It is individually eligible for listing in the NRHP under Criterion C as a fine example of a Craftsman style bungalow. There have been no unsympathetic alterations or additions to the building, which retains its integrity of design, materials, setting, location, workmanship, feeling, and association.

This Craftsman bungalow has an irregular footprint and a front gable roof with a gable dormer on the east slope. The one-and-a-half-story building is clad with wood shingles and features a porch on the southeast corner. Supported by square wood columns set atop square brick piers capped with concrete, the porch is covered by a gable roof. Steps flanked by a brick knee wall capped with concrete provide access to the porch at the southeast corner. The porch deck extends out from under the roof on the south elevation to create an open deck area. A battered brick chimney is located on the south exterior elevation within the footprint of the covered porch. A wood staircase leading to the rear of the house is located on the south elevation. Window openings include three-over-one and four-over-one wood double-hung sashes set independently and in pairs, and a 12-over-one picture window. Character-defining features include the wide wood fascia, roof brackets, porch supports, wood balustrade, wood window surrounds, and shingle siding. A one-car garage is attached to the west elevation.

7.3.3.24 6100 Roosevelt Way NE (Map ID No. 53)

This commercial building in Seattle's Roosevelt neighborhood is eligible for listing in the NRHP under Criterion C. It was designed by William G. Mann, an award-winning architect who lived and worked in the University District (University District Herald, 1917).

According to the City of Seattle, "This is one of Seattle's most ornate and intact neighborhood commercial buildings. Its siting is also significant, as it occupies an entire block. Its Gothic-inspired ornamentation and transom windows are virtually intact. This Gothic ornamentation may have been designed to complement the University of Washington and other nearby developments, where the Collegiate Gothic style was frequently used during the 1920s" (City of Seattle, 2015). Although many of the storefront windows have been replaced, the building retains much of its architectural integrity, including its terra cotta ornamentation, and is the only example of the Collegiate Gothic style of architecture in the Roosevelt neighborhood.

This Collegiate Gothic style building is located at the corner of Roosevelt Way NE and NE 61st St. The one-story masonry building was constructed ca. 1927 and occupies the entire east side

of the block face between NE 61st and 62nd Streets. This irregularly shaped building was originally divided into six stores that included a bake house and a drugstore. Set upon a poured concrete foundation and topped with a flat roof, the south end of the building curves to match the angle of the street. The west elevation (front) is clad with multi-colored brick and stucco. A frieze with decorative rosettes extends the length of the building. Each storefront is defined by flanking arrow-shaped terra cotta pilasters and has a canted inset entrance that is centered under a gabled parapet capped with terra cotta coping and flanked with terra cotta pilasters with finials. The storefronts are largely intact, with most having their original oak doors, tile bulkheads, and leaded-glass transom windows above the display windows. None of the storefront windows are original.

7.3.3.25 6117 12th Ave NE (Map ID No. 59)



Constructed in 1918, this bungalow is in Seattle's Roosevelt neighborhood. It is a modest home that has retained its original design and materials. It is eligible for listing in the NRHP for its association with the residential development of the Roosevelt neighborhood during the early 20th century and under Criterion C as an intact example of the bungalow type common to the neighborhood during this period.

This irregularly shaped bungalow rests upon a brick foundation and is clad with wood clapboards. Topped with a hip roof, the building features a centrally placed entrance on the east elevation that is comprised of a one-light, wood door accessed by concrete steps with flanking brick knee walls. The entrance is flanked by seven-over-one, single-hung sash windows. The east elevation also includes projections on the north and south ends giving the façade a u-shape. These projections are each topped with a clipped gabled roof and contain a seven-over-one picture window flanked by eight-light, wood, casement windows. A brick chimney is located on the west slope of the roof. Decorative features include wood window surrounds and exposed rafter tails.

7.3.3.26 6306 12th Ave NE (Map ID No. 31)



This Roosevelt neighborhood property is an excellent example of a Craftsman style bungalow that has undergone limited alterations and retains its integrity of design, style, setting, location, workmanship, feeling, and association. It is eligible for the NRHP under Criterion C as a good example of its type. This property contributes to the Ravenna-Cowen North Historic District.

This one-and-a-half-story, rectangular bungalow was constructed ca. 1911 in the Roosevelt neighborhood. Built upon a partial basement, the wood-frame building is clad with wood clapboard siding and wood shingles. The building has a side gable roof and a front-facing gable dormer with its

original four-light awning window. An interior stone chimney is located on the north side of the building. Windows include six-over-one double-hung sashes set independently and stained-glass fixed windows set independently. The main entry is set within an inset porch and consists of a six-light wood door. The porch is supported by battered stone columns and stone piers with square wood columns and features a flat arch with a keystone. Other character-defining features include wood window surrounds, wide overhanging eaves with roof brackets, and decorative wood sills below the windows on the front façade. Ancillary buildings include a wood-frame garage with shingle siding located at the rear of the property.

7.3.3.27 6317 Roosevelt Way NE (Map ID No. 12)



The 6317 Roosevelt Way NE building consists of a wood frame Craftsman style bungalow constructed ca. 1919 with a commercial storefront addition constructed ca. 1934. This building is in Seattle's Roosevelt neighborhood and is eligible for listing in the NRHP under Criterion C. The bungalow with its commercial addition is a good example of its type and demonstrates the evolution of the neighborhood through its architecture. Both the original bungalow and the commercial addition retain a high level of integrity.

The one-and-a-half-story bungalow has wood siding and a gable roof. The ridgeline of the roof is pierced by two brick chimneys and includes a shed dormer on the north elevation. A third brick chimney is located on the exterior north elevation and pierces the roof eave. Decorative features include corner boards, wood window surrounds, wood shingles in the gable ends, and exposed rafter tails. The west elevation includes a replacement awning window set above an entry porch with a shed roof and bulkhead doors leading to the basement.

Originally, the front entrance was located on the east elevation and included an open porch (Sanborn Map Company, 1919). However, the porch was removed and a one-story, wood frame addition was built ca. 1934 (King County, 2017). Although the addition is connected to the residence, it was built as two commercial storefronts (Sanborn Map Company, 1951). The façade of the addition is clad with stucco, while the north and south elevations are clad with wood shiplap siding. Topped with a flat roof, both storefronts feature a shaped parapet above a recessed entry flanked by a one-light, commercial storefront window. Above each entrance is a panel for commercial signage.

7.3.3.28 1200 NE 64th St (Map ID No. 29)

This building located in Seattle's Roosevelt neighborhood was formerly used by the Pacific Telephone and Telegraph Company. The four-story, reinforced concrete building includes a basement and flat roof. Clad with terracotta tiles at the base and brick veneer above, the building features six light, vinyl, Craftsman-style windows on every elevation. Some window openings have metal vents. The main entrance to the building is inset on the south elevation and features a terracotta, Art Deco style surround. In addition to the decorative entry, this building features decorative brick work in the spans between stories that accents the vertical lines of the building. A one-story addition is located on the north side of the building.

The building is eligible for listing in the NRHP under Criteria A and C. On October 10, 1940, the Municipal Board of Public Works gave the Pacific Telephone and Telegraph Company permission to build a large two-story exchange building in a primarily residential area. Originally two stories, the building was enlarged in 1956 and again in 1966 and is now four stories (City of Seattle, 2015; Sanborn Map Company, 1951). The building is eligible for Criterion A because the introduction of this large telephone exchange building reflects the growth of the Roosevelt neighborhood. Furthermore, the building is eligible for the NRHP as a late example of the Art Deco style of architecture often used for public or commercial buildings. Art Deco elements of the building include ornamentation around the doorways and patterned brick creating a vertical emphasis and a flat roof. Additions to the building are in keeping with its original design. This building does not have associations under Criterion B. Changes have occurred to some of the building's windows resulting in some loss of materials and design. Overall, the building has retained sufficient integrity to convey its significance under Criteria A and C.

7.3.3.29 1205 NE 70th St (Map ID No. 289)

Built ca. 1901, the 1205 NE 70th St building first appears on a topographic map in 1909 (U.S. Geological Survey, 1909). This residential building is part of a residential subdivision in Seattle's Roosevelt neighborhood, north of Cowen Park and NE Ravenna Blvd. The subdivision was developed in conjunction with the adjacent Green Lake and Ravenna neighborhoods, and annexed by Seattle in 1891.

This residential building is individually eligible for listing in the NRHP under Criteria A and C. The building is eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history. The building is determined eligible for the NRHP at a local level for its association with architecture and community planning and development.

Built during a time when planning efforts shaped the Roosevelt neighborhood, this house is one of the earliest homes built in the James Division of the Green Lake Addition. The building is eligible under Criterion C, as it retains the characteristics, type, period, and method of original construction. At this time, no known master architect or builder is associated with the building. The building is not high style, but the design, form, and materials retain artistic values and historic integrity. The building does retain some original building material and design. The form has been altered by small additions over time, but these additions are sympathetic to the original form and design. As a result, the building is considered to retain its integrity of form. The location, feeling, and setting remain intact, as the building remains in place and within a residential subdivision. The neighboring residences appear to be constructed between 1900 and 1920, which falls into the early years of Roosevelt neighborhood's development following annexation.

This building is located on a 0.13-acre lot on the southwest corner of 12th Ave NE and NE 70th St. The building is built into a small topographical rise, which provides access to a walk-out basement. A poured concrete retaining wall and rubble stone landscape supports the west side of the building. Along the NE 70th St side elevation, a one-bay overhead door is located at the basement level. A poured concrete driveway apron runs from the curblin to the overhead door.

The one-and-a-half-story house has a cruciform plan with side (west and east) bump-outs near the rear (south) elevation. The cross-gable roof is covered with asphalt shingles. At the center of the front unit, a single brick chimney is located within the ridgeline. The front unit features a high-pitched gable roof with a boxed cornice, returns, and a broken pediment. The front gable wall is flared at the first-floor ceiling line, with paired one-over-one wood sash windows, simple wood surrounds, and lugsills. The exterior ground floor façade is likely original wood weatherboard. The front elevation has a full-width, one-story, open, pediment hood porch with a hip roof. The porch roof rests on a wide wooden entablature and fluted square posts. The front elevation has a central bay window next to a single flush door. The wood panel door has a single glass pane. The porch roof extends over two window bays and the door. All windows appear to be original one-over-one wood-sash or appropriate replacement windows.

Based on a historical photograph provided by the King County Department of Assessments, after about 1950, the chimney was altered, and decorative bargeboard and a circular embossed, likely stucco, wall pattern was added to exterior gable walls. The foundation is covered with vertical board. The building condition and material integrity are good.

7.3.3.30 6903 12th Ave NE (Map ID No. 294)

Built in 1925, this residential building is part of a residential subdivision in Seattle's Roosevelt neighborhood. The building is individually eligible for listing in the NRHP under Criteria A and C. The building is determined eligible for listing in the NRHP under Criterion A at the local level for its association with architecture and community planning and development.

Built during a time when planning efforts shaped the Roosevelt neighborhood, this house is one of the earlier homes built in the James Division of the Green Lake Addition. This portico bungalow is also eligible under Criterion C, as it retains the characteristics, type, period, and method of original construction.

The building is located on an 0.08-acre lot on the northwest corner of 12th Ave NE and NE 69th St. A poured concrete driveway apron runs from the curblin to an attached basement-level garage. The one-story house has a square plan and hipped gable roof. On the front (east) elevation, the roof is hipped with a gable extension. The main roof structure is gable with two gable wall dormers on the side (south) elevation. The rear (west) and side (north) have closed eaves and do not project over the vertical wall. All other elevations have projecting eaves with no exposed rafters. The front (east) elevation has a hood porch with high-pitched gable roof. The hood porch has a pediment and scroll brackets. The centered hood porch has wood weatherboard siding and a vent on the gable wall. Under the hood porch, there is a flush wood-panel door with narrow side lights. The door is solid wood panel with incised rectangular detailing around the panel. The entrance has a brick stoop with stone caps and wood railing. On each side of the front entrance, there is a three-part, single-sash and decorative transom window. The transoms have 3 x 3 lights. The side (south) elevation has an external chimney with firebox, and a tapered stack is within the easternmost dormer. A fixed 3 x 2 light window is located on each side of the chimney on the wall dormer. The southernmost dormer has a fanlight vent at the gable wall and paired one-over-one wood-sash windows at ground level. A three-part window, single-sash and with decorative transoms with 3 x 3 lights, is centered between the two wall dormers. The exterior is covered with wood weather board. The foundation is likely concrete block. The condition and material integrity are good.

7.3.3.31 6825 12th Ave NE (Map ID No. 293)

Built in 1910, this residential building is part of a residential subdivision in Seattle's Roosevelt neighborhood. The building is individually eligible for listing in the NRHP under Criteria A and C. The building is eligible for listing in the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history. The building is determined eligible at a local level for its association with planning efforts

that shaped the Roosevelt neighborhood.

This house is one of the earlier homes built in the James Division of the Green Lake Addition. This Dutch Colonial house is also eligible for listing in the NRHP under Criterion C, as it retains the characteristics, type, period, and method of original construction. At this time, no known master architect or builder is associated with the building. The building is not high style, but the design, form, and materials retain artistic values and historic integrity. The building does retain some original building material, design, and form. The location, feeling, and setting remain intact, as the building remains in place and within a residential subdivision. The neighboring residences appear to be constructed between 1900 and the 1920s, which falls into the early years of the Roosevelt neighborhood's development following annexation.

The building is located on a 0.12-acre lot on the southwest corner of 12th Ave NE and NE 69th St. A poured concrete driveway apron runs from the curblin to a detached garage. Poured concrete sidewalks are present. The house is a two-story Dutch Colonial with an L-plan and gambrel roof. The roof is covered with asphalt shingles. A single chimney is located off-center within the ridgeline. The roof has a boxed cornice with returns. On the second story of the front (east) elevation, a full-width wall dormer has two wide single-sash and decorative transom wood windows. The decorative transoms have nine lights. The ground floor of the front elevation has a flush entrance with hood porch and stoop. The entrance is near the northeast corner. The entrance has a glass door with 3 x 5 lights and side lights. The hood porch features a pedimented gable roof with cross-bracket supports. The poured concrete stoop has modern wood railings. South of the entrance, there are two sets of paired narrow single-sash and decorative transom wood windows. A one-story bump-out with hipped roof is located on the side (south) elevation. The one-story bump-out appears to be original construction and likely serves as a sunporch. On the sunporch's south, west, and east elevations, there are wood casement windows with 2 x 4 lights. Next to the windows, the side (south) elevation has a glass door with grid lights and stoop entrance. The north elevation has a one-over-one wood-sash window on the second story, a fixed window, and a one-over-one wood sash window on the ground floor. The house is in good condition. A two-bay detached garage was built in 1920 south of the house. It has a shed roof and wood-frame construction. The garage exterior is covered with wood clapboards. The overhead doors located on the front (east) elevation are modern replacements. The garage is in fair condition.

7.3.3.32 1410 NE 66th St (Map ID No. 329)

The City of Seattle opened Roosevelt High School in September 1922 in what was then the northern edge of the Seattle city limits. This Renaissance Revival Style building is eligible for listing in the NRHP under Criterion A for its associations with the development of public education in Seattle and under Criterion C for its associations with the Seattle architect Floyd A. Naramore.

It opened with 1,300 students and by 1928 required an addition. In the 1950s, enrollment reached over 2,700 which required the use of portables west of the school building and eventually the addition of a gymnasium in 1960 and annex in 1965. The 9.48-acre school site was listed as a Seattle City Landmark in 2002 and soon thereafter, the School District made a large addition to the north end of the building and west of the building added a new track and football field and parking lot. Due to these modifications, only the historic (1922-1928) eastern portions of the school and adjacent grounds are contributing elements to this historic property (Roosevelt High School, n.d.). The historic portions of the building have a high level of integrity.

The historic portions of Roosevelt High School are located on the east side of this 9.48-acre parcel. The school was one of three distinctive schools designed by Floyd Naramore. This reinforced concrete building is three stories tall, has a flat roof with parapet and buff colored brick walls. The center of the south-facing façade is embellished with terracotta, which is also found along the dentil-lined cornice and building corners. The school sits on top of a small hill and a wide concrete stairway leads to the front entrance consisting of three terracotta surrounded arched doorways with fanlight transoms.

7.3.3.33 14th Ave NE & NE 73rd St (Map ID No. 330)

The 50-million-gallon Green Lake Reservoir is located in the Roosevelt neighborhood and is part of Seattle's Cedar River Water System No. 2. In 1899 a 28-mile long pipeline began bringing water from the Cedar River to reservoirs in Lincoln and Volunteer parks. The Seattle population grew from 80,600 in 1900 to over 237,000 in 1910 prompting the City to increase its water supply. In 1908, the City began constructing a second Cedar River pipeline and the Green Lake and Maple Leaf reservoirs. The reservoirs were filled by a pipeline from the Volunteer Park reservoir. Though the reservoir is currently not in use, it retains a high level of integrity. The Green Lake Reservoir is eligible for the NRHP under Criterion A for its associations with the growth and development of Seattle's municipal water system (Wickwire, 2000a).

The reservoir occupies a large grassy lot bordered by 12th Ave NE to the west, 15th Ave NE to the east, and NE 75th St to the north. Froula Playground is located south of the reservoir. The reservoir is fenced with chain link fencing. The cast in place concrete reservoir measures 924 feet by 924 feet and has a maximum depth of 22 feet. It is located on a sloped lot and with a large earthen berm on its east, west, and south sides. The concrete reservoir is bordered by a curb and paved road.

7.3.3.34 7300 12th Ave NE (Map ID No. 331)



The Green Lake Reservoir Pump Station is located in the Roosevelt neighborhood and is associated with the Seattle Water Department's construction of the 50-million-gallon Green Lake Reservoir described above. The pump station regulates water flow through distribution lines. This Classical Revival-designed pump station is identical to the Maple Leaf Pump Station (also built in 1911) and yet is a distinctive design within Seattle Water Department properties.

The building has undergone some modifications including the replacement of doors and infilled windows, but overall retains its architectural materials and distinctive architectural design is intact. A fence has been added in close. The Green Lake Pump Station is eligible for listing in the NRHP under Criterion A for its associations with the growth and development of the municipal water system. It is also eligible for listing under NRHP Criterion C for its Classical Revival architectural design (Wickwire, 2000b).

This small (26 foot by 40 foot) one-story rectangular hip roof building is located at the street level southwest of the elevated Green Lake Reservoir. The building has brick walls with a projecting terracotta band defining the base, a stylized cornice and terracotta fluted pilasters at the corners of the building. The slightly protruding center section of the façade has a front (west) facing gable roof with dentils surrounding the pediment. The front solid metal replacement doors are flanked by two square terracotta columns. The entablature has embossed lettering that reads "19 - Green Lake Reservoir - 11." Above the door is a decorative fan light. The walls flanking the front door have two window openings with terracotta surrounds and have been infilled with concrete.

7.3.4 Summary of Historic Buildings and Structures

A total of 303 properties located within the APE were constructed in 1976 or before. Twenty-five of these properties were identified as historic because they were previously listed in the NRHP or had determinations of NRHP eligibility from within the last 5 years. In addition, the survey of 261 properties identified 32 more buildings and structures determined eligible for the NRHP (Table 7-2).

In summary, 57 historic properties are located within the APE. Properties located within the APE that were constructed in 1976 or before are shown on Figures 7-2 through 7-8. Each property was assigned a Map ID number linked to Table 7-2 to identify its location.

8. DETERMINATION OF EFFECTS

This section discusses the potential of adverse effects to historic properties within the APE from Project construction and operation. Potential use of historic properties is analyzed under Section 4(f) of the Department of Transportation Act and is the subject of a separate analysis included in the RapidRide Roosevelt Environmental Assessment.

Reviews of previous archaeological studies and historical maps suggest that historical archaeological material may be present within the APE. Most of the locations where ground disturbance would occur fall within areas of high probability for archaeological resources. In addition, the Project lies within an urban setting and most or all of the Project alignment has been highly disturbed. Intact archaeological sites are not expected to be encountered during construction.

Although not expected, it is possible that remnants of historic-era buried features (i.e., streetcar tracks) and archaeological sites may be identified during construction. To help ensure archaeological and historic resources are protected during construction, mitigation includes development of an archaeological monitoring plan and inadvertent discovery plan to be incorporated into the Project manual.

Consultation with the tribes revealed no TCPs in the Project vicinity; therefore, no TCPs would be affected by the RapidRide Roosevelt Project. However, the Project lies in an area the Snoqualmie Indian Tribe considers culturally significant and recommended an archaeological survey be performed.

8.1 Historic Buildings and Structures

This section discusses the potential effects during construction and operation of the Project on historic buildings and structures.

8.1.1 Effects During Construction

8.1.1.1 General Construction Effects in the APE

A general description of the construction activities is provided in Section 1.1.9 of this report. In summary, construction would last up to 24 months and would be completed by 2024. No construction would occur within the Pioneer Square-Skid Road Historic District and International Special Review District, and the Project would not trigger review by the local review districts. Construction would include the following activities that have the potential to affect historic buildings and structures:

- Paving and rechannelization
- Station construction
- Installation of OCS poles north of NE 40th St along Roosevelt Way NE and 11th Ave NE and 12th Ave NE
- Installation of a TPSS and electric cabinet

- Utility installation and relocation

Construction of each station would be short-term in duration. In general, one lane of traffic adjacent to the sidewalk at each station location would be closed for construction and installation of the bus stations. No full closures of the roadway are expected.

Construction impacts on historic buildings, structures, and districts would include temporary visual effects, noise, vibration, and the dust and debris of construction activities. These effects would be limited to the duration of construction. Best management practices would be followed for dust control, maintaining access, noise reduction, and vibration thereby avoiding physical damage to historic properties. Most RapidRide Roosevelt construction and staging would be contained within the existing right-of-way. While construction may require detours for portions of sidewalks, access would be preserved during normal business hours or as needed.

The *RapidRide Roosevelt Corridor Noise and Vibration Technical Report* (SDOT, 2018) results show that construction vibration has the potential to result in cosmetic damage (i.e., cracked plaster). However, impacts on historic properties are not anticipated through the corridor because construction equipment to be used is not expected to produce high vibration levels. The exception is paving on the corridor (see Section 8.1.1.2 for information).

Although historic properties would experience temporary impacts from the construction in the adjacent right-of-way, these impacts would not be significant. Seattle standard specifications and best management practices would be followed to minimize construction impacts. No adverse effects on historic properties are anticipated from Project construction.

Although not expected, it is possible that remnants of historic-era buried features and archaeological sites could still be present. To help ensure archaeological and historic resources are protected during construction, Seattle will develop special provisions based on City of Seattle 2014 Standard Specifications for Road, Bridge, and Municipal Construction 1-07.5(6) to be included in contract documents. SDOT will provide direction on how to manage construction when sensitive resources are discovered; an inadvertent discovery plan will be followed if cultural resources or human skeletal remains are found; and an archaeological monitoring plan will be used (see Section 9, Potential Mitigation Measures and Appendix F for a draft inadvertent discovery plan).

8.1.1.2 Construction Effects from Paving and Rechannalization

Paving between the University Bridge and NE 67th St along 11th Ave NE and 12th Ave NE and on Eastlake Ave E between Fairview Ave and Harvard Ave E has the potential to cause cosmetic building damage (i.e., cracked plaster) to 26 historic buildings. Most of these historic buildings are located on 11th Ave NE and consist of single-family residences (refer to Appendices B and C for information on the 26 historic buildings). These impacts would not be significant as they will be minimized or avoided through the implementation of the Construction Vibration Control Plan.

Typical effects from paving and rechannelization activities could include increased traffic congestion, noise, and visual effects, which would be temporary and not significant. Paving and rechannelization would occur within historic Ravenna Boulevard (consisting of a landscaped median, flanked by streets, planting strips and sidewalks). The replaced pavement and channelization would be in keeping with existing conditions and would not adversely affect the setting of this historic property. Paving and rechannelization would have no adverse effect to historic properties.

8.1.1.3 Construction Effects from Stations

The key features of RapidRide stations are real-time arrival information, off-board fare collection, benches, pedestrian-scale lighting, large shelters, signature signposts, and route information. Stations would either be located within the existing sidewalk or on bus stop islands where buses will operate next to PBLs. Stations are typically 80 feet long and include a 12-foot-long shelter/transit canopy (see photo at right). Utility installation and relocation would also occur at the station locations. Utility work would be located in the street or sidewalk and would not have the potential to adversely affect historic buildings.



Typical RapidRide Bus Station

Impacts from construction of the station platforms adjacent to historic properties would be short-term in duration. Of the 26 proposed stations, only two would be located adjacent to historic properties: Ravenna Boulevard and the University of Washington Parking Garage (4317 12th Ave NE). Construction of a station at the northwest corner of Roosevelt Way NE and NE Ravenna Blvd would avoid using an island station within NE Ravenna Blvd. Historic Ravenna Boulevard would not be modified by the construction of a station platform. The station adjacent to the University of Washington Parking Garage would be added to the sidewalk or in the road right-of-way adjacent to the building, which would constitute a minor change in setting of the garage and would have no adverse effect to historic properties. With these locations, no adverse effects to historic properties are anticipated from the construction of the station platforms.

8.1.1.4 Construction Effects From OCS, TPSS, and Communications Cabinet

For the new OCS, the Project would install poles and wires north of the University Bridge. New poles and wires would be added starting at Eastlake Ave NE and NE 40th St, and along 11th Ave NE, 12th Ave NE, and Roosevelt Way NE, and potentially on NE 67th St or NE 70th St depending on the location of the northern layover. This area includes the western edge of the Ravenna-Cowen North Historic District along 12th Ave NE between NE 65th St and NE Ravenna Blvd.

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. The corridor from the University Bridge south would use existing OCS poles

except for locations where the roadway intersection would be widened, requiring some poles to be relocated and replaced. No new OCS poles or wires are proposed on the University Bridge.

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 activities would result in temporary visual impacts on the setting of nearby historic properties. All the historic properties identified north of the University Bridge where OCS poles would be added are buildings, except for Ravenna Boulevard. The OCS poles would be placed within the public right-of-way adjacent to historic buildings and would not adversely affect the buildings.

