

APPENDIX E

Agency Correspondence



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)

August 24, 2006

Bill T. Sweet, Tribal Chair
Snoqualmie Tribe
PO Box 969
Snoqualmie, WA 98065

Subject: Invitation to Participate in the Environmental Review Process
and Initiation of Section 106 Consultation for the East Link Project

Dear Chairman Sweet:

The Federal Transit Administration (FTA), in cooperation with Sound Transit and the Washington State Department of Transportation (WSDOT), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed East Link project. The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). Sound Transit and the Washington State Department of Transportation (WSDOT) will be co-lead agencies for SEPA compliance. The proposed project is located in King County, Washington. The proposed purpose of the project is to expand the Sound Transit Central Link rail system from Seattle to Bellevue and Redmond, via Interstate 90 (I-90) and across Mercer Island, to provide a reliable and efficient alternative for moving people throughout the region.

The enclosed Scoping Information Report provides more details including a map of the project area, maps depicting proposed route and station location alternatives, a schedule for the EIS process, the preliminary project Purpose and Need Statement, and elements of the environment to be evaluated in the EIS.

To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing on the National Register of Historic Places, FTA confirms the initiation of the Section 106 consultation pursuant to 36 CFR 800.2(a)(4).

In addition, recently enacted federal legislation, Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the East Link project. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.¹ The Snoqualmie Tribe has been identified preliminarily as one that may have an interest in this project, because of the potential in the project area for historic or cultural resources listed in or eligible for listing in the National Register of Historic Places; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

¹ Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." 40 C.F.R. § 1508.5.

As a participating agency, you will be asked to:

- Participate in the NEPA process starting at the earliest possible time, especially with regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of alternatives.
- Identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts.
- Provide meaningful and timely input on unresolved issues
- Participate in the EIS scoping process.

Written responses to this invitation are due at the close of the scoping process on October 2, 2006. Please use the attached Participating Agency Designation form to accept or decline this invitation.

Scoping

An agency scoping meeting has been scheduled for September 12, 2006 at Bellevue City Hall, 450 110th Avenue NE, Bellevue, WA 98004, from 1:00 to 3:00 p.m. The 30-day scoping comment period begins on September 1 and ends October 2, 2006. As described in the enclosed Scoping Information Report, scoping comments are requested on the proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be included in the EIS. In addition, comment on the preliminary project Purpose and Need is being solicited during the scoping period pursuant to the SAFETEA-LU federal legislation that states lead agencies will provide an opportunity for agency and public comment on the purpose and need statement early in the environmental review process. The preliminary project Purpose and Need statement is provided in the Scoping Information Report. The draft project Coordination Plan prepared pursuant to SAFETEA-LU is also enclosed.

If you have questions regarding this invitation, please contact John Witmer, FTA Region 10 Community Planner, at (206) 220-7964.

Sincerely,



R.F. Krochalis
Regional Administrator

Enclosures: Participating Agency Designation Form
Scoping Information Report
Coordination Plan

cc: Mathew Mattson, Snoqualmie Tribe
Ian Kaniar, Snoqualmie Tribe
Kellie Kvasnikoff, Snoqualmie Tribe
Allyson Brooks, SHPO
Don Billen, Sound Transit
James Irish, Sound Transit
Ron Sheck, WSDOT
David Williams, WSDOT

**EAST LINK PROJECT
PARTICIPATING AGENCY DESIGNATION**

☐ Yes – _____ the Snoqualmie Tribe wishes to be designated as a participating agency for the proposed East Link Project.

☐ No – _____ the Snoqualmie Tribe does not wish to be designated as a participating agency for the proposed East Link Project.

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by October 2, 2006 to:

John Witmer, Community Planner
Region 10
Federal Transit Administration
915 Second Ave., Room 3142
Seattle, WA 98174

Fax: (206) 220-7537



December 19, 2006

Bill T. Sweet, Tribal Chair
Snoqualmie Tribe
PO Box 969
Snoqualmie, WA 98065

Re: East Link Project EIS Methodologies for Review

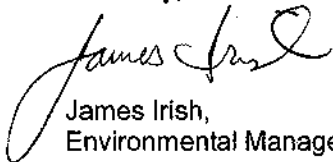
Dear Chairman Sweet:

Enclosed are the proposed Archaeological and Historic Resources, Water Resources, and Ecosystems methodologies for conducting the analysis in the East Link Environmental Impact Statement (EIS). These methodologies are provided for your review in continuing consultation on this project. A copy of the proposed outline for the EIS is also enclosed.

Please provide consolidated Snoqualmie Tribe comments for these methodologies by January 22, 2007. After receipt of comments from all the participating agencies and consulting tribes, Sound Transit will revise the methodology as appropriate. Sound Transit staff would be happy to meet with the Tribe to discuss the draft methodologies and the Tribe's comments during this period. Please use the enclosed comment form or similar format for providing comments.

Please return comments to Lauren Swift, Environmental Planner at the following address: Link Light Rail, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104. If you have any questions or would like to schedule a meeting to discuss a particular methodology, please call Lauren Swift, at 206/398-5445.

Sincerely,



James Irish,
Environmental Manager

Cc: Andrea Rodgers, Snoqualmie Tribe
Allyson Brooks, SHPO
John Witmer, FTA
Theresa Smith, WSDOT
Christina Martinez, WSDOT
Don Billen, Sound Transit

Enclosures: EIS Methodologies
Comment form
EIS Outline

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Joni Earl



December 19, 2006

Cecile Hansen, Chair
Duwamish Tribe
4717 W. Marginal Way SW
Seattle, WA 98106

Re: East Link Project EIS Methodologies for Review

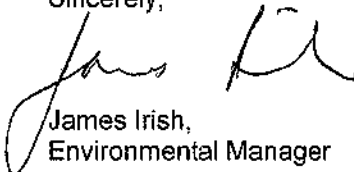
Dear Chairperson Hansen:

Enclosed are the proposed Archaeological and Historic Resources, Water Resources, and Ecosystems methodologies for conducting the analysis in the East Link Environmental Impact Statement (EIS). These methodologies are provided for your review in continuing consultation on this project. A copy of the proposed outline for the EIS is also enclosed.

Please provide consolidated Duwamish Tribe comments for these methodologies by January 22, 2007. After receipt of comments from all the participating agencies and consulting tribes, Sound Transit will revise the methodology as appropriate. Sound Transit staff would be happy to meet with the Tribe to discuss the draft methodologies and the Tribe's comments during this period. Please use the enclosed comment form or similar format for providing comments.

Please return comments to Lauren Swift, Environmental Planner at the following address: Link Light Rail, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104. If you have any questions or would like to schedule a meeting to discuss a particular methodology, please call Lauren Swift, at 206/398-5445.

Sincerely,



James Irish,
Environmental Manager

Cc: James Rasmussen, Duwamish Tribe
Allyson Brooks, SHPO
John Witmer, FTA
Theresa Smith, WSDOT
Christina Martinez, WSDOT
Don Billen, Sound Transit

Enclosures: EIS Methodologies
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Joni Earl



December 19, 2006

Leonard Forsman, Tribal Chair
Suquamish Tribe
PO Box 498
Suquamish, WA 98392

Re: East Link Project EIS Methodologies for Review

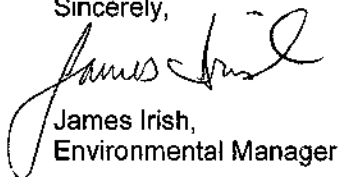
Dear Chairman Forsman:

Enclosed are the proposed Archaeological and Historic Resources, Water Resources, and Ecosystems methodologies for conducting the analysis in the East Link Environmental Impact Statement (EIS). These methodologies are provided for your review in continuing consultation on this project. A copy of the proposed outline for the EIS is also enclosed.

Please provide consolidated Suquamish Tribe comments for these methodologies by January 22, 2007. After receipt of comments from all the participating agencies and consulting tribes, Sound Transit will revise the methodology as appropriate. Sound Transit staff would be happy to meet with the Tribe to discuss the draft methodologies and the Tribe's comments during this period. Please use the enclosed comment form or similar format for providing comments.

Please return comments to Lauren Swift, Environmental Planner at the following address: Link Light Rail, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104. If you have any questions or would like to schedule a meeting to discuss a particular methodology, please call Lauren Swift, at 206/398-5445.

Sincerely,



James Irish,
Environmental Manager

Cc: Richard Brooks, Suquamish Tribe
Dennis Lewarch, Suquamish Tribe
Rob Purser, Suquamish Tribe
Allyson Brooks, SHPO
John Witmer, FTA
Theresa Smith, WSDOT
Christina Martinez, WSDOT
Don Billen, Sound Transit

Enclosures: EIS Methodologies
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December 19, 2006

John Daniels, Jr., Council Chairman
Muckleshoot Indian Tribe
39015 172nd Ave. SE
Auburn, WA 98092

Re: East Link Project EIS Methodologies for Review

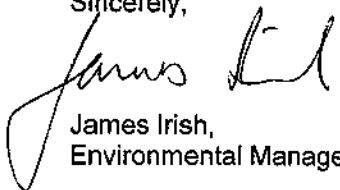
Dear Chairman Daniels:

Enclosed are the proposed Archaeological and Historic Resources, Water Resources, and Ecosystems methodologies for conducting the analysis in the East Link Environmental Impact Statement (EIS). These methodologies are provided for your review in continuing consultation on this project. A copy of the proposed outline for the EIS is also enclosed.

Please provide consolidated Muckleshoot Tribe comments for these methodologies by January 22, 2007. After receipt of comments from all the participating agencies and consulting tribes, Sound Transit will revise the methodology as appropriate. Sound Transit staff would be happy to meet with the Tribe to discuss the draft methodologies and the Tribe's comments during this period. Please use the enclosed comment form or similar format for providing comments.

Please return comments to Lauren Swift, Environmental Planner at the following address: Link Light Rail, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104. If you have any questions or would like to schedule a meeting to discuss a particular methodology, please call Lauren Swift, at 206/398-5445.

Sincerely,



James Irish,
Environmental Manager

Cc: Laura Murphy, Muckleshoot Tribe
Karen Walter, Muckleshoot Tribe
Allyson Brooks, SHPO
John Witmer, FTA
Theresa Smith, WSDOT
Christina Martinez, WSDOT
Don Billen, Sound Transit

Enclosures: EIS Methodologies
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December 19, 2006

Stanley Jones, Chair
Tulalip Tribe
6700 Totem Beach Road
Tulalip, WA 98271

Re: East Link Project EIS Methodologies for Review

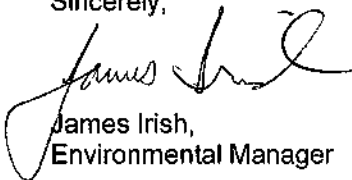
Dear Chairperson Jones:

Enclosed are the proposed Archaeological and Historic Resources, Water Resources, and Ecosystems methodologies for conducting the analysis in the East Link Environmental Impact Statement (EIS). These methodologies are provided for your review in continuing consultation on this project. A copy of the proposed outline for the EIS is also enclosed.

Please provide consolidated Tulalip Tribe comments for these methodologies by January 22, 2007. After receipt of comments from all the participating agencies and consulting tribes, Sound Transit will revise the methodology as appropriate. Sound Transit staff would be happy to meet with the Tribe to discuss the draft methodologies and the Tribe's comments during this period. Please use the enclosed comment form or similar format for providing comments.

Please return comments to Lauren Swift, Environmental Planner at the following address: Link Light Rail, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104. If you have any questions or would like to schedule a meeting to discuss a particular methodology, please call Lauren Swift, at 206/398-5445.

