

SR 520, Medina to SR 202: Eastside Transit and HOV Project

Appendix K

Cultural Resources Technical Memorandum

APPENDIX C HAS BEEN REDACTED - FOR PUBLIC DISCLOSURE

**SR 520, Medina to SR 202:
Eastside Transit and HOV Project
Environmental Assessment**

**Cultural Resources
Technical Memorandum**

Prepared for
Washington State Department of Transportation
Federal Highway Administration

November 15, 2009

Preparer's Note

Per provisions of Section 106 of the National Historic Preservation Act, this document evaluates cultural resources that may be affected by the SR 520, Medina to SR 202: Eastside Transit and HOV Project. Per federal and state regulations, this document identifies historic properties (those listed or eligible for listing in the National Register of Historic Places) within the project Area of Potential Effects (APE), and then provides an assessment of this undertaking's effects on those historic properties.

The SR 520, Medina to SR 202: Eastside Transit and HOV Project will reduce transit and high-occupancy vehicle (HOV) travel times and will enhance travel time reliability, mobility, access, and safety for transit and HOVs along the SR 520 corridor east of Lake Washington. The project extends approximately 8.8 miles along SR 520 from the east shore of Lake Washington to the interchange with SR 202 in Redmond.

This document is divided into two volumes:

- Volume 1, prepared by CH2M HILL, is titled *Historic Built Environment Cultural Resources Technical Memorandum*.
- Volume 2, prepared by ICF Jones & Stokes, is titled *Archaeological Resources Technical Memorandum*.

Both reports were prepared by professional cultural resources specialists who meet Secretary of the Interior Standards for their respective disciplines. Separating the two disciplines into two distinct volumes allowed us to capitalize on expertise, budgets, and schedule, and ultimately resulted in a comprehensive assessment of all cultural resources within the project APE.

Volume 1:

**Historic Built Environment
Cultural Resources Technical Memorandum**

SR 520, Medina to SR 202: Eastside Transit and HOV Project

**SR 520, Medina to SR 202:
Eastside Transit and HOV Project
Environmental Assessment**

**Historic Built Environment
Cultural Resources
Technical Memorandum**



Prepared for
Washington State Department of Transportation
Federal Highway Administration

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Executive Summary

The Washington State Department of Transportation (WSDOT) is proposing to construct the SR 520, Medina to SR 202: Eastside Transit and HOV Project to reduce transit and high-occupancy vehicle (HOV) travel times and to enhance travel time reliability, mobility, access, and safety for transit and HOVs in rapidly growing areas along the State Route (SR) 520 corridor east of Lake Washington. The project includes building a complete HOV system between Lake Washington and 108th Avenue NE and restriping the existing HOV lanes from the outside lanes to the inside between the 108th Avenue NE interchange and SR 202 in Redmond. The project limits extend approximately 8.8 miles along SR 520 from the east shore of Lake Washington (vicinity of Evergreen Point Road) to the interchange with SR 202 in Redmond. WSDOT is considering two alternatives for the project: the Build Alternative and the No Build Alternative.

The term “cultural resources” encompasses archaeological sites, Native American cultural resources, traditional cultural properties (TCPs), historic buildings and structures, historic districts, historic landscapes, and other valued cultural resources. However, this technical memorandum addresses only resources of the historic built environment. Archaeological resources and traditional cultural properties are addressed in a separate technical memorandum. The historic built environment includes buildings and structures that are not buildings such as bridges, objects, districts, landscapes, or even sites or locations of historic importance where no remains exist.

The Area of Potential Effects (APE) is the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties (36 CFR Section 800.16(d)). For this project the APE consists of two components: (1) the known or anticipated construction limits that include staging and laydown areas, and (2) a buffer area (one property deep or 200 to 300 feet from the construction limits, as appropriate) that includes sufficient area to encompass historic structures, commercial buildings and residences, historic districts, and public facilities (including parks and bridges) that might be directly or indirectly affected by project noise, vibration, or visual quality effects. WSDOT determined the APE for the project in consultation with the State Historic Preservation Officer (SHPO), and also sought comments from the identified concerned Native American tribes. The SHPO responded to the APE without comment on March 3, 2009.

Following definition of the APE, the historic built environment within the APE was subject to intensive survey. The goals were to record all historic built environment resources in the APE, to evaluate these resources for their eligibility for the National Register of Historic Places (NRHP), the Washington Heritage Register (WHR), or as local landmarks, and to determine whether significant historic built environment resources would be affected by the proposed undertaking. The survey and analysis of the historic built environment was completed for WSDOT on behalf of the Federal Highway Administration (FHWA), in compliance with Sections 106 and 110 of the National Historic Preservation Act (NHPA) and 36 Code of Federal Regulations (CFR) Part 800 by personnel qualified under 36 CFR Part 61, Appendix A.



The APE contains no previously identified historic properties. The survey identified three NRHP-eligible properties and one WHR-eligible property. As noted earlier, all assessments in this report refer to the built environment only; archaeological resources and TCPs within the project APE are addressed in a separate report.

The No Build Alternative and the Build Alternative were analyzed for their potential effects on the identified historic properties in the APE.

Under the No Build Alternative, historic properties would continue to experience current effects, but the No Build Alternative would have no additional effects. These properties currently experience highway noise, air pollution, and visual intrusion from the highway, affecting their settings. The most notable of these current effects on historic properties are visual intrusion from SR 520 and noise from vehicles traveling on it. Under the No Build Alternative, noise levels would be expected to increase slightly over today's levels because of growth in traffic volumes on SR 520 and other roadways in the area.