At the Roosevelt Way NE and 11th Ave NE/12th Ave NE intersections with NE Ravenna Blvd, the Project proposes the following improvements within the Ravenna Boulevard median: replace four timber poles and span wire with steel signal and lighting poles (including mast arms), add up to four new OCS poles to support span wires for the bus electrification, replace traffic signal cabinets with similarly sized new cabinets, replace sidewalks, and upgrade curb ramps to be ADA accessible where needed. At the Roosevelt Way NE and 11th Ave NE/12th Ave NE intersections with NE Ravenna Blvd, existing transportation facilities (timber poles, sidewalks, and traffic signal cabinets) are located within approximately 1,800 square feet of historic Ravenna Boulevard. The Project would expand this by roughly another 1,500 square feet, resulting in an approximate total of 3,300 square feet of the historic property being used for this project. The placement of OCS poles would also occur within the sidewalk or planting strip where the Project crosses NE Ravenna Blvd at Roosevelt Way NE and 11th Ave NE/12th Ave NE.

SDOT is working to minimize impacts within the historic Ravenna Boulevard median and to landscaped areas during design when locating new transportation-related facilities. SDOT's overall goal is to limit impacts to the boulevard and surrounding grass and trees, and maintain existing the look and feel of Ravenna Boulevard to the greatest extent possible. Overall, the Project changes represent a small portion of historic Ravenna Boulevard, which is approximately 1.4 miles long. The proposed modifications to NE Ravenna Blvd would have no adverse effect to this historic property because they are in keeping with the current transportation-related uses and represent a small change to this long linear resource.

The exact location of the approximately 13-foot by 21-foot TPSS would be identified prior to the final design (see photo at right). In the current design stage, the following four potential TPSS locations have been identified (Figure 7-8):

- TPSS Site 1 – This site includes an undeveloped parcel owned by SDOT located at the southwest corner of NE Ravenna Blvd and 11th Ave NE. The TPSS would be located adjacent to historic Ravenna Boulevard. The TPSS would be north of a line of mature trees and vegetation behind which is located a residential property (1021 NE Ravenna Blvd) determined not eligible for listing in the NRHP. This grassy parcel where the TPSS would be constructed is part of the right-of-way. Vegetative screening would be



Typical TPSS

included as part of the design between the TPSS and NE Ravenna Blvd. Construction of the TPSS at this site would have no adverse effect on historic properties.

- TPSS Site 2 – This site would be on the Sound Transit Roosevelt Light Rail Station tax parcel, which is currently under construction, on the south side of NE 67th St between Roosevelt Way NE and 12th Ave NE. There are no historic properties associated with this site. Construction of the TPSS at this site would have no effect on historic properties.
- TPSS Site 3 – This site includes a portion of the Roosevelt High School property located at 15th Ave NE and 12th Ave NE. A TPSS would be located on the western edge of the property within the existing parking lot. Completed in 1922, the Roosevelt High School building and eastern half of the associated 9-acre parcel is determined eligible for the NRHP under Criterion A for its association with public education in Seattle and under Criterion C for its association with Floyd Naramore, a notable Seattle architect. The western half of the existing property was undeveloped in the early years of operation of the school and has since the 1960s been altered; therefore, the western half of the tax parcel occupied by the school would not be within the NRHP site.

The construction of a TPSS at this site would have no adverse effects on historic properties because the TPSS would be placed west of NRHP-eligible portion of the Roosevelt High School. The TPSS would be located west of a large building addition within the school parking lot added to the property in 2005. The whole 9-acre property is listed as a Seattle Landmark, which would require that the Seattle Landmarks Board review the construction of a TPSS at this location and issue a Certificate of Approval for the modification to the landmark property.

- TPSS Site 4 – This site includes a portion of the 17-acre Green Lake Reservoir site located at NE 75th St and 12th Ave NE and owned by Seattle Public Utilities. The Green Lake Reservoir and its associated pump station have been determined eligible for the NRHP.

Construction of a TPSS at this location would occur on a portion of the level grass lot north of the historic pump station. In the vicinity of the proposed TPSS, a portion of the 17-acre parcel was modified in the 1990s by the addition of a modern building approximately 75 feet north of the pump station. Though the exact location of the TPSS has not been determined, it would be located north of the historic pump station where modifications to the 17-acre parcel have previously occurred. Furthermore, the site would be selected to ensure no adverse visual effects to the pump station or reservoir and would use vegetative screening or fencing as part of the design to reduce visibility of the TPSS. Construction of the TPSS at this site would have no adverse effect on historic properties.

Once the site is selected, archaeological protocols described in Section 9.1 will be followed for any ground-disturbing activities. If historic properties are affected by the installation of the TPSS at the site, DAHP will be provided an opportunity to review potential effects.

An existing communications cabinet located on the sidewalk at the southeast corner of NE 68th St and 15th Ave NE (Figure 7-8) would be replaced with slightly larger cabinet. The fiber optic lines associated with the cabinet would use existing poles. The construction of the

communications cabinet at this sidewalk location would have no adverse effect on historic properties.

8.1.2 Effects During Operation

The RapidRide Roosevelt Project would operate in its own lane or in mixed traffic and would be located within the existing right-of-way. To meet the goals of providing speed and reliability for transit service, the Project would remove on-street parking and vehicle loading zones in some areas of the corridor. Parking does not contribute to the historic setting; the change in parking would not prohibit access to historic properties. The only effects on historic properties from the operation of the Project would be limited to effects to the feeling and setting, from the presence of OCS poles adjacent to historic properties and two stations near Ravenna Boulevard and the University of Washington Parking Garage (4317 12th Ave NE). There would be no effects to historic properties from the operation of the TPSS once constructed. The following section summarizes effects from the operation of the RapidRide buses.

8.1.2.1 Operation Effects from RapidRide Buses

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

The RapidRide Roosevelt corridor is currently used by gasoline- and diesel-powered buses. The Project would replace these buses with quieter electric-powered buses, decreasing road noise relating to buses. Operation of the Project would result in visual changes adjacent to historic properties within the APE because of the introduction of OCS north of the University Bridge and the operation of new stations near historic properties. The OCS would use existing utility poles when possible and the addition of OCS poles would also occur. The presence of new poles added adjacent to the street would result in a minor visual change to individual historic properties and the Ravenna-Cowen North Historic District. The new poles would be consistent with existing utility poles found in the neighborhoods. New stations would operate adjacent to two historic properties, Ravenna Boulevard and the University of Washington Parking Garage (4317 12th Ave NE). The new stations would be added at the northwest corner of Roosevelt Way NE and NE Ravenna Blvd and west of the University of Washington Parking Garage. The stations 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.

8.1.3 Effects Summary

Construction activities would have temporary effects on adjacent historic properties and would make minor physical changes to historic Ravenna Boulevard. At the Roosevelt Way NE and 11th Ave NE/12th Ave NE intersections with the historic Ravenna Boulevard, new transportation-related facilities (traffic signal and OCS poles, sidewalk improvements, and traffic signal cabinet replacements) would be added to approximately 1,500 square feet of the historic property's landscaped median. Within the boundaries of historic Ravenna Boulevard, changes to the roadway (repaving and rechannelization) and sidewalk corners (placement of OCS poles and

sidewalk improvements) would be in keeping with existing transportation-related uses at these intersections. SDOT is working to minimize impacts within the historic Ravenna Boulevard median and to landscaped areas during design when locating new transportation-related facilities. Overall, construction activities would have no adverse effect to historic properties.

During operation visual effects to historic properties would occur from new OCS along 11th Ave NE/12th Ave NE and Roosevelt Way NE, causing a minor visual effect to some of the historic properties that line these streets, including the western edge of the Ravenna-Cowen North Historic District along 12th Ave NE between NE 64th St and NE Ravenna Blvd (Figure 7-8). A station would be added within the viewshed of historic Ravenna Boulevard and the historic University of Washington Parking Garage (4317 12th Ave NE) and would have no adverse effect on historic properties. The TPSS site locations would have no adverse effect on historic properties.

FTA, in consultation with the SHPO, determined on October 1, 2019 that the LPA would result in No Adverse Effect on historic buildings or structures (see letter to SHPO and SHPO determination concurrence letters in Appendix A).

9. POTENTIAL MITIGATION MEASURES

9.1.1 Archaeological Sites

Archaeological monitoring and geoarchaeological analysis of geoprobes confirm that within the vicinity of the APE, historic era materials may exist below 1 foot in depth; however, much of this is road material such as asphalt, concrete, and brick. A historical feature was previously encountered at a depth of 2 feet. The depth of precontact ground surface varies throughout the APE (see Section 7.1.5). A review of historical maps also revealed the existence of buildings in what is now the roadway at several locations (see Section 7.1.3). It is therefore determined that archaeological monitoring occur when ground disturbance exceeds 18 inches in depth, with the exception of existing utility corridors, existing storm drainage, and existing OCS pole locations. SDOT would prepare an Archaeological Monitoring Plan before construction.

The Snoqualmie Indian Tribe has requested to be on-site as part of any archaeological field work. For those areas where an archeological monitor is required, coordination will occur with the Snoqualmie Indian Tribe prior to field work. In addition to the Archaeological Monitoring Plan, a draft Inadvertent Discovery Plan is included in Appendix F of this technical report to provide proper procedures should human skeletal remains or archaeological resources be discovered during construction. If prehistoric- or historic-period archaeological sites are encountered, SDOT and FTA would consult with SHPO, interested Indian tribes, and other interested parties as appropriate regarding eligibility for listing in the NRHP, Project impacts, necessary mitigation, or other treatment measures.

9.1.2 Historic Buildings and Structures

No mitigation is required during operation because the LPA would not result in effects on archaeological or historic resources. FTA, in consultation with the Washington State Historic Preservation Officer, determined on October 1, 2019 that the LPA would result in No Adverse Effect on historic buildings or structures, and therefore no mitigation is required.

SDOT will prepare an Archaeological Monitoring Plan and consult with the Department of Archaeology and Historic Preservation 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 OCS poles. An Inadvertent Discovery Plan has been developed and identifies the procedures that SDOT will follow if archaeological resources are encountered during construction.

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.

Although other actions are known that would affect historic properties in the APE, the Project would have no adverse effects on historic properties; therefore, no cumulative impacts on historic properties are anticipated from this project.

Indirect impacts to historic properties from the proposed Project 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 raise property values in the future and lead to an increase in desirability of historic properties along the route, which would also be beneficial. No indirect adverse effects are anticipated from this project.

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Appendix A
Agency and Tribal Consultation
Documentation

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

REGION X
Alaska, Idaho, Oregon,
Washington

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

September 24, 2018

Dr. Allyson Brooks
State Historic Preservation Officer
PO Box 48343
Olympia, WA
98504-8343

**Subject: Seattle Department of Transportation (SDOT)
RapidRide Roosevelt Project
NHPA Section 106 Initiation and Area of Potential Effects
FTA grant no. (TBD)**

Dear Dr. Brooks:

On December 4, 2017, the Federal Transit Administration (FTA) notified you that it was initiating an Environmental Assessment (EA) for the proposed RapidRide Roosevelt Project (Project) sponsored by the Seattle Department of Transportation (SDOT). This letter initiates Section 106 consultation with the Washington Department of Archaeology and Historic Preservation (DAHP) on the Project, and invites your comments on the proposed Area of Potential Effects (APE), as described below, and the Cultural Resources Methodology (attached).

FTA, in cooperation with SDOT, proposes to make transit improvements as part of the Project in the City of Seattle, King County, Washington. The Project would provide high-quality rapid transit service through an approximately 6-mile corridor connecting downtown Seattle to northeast neighborhoods. The Project would increase transit speed, reliability, and passenger-carrying capacity, serving high existing ridership. In addition, the Project would provide transit for future population and employment growth along the corridor (Figure 1). Because of federal involvement, the Project is considered an undertaking as defined in 36 Code of Federal Regulations (CFR) Part 800.16(y). FTA is also preparing environmental documentation pursuant to the National Environmental Policy Act (NEPA) to analyze potential impacts associated with the Project. With this letter, FTA is initiating Section 106 consultation under the National Historic Preservation Act and requesting review and comment on the proposed APE (Figures 2 and 3).

Project Description

The Project would provide electric trolley bus rapid transit service between Downtown Seattle and the Roosevelt neighborhood in northeast Seattle. The Project would also serve the Belltown, South Lake Union, Eastlake, and University District neighborhoods (Figure 1). Buses would operate in their own lane or in mixed traffic.

The Project would provide a number of transit improvements to enable faster, more reliable bus service for more people through a series of targeted investments along the corridor. Service is proposed to begin in 2024.

Project Corridor

The southern terminus of the Project corridor would be located at an existing RapidRide stop on S. Main Street between 3rd and 4th Avenues. From here, the alignment would follow 3rd Avenue north through downtown Seattle to Belltown where northbound buses would continue north on Virginia Street and travel southbound on Stewart Street. From the Virginia/Stewart couplet, the route would travel on Fairview Avenue North through South Lake Union. The alignment would continue on Fairview Avenue N. to Eastlake Avenue E. and then cross the University Bridge (Eastlake Avenue E). North of the University Bridge, the alignment would travel through the University District and Roosevelt neighborhoods along 11th Avenue NE to 12th Avenue NE for northbound buses, and Roosevelt Way NE for southbound buses. The northern terminus for service would be on NE 65th Street at the future Roosevelt Link light rail station.

The Project would include southern and northern layovers where buses would park while transitioning between service in either direction. Layovers would be located within existing right-of-way. The southern layover would use an existing layover area on S. Main Street (Figure 1). Buses would park on the south shoulder of S Main St in areas between 2nd Avenue S. and 4th Avenue S. where buses currently layover. SDOT is studying three options for the northern layover. Depending on the option selected buses would layover on NE 67th Street or on 12th Avenue NE and Roosevelt Way NE. With two of the layover options buses would use NE 67th Street to turnaround from the northbound to the southbound direction. One option would use NE 70th Street (Figure 2 sheet 1 of 4).

Project Elements

To enhance transit speed and reliability, enhanced sign system and spot timing improvements would be implemented at most intersections between South Lake Union and the Roosevelt terminus. Roadway improvements, including transit-only and business access and transit lanes, would be provided in strategic locations and identified with striping and signage and would be colored red in certain locations.

In addition to the transit improvements, non-motorized improvements in the corridor would include protected bicycle lanes along portions of the corridor, Americans with Disabilities Act

(ADA)-compliant curb ramps at intersections near station locations, and other intersection updates including crosswalk striping to improve safety for pedestrians accessing the stations.

The Project would include construction of 26 new RapidRide stations, 13 per direction of travel from Third Avenue to NE 65th Street. Some stations would be located within the existing sidewalk, while others would be located on new bus stop islands. Where needed, asphalt pavement would be replaced with concrete on roadways in the station areas to support the weight of the buses. The RapidRide Roosevelt stations would be consistent with the existing RapidRide station standard, typically 80 feet long and including a 12-foot-long shelter/transit canopy. Each station would have a real-time arrival information system display, an off-board fare collection/card reader, benches, pedestrian level lighting, trash receptacles, and RapidRide branding elements including signature sign posts/RapidRide blade marker and route information maps. All stations would be ADA-accessible. The RapidRide Roosevelt line would serve nine existing stations in downtown Seattle.

The Project vehicles would be rubber-tired and powered by electricity through an overhead contact system (OCS). Along much of the corridor buses would use existing OCS infrastructure. North of the University Bridge, starting at Eastlake Avenue E. and NE 40th Street, new OCS poles and wires would be required along Roosevelt Way NE and 11th Avenue NE/12th Avenue NE, along with a traction power substation (TPSS) used to provide power to the electric buses. A TPSS is approximately 13 feet by 21 feet plus an additional 5-foot buffer around the TPSS. SDOT is studying four options for the TPSS site (Figure 2) all within publicly-owned property. There would be no connections to buildings for the OCS wires and connection to the TPSS would use OCS poles or existing utility poles depending on the option selected. South of the University Bridge existing OCS infrastructure would be utilized except for locations where the roadway intersection would be widened, requiring some OCS poles to be replaced. The Project would also require an upgrade to an existing communications cabinet located east of the Project corridor on the southwest corner of NE 68th Street and 15th Avenue NE and connected to the Project corridor with wiring attached to existing utility poles along NE 65th Street and 15th Avenue NE.

The Project would include mill and overlay paving along 11th and 12th Avenues NE from the University Bridge to NE 67th Street. Milling and overlay consists of removal and replacement and resurfacing of the top 2-inch layer of asphalt surfacing to the underlying cement concrete base pavement. The Project will also include improvements to failed areas of the underlying base pavement in need of repair in this area. Spot repairs to the base pavement section will be made and once completed, the roadway will be resurfaced with a new 2-inch wearing course of asphalt pavement. The base pavement section is about 12-inches of Portland cement concrete over 6-inches of compacted gravel. The total depth (or full depth) of restoration in the areas of base repair is about 20-inches.

Mill and overlay paving, spot repairs and full depth paving is also proposed on Eastlake Avenue E. between Fairview Avenue and Harvard Avenue E. Pavement on Eastlake Avenue East is in poor condition and the mill and overlay in this section would include extensive areas of repair of the underlying base pavement.

The Project would also include the installation of stormwater detention facilities at certain locations along the corridor at depths up to 10 feet depending on the size of the piping used for detention. The project would also relocate, modify, or protect existing utilities that conflict with Project elements.

Project Construction

Project construction would require about 18 months to complete, but construction would be phased to minimize construction impacts. Construction is planned to be limited to existing right-of-way but may require temporary construction easements. Construction would affect on-street parking and require temporary closure of travel lanes. Temporary sidewalk closures with signage noting detour routes would be necessary when constructing around stations and installing utilities or OCS poles. Travel lanes would be closed for short periods of time and traffic detoured. Construction staging would be within the existing roadway right-of-way where construction is occurring, and additional areas required for staging outside of existing right-of-way would be identified during final design.

Proposed Area of Potential Effects

The horizontal APE includes both the existing transportation right-of-way throughout the corridor, and those parcels immediately adjacent to areas of Project-related above-ground structures. Above-ground structures include new or upgraded bus stations, new or relocated OCS poles, the TPSS site, an upgraded communications cabinet, and traffic signal improvements. For ground-disturbing activities related to paving, stormwater detention facilities, and utility relocations along with construction staging areas the horizontal APE is within the existing transportation right-of-way. No ground disturbance would occur in areas where existing utility poles are used to hang OCS wire or connect to a TPSS (Figure 2 sheet 1 of 4). No project improvements are proposed for the corridor south of the Virginia Street/3rd Avenue intersection. Please see Figure 2 sheet 4 of 4.

Currently, transit buses operate on all portions of the corridor. 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. This follows the APE's developed recently for similar transit projects, such as SDOT's Madison Bus Rapid Transit Project, Sound Transit Tacoma Link Expansion and Spokane Transit Authority Spokane Central City Line.

The vertical APE for prehistoric- and historic-period archaeological resources consists of the area that would be disturbed in constructing the Project. The depth of the ground disturbance will vary according to the type of construction. Ground disturbance within the APE would be limited to approximately 3 feet deep for station improvements; OCS poles would be installed at depths between 10 to 15 feet; pavement replacement and repair excavation would be at depths at a maximum of 1 ½ 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.

We look forward to consulting with your office on this undertaking and would appreciate your review and comment on the proposed APE and enclosed Cultural Resources Methodology within 30 days from receipt of this letter. If you have questions regarding this notification or other questions about the project, please contact John Witmer, FTA Region 10 Community Planner, at (206) 220-7964.

Sincerely,

LINDA M
GEHRKE

Digitally signed by LINDA M
GEHRKE
DN: c=US, o=U.S. Government,
ou=FTA FTASeattleWA, ou=DOT
FTASeattleWA, cn=LINDA M
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Linda M. Gehrke
Regional Administrator

Cc: Sandra Gurkewitz, SDOT

Attachments:

- Figure 1. Proposed Alignment
- Figure 2. Proposed Area of Potential Effects
- Figure 3. Proposed Area of Potential Effects – USGS
- Draft RapidRide Roosevelt Cultural Resources Methodology

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

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Washington

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206-220-7959 (fax)

September 24, 2018

The Honorable Marie Zackuse
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**RE: Seattle Department of Transportation
RapidRide Roosevelt Project
Notification of Undertaking, Initiation of Government-to-Government
Consultation, and Request for Comment**

Dear Chairwoman Zackuse:

On December 4, 2017, the Federal Transit Administration (FTA) notified you that it was initiating an Environmental Assessment (EA) for the proposed RapidRide Roosevelt Project (Project) sponsored by the Seattle Department of Transportation (SDOT). This letter initiates government-to-government consultation under the National Historic Preservation Act and other Federal authorities to help us identify places that may have traditional religious and cultural importance to your tribal organization. We are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We also invite your comments on the proposed Area of Potential Effects (APE), as described below, and the Cultural Resources Methodology (attached).

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Linda M. Gehrke
Regional Administrator

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- Draft RapidRide Roosevelt Cultural Resources Methodology

cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Richard Young, Cultural Resources, ryoung@tulaliptribes-nsn.gov

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

REGION X
Alaska, Idaho, Oregon,
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915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

September 24, 2018

The Honorable Virginia Cross
Chairwoman
Muckleshoot Indian Tribe
39015 172nd Ave SE
Auburn, WA 98092

**RE: Seattle Department of Transportation
RapidRide Roosevelt Project
Notification of Undertaking, Initiation of Government-to-Government
Consultation, and Request for Comment**

Dear Chairwoman Cross:

On December 4, 2017, the Federal Transit Administration (FTA) notified you that it was initiating an Environmental Assessment (EA) for the proposed RapidRide Roosevelt Project (Project) sponsored by the Seattle Department of Transportation (SDOT). This letter initiates government-to-government consultation under the National Historic Preservation Act and other Federal authorities to help us identify places that may have traditional religious and cultural importance to your tribal organization. We are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We also invite your comments on the proposed Area of Potential Effects (APE), as described below, and the Cultural Resources Methodology (attached).

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The Project would provide a number of transit improvements to enable faster, more reliable bus service for more people through a series of targeted investments along the corridor. Service is proposed to begin in 2024.

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The southern terminus of the Project corridor would be located at an existing RapidRide stop on S. Main Street between 3rd and 4th Avenues. From here, the alignment would follow 3rd Avenue north through downtown Seattle to Belltown where northbound buses would continue north on Virginia Street and travel southbound on Stewart Street. From the Virginia/Stewart couplet, the route would travel on Fairview Avenue North through South Lake Union. The alignment would continue on Fairview Avenue N. to Eastlake Avenue E. and then cross the University Bridge (Eastlake Avenue E). North of the University Bridge, the alignment would travel through the University District and Roosevelt neighborhoods along 11th Avenue NE to 12th Avenue NE for northbound buses, and Roosevelt Way NE for southbound buses. The northern terminus for service would be on NE 65th Street at the future Roosevelt Link light rail station.

The Project would include southern and northern layovers where buses would park while transitioning between service in either direction. Layovers would be located within existing right-of-way. The southern layover would use an existing layover area on S. Main Street (Figure 1). Buses would park on the south shoulder of S Main St in areas between 2nd Avenue S. and 4th Avenue S. where buses currently layover. SDOT is studying three options for the northern layover. Depending on the option selected buses would layover on NE 67th Street or on 12th Avenue NE and Roosevelt Way NE. With two of the layover options buses would use NE 67th Street to turnaround from the northbound to the southbound direction. One option would use NE 70th Street (Figure 2 sheet 1 of 4).

Project Elements

To enhance transit speed and reliability, enhanced sign system and spot timing improvements would be implemented at most intersections between South Lake Union and the Roosevelt terminus. Roadway improvements, including transit-only and business access and transit lanes, would be provided in strategic locations and identified with striping and signage and would be colored red in certain locations.

In addition to the transit improvements, non-motorized improvements in the corridor would include protected bicycle lanes along portions of the corridor, Americans with Disabilities Act

(ADA)-compliant curb ramps at intersections near station locations, and other intersection updates including crosswalk striping to improve safety for pedestrians accessing the stations.

The Project would include construction of 26 new RapidRide stations, 13 per direction of travel from Third Avenue to NE 65th Street. Some stations would be located within the existing sidewalk, while others would be located on new bus stop islands. Where needed, asphalt pavement would be replaced with concrete on roadways in the station areas to support the weight of the buses. The RapidRide Roosevelt stations would be consistent with the existing RapidRide station standard, typically 80 feet long and including a 12-foot-long shelter/transit canopy. Each station would have a real-time arrival information system display, an off-board fare collection/card reader, benches, pedestrian level lighting, trash receptacles, and RapidRide branding elements including signature sign posts/RapidRide blade marker and route information maps. All stations would be ADA-accessible. The RapidRide Roosevelt line would serve nine existing stations in downtown Seattle.

The Project vehicles would be rubber-tired and powered by electricity through an overhead contact system (OCS). Along much of the corridor buses would use existing OCS infrastructure. North of the University Bridge, starting at Eastlake Avenue E. and NE 40th Street, new OCS poles and wire would be required along Roosevelt Way NE and 11th Avenue NE/12th Avenue NE, along with a traction power substation (TPSS) used to provide power to the electric buses. A TPSS is approximately 13 feet by 21 feet plus an additional 5-foot buffer around the TPSS. SDOT is studying four options for the TPSS site (Figure 2) all within publicly owned property. There would be no connections to buildings for the OCS wires and connection to the TPSS would use OCS poles or existing utility poles depending on the option selected. South of the University Bridge existing OCS infrastructure would be utilized except for locations where the roadway intersection would be widened, requiring some OCS poles to be replaced. The Project would also require an upgrade to an existing communications cabinet located east of the Project corridor on the southwest corner of NE 68th Street and 15th Avenue NE and connected to the Project corridor with wiring attached to existing utility poles along NE 65th Street and 15th Avenue NE.

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Mill and overlay paving, spot repairs and full depth paving is also proposed on Eastlake Avenue E. between Fairview Avenue and Harvard Avenue E. Pavement on Eastlake Avenue East is in poor condition and the mill and overlay in this section would include extensive areas of repair of the underlying base pavement.