Sincerely,



James Irish,
Environmental Manager

Cc: Henry Gobbin, Tulalip Tribe
Fisheries Department, Tulalip Tribe
Allyson Brooks, SHPO
John Witmer, FTA
Theresa Smith, WSDOT
Christina Martinez, WSDOT
Don Billen, Sound Transit

Enclosures: EIS Methodologies
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Joni Earl



December 19, 2006

Judith R. Joseph, Superintendent
U.S. Bureau of Indian Affairs
PO Box 80947
Seattle, WA 98108

Re: East Link Project EIS Methodologies for Review

Dear Ms. Joseph:

Enclosed is the proposed Historic and Archaeological Resources analysis methodology for conducting the analysis in the East Link Environmental Impact Statement (EIS). This methodology is provided for your review pursuant to the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). A copy of the proposed outline for the EIS is also enclosed.

Please provide consolidated BIA comments for this methodology by January 22, 2007. After receipt of comments from all the Participating and Cooperating Agencies, Sound Transit will revise the methodology as appropriate. Sound Transit staff would be happy to meet with BIA to discuss this draft methodology and the agency's comments during this period. Please use the enclosed comment form or similar format for providing comments.

The Federal Transit Administration, NEPA lead for this project with Sound Transit, has not received BIA's confirmation of Participating Agency status in response to the FTA's August 24, 2006 invitation letter. Methodology review is provided for Cooperating and Participating agencies. Because Sound Transit feels that the BIA may be interested in serving as a Participating Agency, we are transmitting these for your review. However, in order to ensure that your input is considered as appropriate in finalizing the EIS methodology and throughout the EIS process, it is important that BIA indicate its participation status. A Participating Agency Designation Form is enclosed. Pursuant to SAFETEA-LU Section 6002(d)(3), if BIA elects not to become a Participating agency, you must decline the invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. Otherwise, BIA is considered a Participating Agency.

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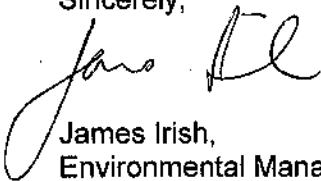
CHIEF EXECUTIVE OFFICER

Joni Earl

Judith Joseph
December 19, 2006
Page 2 of 2

Please return comments to Lauren Swift, Environmental Planner at the following address: Link Light Rail, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104. If you have any questions or would like to schedule a meeting to discuss the methodology, please call Lauren Swift, at 206/398-5445.

Sincerely,

A handwritten signature in black ink, appearing to read "James Irish", with a stylized flourish at the end.

James Irish,
Environmental Manager

Cc: John Witmer, FTA
Theresa Smith, WSDOT
Christina Martinez, WSDOT
Don Billen, Sound Transit

Enclosures: Draft Historic and Archaeological Resources EIS Methodology
Comment form
Participating Agency Designation Form
EIS Outline



December 19, 2006

John M. Fowler, Executive Director
Advisory Council on Historic Preservation
1100 Pennsylvania Ave NW #809
Washington, DC 20004

Re: East Link Project EIS Methodologies for Review

Dear Mr. Fowler:

Enclosed is the proposed Historic and Archaeological Resources analysis methodology for conducting the analysis in the East Link Environmental Impact Statement (EIS). This methodology is provided for your review pursuant to the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). A copy of the proposed outline for the EIS is also enclosed.

Please provide consolidated ACHP comments for this methodology by January 22, 2007. After receipt of comments from all the Participating and Cooperating Agencies, Sound Transit will revise the methodology as appropriate. Sound Transit staff would be happy to meet with ACHP to discuss this draft methodology and the agency's comments during this period. Please use the enclosed comment form or similar format for providing comments.

The Federal Transit Administration, NEPA lead for this project with Sound Transit, has not received ACHP's confirmation of Participating Agency status in response to the FTA's August 24, 2006 invitation letter. Methodology review is provided for Cooperating and Participating agencies. Because Sound Transit feels that the ACHP should serve as a Participating Agency, we are transmitting these for your review. However, in order to ensure that your input is considered as appropriate in finalizing the EIS methodology and throughout the EIS process, it is important that ACHP indicate its participation status. A Participating Agency Designation Form is enclosed. Pursuant to SAFETEA-LU Section 6002(d)(3), if ACHP elects not to become a participating agency, you must decline the invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. Otherwise, ACHP is considered a Participating Agency.

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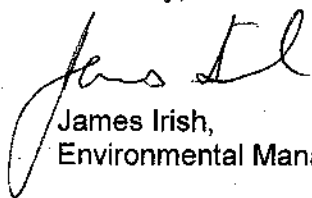
CHIEF EXECUTIVE OFFICER

Joni Earl

John M. Fowler
December 19, 2006
Page 2 of 2

Please return comments to Lauren Swift, Environmental Planner at the following address: Link Light Rail, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104. If you have any questions or would like to schedule a meeting to discuss the methodology, please call Lauren Swift, at 206/398-5445.

Sincerely,



James Irish,
Environmental Manager

Cc: Don Klima, ACHP
Allyson Brooks, Washington DAHP
John Witmer, FTA
Theresa Smith, WSDOT
Christina Martinez, WSDOT
Don Billen, Sound Transit

Enclosures: Draft Historic and Archaeological Resources EIS Methodology
Comment form
Participating Agency Designation Form



December 19, 2006

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

Re: East Link Project EIS Methodologies for Review

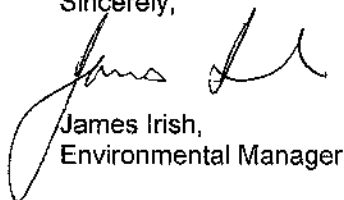
Dear Dr. Brooks:

Enclosed is the proposed Historic and Archaeological Resources analysis methodology for the analysis in the East Link Environmental Impact Statement (EIS). This methodology is provided for your review as a Participating Agency pursuant to the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). A copy of the proposed outline for the EIS is also enclosed.

Please provide consolidated DAHP comments on the methodology by January 22, 2007. After receipt of comments from all the Participating and Cooperating Agencies, Sound Transit will revise the methodology as appropriate. Sound Transit staff would be happy to meet with the Department to discuss the draft methodology and the Department's comments during this period. Please use the enclosed comment form or similar format for providing comments.

Please return comments to Lauren Swift, Environmental Planner at the following address: Link Light Rail, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104. If you have any questions or would like to schedule a meeting to discuss the methodology, please call Lauren Swift, at 206/398-5445.

Sincerely,



James Irish,
Environmental Manager

Cc: Matthew Sterner, DAHP Transportation Archaeologist
John Witmer, FTA
Theresa Smith, WSDOT
Christina Martinez, WSDOT
Don Billen, Sound Transit

Enclosures: Draft EIS Historic and Archaeological Resources Methodology
Comment form
EIS Outline

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Joni Earl



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

January 2, 2007

Mr. James Irish
Environmental Manager, Sound Transit
Union Station
401 S. Jackson St.
Seattle, Washington 98104-2826

In future correspondence please refer to:
Log: 090806-11-FTA
Property: East Link Project, Seattle to Bellevue to Redmond
Re: Review Comments

Dear Mr. Irish:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The East Link project materials have been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

Overall, the field methods described in the document received on 21 December, 2006, seem sound and prudent. We appreciate the opportunity to review and comment.

Please note that DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our Web site. Thank you for the opportunity to review and comment.

Sincerely,

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

Cc: Mr. Richard F. Krochalis, FTA



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past. Shape the Future



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)

July 3, 2007

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

Log: 090806-11-FTA
Property: Sound Transit East Link Project, Seattle to Bellevue to Redmond
Re: Area of Potential Effects

Dear Dr. Brooks:

The purpose of this letter is to consult with you on the Area of Potential Effects (APE) for the Sound Transit East Link Project as required by 36 CFR 800.4(1). We have attached maps of the alternative alignments currently being considered by Sound Transit for the East Link Project. These maps consist of segments A, B, C, D, and E which show the APE for each segment. Section 106 historic properties within 200 feet of these segments are also shown in the attached maps.

The APEs within which archaeological and historical resources will be inventoried and evaluated for project effects will generally be one block (approximately 200 feet) on either side of at-grade or elevated alternatives or where tunnel alternatives will disturb the surface or have the potential for other surface impacts, depending on terrain and local land use. In some locations, the APE may extend further than 200 feet from an alternative, as shown on the attached maps. The horizontal APE around alternatives, station locations, and maintenance facility locations will also generally be one block, or approximately 200 feet, beyond project limits (i.e., property line). For the archaeological resource investigation, the vertical APE may vary according to construction practice and depth of excavation, depending on the geomorphology of the landform where the project element occurs.

This APE is consistent with the discussion contained in the "East Link Project, Technical Analysis Methodology Memo for Historic and Archaeological Resources," December 19, 2006. Matthew Sterner provided comments on this memo in a letter to James Irish, Sound Transit, dated January 2, 2007.

Per 36 CFR 800.2(a)(3) and 800.2(c)(4) of these regulations, FTA is authorizing Sound Transit, as

an applicant for Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 consultation for this project. The delegated authority to initiate consultation does not extend to making determinations, such as the area of potential effects or consulting parties.

If you have any questions, please contact John Witmer at (206) 220-7964.

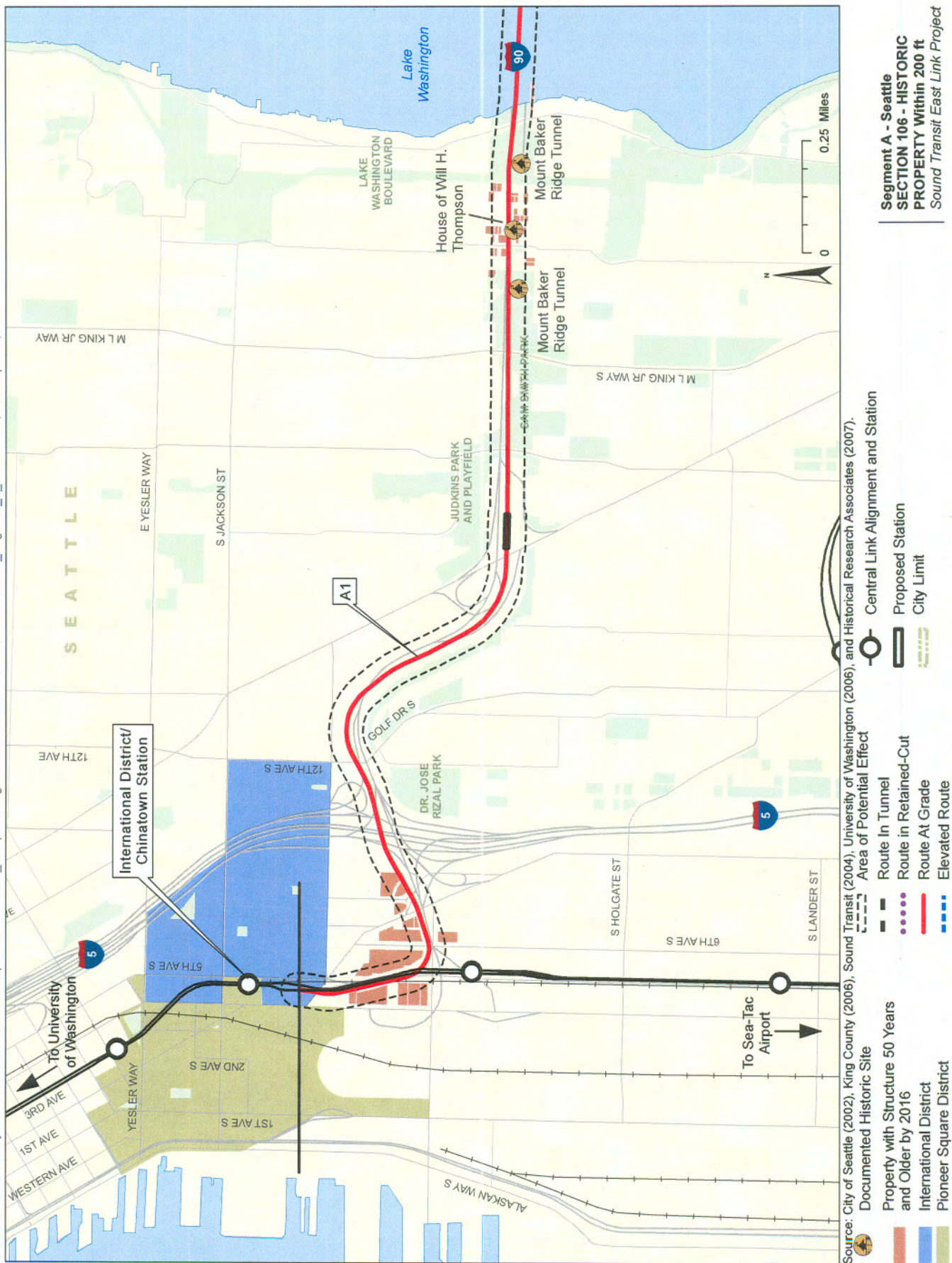
Sincerely,



 R.F. Krochalis
Regional Administrator

Enclosures: Maps for Segments A, B, C, D, and E

CC: Mathew Sterner, DAHP
James Irish & Steve Kennedy, ST
Cecile Hansen, Duwamish Tribe
Leonard Forsman, Suquamish Tribe
John Daniels, Jr., Muckleshoot Indian Tribe
Lavina Washines, Yakama Tribe
Bill T. Sweet, Snoqualmie Tribe
Stanley Jones, Tulalip Tribe

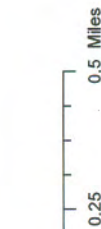


Source: City of Seattle (2002), King County (2006), Sound Transit (2004), University of Washington (2006), and Historical Research Associates (2007).