Under the Build Alternative, no historic properties would experience adverse effects. Two historic properties would experience beneficial effects from the project.



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- 6 Photo of 7800 NE 28th Street, Medina – Bellevue Christian School
- 7 Photo of 2857 Evergreen Point Road, Medina – Helen Pierce House



Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
CFR	Code of Federal Regulations
DAHP	Department of Archaeology and Historic Preservation
dBA	decibel (A-weighted scale)
FHWA	Federal Highway Administration
GIS	Geographic Information System
HOV	high-occupancy vehicle
HPI	Historic Property Inventory
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NPS	National Park Service
RMC	Redmond Municipal Code
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Officer
SR	State Route
TCP	traditional cultural property
U.S.C.	United States Code
USDOT	U.S. Department of Transportation
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WHR	Washington Heritage Register





1. Introduction

What is the project?

The Washington State Department of Transportation (WSDOT) is proposing to construct the SR 520, Medina to SR 202: Eastside Transit and HOV Project to reduce transit and high-occupancy vehicle (HOV) travel times and to enhance travel time reliability, mobility, access, and safety for transit and HOVs in rapidly growing areas along the State Route (SR) 520 corridor east of Lake Washington. Exhibit 1 shows the project vicinity. Some of the improvements included in this project were originally part of the SR 520 Bridge and HOV Project. On June 18, 2008, the Federal Highway Administration (FHWA) authorized WSDOT to develop the SR 520, Medina to SR 202: Eastside Transit and HOV Project as an independent project. The project includes building a complete HOV system between Lake Washington and 108th Avenue NE and restriping the existing HOV lanes from the outside lanes to the inside lanes between the 108th Avenue NE interchange and SR 202 in Redmond.

The portion of the project between Evergreen Point Road and 108th Avenue NE was previously part of the SR 520 Bridge Replacement and HOV Project. The SR 520, Medina to SR 202: Eastside Transit and HOV Project has been an independent project to address needs specific to the portion of SR 520 east of Lake Washington. The project limits extend approximately 8.8 miles along SR 520 from the east shore of Lake Washington (vicinity of Evergreen Point Road) to the interchange with SR 202 in Redmond.

WSDOT is considering two alternatives for the project: the Build Alternative and the No Build Alternative.

Build Alternative

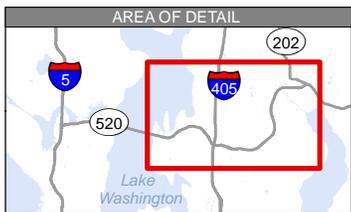
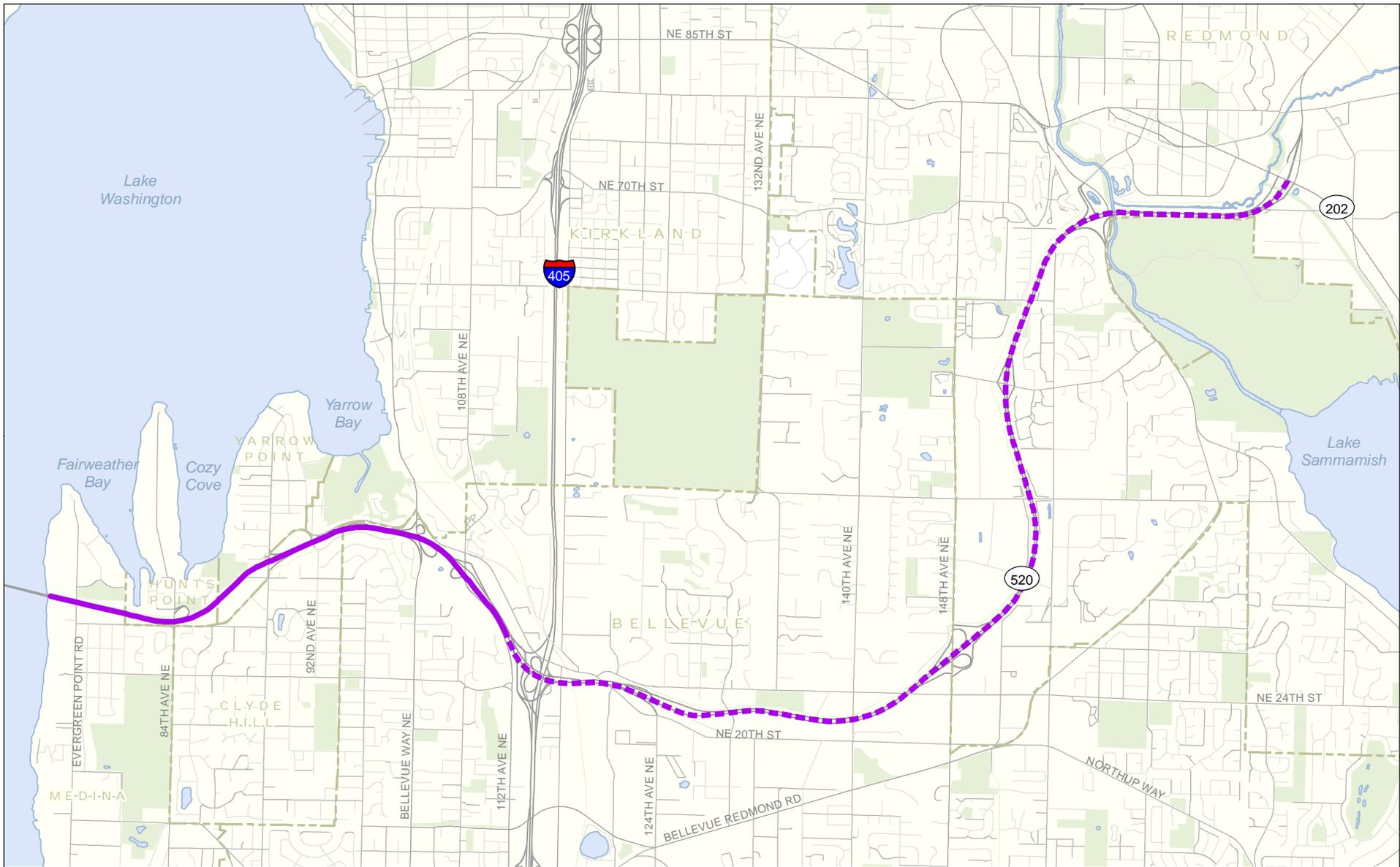
Under the Build Alternative, the proposed project would include the improvements described below.