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Project construction would require about 18 months to complete, but construction would be phased to minimize construction impacts. Construction is planned to be limited to existing right-of-way but may require temporary construction easements. Construction would affect on-street parking and require temporary closure of travel lanes. Temporary sidewalk closures with signage noting detour routes would be necessary when constructing around stations and installing utilities or OCS poles. Travel lanes would be closed for short periods of time and traffic detoured. Construction staging would be within the existing roadway right-of-way where construction is occurring, and additional areas required for staging outside of existing right-of-way would be identified during final design.

Proposed Area of Potential Effects

The horizontal APE includes both the existing transportation right-of-way throughout the corridor, and those parcels immediately adjacent to areas of Project related-above-ground structures. Above-ground structures include new or upgraded bus stations, new or relocated OCS poles, the TPSS site, an upgraded communications cabinet, and traffic signal improvements. For ground-disturbing activities related to paving, stormwater detention facilities, and utility relocations along with construction staging areas the horizontal APE is within the existing transportation right-of-way. No ground disturbance would occur in areas where existing utility poles are used to hang OCS wire or connect to a TPSS (Figure 2 sheet 1 of 4). No project improvements are proposed for the corridor south of the Virginia Street/3rd Avenue intersection. Please see Figure 2 sheet 4 of 4.

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The vertical APE for prehistoric- and historic-period archaeological resources consists of the area that would be disturbed in constructing the Project. The depth of the ground disturbance will vary according to the type of construction. Ground disturbance within the APE would be limited to approximately 3 feet deep for station improvements; OCS poles would be installed at depths between 10 to 15 feet; pavement replacement and repair excavation would be at depths at a maximum of 1 ½ 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.

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Linda M. Gehrke
Regional Administrator

Attachments:

- Figure 1. Proposed Alignment
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cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Laura Murphy, Cultural Resources, laura.murphy@muckleshoot.nsn.us

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

REGION X
Alaska, Idaho, Oregon,
Washington

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

September 24, 2018

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

**RE: Seattle Department of Transportation
RapidRide Roosevelt Project
Notification of Undertaking, Initiation of Government-to-Government
Consultation, and Request for Comment**

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Linda M. Gehrke
Regional Administrator

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cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Steve Mullen-Moses, Cultural Resources, steve@snoqualmietribe.us

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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
206-220-7959 (fax)

September 24, 2018

The Honorable Shawn Yanity, Chairman
Stillaguamish Tribe of Indians of Washington
3322 236th Street NE
P.O. Box 277
Arlington, WA 98223-0277

**RE: Seattle Department of Transportation
RapidRide Roosevelt Project
Notification of Undertaking, Initiation of Government-to-Government
Consultation, and Request for Comment**

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FTA, in cooperation with SDOT, proposes to make transit improvements as part of the Project in the City of Seattle, King County, Washington. The Project would provide high-quality rapid transit service through an approximately 6-mile corridor connecting downtown Seattle to northeast neighborhoods. The Project would increase transit speed, reliability, and passenger-carrying capacity, serving high existing ridership. In addition, the Project would provide transit for future population and employment growth along the corridor (Figure 1). Because of federal involvement, the project is considered an undertaking as defined in 36 Code of Federal Regulations (CFR) Part 800.16(y). FTA is also preparing environmental documentation pursuant to the National Environmental Policy Act (NEPA) to analyze potential impacts associated with the proposed project.

Project Description

The Project would provide electric trolley bus rapid transit service between Downtown Seattle and the Roosevelt neighborhood in northeast Seattle. The project would also serve the Belltown, South Lake Union, Eastlake, and University District neighborhoods (Figure 1). Buses would operate in their own lane or in mixed traffic.

The Project would provide a number of transit improvements to enable faster, more reliable bus service for more people through a series of targeted investments along the corridor. Service is proposed to begin in 2024.

Project Corridor

The southern terminus of the Project corridor would be located at an existing RapidRide stop on S. Main Street between 3rd and 4th Avenues. From here, the alignment would follow 3rd Avenue north through downtown Seattle to Belltown where northbound buses would continue north on Virginia Street and travel southbound on Stewart Street. From the Virginia/Stewart couplet, the route would travel on Fairview Avenue North through South Lake Union. The alignment would continue on Fairview Avenue N. to Eastlake Avenue E. and then cross the University Bridge (Eastlake Avenue E). North of the University Bridge, the alignment would travel through the University District and Roosevelt neighborhoods along 11th Avenue NE to 12th Avenue NE for northbound buses, and Roosevelt Way NE for southbound buses. The northern terminus for service would be on NE 65th Street at the future Roosevelt Link light rail station.

The Project would include southern and northern layovers where buses would park while transitioning between service in either direction. Layovers would be located within existing right-of-way. The southern layover would use an existing layover area on S. Main Street (Figure 1). Buses would park on the south shoulder of S Main St in areas between 2nd Avenue S. and 4th Avenue S. where buses currently layover. SDOT is studying three options for the northern layover. Depending on the option selected buses would layover on NE 67th Street or on 12th Avenue NE and Roosevelt Way NE. With two of the layover options buses would use NE 67th Street to turnaround from the northbound to the southbound direction. One option would use NE 70th Street (Figure 2 sheet 1 of 4).

Project Elements

To enhance transit speed and reliability, enhanced sign system and spot timing improvements would be implemented at most intersections between South Lake Union and the Roosevelt terminus. Roadway improvements, including transit-only and business access and transit lanes, would be provided in strategic locations and identified with striping and signage and would be colored red in certain locations.

In addition to the transit improvements, non-motorized improvements in the corridor would include protected bicycle lanes along portions of the corridor, Americans with Disabilities Act (ADA)-compliant curb ramps at intersections near station locations, and other intersection updates including crosswalk striping to improve safety for pedestrians accessing the stations.

The Project would include construction of 26 new RapidRide stations, 13 per direction of travel from Third Avenue to NE 65th Street. Some stations would be located within the existing sidewalk, while others would be located on new bus stop islands. Where needed, asphalt pavement would be replaced with concrete on roadways in the station areas to support the weight of the buses. The RapidRide Roosevelt stations would be consistent with the existing RapidRide station standard, typically 80 feet long and including a 12-foot-long shelter/transit canopy. Each station would have a real-time arrival information system display, an off-board fare collection/card reader, benches, pedestrian level lighting, trash receptacles, and RapidRide branding elements including signature sign posts/RapidRide blade marker and route information maps. All stations would be ADA-accessible. The RapidRide Roosevelt line would serve nine existing stations in downtown Seattle.

The Project vehicles would be rubber-tired and powered by electricity through an overhead contact system (OCS). Along much of the corridor buses would use existing OCS infrastructure. North of the University Bridge, starting at Eastlake Avenue E. and NE 40th Street, new OCS poles and wire would be required along Roosevelt Way NE and 11th Avenue NE/12th Avenue NE, along with a traction power substation (TPSS) used to provide power to the electric buses. A TPSS is approximately 13 feet by 21 feet plus an additional 5-foot buffer around the TPSS. SDOT is studying four options for the TPSS site (Figure 2) all within publicly owned property. There would be no connections to buildings for the OCS wires and connection to the TPSS would use OCS poles or existing utility poles depending on the option selected. South of the University Bridge existing OCS infrastructure would be utilized except for locations where the roadway intersection would be widened, requiring some OCS poles to be replaced. The Project would also require an upgrade to an existing communications cabinet located east of the Project corridor on the southwest corner of NE 68th Street and 15th Avenue NE and connected to the Project corridor with wiring attached to existing utility poles along NE 65th Street and 15th Avenue NE.

The Project would include mill and overlay paving along 11th and 12th Avenues NE from the University Bridge to NE 67th Street. Milling and overlay consists of removal and replacement and resurfacing of the top 2-inch layer of asphalt surfacing to the underlying cement concrete base pavement. The Project will also include improvements to failed areas of the underlying base pavement in need of repair in this area. Spot repairs to the base pavement section will be made and once completed, the roadway will be resurfaced with a new 2-inch wearing course of asphalt pavement. The base pavement section is about 12-inches of Portland cement concrete over 6-inches of compacted gravel. The total depth (or full depth) of restoration in the areas of base repair is about 20-inches.

Mill and overlay paving, spot repairs and full depth paving is also proposed on Eastlake Avenue E. between Fairview Avenue and Harvard Avenue E. Pavement on Eastlake Avenue East is in poor condition and the mill and overlay in this section would include extensive areas of repair of the underlying base pavement.

The Project would also include the installation of stormwater detention facilities at certain locations along the corridor at depths up to 10 feet depending on the size of the piping used for detention. The project would also relocate, modify, or protect existing utilities that conflict with Project elements.

Project Construction

Project construction would require about 18 months to complete, but construction would be phased to minimize construction impacts. Construction is planned to be limited to existing right-of-way but may require temporary construction easements. Construction would affect on-street parking and require temporary closure of travel lanes. Temporary sidewalk closures with signage noting detour routes would be necessary when constructing around stations and installing utilities or OCS poles. Travel lanes would be closed for short periods of time and traffic detoured. Construction staging would be within the existing roadway right-of-way where construction is occurring, and additional areas required for staging outside of existing right-of-way would be identified during final design.

Proposed Area of Potential Effects

The horizontal APE includes both the existing transportation right-of-way throughout the corridor, and those parcels immediately adjacent to areas of Project related-above-ground structures. Above-ground structures include new or upgraded bus stations, new or relocated OCS poles, the TPSS site, an upgraded communications cabinet, and traffic signal improvements. For ground-disturbing activities related to paving, stormwater detention facilities, and utility relocations along with construction staging areas the horizontal APE is within the existing transportation right-of-way. No ground disturbance would occur in areas where existing utility poles are used to hang OCS wire or connect to a TPSS (Figure 2 sheet 1 of 4). No project improvements are proposed for the corridor south of the Virginia Street/3rd Avenue intersection. Please see Figure 2 sheet 4 of 4.

Currently, transit buses operate on all portions of the corridor. 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. This follows the APE's developed recently for similar transit projects, such as SDOT's Madison Bus Rapid Transit Project, Sound Transit Tacoma Link Expansion and Spokane Transit Authority Spokane Central City Line.

The vertical APE for prehistoric- and historic-period archaeological resources consists of the area that would be disturbed in constructing the Project. The depth of the ground disturbance will vary according to the type of construction. Ground disturbance within the APE would be limited to approximately 3 feet deep for station improvements; OCS poles would be installed at depths between 10 to 15 feet; pavement replacement and repair excavation would be at depths at a maximum of 1 ½ 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.

We look forward to consulting with your office on this undertaking and would appreciate your review and comment on the proposed APE and enclosed Cultural Resources Methodology within 30 days from receipt of this letter. If you have questions regarding this notification or other questions about the project, please contact John Witmer, FTA Region 10 Community Planner, at (206) 220-7964.

Sincerely,

**LINDA M
GEHRKE**

Digitally signed by LINDA M
GEHRKE
DN: c=US, o=U.S. Government,
ou=FTA FTASeattleWA, ou=DOT
FTASeattleWA, cn=LINDA M
GEHRKE
Date: 2018.09.24 12:25:48 -07'00'

Linda M. Gehrke
Regional Administrator

Attachments:

- Figure 1. Proposed Alignment
- Figure 2. Proposed Area of Potential Effects
- Figure 3. Proposed Area of Potential Effects – USGS
- Draft RapidRide Roosevelt Cultural Resources Methodology

cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Dennis Lewarch, THPO, dlewarch@suquamish.nsn.us

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

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

September 24, 2018

The Honorable JoDe L. Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
PO Box 151
Toppenish, WA 98948

**RE: Seattle Department of Transportation
RapidRide Roosevelt Project
Notification of Undertaking, Initiation of Government-to-Government
Consultation, and Request for Comment**

Dear Chairman Goudy:

On December 4, 2017, the Federal Transit Administration (FTA) notified you that it was initiating an Environmental Assessment (EA) for the proposed RapidRide Roosevelt Project (Project) sponsored by the Seattle Department of Transportation (SDOT). This letter initiates government-to-government consultation under the National Historic Preservation Act and other Federal authorities to help us identify places that may have traditional religious and cultural importance to your tribal organization. We are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We also invite your comments on the proposed Area of Potential Effects (APE), as described below, and the Cultural Resources Methodology (attached).

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Sincerely,

**LINDA M
GEHRKE**

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GEHRKE
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ou=FTA FTASeattleWA, ou=DOT
FTASeattleWA, cn=LINDA M
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Date: 2018.09.24 12:27:54 -07'00'

Linda M. Gehrke
Regional Administrator

Attachments:

- Figure 1. Proposed Alignment
- Figure 2. Proposed Area of Potential Effects
- Figure 3. Proposed Area of Potential Effects – USGS
- Draft RapidRide Roosevelt Cultural Resources Methodology

cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Kate Valdez, THPO, kate@yakama.com
Johnson Meninick, Cultural Resources, johnson@yakama.com

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From: Steven Mullen-Moses
To: [Witmer, John \(FTA\)](mailto:John.Witmer@dot.gov)
Cc: [fta.tro10mail](mailto:fta.tro10mail@dot.gov); [Changchien, Amy \(FTA\)](mailto:Amy.Changchien@dot.gov); [Assam, Mark \(FTA\)](mailto:Mark.Assam@dot.gov); [Gurkewitz, Sandra](mailto:Sandra.Gurkewitz@seattle.gov)
Subject: RE: RapidRide Roosevelt project - APE and Methodology
Date: Tuesday, September 25, 2018 9:05:58 AM

Thank you for the opportunity to review and comment. Based on the information provided and our understanding of the project and its APE, we would recommend an archeological survey be performed for this project. This is in an area the Snoqualmie Tribe considers culturally significant and also has a moderate probability to have unknown archaeological deposits. If any archaeological field work is conducted we would like to be on site. Thank you.

Steven Mullen-Moses

Director of Archaeology & Historic Preservation

sduk^walbix^w

Desk: **425-292-0249 x2010**

Cell: 425 -495-6097

steve@snoqualmietribe.us

From: Witmer, John (FTA) [mailto:John.Witmer@dot.gov]
Sent: Monday, September 24, 2018 4:58 PM
To: Steven Mullen-Moses <steve@snoqualmietribe.us>
Cc: [fta.tro10mail](mailto:fta.tro10mail@dot.gov) <fta.tro10mail@dot.gov>; [Changchien, Amy \(FTA\)](mailto:Amy.Changchien@dot.gov) <Amy.Changchien@dot.gov>; [Assam, Mark \(FTA\)](mailto:Mark.Assam@dot.gov) <Mark.Assam@dot.gov>; [Gurkewitz, Sandra](mailto:Sandra.Gurkewitz@seattle.gov) <Sandra.Gurkewitz@seattle.gov>
Subject: RapidRide Roosevelt project - APE and Methodology

Steve: For your review and comment. John

John Witmer
FTA Region 10
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002
206-220-7964

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

October 9, 2018

Mr. John Witmer
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

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

Dear Mr. Witmer:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the RapidRide Roosevelt project. I have reviewed your description and map of the area of potential effect (APE) and have no comments at this time. I have also reviewed the proposed survey methodology and think it looks adequate to the project. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

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

Finally, please note that in order to streamline responses, DAHP requires that all documents related to project reviews be submitted electronically. Correspondence, reports, notices, photos, etc. must now be submitted in PDF or JPG format. For more information about how to submit documents to DAHP please visit: <http://www.dahp.wa.gov/programs/shpo-compliance>. To assist you in conducting a cultural resource survey and inventory effort, DAHP has developed guidelines including requirements for survey reports. You can view or download a copy from our website.

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

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



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

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

December 12, 2018

Dr. Allyson Brooks
State Historic Preservation Officer
PO Box 48343
Olympia, WA
98504-8343

**Subject: Seattle Department of Transportation (SDOT)
RapidRide Roosevelt Project
Determinations of Eligibility and Effect
DAHP Project Tracking Code: 2017-09-06925
FTA Grant No.: (TBD)**

Dear Dr. Brooks:

On September 24, 2018, pursuant to 36 Code of Federal Regulation (CFR) Part 800 – Protection of Historic Places, and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated Section 106 consultation with your office, and provided you with an Area of Potential Effects (APE) determination and cultural resources methodology for the RapidRide Roosevelt Project (Project) for the Seattle Department of Transportation (SDOT) in Seattle, Washington. On October 9, 2018, the Washington Department of Archaeology and Historic Preservation (DAHP) concurred with the APE and methodology.

Attached for your review is the RapidRide Roosevelt Cultural Resources Technical Report (CRTR), dated November 2018. The CRTR documents investigation and analysis to identify and assess effects on historic resources on or eligible for the National Register of Historic Places (NRHP) within the established APE for the Project. The CRTR includes a discussion of cultural resources laws and regulations (Section 2) and methodology for field investigations (Section 3). Section 4 outlines the consultation that occurred between FTA, SDOT, interested Indian Tribes, and the Washington State Historic Preservation Officer (SHPO). Section 5 provides information on the natural setting and geomorphology. Section 6 examines the cultural context of the study area, and Section 7 the affected environment, including results of the archaeological and built environment surveys. Potential environmental effects are discussed in Section 8 and potential mitigation measures are provided in Section 9. The

December 12, 2018

Page 2

appendices of the CRTR include a table of all historic-era built environment resources surveyed including those previously surveyed; archaeological field investigations; agency and tribal consultation documentation; and an Inadvertent Discovery Plan (IDP) that will be implemented during construction of the Project.

As discussed in the CRTR, existing site records and literature were reviewed to determine if any archaeological or historic built environment resources were located within the APE. Additional research was completed using the 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. The built environment field survey encompassed standing structures built in 1976 or earlier. All properties from this period were evaluated to determine if they were eligible for listing in the National Register of Historic Places (NRHP).

Based on the aforementioned research and analysis, FTA has made the following determinations:

- There are no archaeological resources listed on or eligible for the NRHP within the APE.
- There are 41 historic resources listed on or eligible for the NRHP, including two NRHP historic districts, within the APE (these resources and districts are listed in Section 7.0 of the attached CRTR).
- The Project would result in **no adverse effect**.

Pursuant to 36 CFR Part 800, FTA is seeking DAHP 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 John Witmer at (206) 220-7964 or john.witmer@dot.gov. Thank you for your assistance.

Sincerely,

LINDA M
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Date: 2018.12.12 09:54:14 -08'00'

Linda M. Gehrke
Regional Administrator

Cc: Sandra Gurkewitz, SDOT

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report



U.S. Department
of Transportation
**Federal Transit
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REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

December 19, 2018

The Honorable Marie Zackuse
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**RE: Seattle Department of Transportation (SDOT)
RapidRide Roosevelt Project
Determinations of Eligibility and Effect
FTA grant no. (TBD)**

Dear Chairwoman Zackuse:

On September 24, 2018, pursuant to 36 Code of Federal Regulation (CFR) Part 800 – Protection of Historic Places, and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated government-to-government consultation under the National Historic Preservation Act and other Federal authorities to help us identify places that may have traditional religious and cultural importance to your tribal organization for the RapidRide Roosevelt Project (Project) sponsored by the Seattle Department of Transportation (SDOT) in Seattle, Washington. FTA also invited comments on the Area of Potential Effects (APE) and the Cultural Resources Methodology.

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historic-era built environment resources surveyed including those previously surveyed; archaeological field investigations; agency and tribal consultation documentation; and an Inadvertent Discovery Plan (IDP) that will be implemented during construction of the Project.

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If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact John Witmer at (206) 220-7964 or john.witmer@dot.gov. Thank you for your assistance.

Sincerely,

**LINDA M
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Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report

cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Richard Young, Cultural Resources, ryoung@tulaliptribes-nsn.gov



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

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

December 19, 2018

The Honorable Virginia Cross
Chairwoman
Muckleshoot Indian Tribe
39015 172nd Ave SE
Auburn, WA 98092

**RE: Seattle Department of Transportation (SDOT)
RapidRide Roosevelt Project
Determinations of Eligibility and Effect
FTA grant no. (TBD)**

Dear Chairwoman Cross:

On September 24, 2018, pursuant to 36 Code of Federal Regulation (CFR) Part 800 – Protection of Historic Places, and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated government-to-government consultation under the National Historic Preservation Act and other Federal authorities to help us identify places that may have traditional religious and cultural importance to your tribal organization for the RapidRide Roosevelt Project (Project) sponsored by the Seattle Department of Transportation (SDOT) in Seattle, Washington. FTA also invited comments on the Area of Potential Effects (APE) and the Cultural Resources Methodology.

Attached for your review is the RapidRide Roosevelt Cultural Resources Technical Report (CRTR), dated November 2018. The CRTR documents investigation and analysis to identify and assess effects on historic resources on or eligible for the National Register of Historic Places (NRHP) within the established APE for the Project. The CRTR includes a discussion of cultural resources laws and regulations (Section 2) and methodology for field investigations (Section 3). Section 4 outlines the consultation that occurred between FTA, SDOT, interested Indian Tribes, and the Washington State Historic Preservation Officer (SHPO). Section 5 provides information on the natural setting and geomorphology. Section 6 examines the cultural context of the study area, and Section 7 the affected environment, including results of the archaeological and built environment surveys. Potential environmental effects are discussed in Section 8 and potential mitigation measures are provided in Section 9. The appendices of the CRTR include a table of all

historic-era built environment resources surveyed including those previously surveyed; archaeological field investigations; agency and tribal consultation documentation; and an Inadvertent Discovery Plan (IDP) that will be implemented during construction of the Project.

As discussed in the CRTR, existing site records and literature were reviewed to determine if any archaeological or historic built environment resources were located within the APE. Additional research was completed using the 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. The built environment field survey encompassed standing structures built in 1976 or earlier. All properties from this period were evaluated to determine if they were eligible for listing in the National Register of Historic Places (NRHP).

Based on the aforementioned research and analysis, FTA has made the following determinations:

- There are no archaeological resources listed on or eligible for the NRHP within the APE.
- There are 41 historic resources listed on or eligible for the NRHP, including two NRHP historic districts, within the APE (these resources and districts are listed in Section 7.0 of the attached CRTR).
- The Project would result in **no adverse effect**.

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 John Witmer at (206) 220-7964 or john.witmer@dot.gov. Thank you for your assistance.

Sincerely,

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c=LINDA M GEHRKE
Date: 2018.12.19 12:14:17 -0800

Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report

cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Laura Murphy, Cultural Resources, laura.murphy@muckleshoot.nsn.us



U.S. Department
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**Federal Transit
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December 19, 2018

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

**RE: Seattle Department of Transportation (SDOT)
RapidRide Roosevelt Project
Determinations of Eligibility and Effect
FTA grant no. (TBD)**

Dear Chairman de los Angeles:

On September 24, 2018, pursuant to 36 Code of Federal Regulation (CFR) Part 800 – Protection of Historic Places, and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated government-to-government consultation under the National Historic Preservation Act and other Federal authorities to help us identify places that may have traditional religious and cultural importance to your tribal organization for the RapidRide Roosevelt Project (Project) sponsored by the Seattle Department of Transportation (SDOT) in Seattle, Washington. FTA also invited comments on the Area of Potential Effects (APE) and the Cultural Resources Methodology.

On September 25, 2018, FTA received the following comment from the Snoqualmie Indian Tribe:

Based on the information provided and our understanding of the project and its APE, we would recommend an archeological survey be performed for this project. This is in an area the Snoqualmie Tribe considers culturally significant and also has a moderate probability to have unknown archaeological deposits. If any archaeological field work is conducted we would like to be on site.

Attached for your review is the RapidRide Roosevelt Cultural Resources Technical Report (CRTR), dated November 2018. The CRTR documents investigation and analysis to identify and assess effects on historic resources on or eligible for the National Register of Historic Places

(NRHP) within the established APE for the Project. The CRTR includes a discussion of cultural resources laws and regulations (Section 2) and methodology for field investigations (Section 3). Section 4 outlines the consultation that occurred between FTA, SDOT, interested Indian Tribes, and the Washington State Historic Preservation Officer (SHPO). Section 5 provides information on the natural setting and geomorphology. Section 6 examines the cultural context of the study area, and Section 7 the affected environment, including results of the archaeological and built environment surveys. Potential environmental effects are discussed in Section 8 and potential mitigation measures are provided in Section 9. The appendices of the CRTR include a table of all historic-era built environment resources surveyed including those previously surveyed; archaeological field investigations; agency and tribal consultation documentation; and an Inadvertent Discovery Plan (IDP) that will be implemented during construction of the Project.

The Tribe's comments are noted in Sections 8.1 and 9.1.1 of the CRTR. Section 9.1.1 addresses the comments by recommending archaeological monitoring when ground disturbance exceeds 18 inches in depth and the preparation of an Archaeological Monitoring Plan before construction. For those areas where an archeological monitor is required, coordination will occur with the Snoqualmie Tribe prior to field work.

As discussed in the CRTR, existing site records and literature were reviewed to determine if any archaeological or historic built environment resources were located within the APE. Additional research was completed using the 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. The built environment field survey encompassed standing structures built in 1976 or earlier. All properties from this period were evaluated to determine if they were eligible for listing in the National Register of Historic Places (NRHP).

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- The Project would result in **no adverse effect**.

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 John Witmer at (206) 220-7964 or john.witmer@dot.gov. Thank you for your assistance.

Sincerely,

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Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report

cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Steve Mullen-Moses, Cultural Resources, steve@snoqualmTribe.us

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U.S. Department
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December 19, 2018

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
3322 236th Street NE
P.O. Box 277
Arlington, WA 98223-0277

**RE: Seattle Department of Transportation (SDOT)
RapidRide Roosevelt Project
Determinations of Eligibility and Effect
FTA grant no. (TBD)**

Dear Chairman Yanity:

On September 24, 2018, pursuant to 36 Code of Federal Regulation (CFR) Part 800 – Protection of Historic Places, and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated government-to-government consultation under the National Historic Preservation Act and other Federal authorities to help us identify places that may have traditional religious and cultural importance to your tribal organization for the RapidRide Roosevelt Project (Project) sponsored by the Seattle Department of Transportation (SDOT) in Seattle, Washington. FTA also invited comments on the Area of Potential Effects (APE) and the Cultural Resources Methodology.