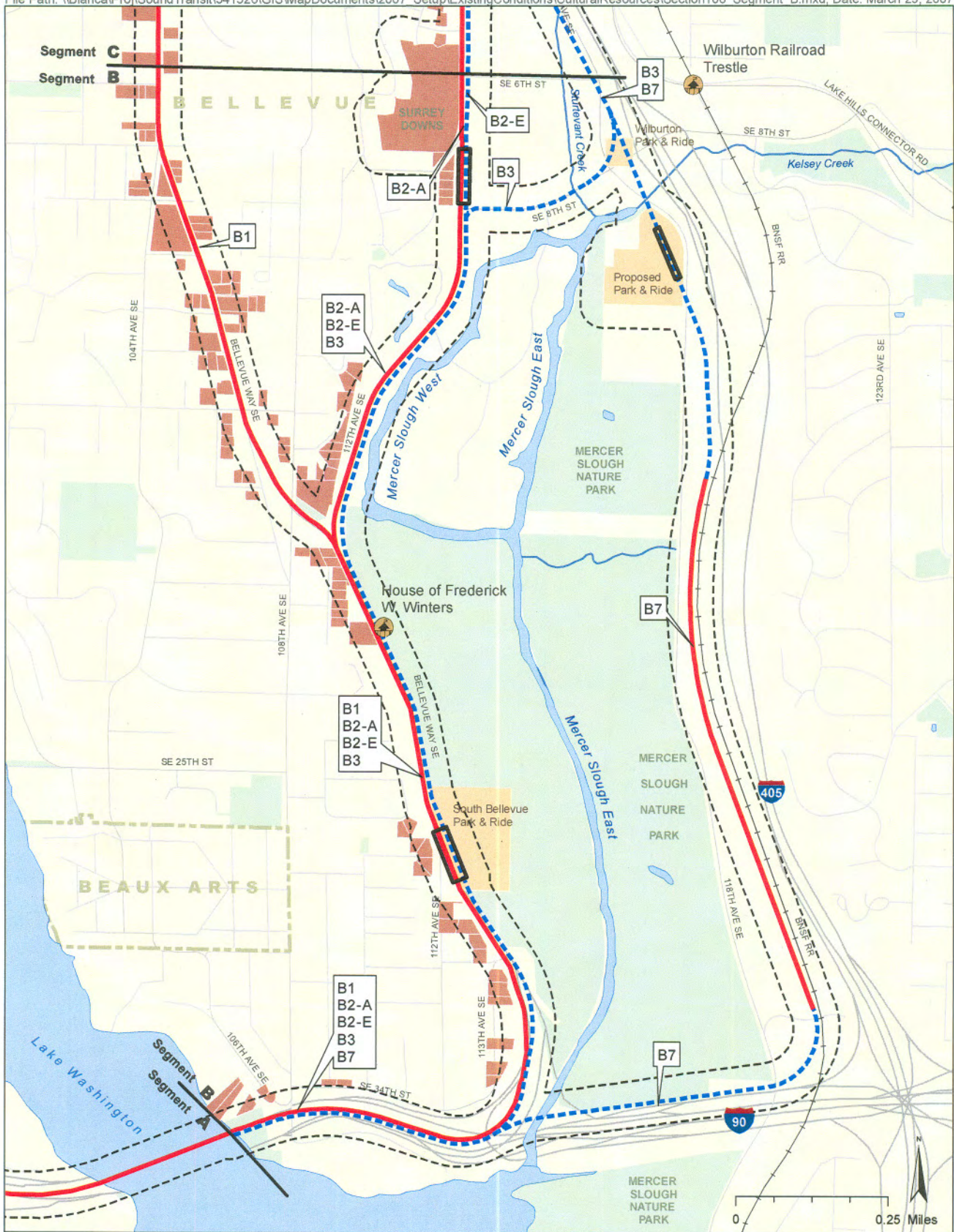


Source: King County (2006), Sound Transit (2004), University of Washington (2006), and Historical Research Associates (2007).

- Property with Structure 50 Years and Older by 2016
- Area of Potential Effect
- Proposed Station
- City Limit
- Route In Tunnel
- Route in Retained-Cut
- Route At Grade
- Elevated Route



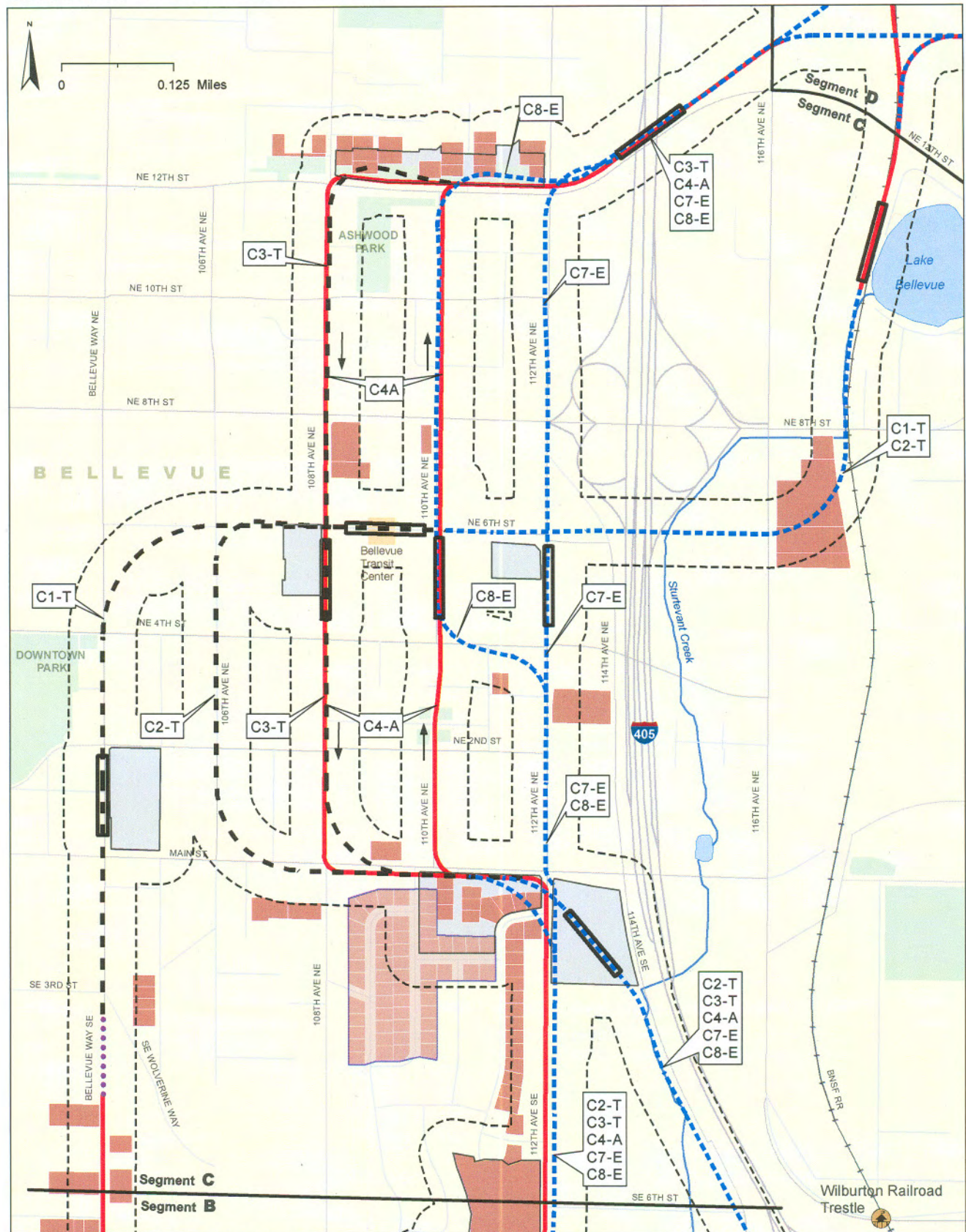
Segment A - Mercer Island
SECTION 106 - HISTORIC
PROPERTY Within 200 ft
Sound Transit East Link Project



Source: King County (2006), Sound Transit (2004), University of Washington (2006), and Historical Research Associates (2007).

- Documented Historic Site
- Property with Structure 50 Years and Older by 2016
- Area of Potential Effect
- Route in Tunnel
- Route in Retained-Cut
- Route At Grade
- Elevated Route
- Proposed Station
- City Limit

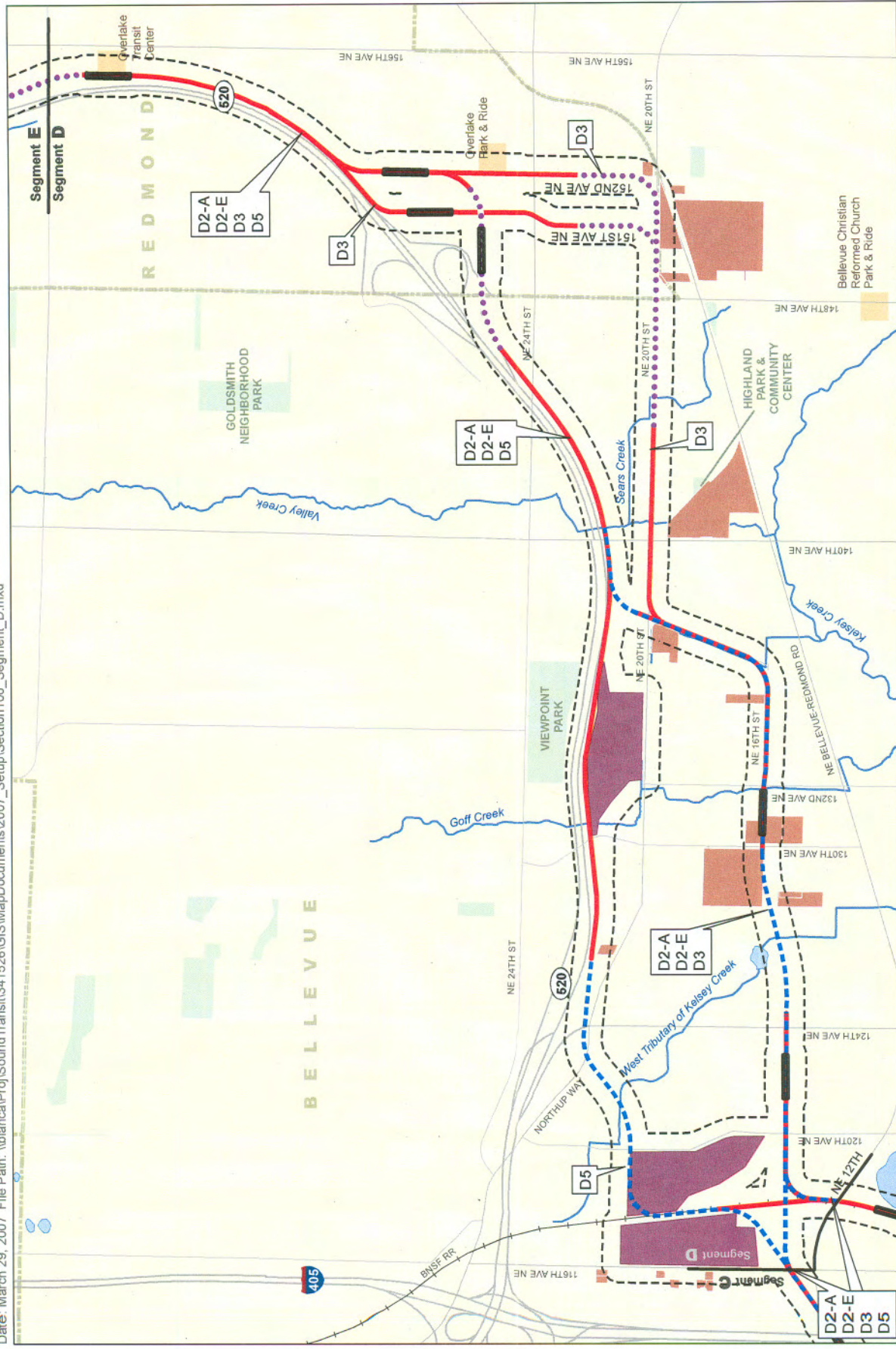
Segment B
SECTION 106 - HISTORIC
PROPERTY Within 200 ft
Sound Transit East Link Project