SR 520 Improvements from Lake Washington to I-405

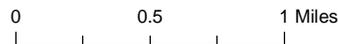
The proposed project would reconstruct SR 520 from just west of Evergreen Point Road to just east of 108th Avenue NE. Elements constructed as part of this section include the following:

- Construct a new eastbound HOV lane from Lake Washington to the existing eastbound HOV lane west of the I-405 interchange. This improvement would complete the currently discontinuous HOV network on the Eastside and improve travel time reliability for buses and carpools.
- Relocate the existing westbound HOV lane from the outside lane to the inside lane from Lake Washington to I-405. This change would enhance safety by eliminating the need for merging vehicles to weave across the faster-moving HOV lanes to reach the general-purpose lanes.





- Construction Extent
- - - Restriping Extent
- Park
- City Limits



Source: King County (2005) GIS Data (Streets), King County (2007) GIS Data (Waterbody) and CH2M HILL (2008) GIS Data (Parks and Streams). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

Exhibit 1. Project Vicinity

Medina to SR 202: Eastside Transit and HOV Project

- Construct a lid with inside transit stop over SR 520 at Evergreen Point Road.
- Construct a new lid and modify the existing half-diamond interchange at 84th Avenue NE.
- Construct a new lid with inside transit stop over SR 520 at 92nd Avenue NE and modify the existing interchange.
- Reconfigure the existing interchange at Bellevue Way NE.
- Construct new HOV direct access ramps at 108th Avenue NE. This improvement would create a more efficient connection for transit and HOV from SR 520 to the South Kirkland Park-and-Ride via local streets.
- Add a bike/pedestrian path from Lake Washington to approximately 108th Avenue NE. This improvement would facilitate nonmotorized use of SR 520, provide transit connections for bikes and pedestrians, and complement the existing nonmotorized transportation network on the Eastside.

What is a lid?

The term "lid" is short for "lidded highway". Lids are long bridges that cover a length of highway. Lid surface areas can carry paths and trails to connect communities across the highway, landscaping to create open space and places for passive recreation, and items such as pergolas, seating, and transit waiting areas.

SR 520 Improvements from I-405 to SR 202

- Restripe existing eastbound and westbound HOV lanes from the outside to the inside lane. This change would enhance safety by eliminating the need for merging vehicles to weave across the faster-moving HOV lanes to reach the general-purpose lanes.

Other Improvements

- Provide noise walls between Evergreen Point Road and Bellevue Way NE.
- Provide retaining walls and stormwater management system improvements.
- Improve stream habitat by realigning portions of the Yarrow Creek channel and shortening some culverts.
- Improve fish passage culvert crossings to restore fish passage and open up habitat that was previously inaccessible to salmon and other fish species.
- Mitigate the project's effects on wetlands and streams at a site or sites as determined through future negotiations with permitting agencies.

No Build Alternative

Under the No Build Alternative, the project would not be built. Only routine maintenance, repair, and minor safety improvements would take place on SR 520 in the study area over the next 20 years. The No Build Alternative would not improve transit reliability and transit and HOV travel times on SR 520. Also included in the No Build Alternative for traffic modeling purposes is the assumption that the SR 520, Bridge Replacement and HOV Project would not be built until this project is complete.



WSDOT is evaluating the No Build Alternative to provide a reference point for comparing the effects, both positive and negative, associated with the proposed project.

Cultural Resources Overview

The term “cultural resources” encompasses archaeological sites, Native American cultural resources, traditional cultural properties (TCPs), historic buildings and structures, historic districts, historic landscapes, and other valued cultural resources. “Historic properties” is a technical term from the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. 470f) that denotes properties that have recognized significance. Historic properties are defined as places listed in or eligible for inclusion in the National Register of Historic Places (NRHP). These properties can include districts, sites, buildings, structures, objects, and landscapes significant in American history, prehistory, architecture, archaeology, engineering, and culture. The three main types of historic properties are (1) archaeological resources, (2) traditional cultural properties, and (3) resources of the historic built environment. This technical memorandum addresses only resources of the historic built environment. Archaeological resources and traditional cultural properties are addressed in a separate technical memorandum. The historic built environment can include buildings or structures that are not buildings such as bridges, objects, districts, landscapes, or even sites or locations of historic importance where no remains exist.

The NRHP defines historic significance as the importance of a property to a community, state, or the nation. Significance is also defined by the area of history in which a property made important contributions and by the period of time when these contributions were made. Significance of historic properties is specifically defined by the NRHP as an association with events that have made a significant contribution to the broad patterns of our history or with the lives of persons significant in our past. Historic properties may also be significant if they embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value. To be considered for significance, resources of the historic built environment generally must be at least 50 years old, unless they are considered exceptionally important. In addition, they must possess enough integrity to convey their significance. The NRHP recognizes seven aspects that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association. In order to retain sufficient integrity to be eligible for the NRHP, a property will always possess several, and usually most, of these aspects.

