

Downtown Redmond Link Extension SEPA Addendum

Appendix K Section 4(f) Correspondence

August 2018

Prepared for



Central Puget Sound Regional Transit Authority
401 S. Jackson Street
Seattle, WA 98104

Prepared by

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APPENDIX K SECTION 4(f) CORRESPONDENCE

Table K-1 summarizes Section 4(f) correspondence since 2011. Table D-11 in Appendix D of the East Link Final EIS provides the record of consultation through 2011.

Table K-1. Section 4(f) Correspondence

Date	Form	Participants	General Topics
April 7, 2017	Letter	FTA and King County Parks	Temporary occupancy of Marymoor Park
April 16, 2018	Letter	FTA and City of Redmond	Temporary occupancy of Bear Creek Park and Bridle Crest Trail, and significance of property at NE 154th Street
April 25, 2018	Letter	FTA and DAHP	Concurrence determination on historic properties and Marymoor Park Cultural Resource Site
June 6, 2018	Email	Sound Transit and RCO	Confirmation of no impacts to RCO funded Marymoor Park projects
June 27, 2018	Email	Sound Transit and RCO	Confirmation of no impacts to RCO funded Sammamish River Trail projects



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)

April 7, 2017

Kevin Brown, Director
King County, Parks and Recreation Division
201 S Jackson Street, Suite 700
Seattle, WA 98104-3855

Re: Temporary Occupancy of Marymoor Park, Downtown Redmond Link Extension

Dear Mr. Brown:

In July 2011, the Federal Transit Administration (FTA) and Sound Transit published the East Link Final Environmental Impact Statement, analyzing light rail alternatives from Seattle to Bellevue and Redmond. The Sound Transit Board selected the project to be built in July 2011, with an interim terminus at Overlake Transit Center in Redmond until additional funding became available to complete the project to downtown Redmond. Sound Transit is now starting implementation of this last segment of the East Link Extension, known as the Downtown Redmond Link Extension, from NE 40th Street in Redmond to downtown Redmond. As part of the preliminary engineering for the Downtown Redmond Link Extension project, FTA, as the federal lead agency, is seeking a determination of temporary occupancy under Section 4(f) for subsurface archaeological and geotechnical investigations in Marymoor Park.

Under Section 4(f) of the U.S. Department of Transportation Act of 1966, FTA cannot approve a transportation project that requires the use of publicly-owned land from a significant public park, recreation area, or wildlife and waterfowl refuge, or any land from a significant historic site, unless it determines that there is no "feasible and prudent avoidance alternative"¹ to the use of land from the property; and that the action includes "all possible planning" to minimize harm to the property resulting from such use. However, temporary occupancies of a Section 4(f) property that are so minimal as to not constitute a use are an exception. In order to qualify as a temporary occupancy, the following conditions must be satisfied:

¹ Definitions are found in 23 CFR §774.17.

- The duration of the use must be less than the time needed for construction of the project, and there should be no change in the ownership of the land;
- The scope of work must be minor; the nature and magnitude of the changes to the Section 4(f) property must be minimal;
- There must be no anticipated permanent adverse physical impacts, nor interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis;
- The land being used must be fully restored;
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.²

Impacts of Archaeological and Geotechnical Investigations

Sound Transit plans to conduct an archaeological survey, including subsurface probing, in Marymoor Park near the fence line adjacent to SR 520. The archaeological survey will use both systematic and tactical sampling methodologies, where appropriate and agreed upon by King County staff, to investigate the potential for archaeological features and artifacts within the Project's Area of Potential Effects. Subsurface probing will be conducted using a small vehicle (e.g., Bobcat) mounted 10-inch diameter power auger and hand tools (e.g., shovels). The augers holes will be placed approximately every 10-meters on an east-west alignment next to the north Park fence line adjacent to SR520. Shovel probes using hand tools will be placed at the location of proposed geotechnical bores (see below). At each probe location, the turf will be peeled back and set aside. All holes will be refilled with the same sediments that are removed and the turf will be replaced; no probe holes will be left open and unattended. Activities associated with the archaeological survey are anticipated to take approximately 1 week and would occur Monday through Friday between 7 am and 5 pm (as directed by King County Parks). Work is expected to occur between May and June 2017. However, if permits and agreements are in order, archaeological survey work in the northwest corner of Marymoor Park (north of the baseball fields) could potentially begin in late April.