Attached for your review is the RapidRide Roosevelt Cultural Resources Technical Report (CRTR), dated November 2018. The CRTR documents investigation and analysis to identify and assess effects on historic resources on or eligible for the National Register of Historic Places (NRHP) within the established APE for the Project. The CRTR includes a discussion of cultural resources laws and regulations (Section 2) and methodology for field investigations (Section 3). Section 4 outlines the consultation that occurred between FTA, SDOT, interested Indian Tribes, and the Washington State Historic Preservation Officer (SHPO). Section 5 provides information on the natural setting and geomorphology. Section 6 examines the cultural context of the study area, and Section 7 the affected environment, including results of the archaeological and built environment surveys. Potential environmental effects are discussed in Section 8 and potential

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Based on the aforementioned research and analysis, FTA has made the following determinations:

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- There are 41 historic resources listed on or eligible for the NRHP, including two NRHP historic districts, within the APE (these resources and districts are listed in Section 7.0 of the attached CRTR).
- The Project would result in **no adverse effect**.

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 John Witmer at (206) 220-7964 or john.witmer@dot.gov. Thank you for your assistance.

Sincerely,

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Date: 2018.12.19 12:28:33 -08'00'

Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report

cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Kerry Lyste, Cultural Resources, KLyste@stillaguamish.com
Jennifer Van Eyk, Cultural Resources, JVanEyke@stillaguamish.com



U.S. Department
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

December 19, 2018

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
PO Box 498
Suquamish, WA 98392

**RE: Seattle Department of Transportation (SDOT)
RapidRide Roosevelt Project
Determinations of Eligibility and Effect
FTA grant no. (TBD)**

Dear Chairman Forsman:

On September 24, 2018, pursuant to 36 Code of Federal Regulation (CFR) Part 800 – Protection of Historic Places, and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated government-to-government consultation under the National Historic Preservation Act and other Federal authorities to help us identify places that may have traditional religious and cultural importance to your tribal organization for the RapidRide Roosevelt Project (Project) sponsored by the Seattle Department of Transportation (SDOT) in Seattle, Washington. FTA also invited comments on the Area of Potential Effects (APE) and the Cultural Resources Methodology.

Attached for your review is the RapidRide Roosevelt Cultural Resources Technical Report (CRTR), dated November 2018. The CRTR documents investigation and analysis to identify and assess effects on historic resources on or eligible for the National Register of Historic Places (NRHP) within the established APE for the Project. The CRTR includes a discussion of cultural resources laws and regulations (Section 2) and methodology for field investigations (Section 3). Section 4 outlines the consultation that occurred between FTA, SDOT, interested Indian Tribes, and the Washington State Historic Preservation Officer (SHPO). Section 5 provides information on the natural setting and geomorphology. Section 6 examines the cultural context of the study area, and Section 7 the affected environment, including results of the archaeological and built environment surveys. Potential environmental effects are discussed in Section 8 and potential mitigation measures are provided in Section 9. The appendices of the CRTR include a table of all

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- The Project would result in **no adverse effect**.

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 John Witmer at (206) 220-7964 or john.witmer@dot.gov. Thank you for your assistance.

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Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report

cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Dennis Lewarch, THPO, dlewarch@suquamish.nsn.us



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
206-220-7959 (fax)

December 19, 2018

The Honorable JoDe L. Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
PO Box 151
Toppenish, WA 98948

**RE: Seattle Department of Transportation (SDOT)
RapidRide Roosevelt Project
Determinations of Eligibility and Effect
FTA grant no. (TBD)**

Dear Chairman Goudy:

On September 24, 2018, pursuant to 36 Code of Federal Regulation (CFR) Part 800 – Protection of Historic Places, and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated government-to-government consultation under the National Historic Preservation Act and other Federal authorities to help us identify places that may have traditional religious and cultural importance to your tribal organization for the RapidRide Roosevelt Project (Project) sponsored by the Seattle Department of Transportation (SDOT) in Seattle, Washington. FTA also invited comments on the Area of Potential Effects (APE) and the Cultural Resources Methodology.

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- The Project would result in **no adverse effect**.

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 John Witmer at (206) 220-7964 or john.witmer@dot.gov. Thank you for your assistance.

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Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report

cc: Sandra Gurkewitz, SDOT, Sandra.Gurkewitz@seattle.gov
Kate Valdez, THPO, kate@yakama.com
Johnson Meninick, Cultural Resources, johnson@yakama.com



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

May 23, 2019

Mr. John Witmer
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2017-09-06925
Property: RapidRide Roosevelt Project
Re: Built-Environment Evaluation

Dear Mr. Witmer:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The RapidRide Roosevelt project has been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our recent review of the built environment within the APE is as follows:

The following properties are LISTED in the National Register of Historic Places:

PROPERTY: #42480 University Bridge – Seattle
PROPERTY: #44352 Seattle Public Library - University Branch
PROPERTY: #108510 Residence
PROPERTY: #108512 Residence
PROPERTY: #108513 Residence
PROPERTY: #108544 Residence
PROPERTY: #108564 Residence
PROPERTY: #634568 Residence
PROPERTY: #634570 Residence
PROPERTY: #634571 Residence
PROPERTY: #634573 Residence
PROPERTY: #655916 Residence

DAHP concurs that the following properties are ELIGIBLE for listing in the NRHP:

PROPERTY: #41188 Ford Assembly Plant
PROPERTY: #42841 Gene K. Zema Architectural Office
PROPERTY: #45315 Green Lake Reservoir Pump Station
PROPERTY: #45391 Green Lake Reservoir
PROPERTY: #46355 Fire Station No. 17
PROPERTY: #46465 Roosevelt High School
PROPERTY: #46474 Residence
PROPERTY: #47612 University Chevrolet Dealership



PROPERTY: #47852 Pearl Market
PROPERTY: #107294 Hardwick Swap Shop
PROPERTY: #108510 Residence
PROPERTY: #336891 Bungalow with storefronts
PROPERTY: #340818 Apartment Building
PROPERTY: #344626 University District Building
PROPERTY: #353170 Residence
PROPERTY: #362049 Residence
PROPERTY: #372669 Residence
PROPERTY: #402338 Residence
PROPERTY: #444435 Residence
PROPERTY: #453252 Residence
PROPERTY: #461279 Residence
PROPERTY: #467403 Residence
PROPERTY: #634566 Residence
PROPERTY: #637088 Residence
PROPERTY: #656200 Residence
PROPERTY: #659248 Residence
PROPERTY: #661097 Residence
PROPERTY: #676399 Seattle Times Building
PROPERTY: #713902 Residence
PROPERTY: #714950 Residence
PROPERTY: #714968 Harold's Furniture Store
PROPERTY: #714973 Apartment
PROPERTY: #714987 Bungalow Court
PROPERTY: #715129 Residence
PROPERTY: #715164 Residence
PROPERTY: #715188 Rogers Playground
PROPERTY: #715360 University of Washington Parking Garage

DAHP does not concur that the following resources are eligible for listing in the NRHP due to the irretrievable loss of historic integrity over time, limiting their ability to convey their significant historical associations with the economic history of the area:

PROPERTY: #47829 Big Bear Stores (East West Bookshop)
PROPERTY: #47838 Safeway

DAHP does not concur with the following determinations of eligibility, and believes they are ELIGIBLE for listing in the NRHP due to their retention of historic integrity:

PROPERTY: #343977 Bricklayer's Union Building
PROPERTY: #344133 Commercial Building
PROPERTY: #344620 Pacific Telephone and Telegraph Company

DAHP also concurs that the remaining historic resources that were surveyed and inventoried for the project are NOT ELIGIBLE for listing in the NRHP.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer (SHPO) in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Also, we appreciate receiving copies of any correspondence or comments from concerned tribes and



other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). Should additional information become available, our assessment may be revised.

Finally, please note that in order to streamline our responses, DAHP requires that Resource documentation (HPI, Archaeology sites, TCP) and reports be submitted electronically. Correspondence must be emailed in PDF format to the appropriate compliance email address. For more information about how to submit documents to DAHP please visit: <https://dahp.wa.gov/project-review>. To assist you in conducting a cultural resource survey and inventory effort, DAHP has developed Guidelines for Cultural Resources Reporting. You can view or download a copy from our website.

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

Sincerely,



Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



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

REGION X
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915 Second Avenue
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206-220-7954
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September 26, 2019

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
Determinations of Eligibility and Effect - Updated
DAHP Project Tracking Code: 2017-09-06925**

Dear Dr. Brooks:

The Federal Transit Administration (FTA) is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106) for the RapidRide Roosevelt Project (Project), as proposed by the Seattle Department of Transportation (SDOT). Pursuant to 36 Code of Federal Regulations (CFR) Part 800, this letter requests concurrence from the Washington State Historic Preservation Officer (SHPO) with FTA's Section 106 Determinations of Eligibility and Effects for the Project, as documented in the enclosed updated *RapidRide Roosevelt Project Cultural Resources Technical Report (CRTR)* and its attachments.

FTA initiated consultation with SHPO on September 24, 2018, and SHPO concurred with the area of potential effects (APE) on October 9, 2018. On December 12, 2018, FTA submitted the CRTR to SHPO for review and requested concurrence that the Project would have no adverse effect on cultural resources. FTA received email comments from SHPO on February 27, 2019 and a letter on May 23, 2019. In the May 23, 2019 letter, SHPO did not concur on certain determinations of eligibility. The updated CRTR addresses SHPO's comments and includes National Register of Historic Places (NRHP) eligibility determinations consistent with SHPO's May 23, 2019 letter. The updated CRTR also evaluates changes to the project since the December 12, 2018 report.

The enclosed report and its attachments address the following in detail:

- A description of the Project, including permanent improvements and temporary construction activities.
- A description of how FTA and SDOT identified and evaluated historic properties within the Project APE.
- A description of long-term and short-term effects on listed and eligible properties, as well as the avoidance, minimization and mitigation measure related to those properties that would be incorporated into the design and construction of the Project.
- A description of known archaeological resources within the Project's Archaeological APE, including a description of how they would be affected by the Project and the Project's plan for the inadvertent discovery of archaeological resources during construction.
- A description of Section 106 consultation to date with the SHPO, interested Tribes and other Section 106 Consulting Parties. FTA is also inviting the Friends of Seattle's Olmsted Parks to be a consulting party.

Architectural Resources Effects Determination

FTA has made findings of effect for the 57 historic buildings and structures located within the Project's Architectural APE, as documented in the enclosed report. The Project would result in a finding of **no adverse effect** for built environment historic properties.

- Construction activities would have effects on adjacent historic properties that would be temporary and not adverse.
- Vibration analysis identified 26 buildings that could undergo construction effects, which would be mitigated with the implementation of construction methods that would limit vibration to levels that would have no adverse effect to historic properties.
- During operation, visual effects to historic properties would occur from the new overhead contact system (OCS) north of the University Bridge along 11th Ave NE/12th Ave NE and Roosevelt Way NE, causing a minor visual effect to some of the historic properties that line these streets, including the western edge of the Ravenna-Cowen North Historic District.
- Stations added within the viewshed of historic Ravenna Boulevard and the historic University of Washington Parking Garage (4317 12th Ave NE) would have no adverse effect on these historic properties.
- The proposed Traction Power Substation site locations would have no adverse effect on historic properties.

At the Roosevelt Way NE and 11th Ave NE/12th Ave NE intersections with historic Ravenna Boulevard,¹ existing transportation facilities (timber poles, sidewalks, and traffic signal cabinets) are located within approximately 1,800 square feet of the historic property's landscaped median. The Project would expand this by roughly another 1,500 square feet, resulting in an approximate total of 3,300 square feet of the landscaped median being used for this project. Additional changes that would occur to the roadway and sidewalk corners within the historic property would be in keeping with existing conditions. The proposed modifications to NE Ravenna Boulevard would have no adverse effect to this historic property because they are in keeping with the current transportation-related uses and represent a small change to this long linear resource.

Archaeological Resources Effects Determination

The Project's plans were reviewed for effects on archaeological resources in the Archaeological APE. The literature search revealed no previously identified archaeological sites within the APE and 32 archaeological sites or isolates recorded within 0.5 mile of the APE. The literature reviewed results of archaeological monitoring and geo-archaeological analysis of geoprobes both within and in the vicinity of the APE. Based on this review, it is recommended that archaeological monitoring occur when ground disturbance exceeds 18 inches in depth, except for existing utility corridors, existing storm drainage, and existing OCS pole locations.

To address the unlikely event of encountering cultural materials during construction, an Archaeological Monitoring Plan (AMP) will be developed and an Inadvertent Discovery Plan (IDP) is included in Appendix F of the report. The implementation of the AMP and IDP would avoid, minimize and resolve any effects to archaeological resources, and the Project (as a whole) would result in **no adverse effect** for archaeological historic properties.

Request for Concurrence

Pursuant to 36 CFR Part 800, FTA is seeking SHPO concurrence with the above-described determinations within 30 days of receipt of this letter.

Section 4(f) Coordination

Under Section 4(f) of the National Transportation Act of 1966 (Section 4(f)), and pursuant to 23 CFR part 774, SHPO is the Section 4(f) Official with Jurisdiction for the historic properties affected by the Project. As a result, FTA is required to consult with SHPO prior to making its final Section 4(f) determinations for the Project. In making a Section 106 no adverse effect determination, FTA is also considering a finding of *de minimis* impact under Section 4(f) for one

¹ The *Seattle's Olmsted Parks and Boulevards (1903-1968) National Register of Historic Places Multiple Property Documentation* (MPD) Form, prepared by Historical Research Associates in 2016, describes that the Olmsted Brothers defined "boulevards" as 200-foot wide formal streets of uniform width. In contrast, "parkways" they defined as "a two-lane avenue bisected by a strip," which best describes Ravenna Boulevard. Both boulevards and parkways "incorporate a roadway and serve as ROWs [right-of-way]." Based on this information, the boundaries of historic Ravenna Boulevard include both the median and flanking roadways. The MPD provided no information indicating the width of Ravenna Boulevard extended beyond the street. Using a conservative approach to delineate the boundaries of this historic property, the Project defined the boundaries of Ravenna Boulevard as extending beyond the roadway to include the sidewalk and planting strip on either side of the streets.

September 26, 2019

Page 4

historic property (Ravenna Boulevard), part of which would be permanently acquired for the Project. Consistent with 23 CFR Part 774.5, this letter serves as notification to SHPO that FTA intends to use SHPO's written concurrence with the enclosed Section 106 no adverse effect determination for this property to reach a Section 4(f) *de minimis* impact determination.

Thank you for your consultation on the Project. Should you have any questions or require additional information, please contact John Witmer (FTA) at 206-220-7964 or by e-mail at john.witmer@dot.gov.

Sincerely,

LINDA M GEHRKE
GEHRKE

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LINDA M GEHRKE
Date: 2019.09.26
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Linda M. Gehrke
Regional Administrator

Cc: Dennis Wardlaw, DAHP
Holly Borth, DAHP
Garth Merrill, SDOT
Joel Hancock, SDOT

Enclosure: RapidRide Roosevelt Project Cultural Resources Technical Report, July 2019



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

October 1, 2019

Ms. Linda Gehrke
Deputy 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.

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) 586-3085
dennis.wardlaw@dahp.wa.gov



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

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

September 27, 2019

Jenifer Rees
Friends of Seattle's Olmsted Parks
P.O. Box 9884
Seattle, WA 98109

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
Invitation to Participate as a Section 106 Consulting Party**

Dear Ms. Rees:

The Federal Transit Administration (FTA), in cooperation with Seattle Department of Transportation (SDOT), is seeking input on the RapidRide Roosevelt Project (Project). SDOT intends to apply for funds administered by FTA for the Project, making this an undertaking subject to Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to identify historic properties that could be affected by their undertakings, evaluate the effects of their undertakings on those properties, and consult with concerned parties and tribes. SDOT helped FTA fulfill its obligations under Section 106 by documenting the evaluation in the RapidRide Roosevelt Project Cultural Resources Technical Report, which was initially submitted to the State Historic Preservation Officer (SHPO) on December 12, 2018 for concurrence on the Eligibility and Effects Determinations. Since this time, the report has been revised to reflect SHPO comments and changes to the Project. The revised report, dated July 2019, is enclosed with this letter.

This letter invites your organization to participate in the Section 106 process for the Project as a consulting party. If you decide to participate in Section 106 consultation for this project, FTA invites your comments on the RapidRide Roosevelt Project Cultural Resources Technical Report.

Project Description

The Project would connect Downtown Seattle with the neighborhoods of Belltown, South Lake Union, Eastlake, University District, and Roosevelt. Compared to the existing transportation system, the Project would increase transit speed and reliability through enhanced signal systems, enhanced signal timing and roadway improvements. The Project would increase passenger carrying

September 27, 2019

Page 2

capacity, serving high existing ridership and future population and employment growth. Service is targeted to begin in 2024.

The Project would run from 3rd Avenue in Downtown Seattle to NE 65th Street in the Roosevelt neighborhood (see Figures 1 and 2 below). No Project improvements are proposed for the corridor south of the Virginia Street and 3rd Avenue intersection. The Project would use the existing transit lanes on Stewart Street between 9th Avenue and 3rd Avenue. Buses would travel along portions of S. Main Street, 2nd Avenue S., and S. Jackson Street to transition from southbound to northbound service.

The Project would connect bicyclists with new transit service and enhance bicycle and pedestrian safety throughout the corridor. The Project would add protected bike lanes along 11th Avenue NE/12th Avenue NE and along Eastlake and Fairview Avenues. Pedestrian improvements would be added throughout the corridor.

Consulting Party Role

We invite you to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties.

Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the Area of Potential Effects, and potential effects to those properties in which you may have an interest. Properties of interest include those buildings, structures, objects, sites and districts that are either listed on or eligible for listing on the National Register of Historic Places.

If you elect to participate as a consulting party, please inform us of your decision and provide any comments on the report within 30 days of receipt of this letter. Should you require additional information or have any questions, please contact John Witmer (FTA) at (206) 220-7964 or by e-mail at john.witmer@dot.gov. Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE
Digitally signed by
LINDA M GEHRKE
Date: 2019.09.27
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Linda M. Gehrke
Regional Administrator

Cc: Garth Merrill, SDOT
Joel Hancock, SDOT

Enclosure: RapidRide Roosevelt Project Cultural Resources Technical Report, July 2019



Figure 1. RapidRide Roosevelt Project (North)



Figure 2. RapidRide Roosevelt Project (South)



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

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

October 1, 2019

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

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination (revised)**

Dear Chairman Elkins:

The Federal Transit Administration (FTA) 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), as proposed by the Seattle Department of Transportation (SDOT). This letter requests your comments on FTA's Section 106 Determinations of Eligibility and Effects for the Project, as documented in the enclosed updated RapidRide Roosevelt Project Cultural Resources Technical Report (CRTR) and its attachments.

FTA initiated Section 106 consultation on the Project with your tribe on September 24, 2018. On December 19, 2018, FTA submitted the first version of the CRTR to the tribe for comment. Since that time, the CRTR has been updated in response to comments from the Washington State Historic Preservation Officer (SHPO), and to reflect changes in the Project design.

The enclosed report and its attachments address the following in detail:

- A description of the Project, including permanent improvements and temporary construction activities.
- A description of how FTA and SDOT identified and evaluated historic properties within the Project's Area of Potential Effects (APE).
- A description of long-term and short-term effects on listed and eligible properties, as well

as the avoidance, minimization and mitigation measure related to those properties that would be incorporated into the design and construction of the Project.

- A description of known archaeological resources within the Project's Archaeological APE, including a description of how they would be affected by the Project and the Project's plan for the inadvertent discovery of archaeological resources during construction.
- A description of Section 106 consultation to date with the SHPO, interested Tribes and other Section 106 Consulting Parties. FTA is also inviting the Friends of Seattle's Olmsted Parks to be a consulting party.

Architectural Resources Effects Determination

FTA has made findings of effect for the 57 historic buildings and structures located within the Project's Architectural APE, as documented in the enclosed report. The Project would result in a finding of **no adverse effect** for built environment historic properties.

- Construction activities would have effects on adjacent historic properties that would be temporary and not adverse.
- Vibration analysis identified 26 buildings that could undergo construction effects, which would be mitigated with the implementation of construction methods that would limit vibration to levels that would have no adverse effect to historic properties.
- During operation, visual effects to historic properties would occur from the new overhead contact system (OCS) north of the University Bridge along 11th Ave NE/12th Ave NE and Roosevelt Way NE, causing a minor visual effect to some of the historic properties that line these streets, including the western edge of the Ravenna-Cowen North Historic District.
- Stations added within the viewshed of historic Ravenna Boulevard and the historic University of Washington Parking Garage (4317 12th Ave NE) would have no adverse effect on these historic properties.
- The proposed Traction Power Substation site locations would have no adverse effect on historic properties.

At the Roosevelt Way NE and 11th Ave NE/12th Ave NE intersections with historic Ravenna Boulevard,¹ existing transportation facilities (timber poles, sidewalks, and traffic signal cabinets) are located within approximately 1,800 square feet of the historic property's landscaped median. The Project would expand this by roughly another 1,500 square feet, resulting in an approximate total of 3,300 square feet of the landscaped median being used for the Project. Additional changes

¹ The *Seattle's Olmsted Parks and Boulevards (1903-1968) National Register of Historic Places Multiple Property Documentation* (MPD) Form, prepared by Historical Research Associates in 2016, describes that the Olmsted Brothers defined "boulevards" as 200-foot wide formal streets of uniform width. In contrast, "parkways" they defined as "a two-lane avenue bisected by a strip," which best describes Ravenna Boulevard. Both boulevards and parkways "incorporate a roadway and serve as ROWs [right-of-way]." Based on this information, the boundaries of historic Ravenna Boulevard include both the median and flanking roadways. The MPD provided no information indicating the width of Ravenna Boulevard extended beyond the street. Using a conservative approach to delineate the boundaries of this historic property, the Project defined the boundaries of Ravenna Boulevard as extending beyond the roadway to include the sidewalk and planting strip on either side of the streets.

October 1, 2019

Page 3

that could occur to the roadway and sidewalk corners within the historic property would be in keeping with existing conditions. The proposed modifications to NE Ravenna Blvd would have no adverse effect to this historic property because they are in keeping with the current transportation-related uses and represent a small change to this long linear resource.

Archaeological Resources Effects Determination

The Project's plans were reviewed for effects on archaeological resources in the Archaeological APE. The literature search revealed no previously identified archaeological sites within the APE and 32 archaeological sites or isolates recorded within 0.5 mile of the APE. The literature reviewed results of archaeological monitoring and geo-archaeological analysis of geoprobes both within and in the vicinity of the APE. Based on this review, it is recommended archaeological monitoring occur when ground disturbance exceeds 18 inches in depth, except for existing utility corridors, existing storm drainage, and existing OCS pole locations.

To address the unlikely event of encountering cultural materials during construction, an Archaeological Monitoring Plan (AMP) will be developed and an Inadvertent Discovery Plan (IDP) is included in Appendix F of the report. The implementation of the AMP and IDP would avoid, minimize and resolve any effects to archaeological resources, and the Project (as a whole) would result in **no adverse effect** for archaeological historic properties.


Request for Comment

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.

Thank you for your consultation on the Project. Should you have any questions or require additional information, please contact John Witmer (FTA) at 206-220-7964 or by e-mail at john.witmer@dot.gov.

Sincerely,

LINDA M
GEHRKE



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Date:
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Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report, July 2019

cc: Dennis Wardlaw, DAHP
Garth Merrill, SDOT
Joel Hancock, SDOT
Laura Murphy, Muckleshoot Cultural Resources

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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
206-220-7959 (fax)

October 1, 2019

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
National Historic Preservation Act, Section 106
Eligibility and Effects Determination (revised)**

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA) 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), as proposed by the Seattle Department of Transportation (SDOT). This letter requests your comments on FTA's Section 106 Determinations of Eligibility and Effects for the Project, as documented in the enclosed updated RapidRide Roosevelt Project Cultural Resources Technical Report (CRTR) and its attachments.

FTA initiated Section 106 consultation on the Project with your tribe on September 24, 2018. On December 19, 2018, FTA submitted the first version of the CRTR to the tribe for comment. Since that time, the CRTR has been updated in response to comments from the Washington State Historic Preservation Officer (SHPO), and to reflect changes in the Project design.

The enclosed report and its attachments address the following in detail:

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as the avoidance, minimization and mitigation measure related to those properties that would be incorporated into the design and construction of the Project.

- A description of known archaeological resources within the Project's Archaeological APE, including a description of how they would be affected by the Project and the Project's plan for the inadvertent discovery of archaeological resources during construction.
- A description of Section 106 consultation to date with the SHPO, interested Tribes and other Section 106 Consulting Parties. FTA is also inviting the Friends of Seattle's Olmsted Parks to be a consulting party.

Architectural Resources Effects Determination

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At the Roosevelt Way NE and 11th Ave NE/12th Ave NE intersections with historic Ravenna Boulevard,¹ existing transportation facilities (timber poles, sidewalks, and traffic signal cabinets) are located within approximately 1,800 square feet of the historic property's landscaped median. The Project would expand this by roughly another 1,500 square feet, resulting in an approximate total of 3,300 square feet of the landscaped median being used for the Project. Additional changes

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October 1, 2019

Page 3

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Archaeological Resources Effects Determination

The Project's plans were reviewed for effects on archaeological resources in the Archaeological APE. The literature search revealed no previously identified archaeological sites within the APE and 32 archaeological sites or isolates recorded within 0.5 mile of the APE. The literature reviewed results of archaeological monitoring and geo-archaeological analysis of geoprobes both within and in the vicinity of the APE. Based on this review, it is recommended archaeological monitoring occur when ground disturbance exceeds 18 inches in depth, except for existing utility corridors, existing storm drainage, and existing OCS pole locations.

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Request for Comment

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.