What are the Criteria for Listing in the NRHP?

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

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

Historic significance is the importance of a property to a community, state, or the nation. In addition to the criteria listed above, significance is defined by the area of history in which the property made important contributions and by the period of time when these contributions were made (National Register Bulletin 15).



The Area of Potential Effects (APE) (see below) contains no previously identified historic properties. Three NRHP-eligible properties and one Washington Heritage Register (WHR) eligible property were identified as a result of the survey for this project. As noted earlier, all assessments in this report refer to the built environment only; archaeological resources and TCPs within the project APE are addressed in a separate report.

The No Build Alternative and the Build Alternative were analyzed for their potential effects on the identified historic properties in the APE.

Under the No Build Alternative, historic properties would continue to experience current effects, but the No Build Alternative would have no additional effects. These properties currently experience highway noise, air pollution, and visual intrusion from the highway, affecting their settings. The most notable of the current effects on historic properties are visual intrusion from SR 520 and noise from vehicles traveling on it. Under the No Build Alternative, noise levels would be expected to increase slightly over today's levels because of growth in traffic volumes on SR 520 and on other roadways in the area.

Under the Build Alternative, no historic properties would experience adverse effects. Two historic properties would experience beneficial effects from the project.

Area of Potential Effects

The APE is the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties (36 CFR Section 800.16(d)). For this project, the APE consists of two footprints: (1) the known or anticipated construction footprint that includes staging and laydown areas, and (2) a buffer area (one property deep or 200 to 300 feet from the construction footprint, as appropriate) that includes sufficient area to encompass historic structures, commercial buildings and residences, historic districts, and public facilities (including parks and bridges) that might be directly or indirectly affected by project noise, vibration, or visual quality effects. WSDOT determined the APE for the project in consultation with the Washington State Historic Preservation Officer (SHPO), and also sought comments from the identified concerned Native American tribes. The SHPO responded to the APE without comment on March 3, 2009.

2. Regulatory Context

Federal, state, and local regulations recognize the public's interest in cultural resources and the public benefit of preserving them. These laws and regulations require federal agencies to consider how this project might affect cultural resources in the study area and to take steps to avoid or reduce potential damage to them. Federal laws include the NHPA of 1966 (16 U.S.C. 470f) and its implementing regulations, Protection of Historic Properties (36 CFR 800). Section 106 of the NHPA requires federal agencies and others to consider the effects of proposed projects on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) and the SHPO with a reasonable opportunity to comment on any undertaking that would adversely affect properties listed in or eligible for the NRHP.



Cultural resources must also be given consideration under the National Environmental Policy Act (NEPA). According to NEPA regulations, in considering whether an action may "significantly affect the quality of the human environment," an agency must consider unique characteristics of the geographic area such as proximity to historic or cultural resources (40 CFR 1508.27(b)(3)), and the degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP (40 CFR 1508.27(b)(8)). Section 106 encourages maximum cooperation with NEPA.

The Washington State Environmental Policy Act (SEPA) is a state policy that requires state and local agencies to consider the likely environmental consequences of a proposal before approving or denying the proposal. This includes evaluation of any places or objects listed on, or proposed for, national, state, or local preservation registers. Therefore, this project also includes identification of properties listed in or eligible for inclusion in the WHR, or properties designated as local landmarks by municipalities or King County's Landmarks Program. The WHR is the Washington state version of the NRHP and follows similar criteria. It is administered by the state Department of Archaeology and Historic Preservation (DAHP) rather than the National Park Service (NPS). The WHR emphasizes local and statewide significance and has a lower threshold for eligibility. Any building or site listed in the NRHP is automatically listed in the WHR.

The City of Kirkland and the City of Redmond entered into interlocal agreements with King County related to the designation and protection of historic properties. The City of Kirkland signed its interlocal agreement in November 2007. Title 28 of the City of Kirkland municipal code formally adopted King County Code 20.62, which gives Kirkland essentially the same historic property regulations as King County. The City of Kirkland maintains a list of "Community Landmarks," but the protection and preservation of these landmarks is entirely voluntary.

The City of Redmond signed its interlocal agreement with King County in July 2004 through contract #4672. Redmond Municipal Code (RMC) Section 20F.50.45 formally established this relationship, and also created the City of Redmond Landmark and Heritage Commission. The King County Landmarks and Heritage Commission has jurisdiction over "key historic landmarks" as specified in the interlocal agreement, while the City of Redmond Landmark and Heritage Commission has jurisdiction over those properties on the Redmond Heritage Resources Register. RMC Section 20F.40.85 establishes the criteria for listing on the Redmond Register, and the properties that have been designated are listed there in Appendix 20D-7. In addition, Ordinance 2224 of the Redmond Comprehensive Plan establishes the importance of historic resources to the City of Redmond and outlines protection for "key historic landmarks."

The City of Clyde Hill has adopted the SEPA of Washington state as Title 18 of the Clyde Hill Municipal Code, which includes the goal to "preserve important historic, cultural and natural aspects of our national heritage," but has no specific historic property or landmarks regulation or recognition.

The City of Medina Comprehensive Plan incorporates the goals of the Washington State Growth Management Plan, which includes identifying and preserving lands and sites of historic and archaeological significance. Title 18 of the Medina Municipal Code also adopts the SEPA goals, but has no specific historic property or landmarks regulation or recognition.