Source: King County (2006), Sound Transit (2004), University of Washington (2006), and Historical Research Associates (2007).

- | | | |
|--|--------------------------|---------------------|
| Documented Historic Site | Area of Potential Effect | Proposed Station |
| Property with Structure 50 Years and Older by 2016 | Route in Retained-Cut | Tunnel Staging Area |
| Potential Survey Downs | Route At Grade | City Limit |
| Historic District | Elevated Route | |

Segment C
SECTION 106 - HISTORIC
PROPERTY Within 200 ft
 Sound Transit East Link Project



Source: King County (2006), Sound Transit (2004), University of Washington (2006), and Historical Research Associates (2007).

Property with Structure 50 Years and Older by 2016

Area of Potential Maintenance Facility

Proposed Station

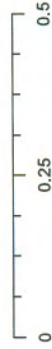
City Limit

Route In Tunnel

Route in Retained-Cut

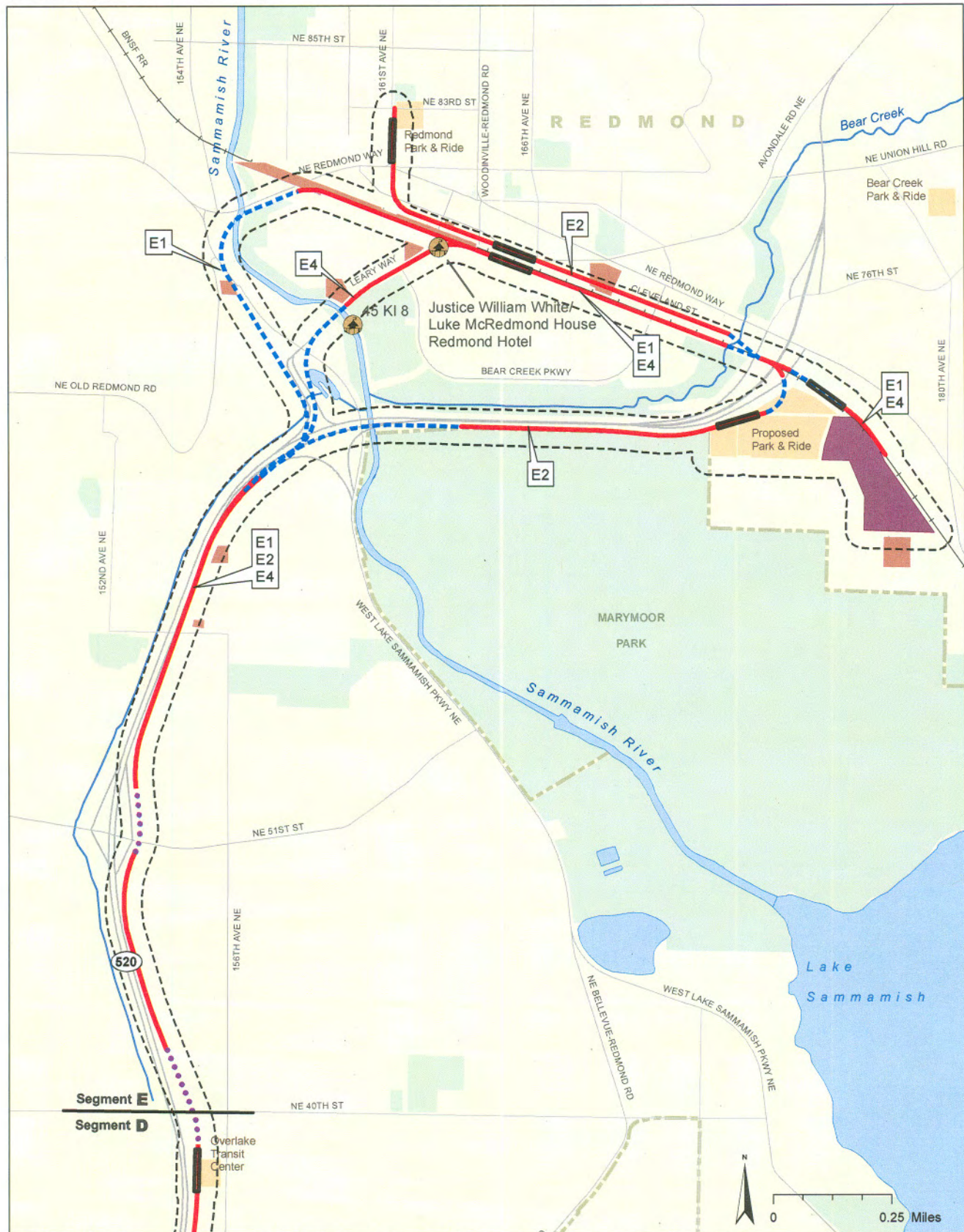
Route At Grade

Elevated Route



Segment D

SECTION 106 - HISTORIC
PROPERTY Within 200 ft
Sound Transit East Link Project



Source: King County (2006), Sound Transit (2004), University of Washington (2006), and Historical Research Associates (2007).

- | | | |
|--|-----------------------|----------------------|
| Documented Historic Site | Route In Tunnel | Proposed Station |
| Property with Structure 50 Years and Older by 2016 | Route in Retained-Cut | Maintenance Facility |
| Area of Potential Effect | Route At Grade | City Limit |
| | Elevated Route | |
- Segment E**
SECTION 106 - HISTORIC
PROPERTY Within 200 ft
Sound Transit East Link Project



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

July 13, 2007

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 090806-11-FTA
Property: East Link Project, Seattle to Bellevue to Redmond
Re: Archaeology - APE Concur

Dear Mr. Krochalis:

We have reviewed the materials forwarded to our office for the East Link project. Thank you for your description of the area of potential effect (APE) for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised. Please note that DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our Web site. Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

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

JUL 16 2007 AM 9:30



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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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
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206-220-7959 (fax)

July 18, 2007

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

Log: 090806-11-FTA
Property: Sound Transit East Link Project, Seattle to Bellevue to Redmond
Re: Eligibility Determinations

Dear Dr. Brooks:

The Federal Transit Administration (FTA) is forwarding to you the enclosed information on properties located within the area of potential effects (APE) for the East Link Light Rail Project sponsored by Sound Transit. There are three packets of information:

1. Section 106 Historic Forms for Properties within the East Link APE Recommended as Eligible for the National Register. Forms are provided for 10 properties.
2. Surrey Downs. Properties within the Surrey Downs subdivision in Bellevue, Washington are treated separately. The memorandum from Ann Gillespie, Historical Research Associates, Inc., dated May 22, 2007, discusses the subdivision and provides inventories for houses that appear to be National Register eligible as contributing resources to a potential historic district within Surrey Downs. Forms are provided for 17 properties.
3. Section 106 Historic Forms for Properties within the East Link APE Recommended as Non-Eligible for the National Register. Forms are provided for a large number of properties and are grouped by project segment.

FTA requests your concurrence on the enclosed eligibility determinations. If you have any questions, please contact John Witmer at 206-220-7964.

Sincerely,

A handwritten signature in black ink, appearing to read "R.F. Krochalis". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

R.F. Krochalis
Regional Administrator

Enclosures (7)

CC: Mathew Sterner, DAHP
James Irish & Steve Kennedy, ST



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NOV 21 2007

SOUND TRANSIT
LEGAL DEPT.

STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

November 16, 2007

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 090806-11-FTA

Property: East Link Project, Seattle to Bellevue to Redmond

Re: Determined Eligible

Dear Mr. Krochalis:

Thank you for contacting our office. I have reviewed the materials you provided to our office which have been prepared for Sound Transit by HRA. The report included 302 Historic Property Inventory Forms. After careful evaluation, the following properties/resources have been determined ELIGIBLE for the National Register of Historic Places. Note that this list differs slightly from the resources which were determined eligible by Sound Transit's consultant.

ELIGIBLE:

Pilgrim Lutheran Church - 10420 SE 11th St., Bellevue (Criteria C)

Winters, Frederick, House - 2102 Bellevue Way SE, Bellevue (Already Listed on NRHP)

Bellevue Fire Station - 14822 NE Bellevue-Redmond Rd., Bellevue (Criteria A, C)

Bill Brown Building - 7824 Leary Way NE, Redmond (Criteria B)

Justice White House/Hotel Redmond - Leary Way (Formally Determined Eligible by Keeper of NR, but not listed due to owner objection. not on State Register.

W.H. Thompson House - 3119 S. Day St., Seattle (Listed on NRHP)

Immigration & Assay Building - 851 Airport Way S., Seattle (Listed on NRHP)

Surrey Down Neighborhood - Bellevue (Criteria A & C, contributing properties to a potential historic district, exact boundaries of which have not been defined)

88 110th Ave SE

106 110th Ave SE

114 110th Ave SE

122 110th Ave SE

10915 SE 1st St.

115 110th Ave SE

121 110th Ave SE

125 110th Ave SE

214 110th Ave SE

203 110th Pl SE

11022 SE 2nd St.

11039 SE 2nd St.

10904 SE 1st St.

128th 109th Ave SE

122 109th Ave SE

114 109th Ave SE

103 109th Ave SE

The following resources are found to be Not Eligible, despite the consultant's recommendations. The below properties are not yet 50 years old and the information that was provided on the Historic Property Inventory Forms does not justify special criterion consideration G for exceptional significance.

NOT ELIGIBLE: (although identified by consultant as Eligible)

Haida House – Sammamish Parkway

Highland Covenant Church – 15022 NE Bellevue-Redmond Rd.

First Baptist Church – 1100 Bellevue Way

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Houser', with a long horizontal line extending to the right.

Michael Houser

State Architectural Historian

(360) 586-3076

Michael.Houser@dahp.wa.gov

CC: John Witmer, FTA
Steve Kennedy, Sound Transit



City of Redmond
WASHINGTON

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NOV 21 2007

SOUND TRANSIT
LEGAL DEPT.

November 19, 2007

James Irish, Environmental Manager
401 S. Jackson Street
Seattle, WA 98104-2826

SUBJECT: East Link Historic Property Inventory

Dear Mr. Irish:

I have had an opportunity to review the historic inventory forms that were prepared for the DEIS. I would concur with the assessment on these properties. You are correct in noting three properties that have likelihood to meet National Register eligibility, the Justice White house, the Bill Brown building, and the Haida house. I would also like to call out that one property, the Redmond Trading Company, is on a local City of Redmond register. This structure, however, has had some extensive front façade modifications which would preclude it from National Register nomination.