For the geotechnical investigations, Sound Transit and the geotechnical consultant plan to select about 10 anticipated locations where 6- to 8-inch diameter boreholes would be drilled up to about 150 feet deep from the existing ground surface. The geotechnical investigations, including boreholes and possibly test pits and pilot infiltration tests, will take place near the fence line adjacent to SR 520. The anticipated locations will be reviewed with King County Parks. Standard Penetration Tests would be performed at 2.5-foot intervals in the upper 15 feet and 5-foot intervals at lower depths using a standard 2-inch diameter split-spoon sampler. Geotechnical investigations are anticipated to take approximately 4 weeks. These investigations would take place Monday through Friday between 7 am and 5 pm (as directed by King County Parks) and are expected to occur between May and July 2017. Approximately 7 piezometers would be installed flush with the ground for monitoring groundwater levels. The piezometers would remain in place until construction begins.

² Temporary occupancy exemption defined in 23 CFR 774.13(d).

Areas disturbed by archaeological or geotechnical investigations would have the turf replaced, or would be reseeded, revegetated, or left to grow back naturally as directed by King County Parks. Sound Transit will continue to coordinate with King County Parks to minimize or avoid impacts to the use of facilities, such as the sports fields.

Finding of Temporary Occupancy

FTA intends to make a finding of temporary occupancy regarding the project's impacts on Marymoor Park, and we are requesting the King County's agreement with this finding. Federal regulations stipulate that officials with jurisdiction over the Section 4(f) resource must document their agreement with a temporary occupancy finding (23 CFR 774.13(d)(5)). We ask that you sign and return this letter, or your own letter in its place, to confirm concurrence with the temporary occupancy determination based on the four criteria and its agreement with the potential mitigation.

As the project progresses, Sound Transit will continue to coordinate with King County on the timing and location of the geotechnical and archaeological work and the restoration of the affected areas.

If you have any questions, please contact John Witmer at John.Witmer@dot.gov or 206-220-7964.

Sincerely,

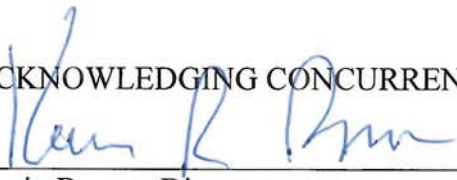
KENNETH A
FELDMAN

Digitally signed by KENNETH A
FELDMAN
DN: c=US, o=U.S. Government, ou=DOT
FTASeattleWA, ou=FTA FTASeattleWA,
cn=KENNETH A FELDMAN
Date: 2017.04.06 16:26:46 -0700

Kenneth A. Feldman
Deputy Regional Administrator

Cc: Lauren Swift, ST

ACKNOWLEDGING CONCURRENCE FOR KING COUNTY:



Kevin Brown, Director
King County, Parks and Recreation Division



April 16, 2018

Maxine Whattam
Parks and Recreation Director
City of Redmond
PO Box 97010
Redmond, WA 98073-9710

**Downtown Redmond Link Extension, Letter of Concurrence
LOC 02 DRLE: Section 4(f) Impacts**

Dear Ms. Whattam:

The East Link Final Environmental Impact Statement (FEIS), published in 2011, evaluated the extension of light rail from Seattle to Downtown Redmond. The Sound Transit Board selected the alignment in 2011, but funding allowed the design and construction only through the Overlake Transit Center (now the Redmond Technology Center). With funding now available to complete East Link to downtown Redmond, the Federal Transit Administration (FTA) and Sound Transit are updating the review of potential environmental impacts for the Downtown Redmond Link Extension, which will extend light rail from Redmond Technology Center to downtown Redmond. This review includes updating analysis to reflect changed conditions since 2011 as well as design refinements that reflect continued coordination with the City of Redmond, King County, and the Washington Department of Transportation.

As part of the update, Sound Transit and FTA are evaluating the potential for changes in impacts on public parks and recreational facilities and preparing a Section 4(f) Evaluation that describes the impacts of the project on Section 4(f) properties. Section 4(f) property means publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (23 CFR 774.17).

As part of the review of potential environmental impacts of the proposed design refinements, Sound Transit identified three resources that were not previously addressed under Section 4(f) as part of the East Link FEIS: property at 154th Avenue NE, Bridle Crest Trail, and Bear Creek Park. Potential impacts of the proposed design refinements to Bear Creek Trail and these additional resources are summarized below.

Although the FEIS evaluated Section 4(f) impacts to the Redmond Central Connector, as a railbanked corridor, the Redmond Central Connector is exempt from Section 4(f) (23 CFR 774.11(h)). The facility remains an important recreation resource, however, and Sound Transit will provide the mitigation identified in the FEIS, which consists of rerouting or realigning trail, relocating displaced features within the Central Connector right-of-way in consultation with the City of Redmond, financial compensation for temporary use of land, maintaining access or providing detours during construction, and restoring temporarily disturbed areas.

Sound Transit appreciates the coordination with city staff. The purpose of this letter is to confirm previous discussions and formally document our request for the City's concurrence on the exemption of the impacts to the additional three resources from Section 4(f).