Thank you for your consultation on the Project. Should you have any questions or require additional information, please contact John Witmer (FTA) at 206-220-7964 or by e-mail at john.witmer@dot.gov.

Sincerely,

LINDA M
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Date:
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Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report, July 2019

cc: Dennis Wardlaw, DAHP
Garth Merrill, SDOT
Joel Hancock, SDOT
Steve Mullen-Moses, Snoqualmie Cultural Resources

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

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

October 1, 2019

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
3322 236th Street NE
P.O. Box 277
Arlington, WA 98223-0277

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination (revised)**

Dear Chairman Yanity:

The Federal Transit Administration (FTA) 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), as proposed by the Seattle Department of Transportation (SDOT). This letter requests your comments on FTA's Section 106 Determinations of Eligibility and Effects for the Project, as documented in the enclosed updated RapidRide Roosevelt Project Cultural Resources Technical Report (CRTR) and its attachments.

FTA initiated Section 106 consultation on the Project with your tribe on September 24, 2018. On December 19, 2018, FTA submitted the first version of the CRTR to the tribe for comment. Since that time, the CRTR has been updated in response to comments from the Washington State Historic Preservation Officer (SHPO), and to reflect changes in the Project design.

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- A description of known archaeological resources within the Project's Archaeological APE, including a description of how they would be affected by the Project and the Project's plan for the inadvertent discovery of archaeological resources during construction.
- A description of Section 106 consultation to date with the SHPO, interested Tribes and other Section 106 Consulting Parties. FTA is also inviting the Friends of Seattle's Olmsted Parks to be a consulting party.

Architectural Resources Effects Determination

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October 1, 2019

Page 3

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Archaeological Resources Effects Determination

The Project's plans were reviewed for effects on archaeological resources in the Archaeological APE. The literature search revealed no previously identified archaeological sites within the APE and 32 archaeological sites or isolates recorded within 0.5 mile of the APE. The literature reviewed results of archaeological monitoring and geo-archaeological analysis of geoprobes both within and in the vicinity of the APE. Based on this review, it is recommended archaeological monitoring occur when ground disturbance exceeds 18 inches in depth, except for existing utility corridors, existing storm drainage, and existing OCS pole locations.

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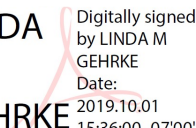
Request for Comment

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Thank you for your consultation on the Project. Should you have any questions or require additional information, please contact John Witmer (FTA) at 206-220-7964 or by e-mail at john.witmer@dot.gov.

Sincerely,

LINDA M
GEHRKE



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by LINDA M
GEHRKE
Date:
2019.10.01
15:36:00 -07'00'

Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report, July 2019

cc: Dennis Wardlaw, DAHP
Garth Merrill, SDOT
Joel Hancock, SDOT
Kerry Lyste, Stillaguamish Cultural Resources

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

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

October 1, 2019

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
PO Box 498
Suquamish, WA 98392

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination (revised)**

Dear Chairman Forsman:

The Federal Transit Administration (FTA) 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), as proposed by the Seattle Department of Transportation (SDOT). This letter requests your comments on FTA's Section 106 Determinations of Eligibility and Effects for the Project, as documented in the enclosed updated RapidRide Roosevelt Project Cultural Resources Technical Report (CRTR) and its attachments.

FTA initiated Section 106 consultation on the Project with your tribe on September 24, 2018. On December 19, 2018, FTA submitted the first version of the CRTR to the tribe for comment. Since that time, the CRTR has been updated in response to comments from the Washington State Historic Preservation Officer (SHPO), and to reflect changes in the Project design.

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- The proposed Traction Power Substation site locations would have no adverse effect on historic properties.

At the Roosevelt Way NE and 11th Ave NE/12th Ave NE intersections with historic Ravenna Boulevard,¹ existing transportation facilities (timber poles, sidewalks, and traffic signal cabinets) are located within approximately 1,800 square feet of the historic property's landscaped median. The Project would expand this by roughly another 1,500 square feet, resulting in an approximate total of 3,300 square feet of the landscaped median being used for the Project. Additional changes

¹ The *Seattle's Olmsted Parks and Boulevards (1903-1968) National Register of Historic Places Multiple Property Documentation* (MPD) Form, prepared by Historical Research Associates in 2016, describes that the Olmsted Brothers defined "boulevards" as 200-foot wide formal streets of uniform width. In contrast, "parkways" they defined as "a two-lane avenue bisected by a strip," which best describes Ravenna Boulevard. Both boulevards and parkways "incorporate a roadway and serve as ROWs [right-of-way]." Based on this information, the boundaries of historic Ravenna Boulevard include both the median and flanking roadways. The MPD provided no information indicating the width of Ravenna Boulevard extended beyond the street. Using a conservative approach to delineate the boundaries of this historic property, the Project defined the boundaries of Ravenna Boulevard as extending beyond the roadway to include the sidewalk and planting strip on either side of the streets.

October 1, 2019

Page 3

that could occur to the roadway and sidewalk corners within the historic property would be in keeping with existing conditions. The proposed modifications to NE Ravenna Blvd would have no adverse effect to this historic property because they are in keeping with the current transportation-related uses and represent a small change to this long linear resource.

Archaeological Resources Effects Determination

The Project's plans were reviewed for effects on archaeological resources in the Archaeological APE. The literature search revealed no previously identified archaeological sites within the APE and 32 archaeological sites or isolates recorded within 0.5 mile of the APE. The literature reviewed results of archaeological monitoring and geo-archaeological analysis of geoprobes both within and in the vicinity of the APE. Based on this review, it is recommended archaeological monitoring occur when ground disturbance exceeds 18 inches in depth, except for existing utility corridors, existing storm drainage, and existing OCS pole locations.

To address the unlikely event of encountering cultural materials during construction, an Archaeological Monitoring Plan (AMP) will be developed and an Inadvertent Discovery Plan (IDP) is included in Appendix F of the report. The implementation of the AMP and IDP would avoid, minimize and resolve any effects to archaeological resources, and the Project (as a whole) would result in **no adverse effect** for archaeological historic properties.


Request for Comment

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.

Thank you for your consultation on the Project. Should you have any questions or require additional information, please contact John Witmer (FTA) at 206-220-7964 or by e-mail at john.witmer@dot.gov.

Sincerely,

LINDA M
GEHRKE



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by LINDA M
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Date:
2019.10.01
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Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report, July 2019

cc: Dennis Wardlaw, DAHP
Garth Merrill, SDOT
Joel Hancock, SDOT
Dennis Lewarch, Suquamish THPO

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

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

October 1, 2019

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

**Subject: Seattle Department of Transportation
RapidRide Roosevelt Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination (revised)**

Dear Chairwoman Gobin:

The Federal Transit Administration (FTA) 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), as proposed by the Seattle Department of Transportation (SDOT). This letter requests your comments on FTA's Section 106 Determinations of Eligibility and Effects for the Project, as documented in the enclosed updated RapidRide Roosevelt Project Cultural Resources Technical Report (CRTR) and its attachments.

FTA initiated Section 106 consultation on the Project with your tribe on September 24, 2018. On December 19, 2018, FTA submitted the first version of the CRTR to the tribe for comment. Since that time, the CRTR has been updated in response to comments from the Washington State Historic Preservation Officer (SHPO), and to reflect changes in the Project design.

The enclosed report and its attachments address the following in detail:

- A description of the Project, including permanent improvements and temporary construction activities.
- A description of how FTA and SDOT identified and evaluated historic properties within the Project's Area of Potential Effects (APE).
- A description of long-term and short-term effects on listed and eligible properties, as well

as the avoidance, minimization and mitigation measure related to those properties that would be incorporated into the design and construction of the Project.

- A description of known archaeological resources within the Project's Archaeological APE, including a description of how they would be affected by the Project and the Project's plan for the inadvertent discovery of archaeological resources during construction.
- A description of Section 106 consultation to date with the SHPO, interested Tribes and other Section 106 Consulting Parties. FTA is also inviting the Friends of Seattle's Olmsted Parks to be a consulting party.

Architectural Resources Effects Determination

FTA has made findings of effect for the 57 historic buildings and structures located within the Project's Architectural APE, as documented in the enclosed report. The Project would result in a finding of **no adverse effect** for built environment historic properties.

- Construction activities would have effects on adjacent historic properties that would be temporary and not adverse.
- Vibration analysis identified 26 buildings that could undergo construction effects, which would be mitigated with the implementation of construction methods that would limit vibration to levels that would have no adverse effect to historic properties.
- During operation, visual effects to historic properties would occur from the new overhead contact system (OCS) north of the University Bridge along 11th Ave NE/12th Ave NE and Roosevelt Way NE, causing a minor visual effect to some of the historic properties that line these streets, including the western edge of the Ravenna-Cowen North Historic District.
- Stations added within the viewshed of historic Ravenna Boulevard and the historic University of Washington Parking Garage (4317 12th Ave NE) would have no adverse effect on these historic properties.
- The proposed Traction Power Substation site locations would have no adverse effect on historic properties.

At the Roosevelt Way NE and 11th Ave NE/12th Ave NE intersections with historic Ravenna Boulevard,¹ existing transportation facilities (timber poles, sidewalks, and traffic signal cabinets) are located within approximately 1,800 square feet of the historic property's landscaped median. The Project would expand this by roughly another 1,500 square feet, resulting in an approximate total of 3,300 square feet of the landscaped median being used for the Project. Additional changes

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October 1, 2019

Page 3

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Request for Comment

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.

Thank you for your consultation on the Project. Should you have any questions or require additional information, please contact John Witmer (FTA) at 206-220-7964 or by e-mail at john.witmer@dot.gov.

Sincerely,

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Linda M. Gehrke
Regional Administrator

Attachments: RapidRide Roosevelt Project Cultural Resources Technical Report, July 2019

cc: Dennis Wardlaw, DAHP
Garth Merrill, SDOT
Joel Hancock, SDOT
Richard Young, Tulalip Cultural Resources

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Appendix B
Previously Evaluated Properties
in the APE

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APPENDIX B
PREVIOUSLY EVALUATED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

Map ID	Building Name	Parcel	Address	Year Built	NRHP Eligibility (date of determination)
291	Charles Richards House	3658700245	6717 12th Ave NE	1926	Not eligible (2013)
317	Sears and Roebuck	1797500715	6400 Roosevelt Way NE	1941	Not eligible (2013)
<u>29</u>	<i>Pacific Telephone and Telegraph Company</i>	<i>1797500625</i>	<i>1200 NE 64th St</i>	<i>1941</i>	<i>Eligible (2019), Not eligible (2008)</i>
33	Triplex	1797500770	6309 12th Ave NE	1911	Not eligible (2013)
<u>32</u>	<i>Residence</i>	<i>1797500555</i>	<i>6302 12th Ave NE</i>	<i>1922</i>	<i>Contributing resource to Ravenna-Cowen North Historic District (2018)</i>
<u>35</u>	<i>Residence</i>	<i>1797500510</i>	<i>6222 12th Ave NE</i>	<i>1907</i>	<i>Contributing resource to Ravenna-Cowen North Historic District (2018)</i>
<u>36</u>	<i>Residence</i>	<i>1797500505</i>	<i>6218 12th Ave NE</i>	<i>1907</i>	<i>Contributing resource to Ravenna-Cowen North Historic District (2018)</i>
<u>37</u>	<i>Residence</i>	<i>1797500500</i>	<i>6212 12th Ave NE</i>	<i>1908</i>	<i>Contributing resource to Ravenna-Cowen North Historic District (2018)</i>
38	Residence	1797500495	6210 12th Ave NE	1922	Non-Contributing resource to Ravenna-Cowen North Historic District (2018)
<u>39</u>	<i>Residence</i>	<i>1797500490</i>	<i>6204 12th Ave NE</i>	<i>1918</i>	<i>Contributing resource to Ravenna-Cowen North Historic District (2018)</i>
<u>40</u>	<i>Residence</i>	<i>1797500485</i>	<i>6202 12th Ave NE</i>	<i>1913</i>	<i>Contributing resource to Ravenna-Cowen North Historic District (2018)</i>
42	Residence	1797500870	6211 12th Ave NE	1919	Not eligible (2013)
<u>43</u>	<i>Residence</i>	<i>1797500875</i>	<i>6207 12th Ave NE</i>	<i>1915</i>	<i>Eligible (2013)</i>
44	Residence	1797500880	1032 NE 62nd St	1917	Not eligible (2013)
57	Residence	1798000080	1029 NE 62nd St	1915	Eligible (2013)
58	Residence	1797500960	6121 12th Ave NE	1910	Not eligible (2013)

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PREVIOUSLY EVALUATED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

Map ID	Building Name	Parcel	Address	Year Built	NRHP Eligibility (date of determination)
<u>60</u>	<i>Residence</i>	<i>1797500440</i>	<i>6126 12th Ave NE</i>	<i>1910</i>	<i>Contributing resource to RCN Historic District (2018)</i>
61	Residence	1797500435	6120 12th Ave NE	1910	Non-Contributing resource to Ravenna-Cowen North Historic District (2018)
62	Residence	1797500425	6118 12th Ave NE	1914	Non-Contributing resource to Ravenna-Cowen North Historic District (2018)
63	Residence	1797500420	6114 12th Ave NE	1918	<i>Contributing resource to Ravenna-Cowen North Historic District (2018)</i>
64	Residence	1797500421	6112 12th Ave NE	1919	Non-Contributing resource to Ravenna-Cowen North Historic District (2018)
65	Residence	1797500411	6106 12th Ave NE	1915	Non-Contributing resource to Ravenna-Cowen North Historic District (2018)
<u>66</u>	<i>Residence</i>	<i>1797500410</i>	<i>6102 12th Ave NE</i>	<i>1914</i>	<i>Contributing resource to Ravenna-Cowen North Historic District (2018)</i>
74	Residence	1798000005	1205 NE 61st St	1918	Not eligible (2013)
<u>75</u>	<i>Residence</i>	<i>1798000075</i>	<i>5902 12th Ave NE</i>	<i>1919</i>	<i>Contributing resource to Ravenna-Cowen North Historic District (2018)</i>
76	Residence	1798000070	1204 NE Ravenna Blvd	1918	Not eligible (2013)
318	Boulevard	N/A	NE Ravenna Blvd, from Ravenna Ave NE to E Green Lake Way N (including landscaped median, streets, planting strip and sidewalk)	1903	Eligible (2008 and 2015)
320	University Branch – Seattle Public Library	0825049041	5009 Roosevelt Way NE	1909	NRHP Listed (1982), Seattle Landmark (2003)

APPENDIX B
PREVIOUSLY EVALUATED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

Map ID	Building Name	Parcel	Address	Year Built	NRHP Eligibility (date of determination)
242	Hardwicks Swap Shop	1142000725	4212-4214 Roosevelt Way NE	1924, 1967	Eligible (2008)
258	Executive Building	1145000231	4201 Roosevelt Way	1969	Not Eligible (2010)
321	University Bridge		Eastlake Ave NE	1919	NRHP Listed (1982)
259	Apartment Building	1959703260	3245 Eastlake Ave E	1970	Not eligible (2010)
263	Metro Property Services	1959701400	2810 Eastlake Ave E	1939	Not eligible (2010)
264	Knickerbocker Building	1959701170	2722 Eastlake Ave E	1970	Not eligible (2010)
269 ^a	Areis Building	2902200925	2358 Eastlake Ave E	1959	Eligible (2019), Not eligible (2014)
277	Steinhart, Theriault & Associates Architects Office	2869600125	1264 Eastlake Ave E	1956	Eligible (2014)
322	Fairview Avenue North West Bridge	N/A	Fairview Ave N	1948	Not eligible (2018)
323	Fairview Avenue North East Bridge	N/A	Fairview Ave N	1964	Not eligible (2018)
278	Wright Baking Company	1984200105	1000 Fairview Ave N	1926	Not eligible (2005)
279 ^b	Ford Assembly Plant	1984200035	700 Fairview Ave N	1914	Eligible (2008), Seattle Landmark (1998)
280 ^a	Bricklayer's Union Building	2467400065	318 Fairview Ave N	1959	Eligible (2019), Not eligible (2015)
281	Forde Motion Picture Labs	2467400085	306 Fairview Ave N	1948	Not eligible (2015)
282	Packard Bell Company	2467400090	300 Fairview Ave N	1954	Not eligible (2015)
324	Troy Laundry Building	8692000000	307-311 Fairview Ave N	1927	Not eligible (2015), Seattle Landmark (1995), all but façade demolished in 2013
284	Seattle Times Building	1986200525	1120 John St	1968	Eligible (2017), Seattle Landmark (1996)
283	Royal Palace Bar and Grill	2467400005	234 Fairview Ave N	1926	Not eligible (2017)
325	Orion Center	0660001505	1020 Virginia St	1929	Not eligible (2008)
331	Green Lake Reservoir Pump Station	6814600005	7300 12th Ave NE	1911	Eligible (2008)

APPENDIX B
PREVIOUSLY EVALUATED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

Map ID	Building Name	Parcel	Address	Year Built	NRHP Eligibility (date of determination)
N/A	Pioneer Square-Skid Road Historic District	N/A	Roughly bounded by the Viaduct, Railroad Ave S, S King St, 4th and 5th Avenues, James and Columbia Streets, and including the 500 block of 1st Ave S	1889-1931	NRHP listed as a historic district in 1970; district boundaries updated in 1978 & 1988
N/A	International Special Review District	N/A	Roughly bounded by 4th Ave, Yesler Way, Rainer Ave S, and S Dearborn St	1907-1936	Established in 1973 by SMC 23.66
N/A	Ravenna-Cowen North Historic District	N/A	Roughly bounded by NE 65th St on the north, Ravenna ravine on the east, Ravenna and Cowen Parks on the south, and 12th Ave NE on the west	1906-1960s	September 2018 listed in NRHP.

Notes:

Bold and italicized properties indicate potential for building damage to historic buildings due to construction vibration.

^a Property was not surveyed for this project because it had a determination of NRHP eligibility less than 5 years old at the time of the survey. DAHP updated determination of eligibility.

^b Property determined NRHP-eligible in 2008, listed as a Seattle Landmark and field review determined no changes. No updated inventory form prepared.

Appendix C

Surveyed Properties in the APE

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APPENDIX C
SURVEYED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

MAP ID	ADDRESS	PROPERTY NAME OR TYPE	PARCEL ID	DATE BUILT	NRHP STATUS
1	6516 Roosevelt Way NE	UFC Gym	3658700045	1923	Not Eligible
2	1015 NE 66th St	Residence	3658700040	1925	Not Eligible
3	6501 Roosevelt Way NE	Retail and Apartments	9528103125	1909	Not Eligible
4	6509 Roosevelt Way NE	Retail	9528103125	1901	Not Eligible
5	6512 Roosevelt Way NE	Retail	3658700046	1923	Not Eligible
6	6500 Roosevelt Way NE	East West Book Shop	3658700065	1924	Not Eligible
8	6413 Roosevelt Way NE	Olympic Pizza & Pasta	9221400020	1935	Not Eligible
9	6411 Roosevelt Way NE	Retail/Office	9221400025	1924	Not Eligible
10	6401 Roosevelt Way NE	Sunlite Cafe / other retail and offices	9221400035	1929	Not Eligible
332	6409 ½ Roosevelt Way NE	Residence	922140-0025	1919	Not Eligible
11	6319 Roosevelt Way NE	Progressive Tech Land Investment	9221400375	1925	Not Eligible
12	6317 Roosevelt Way NE	MaMo Jewelry Design & Mode, an Organic Salon	9221400385	1934	Eligible
13	6315 Roosevelt Way NE	Derby Salon - Massage, Facials, Waxing, & Haircuts	9221400395	1940	Not Eligible
14	6311 Roosevelt Way NE	Sushi Tokyo	9221400400	1950	Not Eligible
15	6307 Roosevelt Way NE	Alexander's Bead Bazaar	9221400405	1940	Not Eligible
17	6322 Roosevelt Way NE	Vacant retail	1797500830	1934	Not Eligible
18	6308 Roosevelt Way NE	Retail	1797500815	1939	Not Eligible
19	6304 Roosevelt Way NE	Vacant Retail	1797500810	1942	Not Eligible
20	6300 Roosevelt Way NE	Zenith Supplies	1797500805	1930	Not Eligible
23	1200 NE 65th St	Elements Massage	3658700971	1975	Not Eligible
25	1201 NE 65th St	Toronado Restaurant	1797500646	1947	Not Eligible
29	1200 NE 64th St	Pacific Telephone and Telegraph Building	1797500625	1941	Eligible
30*	6310 12th Ave NE	Residence	1797500565	1913	Non-Contributing resource to Ravenna-Cowen North Historic District

APPENDIX C
SURVEYED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

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31*	6306 12th Ave NE	Residence	1797500560	1911	Contributing resource to Ravenna-Cowen North Historic District
34	6307 12th Ave NE	Residence	1797500775	1911	Not Eligible
41	1023 NE 63rd St	U.S. Bank	1797500855	1970	Not Eligible
45	6220 Roosevelt Way NE	Speaker Lab	1797500925	1948	Not Eligible
46	6206 Roosevelt Way NE	Definitive Audio	1797500905	1939	Not Eligible
47	917 NE 63rd St	Roosevelt Manor Apartments	9221400465	1960	Not Eligible
48	6215 Roosevelt Way NE	Nails Are Nice	9221400475	1954	Not Eligible
49	6211 Roosevelt Way NE	Office/ 8 Bells Winery	9221400485	1933	Not Eligible
50	6205 Roosevelt Way NE	Swanson CPA	9221400495	1918	Not Eligible
51	6201 Roosevelt Way NE	Office - Lockhart Suver	9221400505	1969	Not Eligible
52	6113 Roosevelt Way NE	Apartment	9221400825	1963	Not Eligible
53	6100 Roosevelt Way NE	Retail Stores	1797501015	1927	Eligible
54	1004 NE 61st St	Residence	1797501010	1918	Not Eligible
56	6000 Roosevelt Way NE	Budget Rent-A-Car	1798000080	1964	Not Eligible
59	6117 12th Ave NE	Residence	1797500965	1918	Eligible
67	6107 12th Ave NE	Residence	1797500976	1918	Not Eligible
68	6101 12th Ave NE	Residence	1797500975	1919	Eligible
70	1035 NE 61st St	Residence	1798000125	1914	Not Eligible
72	1028 NE Ravenna Blvd	Residence	1798000121	1915	Not Eligible
78	1113 NE Ravenna Blvd	Residence	1797501185	1915	Not Eligible
79	1107 NE Ravenna Blvd	Residence	1797501190	1919	Not Eligible
80	5660 11th Ave NE	Residence	1797501200	1918	Not Eligible
81	5656 11th Ave NE	Residence	1797501205	1919	Not Eligible
82	5654 11th Ave NE	Residence	1797501210	1918	Not Eligible
83	1021 NE Ravenna Blvd	Residence	1797501055	1916	Not Eligible
86	5908 Roosevelt Way NE	The Trading Musician	1797501075	1954	Eligible
87	5828 Roosevelt Way NE	Retail and Residence	1797501080	1925	Not Eligible

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SURVEYED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

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88	5665 11th Ave NE	Residence	1797501170	1918	Not Eligible
89	5661 11th Ave NE	Residence	1797501165	1918	Not Eligible
90	5818 Roosevelt Way NE	Residence	1797501085	1923	Not Eligible
91	5814 Roosevelt Way NE	Residence	1797501090	1923	Not Eligible
92	5810 Roosevelt Way NE	Residence	1797501095	1922	Not Eligible
93	5657 11th Ave NE	Residence	1797501160	1919	Not Eligible
94	5653 11th Ave NE	Residence	1797501155	1919	Not Eligible
96	5821 Roosevelt Way NE	Euro Car Service	1928301020	1923	Not Eligible
97	5809 Roosevelt Way NE	Savatee Thai Restaurant	1928301075	1966	Not Eligible
98	5715 Roosevelt Way NE	Car Rental Service	5676500005	1940	Not Eligible
99	5712 Roosevelt Way NE	Residence	1797501125	1923	Not Eligible
100	5626 Roosevelt Way NE	Residence	3589500295	1905	Not Eligible
101	5610 Roosevelt Way NE	Residence	3589500330	1906	Not Eligible
102	5600 Roosevelt Way NE	Roosevelt Auto Body	3589500335	1929	Not Eligible
103	5615 Roosevelt Way NE	Auto License Office	1928301085	1934	Not Eligible
105	5649 11th Ave NE	Residence	1797501146	1919	Not Eligible
106	5645 11th Ave NE	Residence	1797501145	1919	Not Eligible
107	5641 11th Ave NE	Residence	1797501140	1919	Not Eligible
108	5637 11th Ave NE	Residence	1797501135	1919	Not Eligible
109	5635 11th Ave NE	Residence	1797501130	1920	Eligible
110	5629 11th Ave NE	Residence	3589500285	1940	Not Eligible
111	5625 11th Ave NE	Residence	3589500280	1918	Not Eligible
112	5621 11th Ave NE	Residence	3589500275	1918	Not Eligible
113	5619 11th Ave NE	Residence	3589500270	1918	Not Eligible
114	5615 11th Ave NE	Residence	3589500260	1924	Not Eligible
115	5611 11th Ave NE	Residence	3589500255	1922	Not Eligible
116	5605 11th Ave NE	Residence	3589500250	1903	Not Eligible
117	5603 11th Ave NE	Residence	3589500245	1911	Not Eligible
118	5650 11th Ave NE	Residence	1797501215	1919	Eligible
119	5646 11th Ave NE	Residence	1797501220	1920	Not Eligible