Title 19 of the Yarrow Point Municipal Code adopted the SEPA of Washington state, but Yarrow Point has no specific historic property or landmarks regulation or recognition.

The Town of Hunt's Point has no historic property or landmarks regulation.

The Comprehensive Plan for the City of Bellevue has a section entitled "Landmarks and Historic Resources," which contains policies to "preserve, enhance and interpret Bellevue's historical identity," to "designate historic landmark sites and structures and review proposed changes to ensure that these sites and structures will continue to be a part of the community," and to "identify...landmarks such as... buildings...to preserve as Bellevue develops." However, Bellevue has not adopted regulations or ordinances to enact these policies, and does not have a local landmark register or specific historic property regulations.

For FHWA projects, Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303) and its implementing regulations (23 CFR 774) is another federal regulation that protects historic properties. Section 4(f) resources include any significant publicly owned park, recreation area, or wildlife refuge or any significant publicly or privately owned historic site. Section 4(f) applies to all projects that require approval by an agency of the U.S. Department of Transportation, including FHWA.

3. Historic Context

This section provides a brief overview of the historical background of the study area. It develops a context for the discussions that follow regarding the historic built environment.

The Oregon Treaty of 1846 defined the boundary between the United States and Canada as the 49th parallel, settling a long running dispute between the United States and Great Britain over the Oregon Country, which had been jointly occupied by both countries. This spurred Euroamerican settlement throughout the Pacific Northwest. The Oregon Territory was created as part of the United States shortly afterward, in 1848 (McClintock 2003).

The Donation Land Claim Act of 1850 and the Homestead Act of 1869 further spurred population growth in the area, luring settlers with the promise of free land (CSPN 2009). In the fall of 1851, a group of Midwestern settlers, led by Arthur Denny, arrived at Alki Point in present-day West Seattle. Later that year, they relocated to the east in the area of Seattle's present downtown business district and named their settlement for the local Native American leader, Chief Seattle (Dorpat 2009). In 1853 the Washington Territory was formed from a piece of the Oregon Territory (Lange 2003).

The early economy of the Seattle region was based on timber logging and coal mining. In 1867 coal was discovered in the Coal Creek area, and settlers began to arrive as extensive mining began there at the Newcastle Coal Mine. William Meydenbauer and Aaron Mercer staked large claims on the east side of Lake Washington in 1869, becoming some of the first non-Native settlers there. German-born Meydenbauer, who owned a prosperous bakery in Seattle, settled next to what is now Meydenbauer Bay. Mercer had the land around what is now known as the Mercer Slough (Rochester 1998). In 1871, Warren Wentworth Perrigo and Captain Luke McRedmond staked the first land claims on Lake



Sammamish in present day Redmond (GRCC 2009). During the 1870s, Seattle businesspeople and real estate investors began to buy property on what came to be known as the Eastside. Marshall Blinn purchased the land on what would become Hunt's Point, and Jacob Furth, a banker, and Bailey Gatzert, mayor of Seattle, also purchased property there. Once land speculators and other settlers came to the Eastside, making the land more profitable, Meydenbauer and Mercer both sold their claims and moved on (Rochester 1998).

Logging, almost by necessity, became a primary occupation on the Eastside, as the settlers who came to pursue agriculture needed to clear land for their farms. The timber industry arrived in earnest when logger Albert King and his brothers homesteaded nearby Groat Point and Eastland in 1875 (Rochester 1998). In 1882, Isaac Bechtel, Sr. bought land near current downtown Bellevue and began a logging operation. The first sawmill on the Eastside was started by John Peterson near Pine Lake in 1890 (GRCC 2009). In 1891, Mr. T. L. Dabney, considered Medina's first permanent resident, built the first landing in Medina on what later became known as Dabney Point. The landing was directly across from the Leschi Park landing and it became the main crossing point for settlers and visitors to enter "the Points Country" (City of Medina 2008).

Throughout the late nineteenth century, settlers came to the Eastside, including Civil War veterans awarded homesteads for their service (City of Bellevue 2006). Much of the Points area was settled by Irish and Scottish immigrants. In 1871, the Popham and MacGregor families became the first non-Natives to settle in the Kirkland area. They located their homesteads along Lake Washington, south of what is now downtown Kirkland (Stein 1998a). Patrick Downey, an Irish immigrant, homesteaded a 160-acre tract of land on the southern slope of Clyde Hill in 1882 and is considered the first settler in present-day Clyde Hill (City of Clyde Hill 2009). William Easter filed the first homestead claim in Yarrow Point in 1886. Leigh S. J. Hunt, owner of the Seattle Post-Intelligencer, bought most of the rest of Yarrow Point in 1888 and built a large estate on its northern shoreline that he named "Yarrow," branding the peninsula as Yarrow Point from then on. He also purchased much of the land on Hunt's Point, which he named for himself and held until the financial Panic of 1893 (Knauss 2003). Also in 1888, Hunt partnered with Englishman Peter Kirk and purchased thousands of acres of land to found a new town which they called Kirkland, which they planned as a steel mill community (Stein 1998a).