The City of Redmond has a relatively complete survey and inventory and no additional historic properties lie in the proposed study corridor.

I would also note that Marymoor Park has known cultural resources. The extensive amount of disturbance that has already occurred along the proposed alignments as it enters the valley north of the Park would lower the expectation of that occurrence but the City of Redmond would like you to note the possibility in the EIS.

It appears that the review has been thorough and the City of Redmond would not expect any additional properties to be addressed in an EIS for this project.

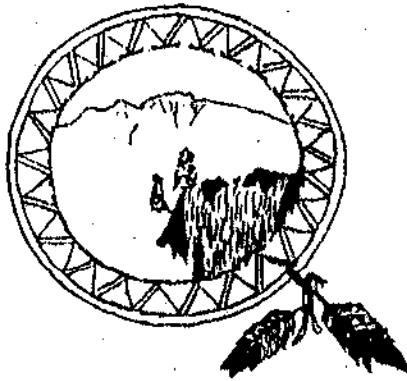
Sincerely,

DIANNA BROADIE, Senior Planner
Dept. of Planning and Community Development

Cc. Steve Kennedy, Sound Transit
Terry Marpert, City of Redmond

M:\DBROADIE\Sound Transit reply.doc

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SNOQUALMIE TRIBE

8130 Railroad Ave. Ste. 103

PO Box 969

Snoqualmie, WA 98065

Phone: 425-888-6551

Fax: 425-888-6727

E-Mail: Snoqualmie1855@snoqualmienation.com

November 19, 2007

James Irish
East Link Environmental Manager
Link Light Rail
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Re: Cultural Areas in the Project Area

Dear Mr. Irish,

I am writing in response to an e-mail that Lauren Swift sent on August 29, 2007 (yes, we really are that late!) asking us whether any Snoqualmie Tribal elders informed us of any important cultural areas within the proposed project area for the Link Light Rail. At this time, there are no specific sites that we wish to identify at this time. The entire project is being planned within important traditional areas of the Tribe and we do not feel that it would be productive to highlight just one or two areas of concern. I hope that makes sense to you.

One question we have is more of a policy question, but one we would like answered nonetheless. The Tribe's main interest in regards to cultural resources is to ensure that all of the Tribe's cultural heritage is maintained and protected to the greatest extent possible. One way of making that happen is to construct projects such as the Link Light Rail in areas which have already experienced a significant amount of ground disturbance. In that vein, we are wondering whether Sound Transit is looking at the Burlington Northern Eastside Rail Corridor as a future home to light rail on the east side. Based on reports we have seen in the news media, it appears as if the Port of Seattle and King County intend to purchase this rail corridor in order to convert it into a recreational trail. It is hard for us to comprehend why they would want to remove an existing rail corridor, when that is exactly what you are trying to create. The amount of ground disturbance, and in turn the risk to cultural resources, would be much greater under either of the proposed alternatives that you are evaluating, when compared to utilizing an existing rail corridor. That is in addition to all other concerns regarding congestion on the east side. I would really appreciate if you could inform us of Sound Transit's position in regards to the Burlington Northern rail corridor. This is an issue of great importance to the Snoqualmie Tribal membership. I apologize for having taken so long to get back to you. If you have any questions, please do not hesitate to contact me at (425) 888-6551 ext. 112.

Sincerely,



Andrea K. Rodgers
Andrea K. Rodgers



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
206-220-7864
206-220-7959 (fax)

January 9, 2008

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

Log: 090806-11-FTA
Property: Sound Transit East Link Project, Seattle to Bellevue to Redmond
Re: Additional Eligibility Determinations

Dear Dr. Brooks:

The Federal Transit Administration (FTA) is forwarding to you 75 additional historic property inventory forms with eligibility determinations for properties located within the area of potential effects (APE) for the East Link Light Rail Project. Also included is a CD of the amended database files in ACCESS format.

This is the second package of East Link property forms FTA has sent to the Department of Archaeology and Historic Preservation (DAHP) for determinations of eligibility. DAHP responded to the first package in a letter dated November 16, 2007. This second package contains the following forms listed by jurisdiction, with the reason for the additional forms noted below:

- 1) Seattle (4 additional forms): During its review of the first set of inventory forms submitted in July, 2007, DAHP requested additional forms be prepared for existing National Register of Historic Places (NRHP) sites in the study area (12th Avenue Bridge; Mt Baker Ridge tunnel; Publix Hotel). In addition, a quality control review found another property within the APE that needed to be included (Ming's Asian Gallery at 519 6th Avenue S.).
- 2) Mercer Island (2 additional forms): After the first submittal to DAHP in July 2007, additional quality control was conducted on the forms submitted and compared against the structures age database. As a result, two additional properties were identified within the APE that met the age criteria and forms were prepared for these properties.
- 3) Bellevue (68 additional forms): Additional forms have been prepared for properties in Bellevue. First, Sound Transit added a series of alternative tunnel connections via Surrey

Downs Park north into downtown Bellevue. The tunnel alternatives in Bellevue include a 200-foot wide swath (100 feet on either side of the tunnel alternatives) for residences above the tunnel to account for potential ground-borne noise impacts, vibration, or soil settlement to these structures. This resulted in 50 additional residential properties surveyed in the Surrey Downs neighborhood. As discussed with Matt Sterner of DAHP, this 200-foot wide APE for the underground tunnel alternatives is smaller than the 400-foot wide APE (200 feet on either side of the alignment centerline) for the above ground (at-grade and elevated) alignments. The larger APE for above ground alignments is intended to cover visual impacts on potentially historic properties which would not occur for the tunnel alternatives. The 200-foot wide APE for the tunnel alternatives is considered large enough to cover any potential noise, vibration, and settlement impacts on above ground properties.

Additionally, a quality control review found additional sites within the existing APE that met the age criteria; thus forms were prepared for these properties.

- 4) Redmond (1 additional form): A quality control review was also conducted within the City of Redmond and, as a result, one additional property was identified within the APE that met the age criteria; thus a form was prepared for that property.

Please note that the matrix summary table attached (East Link: Historic Buildings and Structures, 50 years and older, by jurisdiction) with this submittal lists all of the properties for which historic property forms have been prepared. The 75 properties in this second submittal are highlighted in the table. Also included in the attached package are detailed maps showing the location of all properties within the APE for which forms were prepared (both the first and second package submittals). These detailed maps were not available at the time of the first submittal.

FTA requests your concurrence on the enclosed eligibility determinations. If you have any questions, please contact John Witmer at 206-220-7964.

Sincerely,



R.F. Krochalis
Regional Administrator

Enclosures

CC: Mathew Sterner, DAHP
Michael Houser, DAHP
James Irish & Steve Kennedy, ST



CITY OF MERCER ISLAND, WASHINGTON

9611 SE 36th Street • Mercer Island, WA 98040-3732

(206) 275-7605 • (206) 275-7726 fax

www.mercergov.org

RECEIVED

JAN 23 2008

January 22, 2008

SOUND TRANSIT
LEGAL DEPT.

Steve Kennedy
Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

Subject: East Link Historic Property Inventory

Dear Mr. Kennedy:

I am writing regarding Sound Transit's request for the City to review Sound Transit's historic inventory forms for buildings within the East Link Area of Potential Effect (APE) on Mercer Island. I have reviewed the forms which identify properties located within 200 feet of the East Link project alignment and will be 50 years or older by 2016.

None of the properties identified in the forms are currently designated by the City as "historical" pursuant to Mercer Island City Code Chapter 16.01 and I am not aware of information associated with any of the properties that would make them eligible for consideration of historical designation by the City. The only properties currently designated by the City as historical are:

- Luther Burbank Administrative Building located at Luther Burbank Park
- Veterans of Foreign Wars Hall located at 1836 72nd Ave. SE.

I can be reached at (206) 275-7722 or patrick.yamashita@MercerGov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick Yamashita".

Patrick Yamashita
City Engineer

Cc: Nancy Fairchild, Transportation Planner



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501

Mailing address: PO Box 48343 • Olympia, Washington 98504-8343

(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

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February 20, 2008

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

FEB 20 2008

SOUND TRANSIT
LEGAL DEPT.

In future correspondence please refer to:

Log: 090806-11-FTA

Property: East Link Project, Seattle to Bellevue to Redmond – additional documentation

Re: Determination of Eligibility

Dear Mr. Krochalis:

Thank you for contacting our office. I have reviewed the materials you provided to our office which have been prepared for Sound Transit by HRA. The report included 75 additional Historic Property Inventory Forms for the Sound Transit East Link Project. After careful evaluation, the following properties/resources have been determined ELIGIBLE for the National Register of Historic Places. Note that this list differs slightly from the resources which were determined eligible by Sound Transit's consultant.

ELIGIBLE:

12th Avenue South Bridge – 12th Ave over Dearborn St., Seattle (Already Listed on NRHP)

Mount Baker Ridge Tunnel – Seattle (Already Listed on NRHP)

Publix Hotel – 504 5th Avenue S., Seattle (Already Listed on NRHP as part of District)

Surrey Down Neighborhood – Bellevue (Criteria A & C, contributing properties to a potential historic district, exact boundaries of which have not been defined)

215 110 th Ave SE	10910 SE 1st St.	412 109 th Ave SE
204 110 th PL SE	241 109 th Ave SE	428 109 th Ave SE
11005 SE 2 nd St.	301 109 th Ave SE	431 109 th Ave SE
11014 SE 2 nd St.	313 109 th Ave SE	436 109 th Ave SE
11030 SE 2 nd St.	401 109 th Ave SE	442 109 th Ave SE
11040 SE 2 nd St.	409 109 th Ave SE	423 110 th Ave SE

The following resources are found to be Not Eligible, despite the consultant's recommendations.

NOT ELIGIBLE: (although identified by consultant as Eligible)

Walsen House – 317 109th Ave SE (low integrity)

Cross House – 420 109th Ave SE (low integrity)

+All other surveyed resources that are not specifically identified in list.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Houser', with a long horizontal line extending to the left.

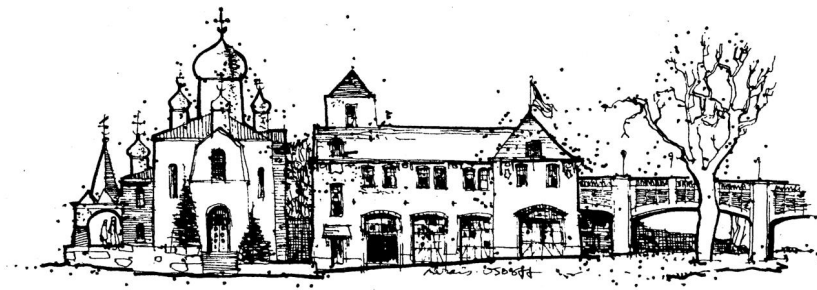
Michael Houser

State Architectural Historian

(360) 586-3076

Michael.Houser@dahp.wa.gov

CC: John Witmer, FTA
Steve Kennedy, Sound Transit



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

May 27, 2008

LPB 30308

James Irish, Environmental Manager
Sound Transit
401 South Jackson Street
Seattle, WA 98104-2826

SUBJECT: Historic Property Inventory for the City of Seattle, East Link Project EIS

Dear Mr. Irish:

Thank you for the opportunity to review the historic forms for structures located within the East Link area of potential effect (APE) in Seattle.

I understand that the Department of Archaeology and Historic Preservation has also reviewed the historic forms and concurred with Sound Transit's assessment that with the exception of five existing historic structures along the East Link corridor in Seattle, there are no other historic structures that appear to be eligible for the National Register of Historic Places (NRHP). These NRHP-eligible properties are:

1. Publix Hotel
2. Immigration Station and Assay Office
3. 12th Avenue South Bridge
4. Will H. Thompson House
5. Mount Baker Ridge Tunnel and Easter Portals

In addition to the NRHP-eligible properties listed above, based on my review of the forms, I believe that there are two properties located within the APE that may be eligible pursuant to the Seattle's Landmarks Preservation Ordinance (SMC 25.12.350): These properties are located at: 1402 32nd Avenue and 1101 Airport Way South.