CHAIR

Dave Somers
Snohomish County Executive

VICE CHAIRS

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Peter von Reichbauer
King County Councilmember

CHIEF EXECUTIVE OFFICER

Peter M. Rogoff

Section 4(f)

The U.S. Department of Transportation Act of 1966 requires a Section 4(f) Evaluation. Under the Act, FTA cannot approve a transportation project that requires the use a Section 4(f) resource unless there is no feasible and prudent avoidance alternative or the use of the property, including any measure(s) to minimize harm will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) (*de minimis* impact).

In addition, temporary occupancies of land that are so minimal as to not constitute a use are exempt from Section 4(f) approval. In order to qualify as a temporary occupancy, the following conditions must be satisfied (774.13(d)):

- Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in the ownership of the land;
- Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- The land being used must be fully restored;

Bear Creek Trail

As part of the East Link FEIS Section 4(f) evaluation, Sound Transit and FTA consulted with the City of Redmond, which concurred with the determination that impacts to Bear Creek Trail with the included measures to minimize harm were *de minimis* in its March 9, 2011 letter (attached). The proposed design refinements would reduce impacts to this trail, by slightly decreasing the area of trail shaded by the aerial structure and by lowering the trail only one to three feet rather than the 20 feet required by the previously adopted project. During construction, Sound Transit would maintain access or provide detours. Sound Transit would reconnect the trail under the guideway and restore vegetation consistent with clear zone requirements for the light rail guideway. Therefore, pursuant to 23 CFR § 774.9, the proposed design refinements do not result in 1) a substantial increase in the amount of Section 4(f) property used, 2) a substantial increase in the adverse impacts to Section 4(f) property, or 3) a substantial reduction in the measures to minimize harm as compared to the analysis in the FEIS Section 4(f) analysis, and a new Section 4(f) approval is not required.

Property at 154th Avenue NE

The FEIS did not identify this property as a park, and it was not evaluated in the parks and recreation impact analysis or under Section 4(f). The City's Parks Arts Recreation Culture Conservation Plan indicates this property, currently undeveloped, would be developed in the future as a Neighborhood Park. Based on our consultation with city staff, we understand the City does not have programmed funding for development of this property. This property is currently not used for recreation and has no facilities or identification signage. The 1.27 acre triangle shaped parcel is along the east side of SR 520, separated from SR 520 by a noise wall. The proposed design refinements would require approximately .1 acres of the western side of the property for the guideway and relocated sound wall (see enclosed map). In addition, there would be an underground easement of approximately .15 acres for a noise wall footing and guideway tiebacks. Temporary construction impacts would use approximately .25 acres of this property, which would be restored after construction with grass or low vegetation consistent with clear zone requirements for the light rail guideway and in consultation with the City of Redmond.

We believe this park is not a park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance under the Act, and Section 4(f) does not apply. Mitigation requirements for conversion of the property under Forward Thrust, including providing comparable replacement park property, do apply consistent with the City of Redmond's agreement with King County. Sound Transit will work with the City of Redmond to identify appropriate replacement property, and Sound Transit will transfer the property for use as replacement park property. In addition, temporarily disturbed areas will be revegetated after construction in coordination with the City of Redmond and consistent with guideway clear zone requirements. We request the City's concurrence on this determination.

Bridle Crest Trail

The FEIS identified temporary construction impacts to this trail due to potential closure or detour. The light rail alignment for the adopted project and the proposed design refinements would cross under the trail at NE 60th Street, where the trail crosses SR 520. There would be no permanent project facilities on the trail property. Proposed mitigation in the FEIS and for the proposed design refinements includes temporary detours and protective barriers during construction where appropriate. We request the City of Redmond's concurrence that the project's impacts would result in a temporary occupancy consistent with 23 CFR 774.13(d) as outlined above.

Bear Creek Park

The project would not require permanent acquisition of property from Bear Creek Park. However, construction activities along NE 76th Street may encroach approximately 15 to 20 feet into the southern boundary of the park requiring a temporary easement of approximately 0.1 acre. The affected portion of the parcel is in the shoulder area of NE 76th Street and consists of mown grass managed similar to highway right-of-way. This area of the park is outside of the fence, does not contain sensitive areas or trees, and is not in active use. Therefore, no users would be affected. Areas temporarily disturbed will be restored after construction consistent with the existing conditions. We request the City of Redmond's concurrence that the project's impacts would result in a temporary occupancy consistent with § 774.13(d) as outlined above.