APPENDIX C
SURVEYED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

MAP ID	ADDRESS	PROPERTY NAME OR TYPE	PARCEL ID	DATE BUILT	NRHP STATUS
120	5642 11th Ave NE	Residence	1797501225	1919	Not Eligible
121	5638 11th Ave NE	Residence	1797501230	1920	Eligible
122	5632 11th Ave NE	Rooming House	1797501235	1920	Not Eligible
123	5630 11th Ave NE	Residence	3589500135	1907	Not Eligible
124	5622 11th Ave NE	Residence	3589500145	1907	Not Eligible
125	5616 11th Ave NE	Residence	3589500150	1906	Not Eligible
126	5612 11th Ave NE	Residence	3589500160	1901	Not Eligible
127	5610 11th Ave NE	Residence	3589500165	1907	Not Eligible
128	5608 11th Ave NE	Residence	3589500170	1907	Not Eligible
129	5606 11th Ave NE	Residence	3589500175	1903	Not Eligible
130	5524 11th Ave NE	Residence	3589500200	1911	Not Eligible
131	5520 11th Ave NE	Residence	3589500205	1906	Not Eligible
132	5516 11th Ave NE	Residence	3589500210	1905	Not Eligible
133	5514 11th Ave NE	Residence	0069000045	1920	Not Eligible
134	1106 NE 55th St	Residence	0069000040	1911	Not Eligible
135	1102 NE 55th St	Residence	0825049074	1920	Not Eligible
137	5525 11th Ave NE	Residence	3589500225	1908	Not Eligible
138	5523 11th Ave NE	Residence	3589500220	1906	Eligible
139	5517 11th Ave NE	Residence	3589500215	1906	Not Eligible
140	5513 11th Ave NE	Residence	0825049005	1903	Not Eligible
141	5507 11th Ave NE	Residence	0825049072	1923	Not Eligible
142	5501 11th Ave NE	Residence	0825049093	1923	Not Eligible
143	5516 Roosevelt Way NE	Rooming House	3589500240	1907	Not Eligible
144	5517 Roosevelt Way NE	Taste of India Restaurant	1659500040	1933	Not Eligible
145	5507 Roosevelt Way NE	Taste of India Lounge/Bar	1659500050	1916	Not Eligible
146	5503 Roosevelt Way NE	Two residences – being used commercially	1659500045	1911	Not Eligible
147	5333 Roosevelt Way NE	Paul's Upholstery	2862100590	1924	Not Eligible
148	5329 Roosevelt Way NE	House	2862100585	1920	Not Eligible
149	5325 Roosevelt Way NE	House	2862100580	1914	Not Eligible

APPENDIX C
SURVEYED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

MAP ID	ADDRESS	PROPERTY NAME OR TYPE	PARCEL ID	DATE BUILT	NRHP STATUS
150	5321 Roosevelt Way NE	Junk On Junk Off	2862100575	1918	Not Eligible
151	5317 Roosevelt Way NE	Residence - being used as retail	2862100570	1916	Not Eligible
152	5315 Roosevelt Way NE	Friendly Foam Shop	2862100560	1927	Not Eligible
153	5301 Roosevelt Way NE	Piccolo's Pizza	2862100550	1916	Not Eligible
154	5344 Roosevelt Way NE	Triplex	6746701985	1936	Not Eligible
155	5342 Roosevelt Way NE	Duplex	6746701990	1922	Not Eligible
156	5340 Roosevelt Way NE	Residence	6746701995	1922	Not Eligible
157	5336 Roosevelt Way NE	Residence	6746702000	1922	Not Eligible
158	5330 Roosevelt Way NE	Clinton Auto Repair	6746702005	1951	Not Eligible
159	5326 Roosevelt Way NE	Vacant Service Garage	6746702015	1924	Not Eligible
160	5322 Roosevelt Way NE	Seattle Medicine	6746702020	1912	Not Eligible
161	5320 Roosevelt Way NE	Kirsten Art Gallery	6746702030	1921	Not Eligible
162	5312 Roosevelt Way NE	University Health Clinic	6746702040	1915	Not Eligible
163	5310 Roosevelt Way NE	Residence - being used as retail	6746702050	1912	Not Eligible
164	5306 Roosevelt Way NE	Residence and Retail	6746702060	1928	Not Eligible
165	5300 Roosevelt Way NE	Dante's Tavern	6746702070	1924	Not Eligible
166	5222 Roosevelt Way NE	Hal's Motor Clinic	6746702080	1924	Not Eligible
167	5220 Roosevelt Way NE	Giggles Comedy Club and office	6746702095	1968	Not Eligible
168	5267 11th Ave NE	Residence	6746701966	1930	Not Eligible
170	5261 11th Ave NE	Residence	6746701955	1909	Eligible
171	5259 11th Ave NE	Residence	6746701950	1909	Not Eligible
172	5255 11th Ave NE	Residence	6746701945	1902	Not Eligible
173	5251 11th Ave NE	Residence	6746701940	1928	Eligible
174	5249 11th Ave NE	Residence	6746701935	1900	Not Eligible
175	5245 11th Ave NE	Residence	6746701930	1916	Not Eligible
176	5243 11th Ave NE	Residence	6746701925	1918	Not Eligible
177	5229 11th Ave NE	4 plex	6746701895	1951	Not Eligible
178	5221 11th Ave NE	Residence	6746701880	1903	Not Eligible
179	5215 11th Ave NE	Rooming House	6746701875	1921	Not Eligible
180	5213 11th Ave NE	Residence	6746701870	1902	Not Eligible

APPENDIX C
SURVEYED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

MAP ID	ADDRESS	PROPERTY NAME OR TYPE	PARCEL ID	DATE BUILT	NRHP STATUS
181	5203 11th Ave NE	Rooming House	6746701845	1909	Not Eligible
183	1103 NE 55th St	Residence	6746700566	1924	Eligible
184	5262 11th Ave NE	Residence	6746700570	1907	Not Eligible
185	5258 11th Ave NE	Residence	6746700575	1940	Not Eligible
186	5252 11th Ave NE	Residence	6746700590	1904	Not Eligible
187	5248 11th Ave NE	Residence	6746700595	1908	Not Eligible
188	5244 11th Ave NE	Residence	6746700600	1906	Not Eligible
189	5242 11th Ave NE	Residence	6746700605	1908	Not Eligible
190	5236 11th Ave NE	Residence	6746700615	1911	Not Eligible
191	5232 11th Ave NE	Residence	6746700620	1915	Not Eligible
192	5230 11th Ave NE	Residence	6746700625	1914	Not Eligible
193	5228 11th Ave NE	Residence	6746700630	1908	Not Eligible
194	5226 11th Ave NE	Residence	6746700635	1908	Eligible
195	5220 11th Ave NE	Residence	6746700640	1910	Not Eligible
196	5046 11th Ave NE	Residence	6746700825	1922	Eligible
197	5042 11th Ave NE	4 plex	6746700835	1909	Not Eligible
198	5038 11th Ave NE	Apartments	6746700840	1968	Not Eligible
199	5032 11th Ave NE	Apartments	6746700850	1970	Not Eligible
200	5026 11th Ave NE	Residence	6746700865	1918	Not Eligible
201	5020 11th Ave NE	Duplex	6746700870	1918	Not Eligible
202	5012 11th Ave NE	Apartments	6746700890	1970	Not Eligible
203	5045 11th Ave NE	4 plex	6746701745	1963	Not Eligible
204	5043 11th Ave NE	4 plex	6746701740	1908	Not Eligible
205	5039 11th Ave NE	4 plex	6746701730	1922	Not Eligible
206	5035 11th Ave NE	Multiple-family Residence	6746701720	1918	Not Eligible
207	5031 11th Ave NE	Duplex	6746701715	1920	Not Eligible
208	5029 11th Ave NE	12-unit apt bldg.	6746701705	1959	Not Eligible
210	5048 Roosevelt Way NE	Office, restaurant, and warehouse	6746701750	1937	Not Eligible
211	5030 Roosevelt Way NE	Scarecrow Video	6746701775	1937	Not Eligible
212	5014 Roosevelt Way NE	Vacant retail	6746701805	1911	Not Eligible

APPENDIX C
SURVEYED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

MAP ID	ADDRESS	PROPERTY NAME OR TYPE	PARCEL ID	DATE BUILT	NRHP STATUS
213	5029 Roosevelt Way NE	Patio Apartments and office	2862100695	1959	Not Eligible
215	4749 Roosevelt Way NE	Flowerland Florist	5335200020	1939	Not Eligible
216	4747 Roosevelt Way NE	Office	5335200030	1910	Not Eligible
217	4740 Roosevelt Way NE	University VW	6746701575	1924	Not Eligible
218	4731 Roosevelt Way NE	Duplex	5335200060	1930	Not Eligible
219	4729 Roosevelt Way NE	Residence	5335200070	1922	Not Eligible
220	4725 Roosevelt Way NE	Residence	5335200080	1936	Eligible
221	4723 Roosevelt Way NE	Residence	5335200090	1936	Not Eligible
222	4709 Roosevelt Way NE	Half Price Books	5335200115	1946	Not Eligible
223	4701 Roosevelt Way NE	Auto Service and Hookah Bar	5335200125	1927	Not Eligible
224	4718 11th Ave NE	Apartments	6746701070	1926	Eligible
225	4716 11th Ave NE	Residence	6746701090	1911	Not Eligible
226	4542 Roosevelt Way NE	University Mazda	6746701390	1946	Not Eligible
228	4526 11th Ave NE	Office	7733600095	1974	Not Eligible
230	4501 Roosevelt Way NE	University Business Center	5335200380	1926	Eligible
231	4359 Roosevelt Way NE	76/Stadium Market	1145000005	1970	Not Eligible
232	1107 NE 45th St	University District Building	1142000500	1961	Eligible
233	4317 12th Ave NE	U. of W. parking garage	1142000425	1969	Eligible
234	4307 11th Ave NE	Rooming house	1142000575	1925	Not Eligible
235	4241 11th Ave NE	Small office building	1142000645	1963	Not Eligible
236	4237 11th Ave NE	Rooming House	1142000655	1907	Not Eligible
237	4236 11th Ave NE	Buccaneer Apartments	1142000890	1914	Not Eligible
240	4261 Roosevelt Way NE	Jack Straw Office Building	1145000165	1924	Not Eligible
242	4212 Roosevelt Way NE	Hardwicks Swap-Shop	1142000725	1924 1967	Eligible
243	4225 11th Ave NE	Carlstrom Apartments	1142000670	1964	Not Eligible
244	4211 11th Ave NE	Single family and duplex	1142000690	1921	Not Eligible
245	1012 NE 42nd St	Single family and duplex	1142000700	1915	Not Eligible
246	4226 11th Ave NE	Celebrity Place	1142000875	1928	Not Eligible
247	4214 11th Ave NE	Escolier Apartments	1142000860	1962	Not Eligible

APPENDIX C
SURVEYED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

MAP ID	ADDRESS	PROPERTY NAME OR TYPE	PARCEL ID	DATE BUILT	NRHP STATUS
250	4134 11th Ave NE	10-unit apartments	1142001740	1926	Eligible
251	4120 11th Ave NE	Clifton Apartments	1142001725	1958	Not Eligible
252	4145 11th Ave NE	Lee and Lee Apartments	1142001770	1941	Not Eligible
253	4131 11th Ave NE	College Place Apartments	1142001780	1970	Not Eligible
254	4111 11th Ave NE	4 plex	1142001810	1922	Not Eligible
255	4140 Roosevelt Way NE	University Inn	1142001871	1962	Not Eligible
256	4110 Roosevelt Way NE	Portage Bay Grange	1142001835	1955	Not Eligible
257	4100 Roosevelt Way NE	Retail/Restaurant	1142001825	1967	Not Eligible
258	4201 Roosevelt Way NE	Executive building	1145000231	1969	Not Eligible
259	3245 Eastlake Ave E	10-unit apartments	1959703260	1970	Not Eligible
260	3101 Eastlake Ave E	E-Clips Hair Studio	1959702740	1945	Not Eligible
261	2947 Eastlake Ave E	Bridges Restaurant	1959702735	1972	Not Eligible
263	2810 Eastlake Ave E	Westlake Associates	1959701400	1939	Not Eligible
264	2722 Eastlake Ave E	Knickerbocker Building	1959701170	1970	Not Eligible
265	2601 Eastlake Ave	Apartments	1959700050	1951	Not Eligible
266	2523 Eastlake Ave E	Willis Oliver Apartments	1959700040	1925	Eligible
267	2600 Eastlake Ave E	Roanoke Terrace Apartments	1959700120	1968	Not Eligible
270	2300 Eastlake Ave E	Office building	2902200980	1969	Not Eligible
271	2301 Eastlake Ave E	Zoo Tavern	2902200990	1924	Not Eligible
272	200 E Boston St	Adams Associates	2902200645	1961	Eligible
273	1601 Eastlake Ave E	Metal Fabrication	3383900176	1923	Not Eligible
274	1551 Eastlake Ave E	Alexandria Center for Life Sciences	2107700210	1962	Not Eligible
275	1536 Eastlake Ave E	Eastlake Veterinary Hospital	2107700190	1947	Not Eligible
276	1500 Eastlake Ave E	Office building	2107700162	1967	Not Eligible
278	1000 Fairview Ave N	FHCRC-Fairview building (Wright Baking Company)	1984200105	1926	Not Eligible
285	1202 NE 68th St	Residence	3658700760	1924	Not Eligible
286	1201 NE 69th St	Residence	3658700750	1902	Not Eligible
287	6902 12th Ave NE	Residence	3658700670	1924	Not Eligible
288	6908 12th Ave NE	Residence	3658700660	1924	Not Eligible

APPENDIX C
SURVEYED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

MAP ID	ADDRESS	PROPERTY NAME OR TYPE	PARCEL ID	DATE BUILT	NRHP STATUS
289	1205 NE 70th St	Residence	3658700655	1901	Eligible
290	1202 NE 70th St	Residence	6814600331	1923	Not Eligible
292	1032 NE 68th St	Residence	3658700475	1908	Not Eligible
293	6825 12th Ave NE	Residence	3658700365	1910	Eligible
294	6903 12th Ave NE	Residence	3658700605	1925	Eligible
295	6907 12th Ave NE	Residence	3658700615	1925	Not Eligible
296	6911 12th Ave NE	Residence	3658700486	1924	Not Eligible
297	6915 12th Ave NE	Residence	3658700485	1925	Not Eligible
298	1034 NE 70th St	Residence	6716700125	1909	Not Eligible
299	1028 NE 70th St	Residence	6716700115	1925	Not Eligible
300	1024 NE 70th St	Residence	6716700105	1908	Not Eligible
302	1018 NE 70th St	Residence	6716700100	1907	Not Eligible
303	1012 NE 70th St	Residence	6716700090	1916	Not Eligible
305	1029 NE 70th St	Residence	3658700495	1918	Not Eligible
306	1021 NE 70th St	Residence	3658700505	1913	Not Eligible
307	1019 NE 70th St	Residence	3658700510	1928	Not Eligible
308	1015 NE 70th St	Residence	3658700520	1905	Not Eligible
309	1009 NE 70th St	Residence	3658700530	1925	Not Eligible
310	6920 Roosevelt Way NE	Econo-Mini Self Storage	3658700540	1947	Not Eligible
311	7001 Roosevelt Way NE	Roosevelt Vision Source	9138100505	1974	Not Eligible
312	844 NE 69th St	HANDEL Apartments	9528102185	1970	Not Eligible
313	6801 Roosevelt Way NE	Calvary Temple Church	9528102345	1950	Not Eligible
315	858 NE 67th St	North Towne Manor	9528102750	1958	Not Eligible
316	916 NE Ravenna Blvd	Ravenna Dental Clinic	0825049062	1957	Not Eligible
319	5211 11th Ave NE	Residence	6746701860	1922	Eligible
325	1020 Virginia St	Youthcare - Orion Center	0660001505	1929	Not Eligible
326	6552 15th Ave NE	Residence	9547200110	1923	Not Eligible
327	6802 15th Ave NE	Residence	9547202545	1928	Not Eligible
328	2530 Eastlake Ave E	Rogers Playfield	1959700010	1909	Eligible

APPENDIX C
SURVEYED PROPERTIES IN THE AREA OF POTENTIAL EFFECT

MAP ID	ADDRESS	PROPERTY NAME OR TYPE	PARCEL ID	DATE BUILT	NRHP STATUS
209	1050 NE 50th St	Fire Station No. 17	6746701655	1929	Eligible; Seattle Landmark (2007)
214	911 NE 50th St	7 Gables	5335200005	1925	Not Eligible; Seattle Landmark (2017)
329	1410 NE 66th St	Roosevelt High School	8826900005	1922	Eligible
330	14th Ave NE & NE 73rd St	Green Lake Reservoir	6814600005	1910	Eligible
331	7300 12th Ave NE	Green Lake Reservoir Pump Station	6814600005	1911	Eligible

Notes:

Bold and italicized properties indicate potential for building damage to historic buildings due to construction vibration.

* Surveyed property located within the Ravenna-Cowen North Historic District, which was listed in the NRHP on September 13, 2018 after the completion of the survey for this project.

Appendix D
Archaeological Field Investigations
within 0.5 Mile of the APE

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Archaeological Field Investigations within 0.5 Mile of the APE

TITLE	LOCATION	DESCRIPTION	RESULTS	REFERENCE
Letter to Stephen Swinburne Regarding Heritage Resource Investigation of Recent Excavation for Seismic Retrofitting at the King County Administration Building	Outside APE	Survey	No cultural resources recorded	Nelson, 1998
Letter to Doug Hotchkiss Regarding a Burial Site Within a Construction Job Site for the World Trade Center Complex on Alaskan Way between Bell and Lenora Streets	Outside APE	Survey	Precontact site and 45KI456 recorded	Larson, 1998
Letter to Hamilton Hazelhurst Regarding Results of Cultural Resource Monitoring for the World Trade Center North	Outside APE	Survey	Historical site 45KI482 recorded	Liddle, 1999
Cultural Resource Investigations for the West Lake Union Improvement Project, Seattle, Washington	Outside APE	Survey	Historical site 45KI502 recorded	Nelson, 2001
Archaeological Evaluation and Construction Excavation Monitoring at the World Trade Center, Baba'kwob Site (45KI456), Seattle, King County, Washington	Outside APE	Monitoring	No cultural resources recorded	Lewarch et al., 2002
Letter to Dennis L. Hess Regarding Results of Cultural Resources Monitoring for the City of Seattle West Lake Union Trail Improvement Project, King County, Washington	Outside APE	Survey	No cultural resources recorded	Shong, 2004
Letter to Merideth Redmon Regarding Final Archaeological Monitoring of Geotechnical Borings for the Proposed University/ Densmore CSO Control System Improvements Project	Outside APE	Survey	No cultural resources recorded	Trudel and Larson, 2004
SR 99: Alaskan Way Viaduct & Seawall Replacement Project Archaeological Resources Monitoring and Review of Geotechnical Borings from Harrison Street to Valley Street	Outside APE	Monitoring	No cultural resources recorded	Gillis et al., 2005a
SR 99: Alaskan Way Viaduct & Seawall Replacement Project, Archaeological Monitoring and Review of Geotechnical Borings from	Outside APE	Monitoring	No cultural resources recorded	Gillis et al., 2005b

Archaeological Field Investigations within 0.5 Mile of the APE

TITLE	LOCATION	DESCRIPTION	RESULTS	REFERENCE
South Spokane Street to Battery Street Tunnel				
Geoarchaeological Examination of Solid-Core Geoprobes: Alaskan Way Viaduct and Seawall Replacement Project	Outside APE	Survey	No cultural resources recorded	Northwest Archaeological Associates, 2006
Report on Archaeological Monitoring for William Kenzo Nakamura United States Courthouse, Seattle, Washington	Outside APE	Monitoring	No cultural resources recorded	Schumacher, 2007
Archaeological Monitoring at the South Lake Union Streetcar Maintenance Facility, Seattle, King County, Washington	Intersects APE	Monitoring	No cultural resources recorded	Gilpin, 2007
Archaeological Assessment of Bents 93 and 94 Emergency Repair of the Alaskan Way Viaduct & Seawall Replacement Project	Outside APE	Borehole Monitoring	No cultural resources recorded	Hodges et al., 2007
Cultural Resources Assessment, Alaskan Way Viaduct & Seawall Replacement Program, Battery Street Tunnel Fire and Safety Upgrades Project	Outside APE	Monitoring	No cultural resources recorded	Bundy and Walker Gray, 2008
Letter to Meredith Redmon Regarding Archaeological Monitoring of the King Street Odor Control Facility Project	Outside APE	Monitoring	No cultural resources recorded	Hoyt and Johnson, 2008
The Alaskan Way Viaduct & Seawall Replacement Project, Results of the Archaeological Core Collection Program: Phase 1	Outside APE	Archaeological Core Collection	No cultural resources recorded	Miss et al., 2008
SR 519 Intermodal Access Project Phase 2: South Atlantic Corridor, Addendum to Cultural Resources Discipline Report: Results of Supplemental Archaeological Investigations	Outside APE	Survey	No cultural resources recorded	Northwest Archaeological Associates and Environmental History Company, 2008
Technical Memorandum: SR 99: Alaskan Way Viaduct Moving Forward Program Cultural Resources Investigations Yesler Way Stabilization Project Archaeological Assessment	Outside APE	Monitoring	No cultural resources recorded	Valentino et al., 2008

Archaeological Field Investigations within 0.5 Mile of the APE

TITLE	LOCATION	DESCRIPTION	RESULTS	REFERENCE
Archaeological Monitoring for Starbucks Coffee Company's 505 1st Avenue South Construction Site, City of Seattle, King County, Washington	Outside APE	Monitoring	Historical site 45KI930 recorded	Silverman et al., 2009
Archaeological Assessment of the Yesler Terrace Redevelopment Project, Seattle, King County, Washington	Outside APE	Survey	No cultural resources recorded	Berger and Hartman, 2010
Cultural Resources Monitoring Report, SR 99 South Holgate Street to South King Street Viaduct Replacement Project Archaeological Monitoring Stage 1 Seattle, King County, Washington	Outside APE	Monitoring	No cultural resources recorded	Cascella et al., 2010
Cultural Resources Survey for the Hearthstone Woodlawn Avenue Project, Seattle, Washington	Outside APE	Survey	No cultural resources recorded	Schumacher, 2010
Archaeological Exploration within the Seattle DOT Harrison Street Maintenance Yard in Support of the SR 99 North Portal Project, King County, Washington	Outside APE	Subsurface Testing and Excavation	Precontact and historical site 45KI958 recorded	Wegener et al., 2010
Cultural Resources Discipline Report for the Aurora Rapid Ride Project- E Line, NEPA Documented Categorical Exclusion	Outside APE	Survey	No cultural resources recorded	Rooke et al., 2010
SR 99: Alaskan Way Viaduct & Seawall Replacement Program, Results of Monitoring for the AWW Electrical Line Relocation Project	Outside APE	Monitoring	Historical site 45KI943 recorded	Valentino, 2010
Archaeological Resources Monitoring of the Geotechnical Borings from Harrison Street to Thomas Street, SR 99 Alaskan Way Viaduct Replacement Project, Seattle, Washington	Outside APE	Monitoring	Precontact and historical site 45KI958 updated	Blake and Huber, 2011
Cultural Resource Assessment for the Thomas Burke Memorial Washington State Museum Renovation Project, University of Washington, King County, Washington	Outside APE	Survey and Subsurface Testing	No cultural resources recorded	Sharley and Smith, 2011

Archaeological Field Investigations within 0.5 Mile of the APE

TITLE	LOCATION	DESCRIPTION	RESULTS	REFERENCE
SR 99 S Hudson Street to Ward Street Automated Viaduct Closure Gates Project, Results of Monitoring Program No Adverse Effect	Outside APE	Monitoring	No cultural resources recorded	Bartoy, 2011
Cultural Resources Monitoring at King Street Station, King County, Washington 2010 Results	Outside APE	Monitoring	Historical site 45KI1016 recorded and historical site 45KI244 updated	Merrill et al., 2011
Elliott Bay Seawall Underwater Archaeological Reconnaissance Survey	Outside APE	Survey	Historical sites 45KI1011, 45KI1012, and 45KI1013 recorded	Roberts, 2011
Cultural Resources Monitoring of Geothermal Wells at King Street Station Parking Plaza, Seattle, Washington	Outside APE	Monitoring	Precontact and historical site 45KI1016 recorded	Phillips and Lockwood, 2011
Data Recovery Report for Site 45KI924, Seattle Washington for the SR 99 Alaskan Way Viaduct Moving Forward Project	Outside APE	Data Recovery	Historical site 45KI924 updated	Schneyder et al., 2011
Section 106 Technical Report: Volume 1 Archaeology, SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project	Intersects APE	Survey	Two precontact isolates 45KI1006 and 45KI1007 recorded, one historical archaeological and one human bone 45KI760 updated	Elder et al., 2011
Results of Archaeological Monitoring of Geotechnical Borings within the SR 520 Limits of Construction	Outside APE	Monitoring of Geotechnical Borings	No cultural resources recorded	Elder, 2011a
Memorandum: Cultural Resources Investigations at the Bryant Building Section 6(f) Replacement Site	Outside APE	Subsurface Testing	No cultural resources recorded	Elder, 2011b
Memorandum: Archaeological Monitoring and Data Recovery at 45-KI-737 Old Pine Street, Sound Transit University Link Light Rail Pine	Outside APE	Monitoring and Data Recovery	Historical site 45KI737 updated	Hoyt et al., 2012