**Administered by The Historic Preservation Program
The Seattle Department of Neighborhoods**

"Printed on Recycled Paper"

Thank you again for the opportunity to review the historic property forms that are associated with the East Link project within Seattle's city limits. If you have any questions, please contact me at karen.gordon@seattle.gov or at 206-684-0381.

Sincerely,

A handwritten signature in dark ink, appearing to read "Karen Gordon", followed by a long horizontal flourish line.

Karen Gordon
City Historic Preservation Officer
Department of Neighborhoods

cc: Steve Kennedy, Sound Transit
Elma Borbe, Sound Transit

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EL 017



Preserving America's Heritage

December 10, 2008

Mr. James Irish
Environmental Manager
Link Light Rail
Central Puget Sound Regional Transit Authority
401 S. Jackson St.
Seattle, WA 98104-2826

RE: *Draft Environmental Impact Statement for East Link light rail project
Seattle, Mercer Island, Bellevue, and Redmond, Washington*

Dear Mr. Irish:

On December 8, 2008, the Advisory Council on Historic Preservation (ACHP) received a copy of the Draft Environmental Impact Statement for the referenced undertaking. Our comments pursuant to the National Environmental Policy Act of 1969 (NEPA) were requested. We have no comments pursuant to NEPA at this time.

While the documentation provided indicates that the proposed undertaking may adversely affect historic properties, we have no record of receiving notification of adverse effects from the Federal Transit Administration (FTA) regarding this undertaking as is required under our regulations, "Protection of Historic Properties" (36 CFR Part 800). Please continue to consult with the Washington State Historic Preservation Office (SHPO) and other consulting parties to complete the requirements of the Section 106 process. If, or when, FTA makes an adverse effect finding in this case, you should provide the required notification and documentation to ACHP in accordance with 36 CFR § 800.6 and § 800.11(e).

If you have any questions or would like to discuss this issue, please contact Blythe Semmer by telephone at (202) 606-8552 or by e-mail at bsemmer@achp.gov.

Sincerely,

Charlene Dwin Vaughn, AICP
Assistant Director
Office of Federal Agency Programs
Federal Permitting, Licensing, and Assistance Section

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

January 5, 2009

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 090806-11-FTA

Property: East Link Project, Seattle to Bellevue to Redmond

Re: Receipt of DEIS

Dear Mr. Krochalis:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the draft Environmental Impact Statement for the East Link Project, Seattle to Bellevue to Redmond. The document has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

While your cover letter accompanying the submittal requests a concurrence with a determination of no adverse effect for the project, we cannot concur with your determination at this time. Since a preferred alternative has not yet been selected and final engineering for each stage has not been undertaken to date, it would be premature for DAHP to concur with any determination of effect until more information on the potential effects of the project on cultural resources is presented. Please consult again with us when a preferred alternative has been selected and additional engineering has been completed that more thoroughly documents the impacts that the project may have on resources that have been identified within the projects area of potential effect.

JAN 7 2009 PM 9:57

**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

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Thank you for the opportunity to review and comment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Sterner', with a long horizontal flourish extending to the right.

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



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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EL 759

STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

February 24, 2009

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 090806-11-FTA
Property: East Link Project, Seattle to Bellevue to Redmond
Re: DEIS Review Comments

Dear Mr. Krochalis:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the Draft Environmental Impact Study (DEIS). The document has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800.

This letter is a follow up to a previous letter drafted on January 5th. Following my meeting with the Federal Transit Authority (FTA) and Sound Transit (ST) on January 29th, I am in a better position to review and comment on your original cover letter (December 2, 2008) that accompanied the DEIS submittal.

Regarding historic structures that have been identified and reviewed within the area of potential effect (APE) for the project, 45 properties have been concurred upon by DAHP as being eligible for listing in the National Register of Historic Places (NRHP). The remaining 332 properties within the APE have been concurred upon/determined by DAHP as not eligible for listing in the NRHP. Communications to FTA from DAHP regarding these eligibility determinations were sent on November 16, 2007, and February 20th, 2008.

To date, no archaeological resources have been identified within the APE.

Comments presented in this letter are based on my review of the Historic and Archaeological Resources Technical Report (Appendix H-4 of the DEIS), not on the DEIS itself. I will presume that modifications made to the discipline report will find their way into the DEIS.



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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Below are some specific comments regarding built environment issues that I have identified in the DEIS, in consultation with Russell Holter, Compliance Reviewer, and Michael Houser, State Architectural Historian:

- The Endresen Residence and Romaine Electric building are resources that are identified in Table 7-3 as Seattle Landmark-eligible properties within Segment A of the proposed alignment. I understand from Michael Houser that these properties were not among the properties considered eligible for listing in the NRHP. Is some elevated status being provided to these properties by including them in Table 7-3? Since these properties 'may be' eligible for City Landmark status (page 7-7), should there be some discussion of effects to them in Section 8.0?
- The discussion of cultural resources within Segment A does not include the NRHP-eligible I-90 (Lacey V. Murrow Memorial) bridge. Please include a discussion of this resource and proposed effects as a result of the project.
- We are withholding comment regarding potential effects, both during construction and operation, that may occur to the Immigrant Station and Assay Office (INS Building) until more detailed construction design/engineering plans are forwarded. The proximity of the proposed alignment to the structure appears to be too close to discount any effect at this time. If engineering documents are presented at a later date that can substantiate the 'no effect' determination, we will revisit your recommendation.
- Alignment alternatives within Segment B, as presented in the DEIS, would not adversely affect the Frederick Winters House. However, any modification of the alignments, as proposed, would warrant a reassessment of the effect determination.
- Page B-3 of the report states that, "construction of the underground stormwater detention vault at the northeast corner of the Pilgrim Lutheran Church parking lot would have temporary noise effects on the church, but these effects are not considered adverse." Any "take" of property, in this case the northeast corner of the Pilgrim Lutheran Church parking lot, that is listed in the NRHP constitutes an adverse effect to that property. This would also trigger a 4(f) evaluation.
- Alignment preferences within Segment C would favor those that avoided any property acquisition within the Surrey Down Neighborhood. Having been determined NRHP-eligible as a district, property acquisition within this area is problematic and another potential 4(f) issue.
- Within Segment D, the discussion is unclear exactly how Alternative D3 would affect the former Bellevue Fire Station, a NRHP-eligible property. The text suggests that there will be a property take but that the "building itself is outside the APE." Any take of a NRHP-eligible property suggests an adverse effect to that property and would likely trigger a 4(f) evaluation.
- Within Segment E, the discussion focuses on the potential effects of Alternative E4 on the NRHP-eligible Justice William White House. Conceptual design suggests that this alignment would have an adverse effect on that property. However, we would also question the effect of Alternative E2 on the White property, as it appears (in Exhibit B-12) to pass just as close to the property as Alternative E4. We would require additional review of construction design/engineering drawings before making a concurrence on effect to this property.

In general, the archaeological investigation conducted for the alternatives analysis phase of the project does not appear to have contributed to the identification of a preferred alternative. Because of numerous factors (development, erosion, deposition of modern fill, among others), the archaeological investigation was focused on a few, very small sample areas within the APE. For an undertaking of this magnitude, the archaeological investigation conducted to date does not constitute an adequate sample to identify resources that might exist within the APE. While the consultant did indicate that Segments B, D, and E traverse areas that appear to be archaeologically sensitive, it is unfortunate that insufficient survey was

conducted to provide meaningful assistance in the alternatives selection process. Once a preferred alternative is selected, additional review will be required to determine how best to augment this phase of archaeological investigation with additional survey and/or testing to determine overall project effects.

Based on the comments presented above, DAHP does not concur with FTA's determination of no adverse effect (December 2, 2008) for the project. At a minimum, additional review will be required as construction design/engineering plans are refined and as a preferred alternative is selected.

Thank you for the opportunity to review and comment. If you have questions or comments about anything contained in this letter, please don't hesitate to contact me. We look forward to working closely with you and Sound Transit in the continuing evaluation and review of this project.

Sincerely,



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



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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September 29, 2009

Mr. Richard F. Krochalis
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 090806-11-FTA

Property: East Link Project, Seattle to Bellevue to Redmond

Re: Notification of Geotechnical Monitoring within the APE

Dear Mr. Krochalis:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The maps and materials regarding Sound Transit's intent to conduct geotechnical monitoring with the East Link Project, Seattle to Bellevue to Redmond project area of potential effect have been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

We concur with the use of an archaeological monitor in areas that are considered potentially sensitive for the presence of archaeological resources. Thank you for consulting with us as the project moves forward. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4).

Please note that DAHP has developed a set of cultural resource reporting guidelines. Please provide us with a copy of the archaeological monitoring report once the geotechnical work is completed. Contact us immediately if any cultural resources are identified during the monitoring process. Thank you for the opportunity to review and comment.

Sincerely,

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



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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November 23, 2009

Ms. Connie Walker Gray
Architectural Historian
WSDOT ESO Mega Projects
401 Second Ave. South, Suite 300
Seattle, Washington 98104

In future correspondence please refer to:

Log: 012109-04-FHWA

Property: SR 520, Evergreen Point (Albert D. Rosellini) Bridge: Urban Partnership
Agreement Variable Tolling Project

Re: Determined Eligible / No Adverse Effect

Dear Ms. Walker Gray:

Thank you for contacting our office. I have reviewed the materials you provided to our office regarding the Traffic Management Project. I concur with your professional opinion that the I-90 Bridge from mile post 3.44 to 8.9 is exceptionally significant and eligible to the National Register of Historic Places under Criterion A, C and G. The NR nomination, as prepared, provides a good overall context and justification for the significance of this resource.

I also concur with your assessment on the APE and the assessment that as proposed the project which involves the installation of gantries and signage, will have No Adverse Effect on Historic properties.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

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

Sincerely,

Michael Houser
State Architectural Historian
(360) 586-3076
michael.houser@dahp.wa.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)

June 9, 2010

Matthew Sterner
Transportation Archaeologist
Office of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Log: 090806-11-FTA
Property: Sound Transit East Link Project, Seattle to Bellevue to Redmond
Re: Additional Eligibility Determinations

Dear Matt:

Pursuant to the National Historic Preservation Act Section 106 and its implementing regulations, the Federal Transit Administration (FTA) is transmitting the enclosed 60 new Historic Property Inventory forms (HPI) for Sound Transit's East Link Project. Please review the forms for eligibility to the National Register of Historic Places (NR). The additional forms enclosed were not included as part of the earlier consultation process for a variety of reasons including inconsistencies in the King County assessor's database and refinements to project alternatives.

These HPI forms have been prepared by Historical Research Associates, Inc. Based on their evaluation and analysis, none of the structures are considered eligible for listing to the NR. The HPI form for Field Site 1256-274 at 69 110th Ave SE is being resubmitted to include a new description, which clarifies that the structure is likely associated with the architects Mithun and Nesland. However, the structure remains a non-contributor to a potential Surrey Downs historic district because of its lack of integrity due to alterations and loss of original setting.

If you have any questions, please contact John Witmer at (206) 220-7964 or Elma Borbe at Sound Transit at (206) 398-5445.

Sincerely,

R. F. Krochalis
Regional Administrator

for
Enclosures: Historic Property Inventory Forms, CD-ROM

Cc: Elma Borbe, ST



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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October 18, 2010

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 101810-25-FTA

Property: Sound Transit East Link – Seattle to Bellevue to Redmond
– 60+5 inventory forms

Re: Determined Eligible

Dear Mr. Krochalis:

Thank you for contacting our office. I have reviewed the 60 new inventory forms and 5 updated forms you provided to our office for the Sound Transit East Link – Seattle to Bellevue to Redmond project.