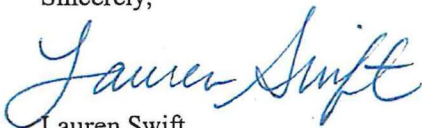
Concurrence Request

We ask that you provide your signature on this letter to confirm the City agrees:

- the park property at 154th Avenue NE is not a significant park for purposes of Section 4(f), and
- the project meets temporary occupancy conditions for the Bridle Crest Trail and Bear Creek Park.

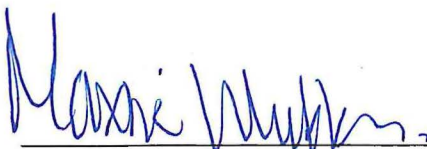
We request your response within 30 days as we strive to complete our environmental update and move this important project forward. As the project is further refined during final design, Sound Transit will coordinate with the City of Redmond's Parks and Recreation Department to review and finalize the City of Redmond design and construction activities. Please contact me at (206) 398-5301 or Lauren.Swift@soundtransit.org if you have any questions or comments.

Sincerely,



Lauren Swift
Senior Environmental Planner

Attachments: City of Redmond Letter, March 9, 2011
Property impact map



City of Redmond Signature for Concurrence



JW
TU
✓ scanned
✓ Env log. 220

March 9, 2011

U.S. Department of Transportation
R.F. Krochalis
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA. 98174-1022

Re: East Link Light Rail Section 4(f) De Minimis Determination
Significance of Park Facility and Final Agreement

Dear Mr. Krochalis:

Please find enclosed the original of the Concurrence of Significance of the City of Redmond Park Facility and Final Agreement signed by Craig Larsen.

Please let me know if I may be of further assistance to you.

Sincerely,

Sharon Sato
Administrative Office Coordinator
Parks Administration and Planning
City of Redmond Parks and Recreation
425-556-2311

Enclosed: East Link Light Rail Section 4(f) De Minimis Determination signed original

MAR 10 2011 PM 10:27



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 3, 2011

Craig Larsen, Director
City of Redmond Parks and Recreation
P.O. Box 97010
Redmond, WA 98073

RECEIVED
MAR 07 2011
CITY OF REDMOND
PARKS PLANNING

Re: East Link Light Rail Section 4(f) De Minimis Determination

Dear Mr. Larsen:

As part of the East Link Light Rail Project Final Environmental Impact Statement (EIS) documentation process, the Federal Transit Administration (FTA), as the lead federal agency, is finalizing the Section 4(f) evaluation of the potential impacts of the project on public parks and recreational facilities.

The Section 4(f) evaluation is a requirement of the U.S. Department of Transportation Act of 1966. Under the Act, FTA cannot approve a transportation project (such as East Link) that requires the use of any publicly owned land from a significant public park, recreation area, or wildlife and waterfowl refuge, or any land from a significant historic site, unless a determination is made that:

- There is no feasible and prudent alternative to using the property; and
- The project includes all possible planning to minimize harm to the property resulting from the use; or
- The use will have no more than a *de minimus* impact on the resource. A *de minimus* impact means a project will have no adverse effect to the activities, features, and attributes of the resource after consideration of any impact avoidance, minimization, and mitigation or enhancement measures.

If the federal lead agency determines that a transportation use of Section 4(f) property, results in a *de minimus* impact on that property, an evaluation of prudent and feasible avoidance alternatives is not required and the Section 4(f) process is complete.

Federal guidance encourages early coordination with officials with jurisdiction over the Section 4(f) resource to ascertain the position of the officials to obtain their views. The City signed a letter in September 2008 indicating its preliminary views on a proposed *de*

minimis determination for certain city park facilities potentially affected by the project and is included the East Link 2008 Draft EIS. Federal regulations stipulate that “officials with jurisdiction” over the Section 4(f) resource must concur in writing with a *de minimus* finding (23 CFR 774.5 (2)). The regulations also require that an opportunity for public review and comment concerning the effects of the project on the Section 4(f) resource be provided prior to such written concurrence. As per 23 CFR 774.5, the public comment requirement has been met with the distribution of the East Link Draft EIS (2008) and Supplemental Draft EIS (2010) for review and comment by the public, agencies, and groups.

With the comment period on these documents completed, and based on the city’s 2008 letter, FTA intends to make a *de minimus* finding on the listed resources that are owned by the City of Redmond and we are requesting the city’s final concurrence on this finding. Your letter of concurrence will be included in the Final EIS for East Link. Following the City’s written concurrence, FTA will make a final Section 4(f) determination, which will also be included in the Final EIS.

The table below lists Luke McRedmond Park, Bear Creek Trail, and the Redmond Central Connector as City of Redmond park facilities that the East Link Light Rail Project would affect. Alternative E1 would only affect Luke McRedmond Park and all Segment E alternatives would affect the Bear Creek Trail and the Redmond Central Connector. Given the potential project affects and the proposed potential mitigation, FTA believes that a *de minimus impact* finding can be made for Luke McRedmond, Bear Creek Trail and the Redmond Central Connector. A *de minimus* determination means that after incorporation of mitigation measures, the East Link project will not adversely affect the activities, features, and attributes of the significant park facilities.