The Seattle Lake Shore and Eastern Railroad reached Redmond in 1889, ensuring the economic success of the Eastside timber industry (Stein 1998b). That same year Washington achieved statehood and by 1890, about 20 families had settled in the Points area of the Eastside from Medina to Kirkland. In June 1900, the Federal Census of the Bellevue Precinct in King County, encompassing about the same area, counted 254 people (City of Clyde Hill 2009). Much of the Eastside area had become a haven for berry growing and fruit orchards. Bellevue's first permanent school was built in 1892, and the town of Bellevue was platted in 1904. By then Bellevue was already the center for berry growing in King County, supported by a thriving Japanese community (Stein 1998c). Kirkland incorporated in 1905, and although it never succeeded as the steel mill town Mr. Kirk had envisioned, it prospered through ship building and wool milling (Stein 1998a). The City of Redmond incorporated in 1912 and began to transition from a lumber economy to an agricultural one (Stein 1998b).



In 1894, Hunt sold 22 acres on Yarrow Point to Jacob Furth, who built a summer home there that he named “Barnabee.” In 1902, Edward Tremper also purchased a large piece of land on Yarrow Point and planted holly that he had imported from England. By the 1920s, he owned the largest holly farm in the United States. In 1907 George F. Meacham filed the first development plat for Yarrow Point, but the area remained largely agricultural. Strawberries, vegetables, and holly continued to be grown on most of Yarrow Point until the middle of the twentieth century (Knauss 2003).

While most other communities in the Points area were developing based on agriculture, coal, timber, hopes of a steel mill, and other commercial ventures, Medina, promoted by William C. Calvert, developed as a wealthy residential enclave, an idyllic retreat from urban Seattle. It became known as the “Gold Coast” due to the number of wealthy citizens who built large homes along the shoreline. Like Hunt’s “Yarrow,” Edward E. Webster, Secretary and General Manager of Seattle’s Independent Telephone Company, built “The Gables.” Shortly afterward, Captain Elias W. Johnston, a millionaire from the Yukon Gold Rush, built a mansion next to Dabney’s Landing. These were followed by publisher Miller Freeman, lumberman William Neil Winter, James G. Eddy, W. B. Nettleton, and James and Charlotte Clapp of the wealthy Norton/Weyerhaeuser family, all building mansions in Medina. Medina Heights (now Medina) was officially named and platted in 1914 (Rochester 1998).

Hunt’s Point, which had been taken over from Hunt by the Puget Sound National Bank after 1893, was purchased by a group of families from Seattle and used as a family retreat and vacation area. Like Medina, Hunt’s Point remained mostly residential. Improved services and access led to more of the summer homes becoming full time residences, and in 1913 the Hunt’s Point Clubhouse was built as a community center to serve the small community (Town of Hunts Point 2006).

In 1916, the Montlake Cut was completed to provide a western outlet and a direct passage from Lake Washington to Puget Sound. As a result of the Cut, Lake Washington was lowered about 9 feet. Medina millionaires found added lakeshore acreage in front of their homes, while others suddenly had additional acreage for planting (Rochester 1998). The Furth property on Yarrow Point gained rich land along its waterfront boundary, and the Furth family leased 16 acres of it to the Saiki family to farm (Knauss 2003). The additional shoreline of Yarrow Bay created a natural wetlands area and on Hunt’s Point, the marshlands of Cozy Cove and Fairweather Bay were formed (Knauss 2003 and Town of Hunts Point 2006).

By the 1920s, a road system connected the Eastside communities, and ferries linked them to Seattle. The fruits and produce grown on the Eastside filled the Seattle markets. Many families still used Eastside property for summer vacations. The ferry landing in Kirkland served the most popular route, bringing people and goods to or from Seattle in just over 30 minutes (Stein 1998a).

The relative isolation of the Eastside ended with the opening of the Lacey V. Murrow Bridge in 1940 just south of Bellevue, which was the first floating bridge across Lake Washington (the present-day route of the I-90 bridge) (Wilma 2001). This spurred tremendous growth in the Eastside communities, resulting in increased property values. After the United States entered World War II, the Japanese residents of the area were sent to internment camps. These two actions signaled the end of the



agricultural era of the Eastside, and the beginning of its suburban development (City of Bellevue 2006).

World War II brought more growth to the area, particularly with the influx of workers at Boeing Field. In 1946, developer Kemper Freeman opened Bellevue Square shopping center, the first shopping center in the region and one of the first in the country (Stein 1998c). Housing and commercial developments on the Eastside mushroomed. Bellevue and Clyde Hill both incorporated in 1953, followed by Medina and Hunt's Point in 1955 and Yarrow Point in 1959 (Stein 1998c; City of Clyde Hill 2009; City of Medina 2008).

The second span across Lake Washington, 4 miles north of the Lacey V. Murrow Bridge, was the Evergreen Point Bridge. As part of the original SR 520 project, construction on the Evergreen Point Bridge began in August 1960 and it officially opened in August 1963 (Hobbs and Holstine 2005). It was officially renamed the Governor Albert D. Rosellini Bridge in 1988 (Mauldin n. d.). At the time of its construction, the Evergreen Point Bridge was the largest floating span in the world at 1.4 miles long. With the sinking of the original Lake Washington floating bridge in November 1990, it became the oldest remaining floating bridge across Lake Washington, exemplifying an engineering feat of outstanding proportions. For the Eastside communities, the second bridge led to even more residents and greater development pressures.

Throughout the first half of the twentieth century, farming remained the most important industry on the Eastside. But the opening of the Lacey V. Murrow Bridge across Lake Washington in 1940 changed the area from a collection of small rural communities to much denser, more developed communities, many of which function today as Seattle suburbs. While Bellevue, Kirkland, and Redmond have embraced this intense growth, Medina and the Points communities have focused instead on remaining quiet residential enclaves, with Medina becoming one of the most affluent areas in the region.