I do not concur with your consultant that none of the surveyed properties are eligible for the National Register of Historic Places. I have determined that the following resources are ELIGIBLE for the National Register of Historic Places under criteria C as properties that embody the distinguishing characteristics of their type and period of construction, as well as possess high artistic values.

These include: 115 109th Ave SE;
109 109th Ave SE; (Swallowwell Residence)
414,424,456 104th Ave NE (Safeway Store); and
88 110th Ave SE. (Kim Residence)

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

I look forward to consulting with you further as to any potential effects your projects may have on these eligible resources.

OCT 20 2010 AM 10:45

Send to Sound Transit
JW DO
TU ✓ Env't Log #220
VSean

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Houser', with a long horizontal flourish extending to the right.

Michael Houser
State Architectural Historian
(360) 586-3076
michael.houser@dahp.wa.gov



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
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(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

November 23, 2010

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 090806-11-FTA
Property: East Link Project, Seattle to Bellevue to Redmond
Re: More Information Needed

NOV 30 2010 AM 10:31

Dear Mr. Krochalis:

Thank you for contacting our office. I have reviewed the archaeological site forms for 45KI451 and Site 1256-1 (a temporary designation) that you provided for this project. I can concur at this time with your determination that archaeological site 45KI451 is **not eligible** for listing in the National Register of Historic Places (NRHP). However, in order to complete our review we request the following material to be provided to our office:

- I am unable to process archaeological site forms that do not have Smithsonian trinomial designations assigned to them. Please have your consultant contact Ms. Morgan McLemore (360.586.3081) to obtain a trinomial designation and then resubmit the site form for eligibility concurrence.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Please contact me should you have any specific questions about our request and we look forward to receiving this material.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. If you have not registered for a copy of the database, please log onto our website at www.dahp.wa.gov and go to the Survey/Inventory page for more information and a registration form.



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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Thank you for the opportunity to review and comment. 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



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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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)

March 28, 2011

Matthew Sterner
Transportation Archaeologist
Office of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Log: 090806-11-FTA
Property: Sound Transit East Link Project, Seattle to Bellevue to Redmond
Re: Additional Eligibility Determinations

Dear Matt:

Pursuant to the National Historic Preservation Act Section 106 and its implementing regulations, we are continuing consultation on the above-reference project. We are re-submitting Archaeological Site Form Site 45KI451 for eligibility concurrence. We had originally submitted this site with a temporary name "Site 1256-1." However, you were unable to process it because it did not have the Smithsonian trinomial designations. Please review the site for eligibility to the National Register of Historic Places (NR). This site form has been prepared by Historic Research Associates, Inc. and based on their evaluation and analysis, this site is not considered eligible for listing to the NR. We look forward to your comment on the eligibility determination and to your concurrence that this site is not eligible. If you have any questions, or need additional information, please call John Witmer, FTA Community Planner, at (206) 220-7964 or Elma Borbe, Sound Transit Environmental Planner, at (206) 398-5445.

Sincerely,

for R. F. Krochalis
Regional Administrator

Cc: John Witmer, FTA
Elma Borbe, Sound Transit

Loeffler, Heidi/SEA

From: Borbe, Elma [elma.borbe@soundtransit.org]
Sent: Friday, June 17, 2011 10:06 AM
To: Ketelsen, Jodi/SEA; Loeffler, Heidi/SEA
Subject: FW: East Link Archeological Resources Technical Report, No Comments From King County Metro Transit

From: Kriedt, Gary [<mailto:Gary.Kriedt@kingcounty.gov>]
Sent: Thursday, May 19, 2011 12:47 PM
To: Borbe, Elma
Cc: John Witmer, FTA
Subject: East Link Archeological Resources Technical Report, No Comments From King County Metro Transit

Hi Elma -- This is to confirm that King County Metro Transit does not have any comments on the East Link Archeological Resources Technical Report (Appendix H4 to the East Link Final EIS), and we do not have any concerns with regard to the Winter House Adverse Effect during the construction phase. As we discussed, there is an error in the listing of King County as the owner of the South Bellevue P&R, parcel number 7000100360 in Appendix C (Stage 1 Survey Tract Table) to Appendix A (Archaeological Survey Plan); the owner is actually WSDOT, although we do not have a copy of the deed. Thank you, and nice talking with you!

Gary Kriedt, Senior Environmental Planner
Metro Transit
201 South Jackson St., MS KSC-TR-0431
Seattle, WA 98104-3856
(206) 684-1166 cell: (206) 818-8647
gary.kriedt@kingcounty.gov

From: John.Witmer@dot.gov [<mailto:John.Witmer@dot.gov>]
Sent: Friday, April 22, 2011 1:42 PM
To: Kriedt, Gary
Subject: 5/23, Monday -- Comments due - East Link Archeological Resources Technical Report, Need to Review/Comment

Hey Gary. Please see the attached. We mailed the package today. John

John Witmer
FTA Region 10
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002
206-220-7964
http://www.fta.dot.gov/regions/regional_offices_918.html



City of Bellevue

P.O. Box 90012 • Bellevue, WA • 98009-9012

Via Facsimile and Regular Mail

R.F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

Dear Mr. Krochalis:

Thank you for the invitation to participate as a consulting party under the Section 106 process for the East Link light rail project. The City of Bellevue is extremely interested in potential impacts to historic resources throughout the community, including the F.W. Winters House, which the City owns and operates. Eastside Heritage Center, our partner in operating historic programming in and around the Winters House, is also potentially impacted if the final East Link light rail alignment causes construction-period or operational impacts to the Winters House.

The City has recorded a series of comments regarding potential historic impacts in previous correspondence to Sound Transit during the East Link Environmental Impact Statement process. For your convenience, although already a part of the record for your consideration, a collection of those comments specific to Winters House is attached to this letter. In summary, the City has expressed concern about:

- potential physical impacts to the structure during construction and the effectiveness of proposed mitigation;
- potential long-term vibration and ground-borne noise impacts during operation;
- impacts for the City and the Eastside Heritage Center associated with the multi-year closure of the facility during construction; and
- permanent impacts to the setting of the house caused by the retained cut and the reconstructed and raised parking lot and access stairs and ramps within the 50 foot boundary around the house established for the National Register of Historic Places and the effectiveness of proposed mitigation.

As you can see from the more detailed comments in the attached, the City does not necessarily agree that all alternatives described in the DEIS and SDEIS, other than B2M, avoid impacts to the Winters House and needs more information to draw such conclusions.

In light of these concerns, the City welcomes the opportunity to participate in the Section 106 process by reiterating these comments and by participating in further discussion of impacts and mitigation through the Memorandum of Agreement (MOA)

Mr. Krochalis

May 23, 2011

Page 2

City of Bellevue Section 106 Comment Letter – East Link Light Rail Project

process. As owner of the Winters House, the City should be actively involved in developing ways to avoid, minimize and mitigate project impacts. We believe such issues can be most effectively addressed during the development of the MOA, rather than through formal comments after a draft MOA is published with the project Final Environmental Impact Statement. In light of the State Historic Preservation Officer's expertise on historic resources and knowledge about this project and the Winters House, we would like to take this opportunity to suggest that a meeting between the agencies, SHPO and the City would be quite beneficial early in the process of outlining the contents of any MOA.

I would also like to take this opportunity to request clarification from the FTA regarding completion of the separate 4(f) analysis of impacts of the East Link light rail project on properties protected by 4(f). The Winters House, both as an historic resource and as a part of the larger Mercer Slough Nature Park is also subject to protection under the separate 4(f) process. A number of other city-owned resources, including Mercer Slough Nature Park, Surrey Downs Park and NE 2nd Place Pocket Parks are also protected under Section 4(f). Until recently, the City was under the impression that it would be asked to formally concur in a *de minimis* determination of impact under Section 4(f) for most of these resources. In order to prepare for that discussion, City and Sound Transit staff were engaged in a more detailed analysis of impacts on 4(f) resources and potential mitigation for those impacts, beyond the level of detail included in the Agency's DEIS and SDEIS, but had reached no conclusions in those discussions, nor had the City concluded that a *de minimis* determination was appropriate for some or any of the resources impacted by East Link light rail.

The City now understands that a *de minimis* concurrence will not be requested, and instead that FTA and Sound Transit are preparing an alternatives analysis for 4(f) resources. The City is requesting clarification of when and how it will be invited to participate in that alternatives analysis. Again, as the affected jurisdiction with authority over these parks resources, we believe that the City's participation early in the process will be of critical importance to both the FTA and Sound Transit. The City has yet to make any final determinations on the relative impacts of the East Link light rail alignment alternatives on its parks resources, and such determinations will be critical to FTA's ultimate conclusion in the 4(f) alternatives analysis. In order to effectively and efficiently conclude the 4(f) process, the City is seeking guidance on how to participate proactively with Sound Transit and FTA in identifying specific parks impacts and mitigations. Thank you in advance for your detailed response to this request for guidance on the 4(f) process. Your response will allow us to ensure that the City can include all stakeholders in assessing impacts and mitigation and providing input to the FTA.

Mr. Krochalis

May 23, 2011

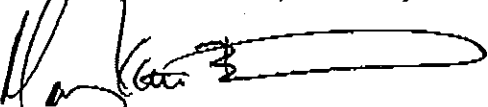
Page 3

City of Bellevue Section 106 Comment Letter – East Link Light Rail Project

Please feel free to contact me if you have any questions about the City's comments to date or the requests that we have included in this letter.

Sincerely,

CITY OF BELLEVUE
OFFICE OF THE CITY ATTORNEY
Lori M. Riordan, City Attorney



Mary Kate Berens
Deputy City Attorney

Enclosure

Cc: Steve Sarkozy, City Manager
Lori Riordan, City Attorney
Patrick Foran, Director, Parks and Human Services Department
Diane Carlson, Intergovernmental Affairs Manager, City of Bellevue
Bernard Van de Kamp, East Link project manager, City of Bellevue
Steve Sheehy, Senior Legal Counsel, Sound Transit (via electronic mail only)

**Historic Resource – Related Comments from City of Bellevue
Attachment to May 23, 2011 Letter to FTA
Section 106 Process**

July 20, 2010 letter from Bellevue City Council to Sound Transit Board of Directors

"...B2M light rail right of way runs mere feet from the structure of the F.W. Winters House, Bellevue's only property on the National Historic Register. The light rail alignment runs so close to the house that damage to the house from construction and train vibration will almost certainly damage the house over time and will negatively alter the character and use of this historic structure."

January 10, 2011 East Link SDEIS Comments Letter

"The potential for damage to the Winters House is a significant issue for Bellevue. According to the City's consultant (Greenbush, Final SDEIS Peer Review, 12/29/2010), "Predicted levels of vibration at the winters House during the excavation of the trench are at the threshold for damage to a sensitive structure." The SDEIS identifies "special measures" and monitoring during construction and the City will be seeking additional assurances from Sound Transit prior to construction."

DEIS Comments

Segments B and C contain significant cultural/historical resources for the City of Bellevue. Considering the relatively small number of features in Bellevue that are of significant cultural/historical value, these features are extremely important for preservation and would be extremely difficult to mitigate for.

The visual analysis in Appendix F4.5, Table 2 shows an overall change from high to medium visual quality for Bellevue Way Southeast between the South Bellevue Park and Ride and SE 8th Street, caused by Alternatives B1, B2A, B2E and B3. This impact is described as follows, "The introduction of light rail components would lower the undeveloped, almost rural landscape character of this section of Bellevue Way SE." The Winters House is located within this segment. In other sections of the DEIS that describe impacts to the Winters House, this visual analysis is either minimized or disregarded.

SDEIS Comments

Winters House serves as more than just offices of Eastside Heritage Center. The house includes office space for Bellevue Parks staff, hosts community events and programs as well as the historical archive of the EHC. It is also a key part of the Heritage Loop Trail, offering historical interpretation and facilities for park trail users.

Winters House discussion makes no mention of the need to preserve the number of existing parking spaces.