City of Redmond Park Facility and Summary of Section 4(f) Use

Name of Resource	Significance Determination	Impact on Resource	Potential Mitigation	4(f) Findings after Mitigation
Luke McRedmond (E1)	Significant	Permanent use of up to 0.1 acre under elevated structure.	One or more of the following measures would be implemented: Financial compensation for permanent aerial easement, or improvements to the park as agreed to with the City. Replacement of trees removed per City tree ordinance.	<i>de minimus</i>
		<i>Temporary use of land during construction</i>	<i>Financial compensation for the lease of land during construction, as agreed to with the City.</i> <i>Maintain access to the park</i>	

City of Redmond Park Facility and Summary of Section 4(f) Use

Name of Resource	Significance Determination	Impact on Resource	Potential Mitigation	4(f) Findings after Mitigation
			<p>during construction.</p> <p>Restore temporarily disturbed area to existing conditions.</p>	
Bear Creek Trail (Preferred Alternative E2 and alternatives E1, E4)	Significant	<p>Permanent tunneling of trail for up to 30 feet (E2).</p> <p>Permanent shading from elevated structures (E1, E4)</p>	<p>The following measures would be implemented for the impacts described:</p> <p>Rerouting of trail, restoration of vegetation, and replacement of trees (E2);</p> <p>Financial compensation for permanent aerial easement, or improvements to the trail as agreed with the City (E1, E4).</p>	de minimus
		Temporary loss of use of trail during construction	<p>Financial compensation for the lease of land during construction, as agreed with the City.</p> <p>Maintain access or provide detours for trail during construction.</p> <p>Restore temporarily disturbed area to existing conditions.</p>	
Redmond Central Connector (Trail/Park Corridor) (Preferred Alternative E2, and alternatives E1, E4)	Significant	Possible reduction of planned trail width, removal of planned park amenities and associated vegetation (E2, E1, E4)	<p>The following measures would be implemented for the impacts described:</p> <p>Possible rerouting of trail, replacement of affected park amenities, and associated vegetation as agreed to with the City.</p>	de minimus
		Temporary loss of use of planned trail and park facilities during construction	<p>Financial compensation for the lease of land during construction as agreed to with the City.</p> <p>Maintain access or provide detours for trail during construction.</p> <p>Restore temporarily disturbed area to existing conditions.</p>	

In addition, the impact to the Redmond Central Connector is assumed *de minimus*, because Sound Transit will be contributing toward the purchase of the Woodinville Subdivision (former BNSF Rail Corridor) to obtain real property and easements for the right to operate a light rail on the remainder of the corridor from the Port of Seattle and

the City of Redmond to operate light rail. This contribution toward the purchase of the corridor, and subsequent easements, will guarantee Sound Transit access to the downtown Redmond segment of the former BNSF corridor without having to replace the land at the time of project implementation as part of 4(f) requirements.

We ask that you provide your signature on this letter, or in its place your own letter, to confirm your concurrence on the significance of the City of Redmond park facility and final agreement with the Section 4(f) *de minimus* determination, and the potential mitigation. We are requesting a response within 30-days of the date of this letter.

As the project is further refined during final design, Sound Transit will coordinate with the City of Redmond's Parks and Recreation Department to review and finalize the City of Redmond design and construction activities. To follow up on this letter, Elma Borbe, Sound Transit Environmental Planner will contact you to provide any information you may need and also to offer a meeting to review this letter. If you have any questions, please call either John Witmer, Community Planner at (206) 220-7964 or Elma Borbe, Environmental Planner at (206) 398-5445.