4. Archival Research

The cultural resources staff reviewed the following data and sources for use in preparing this technical memorandum:

- Washington DAHP
 - Properties listed in the NRHP and the WHR on file at the DAHP
 - Information regarding properties previously reviewed for NRHP eligibility (Determinations of Eligibility on file at DAHP)
 - Data from previous environmental reports and surveys regarding potential historic properties in the study area (on file at DAHP and at other sources noted below)
- King County Historic Preservation Program
 - Inventory of historic properties



- U.S. Army Corps of Engineers–Seattle District cultural resources staff, Puget Sound Regional Archives, Historic Seattle, HistoryLink, and local advocates for historic preservation
- University of Washington
 - Suzzallo Library
 - Special Collections and Manuscripts
- Museum of History and Industry
 - Historic photograph collection
- Seattle Public Library
- Seattle Municipal Archives
- Seattle Engineering Department
- Public Library in Medina
- Municipal Archives in Medina
- Engineering Department of Medina
- Recent aerial photographs overlaid with major project components
- Current geographic information system (GIS) mapping of tax lots overlaid with major project components and with tax lot information from the King County Assessor’s Office
- Previously completed analyses described in the *Draft Environmental Impact Statement, SR 520 Bridge Replacement and HOV Project* (WSDOT 2006)
- Project effects and background information reported in other environmental analyses prepared for the SR 520, Medina to SR 202: Eastside Transit and HOV Project. Key elements for review included:
 - Noise: for existing and predicted noise and vibration levels on historic properties, and for noise wall descriptions
 - Visual quality and aesthetics: for assessment of existing visual and aesthetic qualities in areas around historic properties and for effects analysis on visual quality in these areas
 - Land use, economics, and relocation: for information on relocations and changes in land use that may affect historic properties
 - Air quality: for information on existing and predicted air quality levels that might affect the setting of historic properties.



5. Methodology

Regulations contained in 36 CFR 800 provide a step-by-step process to address historic properties and satisfy the requirements of Section 106 of the NHPA. Generally speaking, there are four steps:

(1) identification of historic properties (inventory), (2) evaluation of historic significance, (3) assessment of adverse effects that may be caused by the project, and (4) resolution of adverse effects on historic properties, if applicable.

Area of Potential Effects

The first step in identification is to determine and document the APE. As stated earlier, WSDOT determined the APE for the project in consultation with the SHPO, and also sought comments from the identified concerned Native American tribes. The SHPO responded to the APE without comment on March 3, 2009.

Historic Property Survey

The second step in identification is to review existing information and then to survey for potential historic properties. To provide context and guidance for the historic property survey, the cultural resources team compiled existing information on any previously identified historic properties and prepared a historical overview with a summary history of the area. The identification and evaluation of historic properties involved a literature search; the collection of existing data, including archival records, building permits, historic photographs and maps; and an analysis of these data to help assess eligibility for NRHP listing, WHR listing, or King County or local landmark designation. The team then conducted a field survey of those buildings, structures, and planned landscapes in the APE constructed before 1969 that had not previously been adequately surveyed for historic properties. This year was selected because it encompasses the time period of 45 years from the anticipated project completion date of 2013. Properties identified in earlier surveys were re-evaluated and re-photographed to confirm their continued existence and level of integrity. A new DAHP Historic Property Inventory (HPI) form was prepared for any property surveyed more than 5 years prior to this field survey and for any previously unrecorded properties. The data from these HPI forms, including photographs and background information, were then entered into the DAHP database.

Evaluation

Once the information was compiled and the historic context was completed, the team evaluated the surveyed properties in accordance with NRHP, WHR, King County, and local landmarks evaluation criteria and made recommendations for eligibility on each property surveyed. WSDOT, on behalf of FHWA, then made determinations of eligibility and submitted those determinations, along with the HPI forms in database format, to DAHP for concurrence. The HPI forms are included as Attachment 2 to this technical memorandum. DAHP concurred on the eligibility of most of these properties on April 21, 2009. Concurrence on the remaining properties was received on May 18, 2009. Concurrence was confirmed by WSDOT on May 19, 2009. DAHP correspondence is included as Attachment 1.



Effects Analysis

Each of the identified historic properties in the APE was analyzed for potential effects under both the No Build Alternative and the Build Alternative using the criteria of effect and adverse effect from 36 CFR 800.5. The criteria of effect and adverse effect are used to determine whether the undertaking could change the characteristics that qualify a property for inclusion in the NRHP. If the characteristics are changed, for better or worse, it is considered an effect. If the aspects of integrity are diminished, it is considered an adverse effect. In accordance with 36 CFR Section 800.5(a)(1), an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative. The cultural resources team reviewed the project alternatives to determine if they would affect historic properties by construction and/or by operation of the project and determined that there would be no adverse effects as a result of the proposed undertaking. For the detailed effects analysis, see Section 7, "Potential Effects of the Project."

When an undertaking is found to have an adverse effect on historic properties, Section 106 requires that the federal agency consult with the SHPO, tribes, and other consulting parties to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties (36 CFR 800.6). Some typical mitigation measures include limiting the magnitude of the undertaking; modifying the undertaking through redesign, reorientation, or other similar changes; relocating historic properties; documenting buildings or structures that must be destroyed or substantially altered; and salvaging architectural materials. However, since no adverse effects from the project on historic properties were identified, no mitigation for adverse effects is required per Section 106.

6. What historic resources are in the study area?

This section discusses the results of the cultural resources study of the historic built environment conducted for the proposed project.