Archaeological Field Investigations within 0.5 Mile of the APE

TITLE	LOCATION	DESCRIPTION	RESULTS	REFERENCE
Street Stub Tunnel (U230), Seattle, King County, Washington				
Cultural Resource Monitoring Results for King Street Station Construction Phase II b	Outside APE	Monitoring	Historical site 45KI244 updated	Merrill and Johnson, 2012
Monitoring and Recording of Two Buried Walls (45KI1084 and 45KI1085) in the Seattle Central Waterfront District	Outside APE	Monitoring and Data Recovery	Historical sites 45KI1084 and 45KI1085 recorded	Wilt, 2012
Cultural Resources Monitoring Report SR 99 South Holgate Street to South King Street Viaduct Replacement Project Archaeological Monitoring Stage 2 Seattle, King County, Washington	Outside APE	Monitoring	No cultural resources recorded	Reed et al., 2012
Elliott Bay Seawall Project Cultural Resources Assessment	Outside APE	Survey	Historical sites 45KI1011, 45KI1012, 45KI1013, and 45KI1099 recorded	Hudson et al., 2013
SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project Corridor Archaeological Landform Sensitivity Assessment	Outside APE	Survey	No cultural resources recorded	Elder and Cascella, 2013
Results of Additional Data Collection Required to Evaluate Sites 45KI1012 and 45KI1013, SR 519 Seattle Multimodal Terminal at Colman Dock Project (Seattle Multimodal Project)	Outside APE	Test Excavation and NRHP Evaluation	Historical sites 45KI1012 and 45KI1013 updated	Johnson et al., 2013
University of Washington Burke-Gilman Trail, Rainier Vista to 15th Avenue NE Segment, Cultural Resources Inventory Project, Seattle, King County, Washington	Outside APE	Survey	No cultural resources recorded	Stevenson et al., 2013
Pike Place Market Waterfront Entry Project (PC1-N), Seattle, Washington, Archaeological Survey	Outside APE	Survey	Historical site 45KI1161 recorded	Wilson et al., 2013
Archaeological Inventory for the University of Washington Burke-Gilman Trail, University Bridge to Brooklyn Avenue NE (Neighborhood	Outside APE	Survey	No cultural resources recorded	Stevenson and Little, 2014a

Archaeological Field Investigations within 0.5 Mile of the APE

TITLE	LOCATION	DESCRIPTION	RESULTS	REFERENCE
Reach) Segment, City of Seattle, King County, Washington				
Archaeological Inventory for the University of Washington Burke-Gilman Trail, Pasadena Place NE to University Bridge (Northlake Reach) Segment, City of Seattle, King County, Washington	Outside APE	Survey	No cultural resources recorded	Stevenson and Little, 2014b
Archaeological Inventory for the University of Washington Burke-Gilman Trail, Brooklyn Avenue NE to 15th Avenue NE (Garden Reach) Segment, City of Seattle, King County, Washington	Outside APE	Survey	No cultural resources recorded	Stevenson and Little, 2014c
Cultural Resources Discipline Report: Fairview Avenue North Bridge	Outside APE	Survey	Historical site 45KI1182 recorded	Wilson et al., 2014
SR 99: Alaskan Way Viaduct & Seawall Replacement Program Archaeological Assessment S. Holgate Street to S. King Street Viaduct Replacement	Outside APE	Monitoring	Historical site 45KI1188 recorded	Miss et al., 2014
Draft - Archaeological Inventory for the University of Washington Animal Research and Care Facility Construction Project, City of Seattle, King County, Washington	Outside APE	Survey	No cultural resources recorded	Schultze and Stevenson, 2014
Archaeological Testing for the Alaskan Way Viaduct Replacement Project Tunnel Boring Machine Repair Shaft	Outside APE	Test Excavation	No cultural resources recorded	Elder and Cascella, 2014
Evaluation of Archaeological Site HRA-2358-1 at 400 South Jackson in the City of Seattle, King County, Washington	Outside APE	Test Excavation and NRHP Evaluation	Historical site KI1223 recorded	Pickrell and Schultze, 2015
Technical Memorandum: North Access Connection Project, Archaeological Investigations, 45KI958, King County, Washington	Outside APE	Test Excavation and NRHP Evaluation	Precontact and historical site 45KI958 updated	Valentino, 2015
Tunnel Boring Machine Repair Shaft Shell Deposit (45KI1221) Archaeological Testing, Alaskan Way	Outside APE	Test Excavation and NRHP Evaluation	Precontact and historical site 45KI1221 recorded	Elder et al., 2015

Archaeological Field Investigations within 0.5 Mile of the APE

TITLE	LOCATION	DESCRIPTION	RESULTS	REFERENCE
Viaduct Replacement Project, Seattle, Washington				
Final Cultural Resources Assessment for the Yesler Way Over 4th Avenue South Bridge, Seattle, Washington	Outside APE	Survey	No cultural resources recorded	Heideman et al., 2015
Memorandum: NRHP Evaluation of Archaeological Site HRA-2358-2	Outside APE	Test Excavation and NRHP Evaluation	Historical site 45KI1027 updated	Compas and Gilpin, 2015
Archaeological Monitoring Report for the 400 South Jackson Street Project, City of Seattle, King County, Washington	Outside APE	Monitoring	Historical sites 45KI1027 and 45KI1223 recorded	Raff-Tierney et al., 2016
Letter to Gretchen Kaehler Regarding 450 Alaskan Way S Unanticipated Discovery CAR-2: Determination of Eligibility	Outside APE	Test Excavation and NRHP Evaluation	Historical site 45KI1227 recorded	Ferris, 2016
Cultural Resources Assessment of the Post Avenue Bridge Replacement Project, Seattle, King County, Washington	Outside APE	Survey	No cultural resources recorded	Rinck et al., 2016
KC Metro Two-Way Columbia St. 1st to 3rd Avenue, Southend Pathways Project, Archaeological Monitoring, City of Seattle, King County, Washington	Outside APE	Monitoring	No cultural resources recorded	Dellert, 2017

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Berger, Margaret and Glenn D. Hartman. 2010. *Archaeological Assessment of the Yesler Terrace Redevelopment Project, Seattle, King County, Washington*. Cultural Resources Consultants, Inc. Prepared for CollinsWoerman.

Blake, Karry L., and Edgar K. Huber. 2011. *Archaeological Resources Monitoring of the Geotechnical Borings from Harrison Street to Thomas Street, SR 99 Alaskan Way Viaduct Replacement Project, Seattle, Washington*. Prepared for Washington State Department of Transportation.

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Appendix E
City of Seattle Landmarks
and Historic Districts

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RapidRide Roosevelt – City of Seattle

Preservation Regulations and Landmarks

PREPARED FOR: City of Seattle

PREPARED BY: Marcia Montgomery/Jacobs

DATE: March 18, 2019

Introduction

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. Nomination packets for potential landmark properties are reviewed by the City Historic Preservation Office before they are presented to the Seattle Landmarks Preservation Board. The board approves nominations and has the power to designate properties as city landmarks. After a property has been approved by the Seattle Landmarks Preservation Board and designated with landmark status, a Certificate of Approval is required if changes are made to its contributing features. 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. The City has designated seven local historic districts. The Landmarks Preservation Board or a citizen's board regulates alterations made to properties within each historic district, including any improvements within the public rights-of-way, open space, and areaways throughout the districts. The Pioneer Square Preservation District Ordinance (SMC 23.28) and the International Special Review District Ordinance (SMC 23.66) present the processes for protecting the local historic districts.

The criteria to qualify as a Seattle Landmark are similar to those for the National Register of Historic Places (NRHP) in terms of criteria and standards of integrity, with several important differences. First, a historic property may be designated as a Seattle Landmark if it is more than 25 years old. The Seattle Landmarks Preservation Ordinance states that "An object, site or improvement which is more than twenty-five (25) years old may be designated for preservation as a landmark site or landmark if it has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, state, or nation" (SMC 25.12.350). This differs from NRHP criteria, which require that a property be 50 years old unless it is exceptionally important. And second, the Landmarks Preservation Board recognizes two additional criteria (SMC 25.12.350):

- It is associated in a significant aspect of the cultural, political, or economic heritage of the community, City, state, or nation.

- Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the City.

Seattle Landmarks and Districts

There are two local historic/special review districts in the Area of Potential Effects (APE) and six Seattle Landmarks, as shown in Table E-1. The survey for this project recommended 35 properties that did not have previous NRHP findings concurred upon by the State Historic Preservation Officer within the last 3 years as eligible for listing in the NRHP. Two of the 35 properties are designated Seattle Landmarks, the remaining 33 NRHP-eligible properties may meet the City of Seattle's landmark designation standards. See the accompanying Figures E-1 through E-7 for maps showing the location of Seattle historic districts in relation to the project elements. The figures also show the location of properties surveyed for the project, as well as previously identified historic properties, including Seattle Landmarks. One of these landmark properties—Troy Laundry Company—was previously designated as a Seattle Landmark, but was largely demolished in 2013. Only parts of the exterior walls remain, and it no longer retains integrity.

Table E-1 Seattle Landmarks and Historic Districts within RapidRide Roosevelt APE

PROPERTY NAME	YEAR BUILT	PARCEL ID	ADDRESS	STATUS	MAP ID
International Special Review District	1907-1936	N/A	N/A	Established 1973	N/A
Pioneer Square Preservation District	1889-1931	N/A	N/A	Established 1970	N/A
Troy Laundry	1927	8692000000	307-311 Fairview	Established 1996	324
University Branch Library	1909	0825049041	5009 Roosevelt Way NE	Established 2003	320
7 Gables Theater (American Legion University Post #11)	1925	5335200005	911 NE 50th	Established 2017	214
Fire Station No. 17	1929	6746701655	1050 NE 50th	Established 2007	209
Roosevelt High School	1922	6814600005	1410 NE 66th	Established 2002	330
Ford Assembly Plant	1914	1984200035	700 Fairview Ave N	Established 1998	279

Project Effects

No adverse effects on Seattle Landmarks or local historic districts would occur from operation of the RapidRide Roosevelt Project. No project improvements are proposed for the corridor south of the Virginia St and 3rd Ave intersection. The project corridor travels through the Pioneer Square Historic District and the Seattle International Special Review District using existing infrastructure and would have no adverse effect on the historic districts. South of the University Bridge, the project would use existing overhead contact system (OCS) poles located along the RapidRide Roosevelt alignment. Between the University Bridge and the north end of the project corridor, new OCS poles would be added using existing utility poles when possible and adding new poles when necessary. The only three Seattle Landmarks within the APE that have the potential of being adjacent to new OCS poles would be the University Branch Library, 7 Gables Theater, and Fire Station No. 17. The OCS poles would be placed within the public right-of-way adjacent to historic buildings and would not adversely affect the buildings. If new OCS poles are required near the three landmarks, it would be a minor visual change to the setting of the historic properties and would not be an adverse effect. One new station would be located in front of a Seattle Landmark, the Troy Laundry (307-311 Fairview Ave N), which has lost integrity since it was originally listed as a landmark.

Four locations are being considered for the installation of a traction powered substation (TPSS). The exact location of the approximately 13-foot by 21-foot TPSS would be identified prior to the final design. One of the proposed locations is located on the Seattle Landmark Roosevelt High School property at 15th Ave NE and 12th Ave NE. A TPSS would be located on the western edge of the property within the existing parking lot. The whole 9-acre property is listed as a Seattle Landmark, which would require that the Seattle Landmarks Board review the construction of a TPSS at this location and issue a Certificate of Approval for the modification to the landmark property.

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 Seattle Landmarks. However, these effects would be limited to the duration of construction and would not have an adverse effect on historic properties. Best 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 RapidRide Roosevelt construction would be contained to existing right-of-way, and no historic buildings or structures would incur physical impacts.