It is not accurate to claim the existing landscaping "does not in any way reflect the house's original landscape." Beside viewing a limited number of photographs, this statement is not adequately researched. Further, the landscaping today remains similar to the landscape in 1991, when the 50-foot

buffer was proposed and approved. With no significant change since 1991 the reasons for including that area 50-feet around the house in 1991 remain valid today.
Historic and Archeological Resources section does not disclose or analyze impacts of the reconstructed parking lot and associated retaining walls and ramps that fall within the 50' historic boundary of the house.
"The roadway would be the same distance from the house." This is technically accurate but misleading, as Exhibit 3-9 shows the sidewalk moving approximately 5 feet closer to the house due to the new proposed sidewalk.
By not disclosing or analyzing the impacts of the increased paved areas and reconstructed parking lot within the 50-foot area of significance, it is not accurate to claim no impacts to the existing landscape.
"EHC offices would be temporarily relocated" due to closure of Winters House during construction. How would other activities within Winters House be mitigated during closure (City office space, event rentals, trail facilities, EHC/City programs, EHC archive space, etc.)?
If B2M is selected as the preferred alternative, a more refined study of construction vibration at the Winters House should be conducted to ensure the methods for both construction and operation do not put this historic house at risk.
Ground-borne noise impacts have been identified at the Winters House with operation. Analysis concludes that a floating slab would eliminate the impact. Need firm commitment from Sound Transit in FEIS that impact will be mitigated, which appears to mean a commitment to using a floating slab.
"Constructing B2M would not substantially affect park use..." The project would close the majority of park parking, close the Winters House, and limit pedestrian access to the Heritage Loop Trail and trailhead facilities at Winters House and the Blueberry Farm. Per Section 4(f), these actions temporarily interfere with the protected activities and features of the park and historic resource (23 CFR 774.13(d)(3)) and appear to constitute a temporary 4(f) use. With the exception of relocating the Periphery Loop Trail, mitigation is not proposed for other temporary impacts.
The activities of Winters House are not fully described. In addition to housing the Eastside Heritage Center, the house includes office space for Bellevue Parks staff, hosts community events and programs as well as the historical archive of the EHC. It is also a key part of the Heritage Loop Trail, offering historical interpretation and facilities for park trail users. The house should be considered as both a 4(f) protected historic resource and as a 4(f) protected facility within public parkland.
"Bellevue Way SE and the sidewalk would remain the same distance from the house." This is not supported by A-8, which shows the sidewalk approximately 5 feet closer to the house.
Although the home's garage is not used for vehicle storage at the present time, vehicle access to the garage of the house has been maintained since the period of historic significance. The lid will not longer allow vehicle access to the garage. This limitation should be considered in the historic impact analysis.
The reconstructed parking lot serving the Winters House and the Heritage Loop Trail trailhead is not discussed in the 4(f) analysis even though it presents a significant temporary interference to one of the primary parking areas for the park as well as extending within the 50 foot historic designation boundary of the Winters House. This new structure within the park deserves analysis as a potentially a 4(f) temporary use and 4(f) historic impact.
The mitigation measures as described in Table A-5 are not sufficient in scope or detail to judge the appropriateness of de minimis determinations for the Section 4(f) temporary uses and permanent uses of impacted park land or historic resources within Mercer Slough Nature Park or Surrey Downs Park.
The temporary 4(f) use of the Winters House as a historic resource is not adequately analyzed in the SDEIS. As per the FHWA Section 4(f) Policy Paper, in a situation where a resource does not meet all the exemption criteria at 23 CFR 771.135(p)(7), "the temporary occupancy will be considered a use of the 4(f) resource and the appropriate Section 4(f) analysis will be required." (Policy Paper, p. 11, Question

C.). The third exemption criteria states that the project will not interfere with the activities or purpose of the resource on a temporary basis. This would also apply to the use of the Winters House as a Section 4(f) protected recreational facility as well as a protected historic resource.



**Washington State
Department of Transportation**

Paula Hammond
Secretary of Transportation

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www.wsdot.wa.gov

June 9, 2011

R.F. Krochalis
Federal Transit Administration, Region X
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

Subject: East Link Light Rail Project

Dear Mr. Krochalis,

Thank you for the opportunity to review and comment on your Determination of Adverse Effect on Section 106 resources for the East Link Light Rail Project and the invitation to participate as a consulting party under the Section 106 process for this project.

We have no comments on the Determination of Adverse Effect and we accept your invitation to participate as a consulting party.

You may continue to use me as a point of contact during the Section 106 process. If you have any questions, please call me at (206) 805-2892 or email me at paul.krueger@wsdot.wa.gov.

Sincerely,

Paul Krueger
Project Environmental Manager

cc: James Irish, Sound Transit
Elma Borbe, Sound Transit
Scott Williams, WSDOT
Kevin Bartoy, WSDOT

JUN 9 2011 PM 12:20



June 10, 2011

R. F. Krochalis
U.S. Department of Transportation
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

Subject: City of Redmond Comments to East Link Light Rail Project, Historic and
Archaeological Resources Technical Report: Determination of Adverse Effect

Dear Mr. Krochalis;

Thank you for the opportunity to review the Historic and Archeological Resources Technical Report for the East Link Project Final EIS. We apologize for the late response.

During the past three years, the City has worked with King County to formally recognize the City's landmarks. In 2005, King County inventoried and classified historic properties in Redmond's vicinity.

The recommended amendments to Appendix H4 are based on this inventory and other historic resources such as Redmond Historical Society archives. The attached list provides our recommended classification of sites to be reflected on Exhibit C-12. This list includes properties both inside and adjacent to the area of potential affects. For reference and for noting on Exhibit C-12, the attached list also includes locations (without structures) that are of significant historic interest within the indicated area of potential effects: the Redmond Railway Depot, Lampaert's Butcher Shop, and Youngerman's General Store.

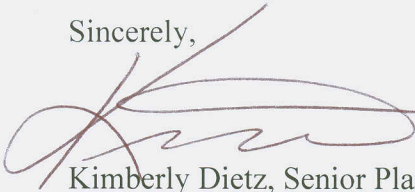
We also note the following respective portions of the appendix:

- Exhibit C-12, Redmond Trading Company – shown as 113 Redmond Trading Company is a Redmond (only) Landmark and contains two historic buildings. Per original plats, two structures and an 11-foot wide alley were incorporated into the Trading Company structure.
- Exhibit C-12, Grange Coop/ T&D Feed Mill – shown as 115. It is difficult to tell if Property 115 refers to T&D Feed or the Grange Coop. If T&D Feed, this site was demolished. The map could note this site as a previous location of historic significance.

- Exhibit C-12, Haida House – shown as 118. Haida House Studio is a Redmond Landmark and additional consideration is underway regarding Regional landmark designation.
- Page 7-28, line 3, Haida House – Please note that King County staff also support eligibility for Regional landmark designation.

Thank you for your consideration of our comments. Please contact me at 425-556-2415 or kdietz@redmond.gov with any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kimberly Dietz', with a long horizontal flourish extending to the right.

Kimberly Dietz, Senior Planner (Historic Preservation Program)
Dept. of Planning and Community Development, Policy Planning

CC: Terry Marpert, Principal Planner

Landmarks and Historic Properties	Eligible for NRHP	Regional or Local Designation or Eligibility	Address
Bill Brown's Saloon/ Matador	yes	yes	7830 Leary Way
Haida House Studio	yes	yes	7447/7747 159th Place NE
Justice White House	yes	yes	7529 Leary Way
Redmond Trading Company (includes Redmond Meat Market)/ Half Price Books	no	yes	7805 Leary Way
Redmond State Bank/ Brad Best Building	yes	yes	7841 Leary Way; immediately adjacent to the indicated area of potential effects
O.A. Wiley House/ Stone House	yes	yes	16244 Cleveland Street; immediately adjacent to the indicated area of potential effects
Grand Central Hotel (Walther)/ Restaurant	possible	possible	7844 Leary Way; immediately adjacent to the indicated area of potential effects
Location of Redmond Railway Depot		please note as historic site, no structure	immediately south of Bill Brown's Saloon, adjacent to existing rail
Location of Lampaert's Butcher Shop		please note as a historic site, no structure	immediately south of Bill Brown's Saloon, current parking lot of Matador
Location of Youngerman's General Store		please note as a historic site, no structure	immediately south of Bill Brown's Saloon, current parking lot of Matador



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

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April 21, 2011

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

Log: 090806-11-FTA
Property: Sound Transit East Link Project, Seattle to Bellevue to Redmond
Re: Historic and Archaeological Resources Technical Report: Affect Determination
Determination of Adverse Effect

Dear Dr. Brooks:

In accordance with Section 106 of the National Historic Preservation Act, as amended (16 U.S.C 470f), and implementing regulations 36 CFR 800.6(a) (1) and as part of the continuing consultation, the Federal Transit Administration (FTA) submits to you for review and comment our Determination of Adverse Effect on Section 106 resources for the East Link Light Rail Project. This determination is based on the enclosed East Link Historic and Archeological Report and comments received during the public comment period received on the East Link *Supplemental* Draft Environmental Impact Statement (DEIS) of 2010.

The project proponent is the Central Puget Sound Regional Transit Authority (Sound Transit). FTA is participating in this undertaking to extend light rail service approximately 18 miles from downtown Seattle to serve the regional destinations of Mercer Island, Bellevue, Overlake, and Redmond.

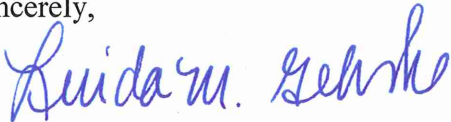
In prior correspondence dated August 24, 2006 and July 3, 2007, FTA provided initial notification to you of this federal action and of the proposed Area of Potential Effect (APE). By your letter of July 13, 2007, you concurred with the proposed APE. In addition, in correspondence dated August 24, 2006, the Muckleshoot, Suquamish, Yakama, Snoqualmie, Tulalip, and Duwamish Indian tribes were notified of the project and invited to participate.

Based on the enclosed East Link Historic and Archeological Report, enclosed comments submitted by interested parties with views about historic resources associated with East Link, along with comments received during the public comment periods for the Draft EIS and *Supplemental* Draft

EIS, FTA has determined that the East Link Light Rail Project Preferred Alternative would have an Adverse Effect on Section 106 resources. As a result of the finding of Adverse Effect, FTA will execute a Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) pursuant to the requirements of Section 106. FTA requests the SHPO's concurrence on this determination. FTA will also provide copies of the Technical Report and adverse effect determination to the consulting Indian tribes and agencies with jurisdiction over the area including: the Federal Highway Administration, the Washington State Department of Transportation, the cities of Bellevue, Mercer Island, Redmond, and Seattle and King County.

If you have any questions, please call John Witmer, Community Planner, at (206) 220-7964.

Sincerely,



for R. F. Krochalis
Regional Administrator

Cc: James Irish, Sound Transit
Elma Borbe, Sound Transit

Enclosures: Historic and Archaeological Resources Technical Report
Stakeholder and Public Input on Cultural Resources



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
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June 15, 2011

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 090806-11-FTA

Property: East Link Project, Seattle to Bellevue to Redmond

Re: ADVERSE Effect

Dear Mr. Krochalis:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP). We have reviewed the final EIS and subsequent adjusted pages (May 2011, based on our telephone conversations) you provided for the Seattle-to-Bellevue-to-Redmond East Link Project for Sound Transit. We concur with your determination that the project, as proposed, will have an Adverse Effect on eligible and/or listed historic properties. We also concur that various resources within the APE (as defined on Table 9-1 in the FEIS) may be impacted dependent on which alternative is chosen by Sound Transit.

We look forward to further consultation and the development of a Memorandum of Agreement (MOA) to address this Adverse Effect and the individual impacts that may or may not occur based on which alternative is chosen.

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

Sincerely,

Michael Houser
State Architectural Historian
(360) 586-3076
michael.houser@dahp.wa.gov

CC: James Irish & Elma Borbe, Sound Transit