Sincerely,



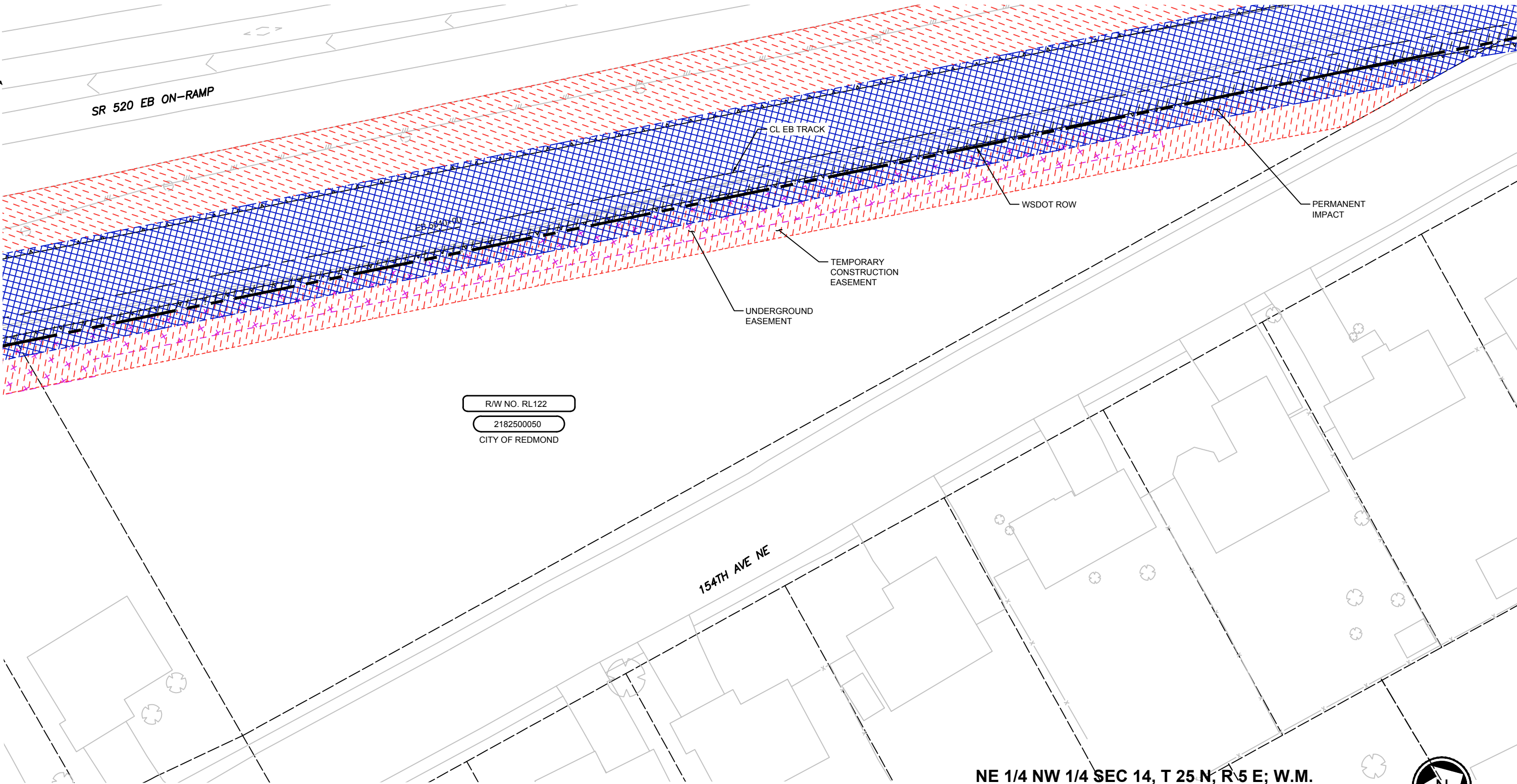
R. F. Krochalis
Federal Transit Administration



City of Redmond Signature for Concurrence

Cc: John Witmer, FTA
James Irish, Sound Transit
Elma Borbe, Sound Transit

xref:
RLE-GB-TB22x34
RLE-standards
xRLE-SURVEY-S
xRLE-L90-SWP100
xRLE-L90-UCP100
xRLE-L90-KAP100
xRLE-L90-CDP100
xRLE-MergedUBases
xRLE-L90-CRP100
xRLE-ROW-Survey
xRLE-MergedSF
xRLE-L90-RHP100
554-3164-060-SOUTH-BA



SOUND TRANSIT R/W NO.	PARCEL NO. (TAX ACCOUNT NO.)	OWNERS	PARCEL AREA SQ. FT.*	TEMPORARY CONSTRUCTION ESMT SQ. FT.	PERMANENT IMPACT SQ. FT.	UNDERGROUND ESMT SQ. FT.
7	RL122	2812500050 CITY OF REDMOND	55,534	11,071	4,588	6,370

NE 1/4 NW 1/4 SEC 14, T 25 N, R 5 E; W.M.