Figure E-1 Historic Properties in Downtown

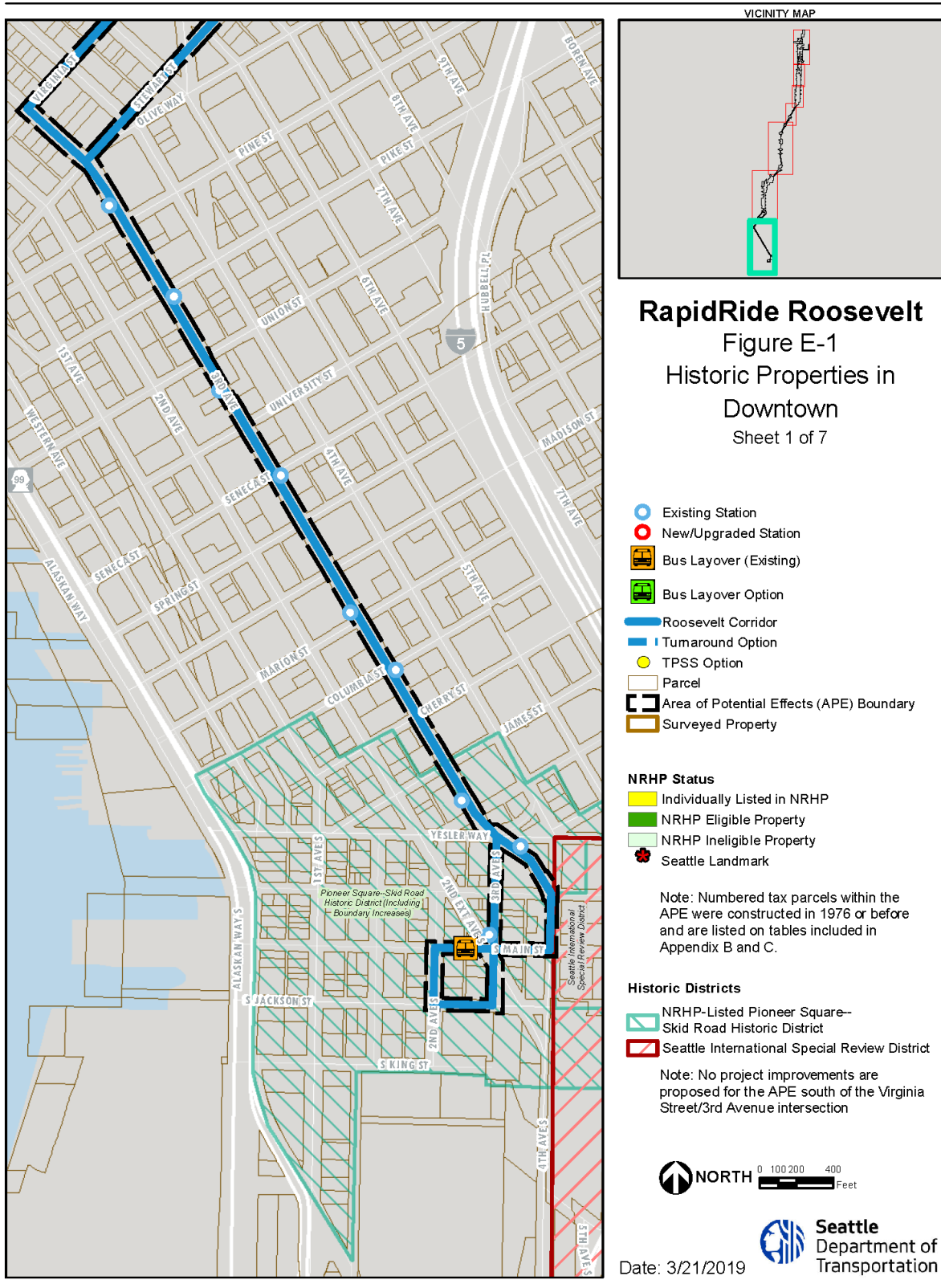


Figure E-2 Historic Properties in South Lake Union

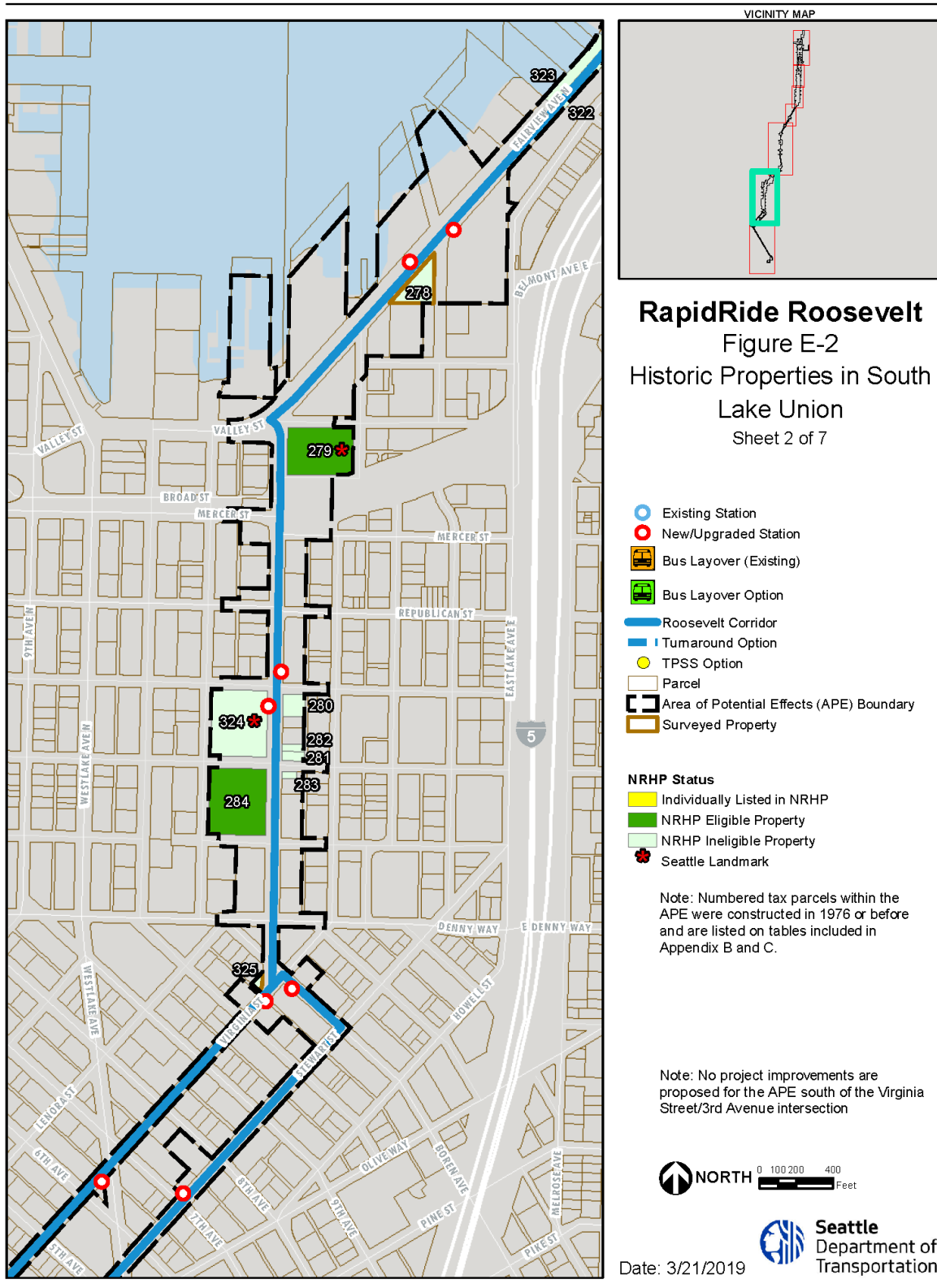


Figure E-3 Historic Properties in Eastlake

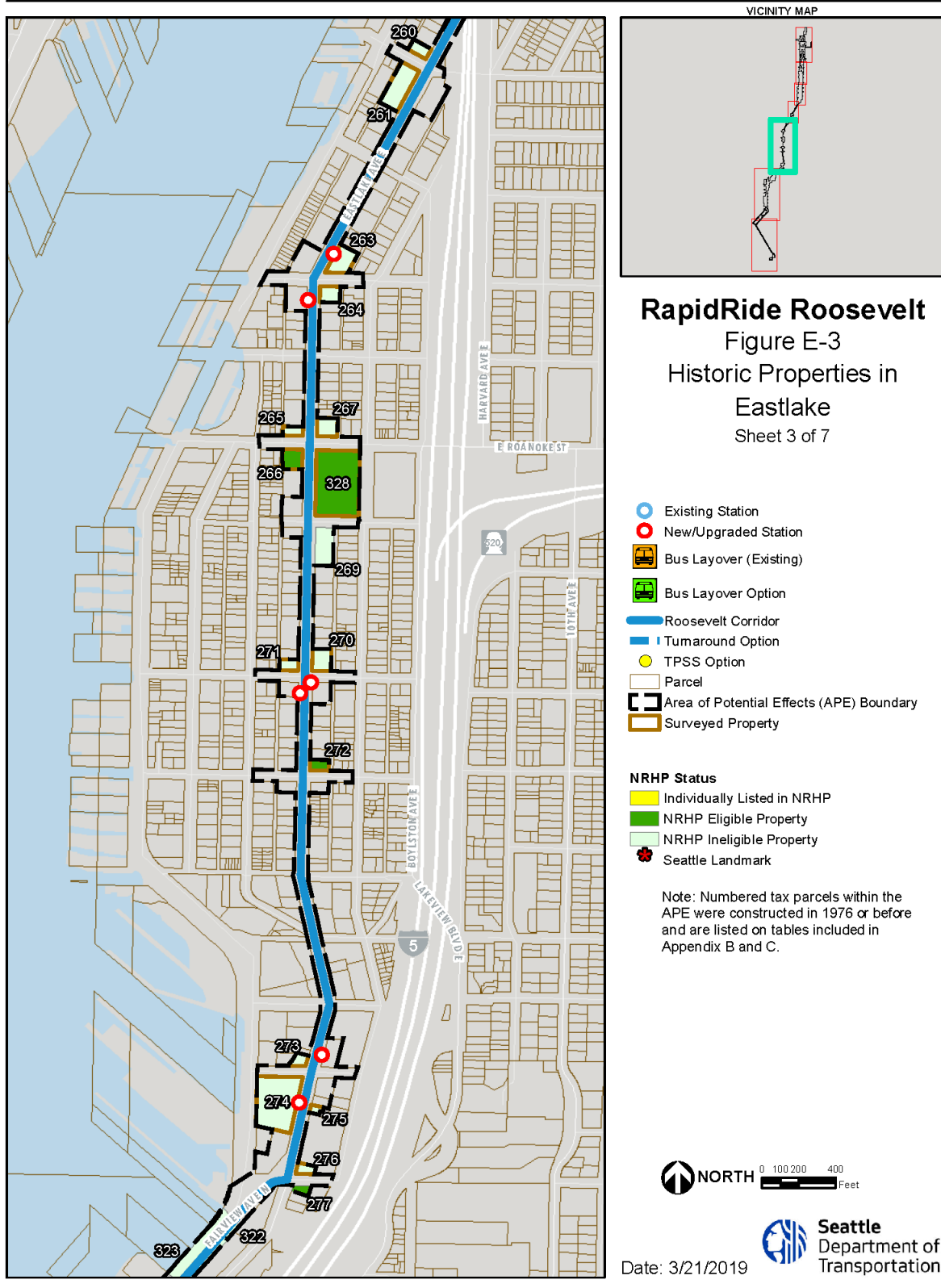


Figure E-4 Historic Properties in Eastlake and the University District

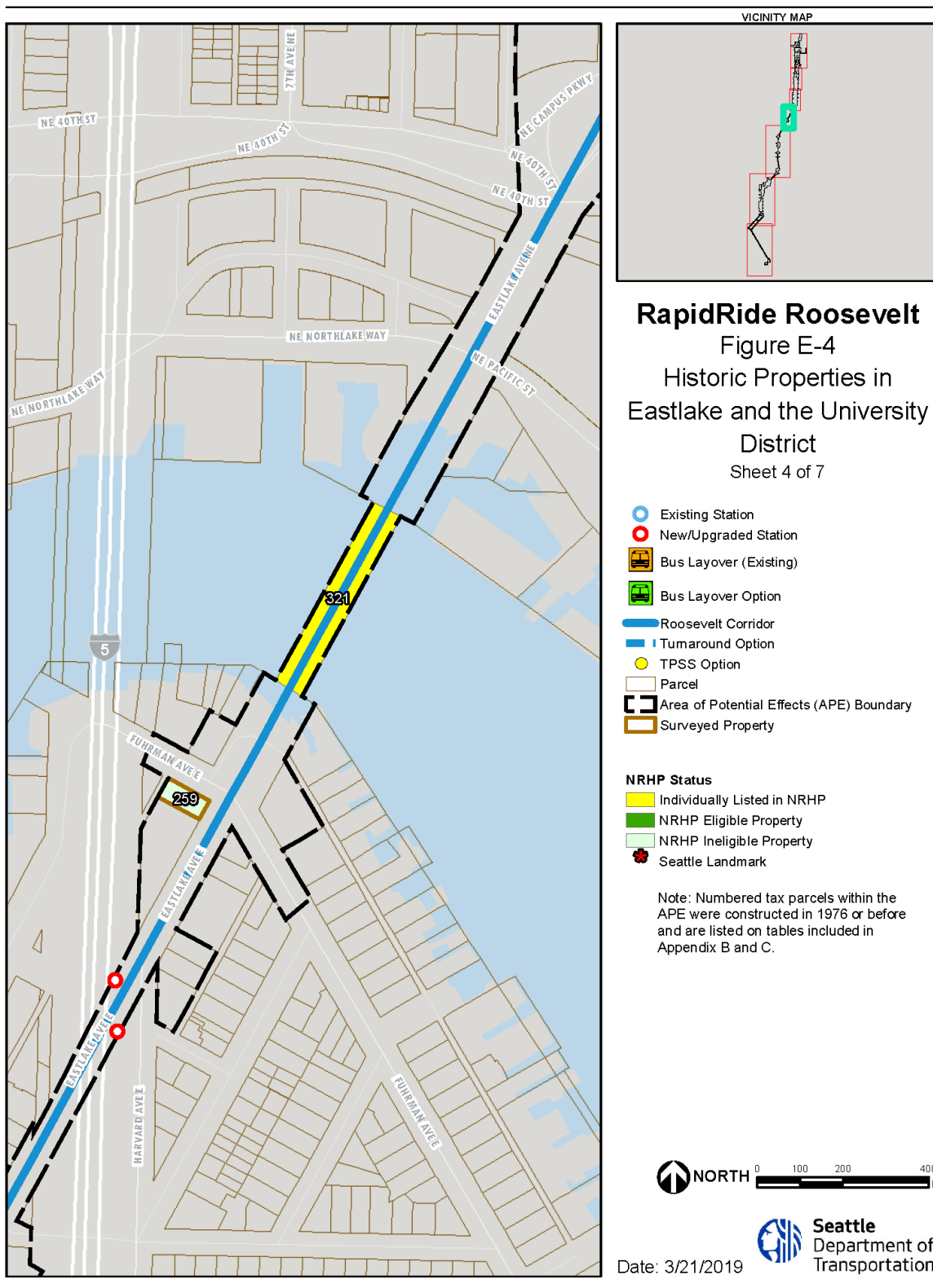


Figure E-5 Historic Properties in the University District

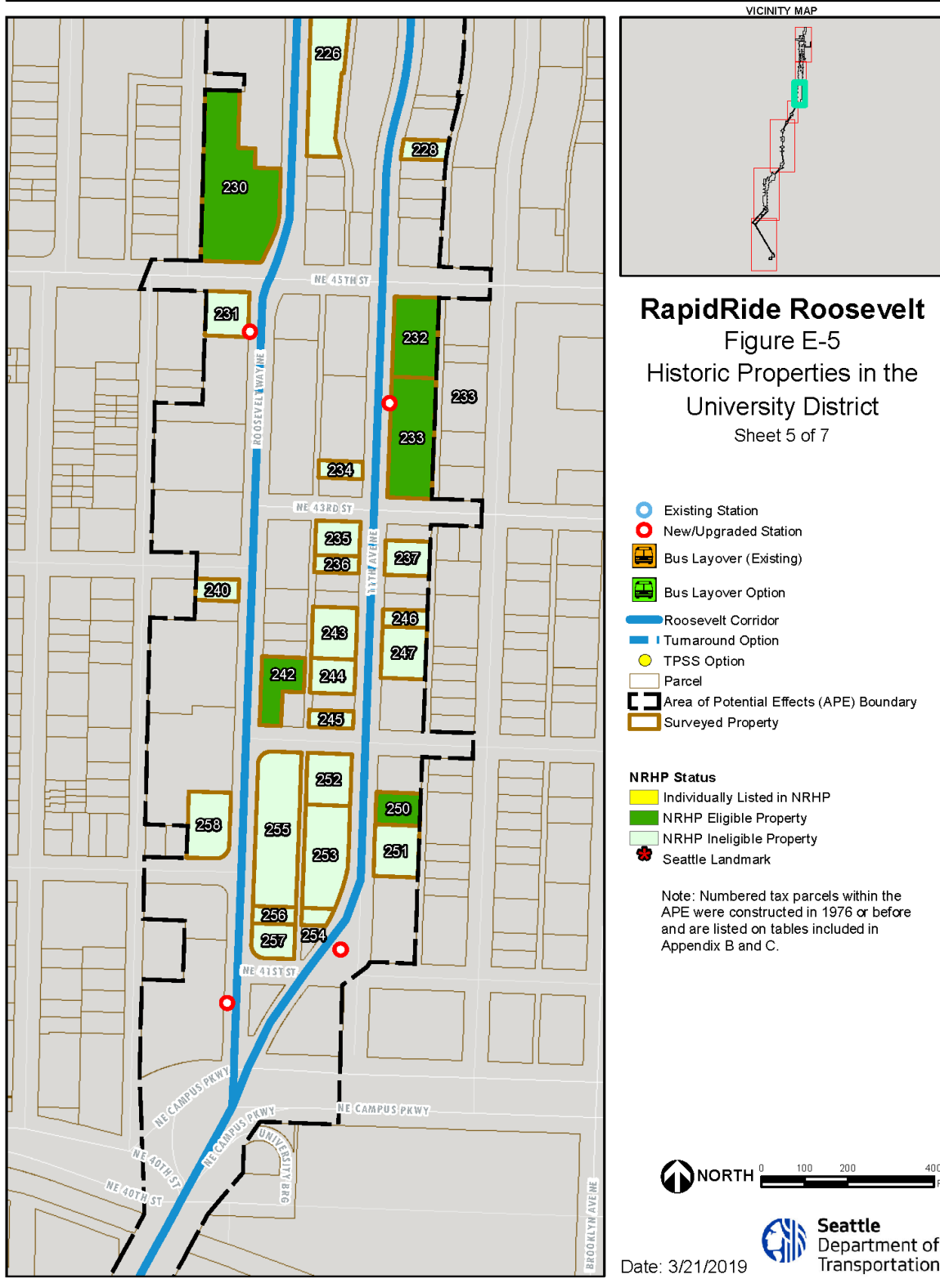


Figure E-6 Historic Properties in the University District

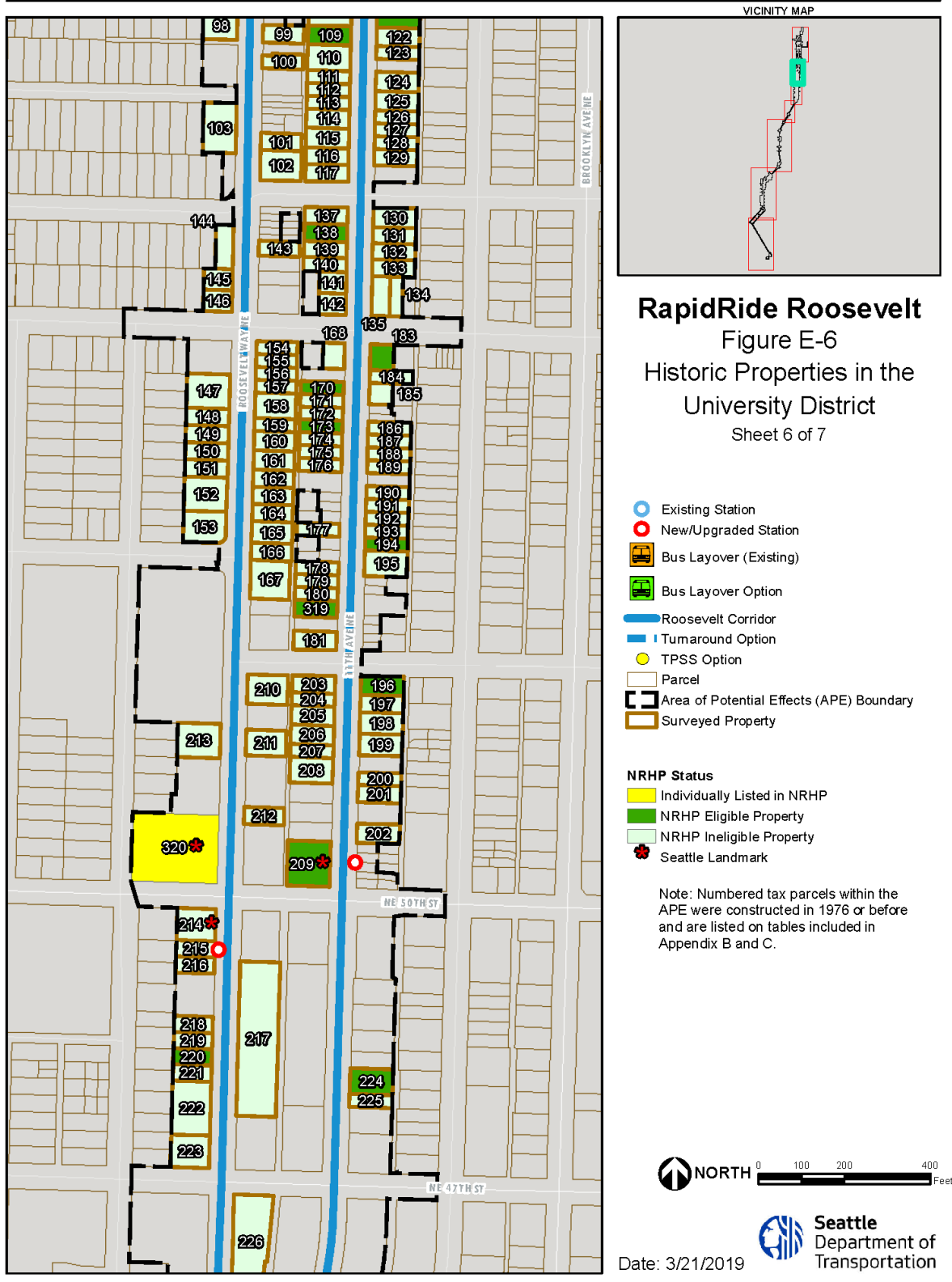
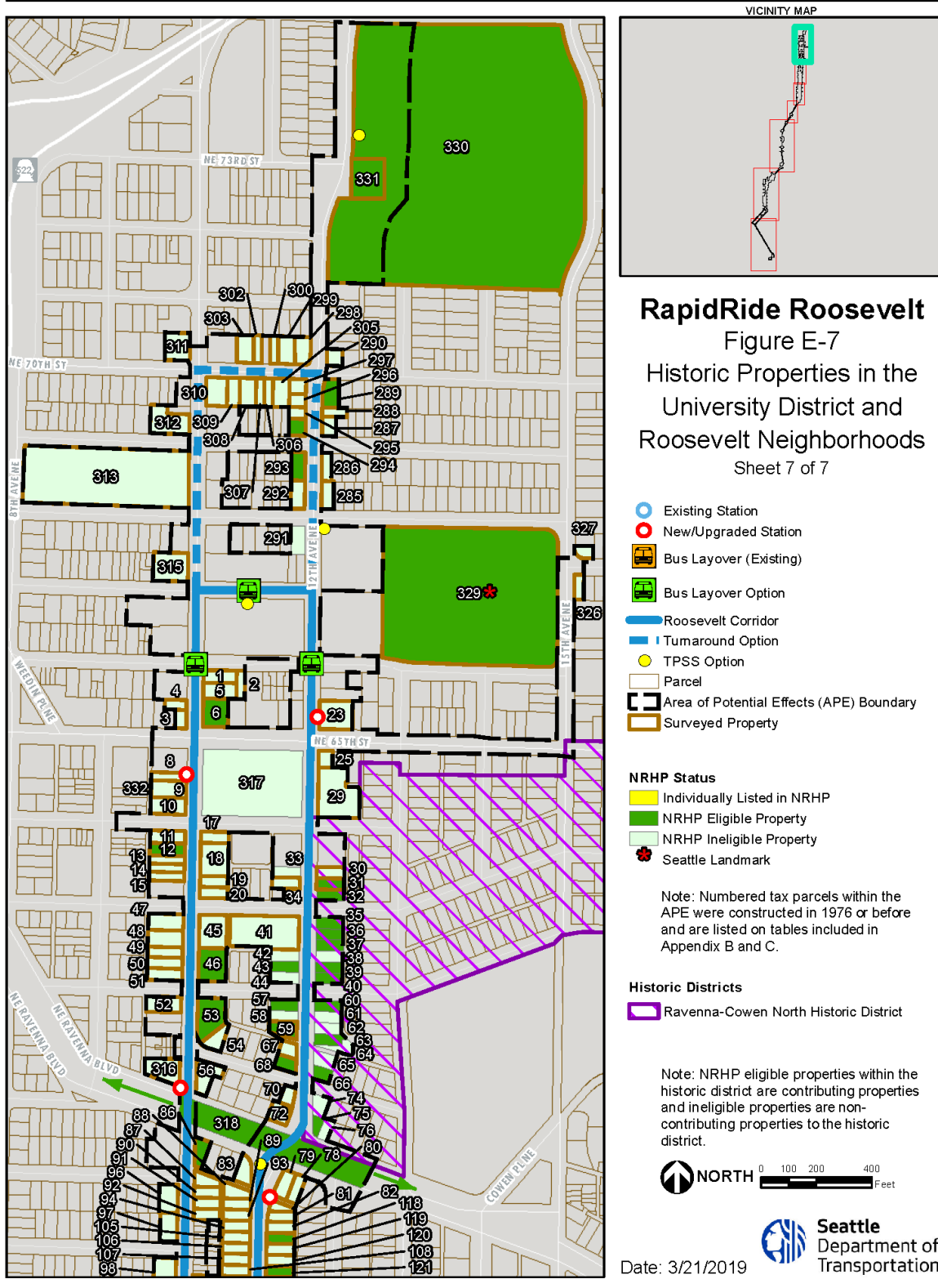


Figure E-7 Historic Properties in the University District and Roosevelt Neighborhoods



Appendix F
Draft RapidRide Roosevelt Project
Inadvertent Discovery Plan

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SDOT RapidRide Roosevelt Project

INADVERTENT DISCOVERY PLAN

A Plan and Procedure for Dealing with the Inadvertent Discovery of Cultural Resources

Introduction

The Federal Transit Administration (FTA), in cooperation with the City of Seattle Department of Transportation (SDOT), is proposing to make transit improvements as part of the RapidRide Roosevelt Project in the City of Seattle, King County, Washington. The Project would include a 6-mile corridor through Seattle that would provide rapid transit service utilizing King County Metro buses, connecting Downtown Seattle with the neighborhoods of Belltown, South Lake Union, Eastlake, the University District, and Roosevelt (Figure F-1). This Inadvertent Discovery Plan outlines procedures for compliance with federal and state regulations in the event of an unanticipated discovery of human skeletal remains or archaeological resources. Contact information for agencies and individuals is provided below.

Federal law stipulates that a federal undertaking will adhere to provisions of the National Historic Preservation Act of 1966 (as amended). As the lead agency, FTA is responsible for all aspects of 36 Code of Federal Regulations (CFR) 800 in dealing with the treatment of cultural resources and the consultation with concerned parties. FTA has delegated authority to SDOT for examining cultural resources and communicating with the parties concerning such examinations. Potentially concerned parties include the Muckleshoot, Snoqualmie, Stillaguamish, Yakama, and Tulalip Tribes, the non-federally recognized Duwamish Tribal Community, the Department of Archaeology and Historic Preservation (DAHP), and the FTA.

Any staff members of SDOT, their contractors, or subcontractors are required to halt construction if they observe or identify any cultural materials, and SDOT will provide a professional archaeologist adequate time to assess, record, and potentially analyze any resources that might be uncovered. The DAHP and the FTA will be notified of any discoveries that occur during construction.

This document serves as the plan for dealing with any discoveries of human skeletal remains, artifacts, sites, or any other cultural resources potentially eligible for listing in the National Register of Historic Places (NRHP). This plan is intended to provide guidance to SDOT personnel, so they can:

- Comply with applicable Federal and State laws and regulations, particularly the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR Part 800, and the Revised Code of Washington (RCW) Chapters 27.44 Indian Graves and Records, 27.53

Archaeological Sites and Resources, 68.50 Human Remains, and 68.60 Abandoned and Historic Cemeteries and Historic Graves

- Describe to regulatory and review agencies the procedures that SDOT will follow to prepare for and deal with inadvertent discoveries, and
- Provide direction and guidance to project personnel on the proper procedures to be followed should an inadvertent discovery occur.

Inadvertent Discovery of Human Skeletal Remains on Non-Federal and Non-Tribal Land in the State of Washington

If ground disturbing activities encounter human skeletal remains during construction, then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance until the State provides notice to proceed. The finding of human skeletal remains will be reported to the King County Medical Examiner's Office and the Seattle Police Department in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The medical examiner will assume jurisdiction over the human skeletal remains and decide whether those remains are forensic or non-forensic. If the medical examiner determines the remains are non-forensic, then they will report that finding to the DAHP who will then take jurisdiction over the remains. The DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist at DAHP will determine whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

The area of work stoppage will be adequate to provide for the security, protection, and integrity of the skeletal remains, in accordance with Washington State law. The Project's Resident Engineer will be responsible for taking appropriate steps to protect the discovery. At a minimum, the immediate area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site.

Inadvertent Discovery of Archaeological Resources

If any staff members of SDOT, their contractors, or subcontractors believe that he or she has encountered cultural or archaeological remains of any kind, all work at and adjacent to the discovery shall immediately cease. He or she will inform the Project's Resident Engineer. The Resident Engineer will inform the Project's Construction Engineer and SDOT's Environmental

Services Coordinator. The area of work stoppage will be at minimum 50 feet from the discovery and adequate to provide for the security, protection, and integrity of the archaeological discovery. A cultural resource discovery could be prehistoric-period or historic-period in age and consist of (but not limited to):

- Areas of charcoal or charcoal-stained soil and stones
- Stone, tools, or waste flakes (i.e., an arrowhead or stone chips)
- Bone, burned rock, or mollusk shell, whether or not seen in association with stone tools or chips
- Clusters of tin cans, ceramics, flat glass; bottles; concentrations of brick; or logging, mining, or agricultural equipment

SDOT's Environmental Services Coordinator will consult with a professional archaeologist to determine if the remains are archaeological and greater than 50 years old. If the archaeologist believes that the discovery is a cultural resource, he or she and the Environmental Services Coordinator will discuss this with the Construction Engineer and Resident Engineer, and steps will be taken to protect the discovery site. At a minimum, subsurface disturbances will stop and the area adjacent to the discovery will be secured. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. Any newly discovered archaeological resource will be considered eligible for the National Register of Historic Places (NRHP) until determined otherwise by the DAHP. Work in the immediate area will not resume until treatment of the discovery has been completed following the provisions for treating archaeological/cultural material as set forth below.

SDOT's Environmental Services Coordinator will immediately contact the FTA and the DAHP Transportation Archaeologist for consultation regarding NRHP eligibility of any new discovery. If the federal and state agency representatives determine that the discovery is an eligible cultural resource, they and concerned Indian Tribe(s), as appropriate, will consult to determine appropriate treatment to be presented and agreed upon in a Memorandum of Agreement (MOA) or other appropriate documentation. Mitigation measures will be developed in consultation with the FTA and the DAHP, and the affected tribes (where appropriate), which could include avoidance through redesign, conducting data recovery, and/or relocating materials or remains. Agreed upon treatment measures performed by SDOT could include protecting the resources in place, or data recovery such as mapping, photography, limited probing, and sample collection, or other measures.

SDOT's Environmental Services Coordinator will follow any instructions from DAHP or FTA, such as arranging an on-site meeting with interested parties or developing and implementing a mitigation plan if necessary.

Once the discovery site has been cleared by DAHP and FTA, SDOT's Environmental Services Coordinator will inform the Construction Engineer and Resident Engineer that work may resume in the discovery area.

Primary Field Contacts

SDOT Project Manager

Resident Engineer

SDOT Construction Engineer

SDOT Environmental Services Coordinator

SDOT Public Information Office

Project Archaeologist

Cultural Resources Contacts

DAHP State Physical Anthropologist

Dr. Guy Tasa (360) 586-3534

DAHP Transportation Archaeologist

Dennis Wardlaw (360) 586-3085

State Historic Preservation Officer

Allyson Brooks (360) 586-3066

Other Agency Contacts

King County Medical Examiner's Office

(206) 731-3232

County Medical Examiner

Richard Harruff

County Forensic Anthropologist

Kathy Taylor

City of Seattle Police Department

Non-emergencies

(206) 684-5550

Emergencies

911

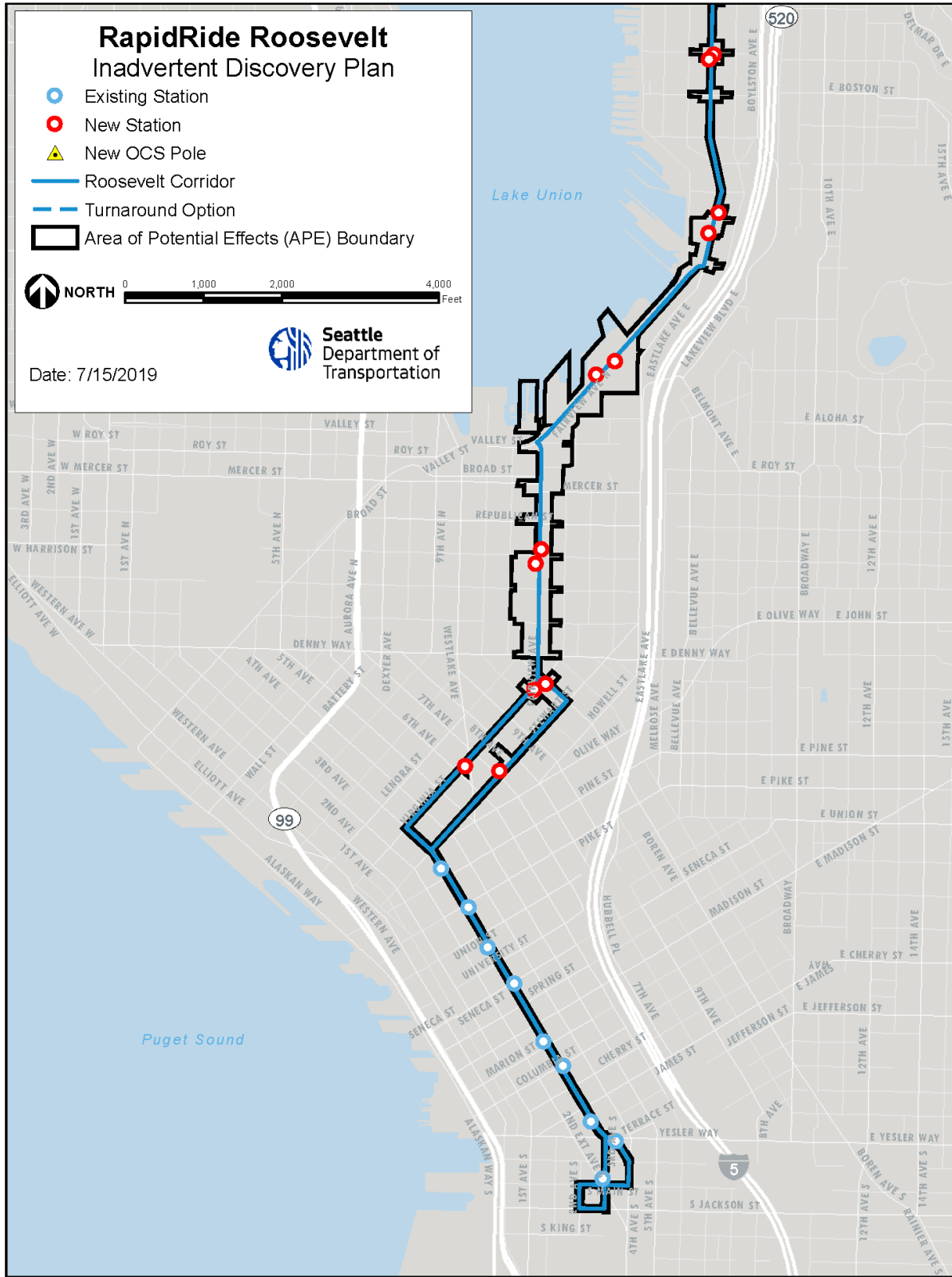


Figure F-1 Inadvertent Discovery Plan (1 of 2)

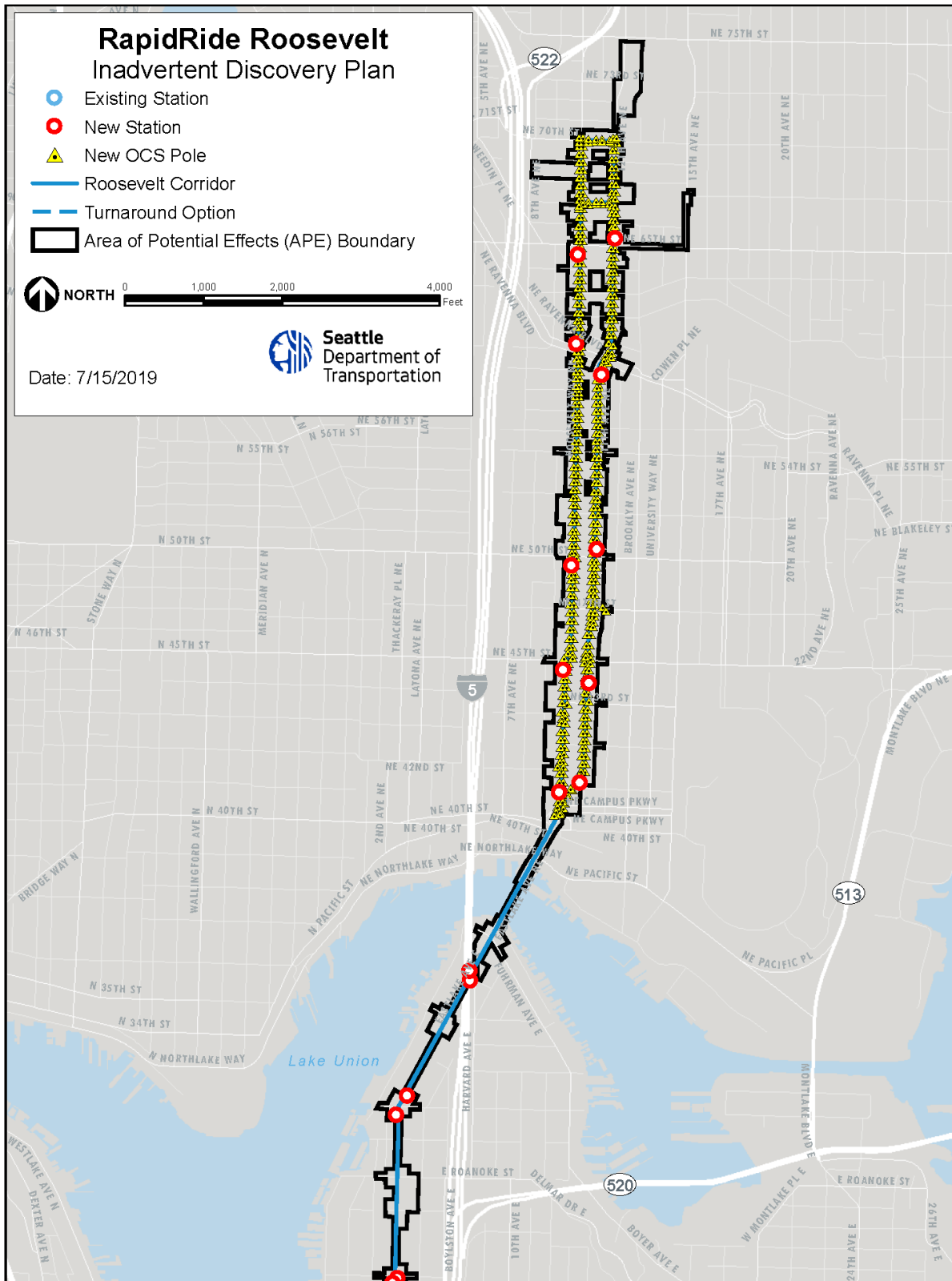


Figure F-1 Inadvertent Discovery Plan (2 of 2)