PRELIMINARY
ENGINEERING

NOT FOR
CONSTRUCTION

RFP SUBMITTAL

INTERMEDIATE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
T. NAGLE
DRAWN BY:
Y. CHANG
CHECKED BY:
M. STUMPF
APPROVED BY:
Y. YANG



SUBMITTED BY:

DATE:

REVIEWED BY:



DATE:

SCALE:
1" = 40'
FILENAME:
RLE-L90-RPP105_THERESA
CONTRACT No.:
DATE:
03/20/18

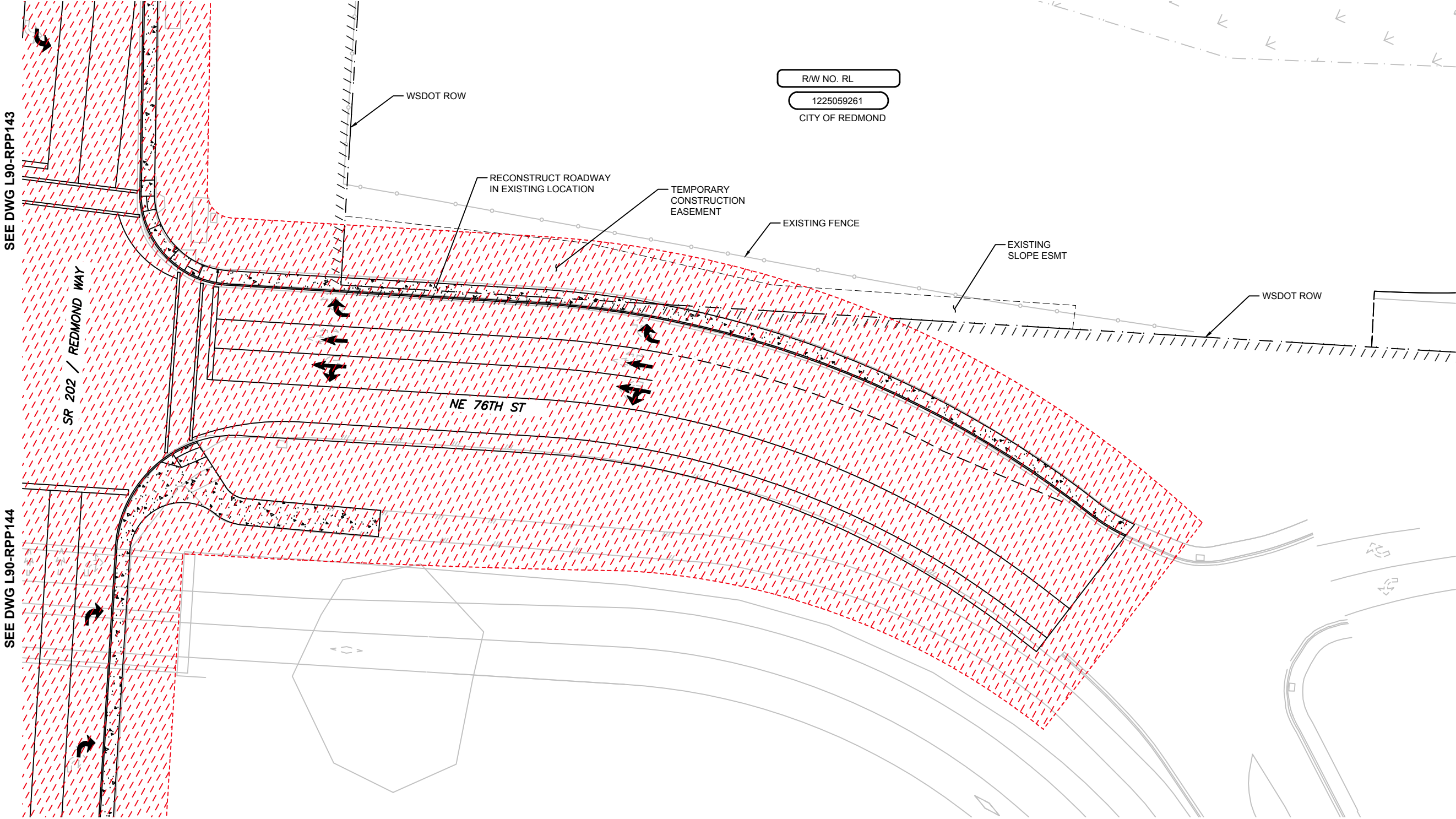
DOWNTOWN REDMOND LINK EXTENSION
RTC TO DOWNTOWN REDMOND
PRESCRIPTIVE
RIGHT-OF-WAY PLAN
EB STA 5035+00 TO EB STA 5044+50

DRAWING No.:
L90-RPP105
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SW 1/4 NE 1/4 SEC 12, T 25 N, R 5 E; W.M.

Xrefs:
RLE-08-T822x34
RLE-standards
xRLE-L90-LRP100
xRLE-ROW-Survey
xRLE-SURVEY-N
xRLE-L90-SEP100
xRLE-MergedSF
xRLE-L90-CRP100
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xRLE-L90-CWP100
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xRLE-L90-RPP100



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CITY OF REDMOND


PRELIMINARY
ENGINEERING

NOT FOR
CONSTRUCTION



% = TEMPORARY CONSTRUCTION EASEMENT x = TEMPORARY ACCESS EASEMENT @ = TEMPORARY CONSTRUCTION AND ACCESS EASEMENT

SOUND TRANSIT R/W NO.	PARCEL NO. (TAX ACCOUNT NO.)	OWNERS	PARCEL AREA SQ. FT.	TEMPORARY CONSTRUCTION ESMT SQ. FT.	PERMANENT IMPACT SQ. FT.	UNDERGROUND ESMT SQ. FT.
1	1225059261	CITY OF REDMOND	249,014	3,750	0	0

<div>RFP SUBMITTAL</div> <div>INTERMEDIATE</div>						DESIGNED BY:		<div>Parametrix</div> <div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div>		<div>LINE IS 1" AT</div> <div>FULL SCALE</div>		<div></div> <div>SOUNDTRANSIT</div>		SCALE:		<div>DOWNTOWN REDMOND LINK EXTENSION</div> <div>RTC TO DOWNTOWN REDMOND</div> <div>PRESCRIPTIVE</div> <div>RIGHT-OF-WAY PLAN</div> <div>NE 76TH STREET</div>				DRAWING No.:	
						NAGLE/CASSEDAY								L90-RPP142							
						DRAWN BY:								LOCATION ID:							
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APPROVED BY:				D. THIBODEAU																	
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Allyson Brooks Ph.D., Director
State Historic Preservation Officer

April 25, 2018

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

In future correspondence please refer to:
Project Tracking Code: 090806-11-FTA
Property: East Link Project, Seattle to Bellevue to Redmond
Re: No Adverse Effect

Dear Mr. Assam:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) and submitting the "Historic and Archaeological Resources Technical Report Addendum," completed by HRA, for the East Link Extension portion of the East Link project. This report has been reviewed on behalf of the SHPO under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800.

First, I concur that the current project, as proposed, will have no adverse effect on historic properties within the APE that are listed in, or determined eligible for listing in, the National Register of Historic Places (NRHP). We have reviewed the three built environment resources submitted for review (the Gregory Drilling Office, the Bill Brown Building, and the railroad trestle associated with the former Seattle, Lake Shore & Eastern railroad), and concur that they are not eligible for listing in the NRHP. Likewise, I concur that the archaeological resource identified during investigations at Marymoor Park (45KI1365), represents displaced archaeological materials and is not eligible for listing in the NRHP.

As a result of our concurrence, further contact with DAHP on this proposal is not necessary. However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

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



Thank you for the opportunity to review and comment. 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



From: Barker, Myra (RCO) [<mailto:Myra.Barker@rco.wa.gov>]

Sent: Wednesday, June 06, 2018 1:39 PM

To: Swift, Lauren <lauren.swift@soundtransit.org>

Cc: Mike Ullmer (mullmer@kingcounty.gov) <mullmer@kingcounty.gov>; Robinson, Norah <norah.robinson@kingcounty.gov>

Subject: RE: Sound Transit Redmond Link extension - Marymoor Park impacts

Hi Lauren,

After reviewing the information you provided, our Marymoor Park project/s file documentation, as well as speaking with Mike and Norah, at this time I see no compliance issue raised with what's planned along the northern boundary of Marymoor Park. I understand the fields and the park will remain open and available for outdoor recreational use and that Sound Transit will not be using the park to access the planned corridor, nor for materials and equipment staging – with the exception of a using a small area in the northwestern corner of the park.

However, I'm wondering if that is the area you asked for a review on related to the Sammamish River Trail (Sammamish River projects funded by IAC/RCO). That may be of concern, but I'll need to do some research to be able to determine that and will get back to you as soon as I can.

Should Sound Transit's plan change, please do let me know.

If you have any questions, please do let me know.

Myra Barker
Compliance Specialist
Recreation and Conservation Office
PO Box 40917
Olympia, WA 98504
360-902-2976
360-902-3026 Fax



From: Barker, Myra (RCO) [<mailto:Myra.Barker@rco.wa.gov>]

Sent: Wednesday, June 27, 2018 12:01 PM

To: Swift, Lauren <lauren.swift@soundtransit.org>

Cc: Mike Ullmer (mullmer@kingcounty.gov) <mullmer@kingcounty.gov>; Robinson, Norah <norah.robinson@kingcounty.gov>

Subject: RE: Sound Transit Redmond Link extension - Marymoor Park impacts

Hi Lauren,

Thanks for your patience on my getting back to you. The Sammamish River project spanned multiple jurisdictions from Bothell to Redmond acquiring property along the river and took a bit of time to review.

I find no indication of IAC/RCO funding in the northwest corner of the park where the Sammamish River Trail is located.

I hope this is helpful. If you have any questions, please let me know.

Myra Barker
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