Exhibit 2 lists all properties within the APE that predate 1969, along with their NRHP status. Exhibit 3 shows an overview of the APE. Exhibits 3a through 3h show the location of all properties surveyed, and also indicate their eligibility. Attachment 2 contains the HPI forms for each property surveyed.

No previously identified historic properties are within the APE. The survey identified three properties within the APE that are recommended as eligible for the NRHP under Criterion C, and one property that is recommended as eligible for the WHR. These properties are discussed in detail below.



Exhibit 2. Summary of Pre-1969 Properties in the Built Environment APE

Property ID#	Street Name	Street Address	Date Constructed	NRHP Status	Comments
7	Evergreen Point Road	Overpass at SR 520	1962	Not eligible	Fails to meet any of the four NRHP criteria.
1		2827	1937	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
2		2851 James Arntson House	1953	Eligible	Eligible under Criterion C.
3		2857 Helen Pierce House	1920, 1932	Not eligible	WHR-eligible as a representative element of the early settlement of the community. Not eligible for the NRHP due to alterations causing a loss of integrity.
4		2879	1929	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
6		2891 James Barbee House ¹	1953	Not eligible	Not eligible due to alterations causing a loss of integrity.
5		3100	1951	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
46	Northup Way	10606 BurgerMaster	1967	Eligible	Eligible under Criterion C.
54		12628 Hi Lan Apartments	1959	Not eligible	Fails to meet any of the four NRHP criteria.
20	Hunts Point Road	2831	1952	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
21		3001	1952	Not eligible	Fails to meet any of the four NRHP criteria.
15	Hunts Point Circle	8301	1967	Not eligible	Fails to meet any of the four NRHP criteria.
16		8305	1955	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
17		8311	1952	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
18		8315	1959	Not eligible	Fails to meet any of the four NRHP criteria.
19		8329	1952	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.



Exhibit 2. Summary of Pre-1969 Properties in the Built Environment APE

Property ID#	Street Name	Street Address	Date Constructed	NRHP Status	Comments
35	Points Drive NE	9229	1964	Not eligible	Fails to meet any of the four NRHP criteria.
36		9441	1967	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
37		9445	1952	Not eligible	Fails to meet any of the four NRHP criteria.
24	NE Points Drive	8830	1958	Not eligible	Fails to meet any of the four NRHP criteria.
34		9234	1959	Not eligible	Fails to meet any of the four NRHP criteria.
52	NE 26th Place	11034	1953	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
8	NE 28th Street	7800 Bellevue Christian School	1961	Will be eligible in 2011	Will meet 50-year threshold in 2011. Eligible under Criterion C.
22		8055	1960	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
56	NE 31st Way	15001 Honeywell Inc.	1960	Not eligible	Fails to meet any of the four NRHP criteria.
25	NE 32nd Street	9114	1900, 1954	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
26		9120	1953	Not eligible	Fails to meet any of the four NRHP criteria.
14	80th Avenue NE	2840	1961	Not eligible	Fails to meet any of the four NRHP criteria.
13		3008	1968	Not eligible	Fails to meet any of the four NRHP criteria.
12		3010	1968	Not eligible	Fails to meet any of the four NRHP criteria.
11		3072	1965	Not eligible	Fails to meet any of the four NRHP criteria.
10		3100	1964	Not eligible	Fails to meet any of the four NRHP criteria.
9		3101	1968	Not eligible	Fails to meet any of the four NRHP criteria.
23	84th Avenue NE	2724 Union 76 Service Station	1959	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.



Exhibit 2. Summary of Pre-1969 Properties in the Built Environment APE

Property ID#	Street Name	Street Address	Date Constructed	NRHP Status	Comments
27	92nd Avenue NE	3205	1920	Not eligible	Not eligible due to alterations causing a loss of integrity.
29		3208	1900, 1950	Not eligible	There are two houses at this address. The older house (1900) is not eligible due to a lack of integrity. The newer house (1950) fails to meet any of the four NRHP criteria and has suffered loss of integrity.
28		3223	1925	Not eligible	Not eligible due to alterations causing a loss of integrity.
30		3407	1959	Not eligible	Fails to meet any of the four NRHP criteria.
31		3429	1951	Not eligible	Fails to meet any of the four NRHP criteria.
32		3431	1952	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
33		3436	1955	Not eligible	Fails to meet any of the four NRHP criteria.
41		103rd Place NE	3230	1955	Not eligible
40	3240		1954	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
39	3265		1954	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
45	103rd Avenue NE	3106	1956	Not eligible	Fails to meet any of the four NRHP criteria.
44		3118	1955	Not eligible	Fails to meet any of the four NRHP criteria.
43		3128	1955	Not eligible	Fails to meet any of the four NRHP criteria.
42		3233	1955	Not eligible	Fails to meet any of the four NRHP criteria.
38	104th Avenue NE	3645	1947	Not eligible	Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
		Randy's Frozen Steaks			
51	110th Avenue NE	2602	1953	Not eligible	Fails to meet any of the four NRHP criteria.
50		2610	1953	Not eligible	Fails to meet any of the four NRHP criteria.
49		2636	1953	Not eligible	Fails to meet any of the four NRHP criteria.



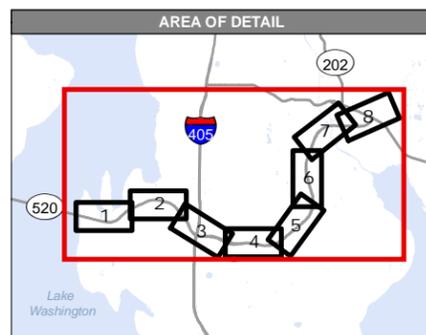
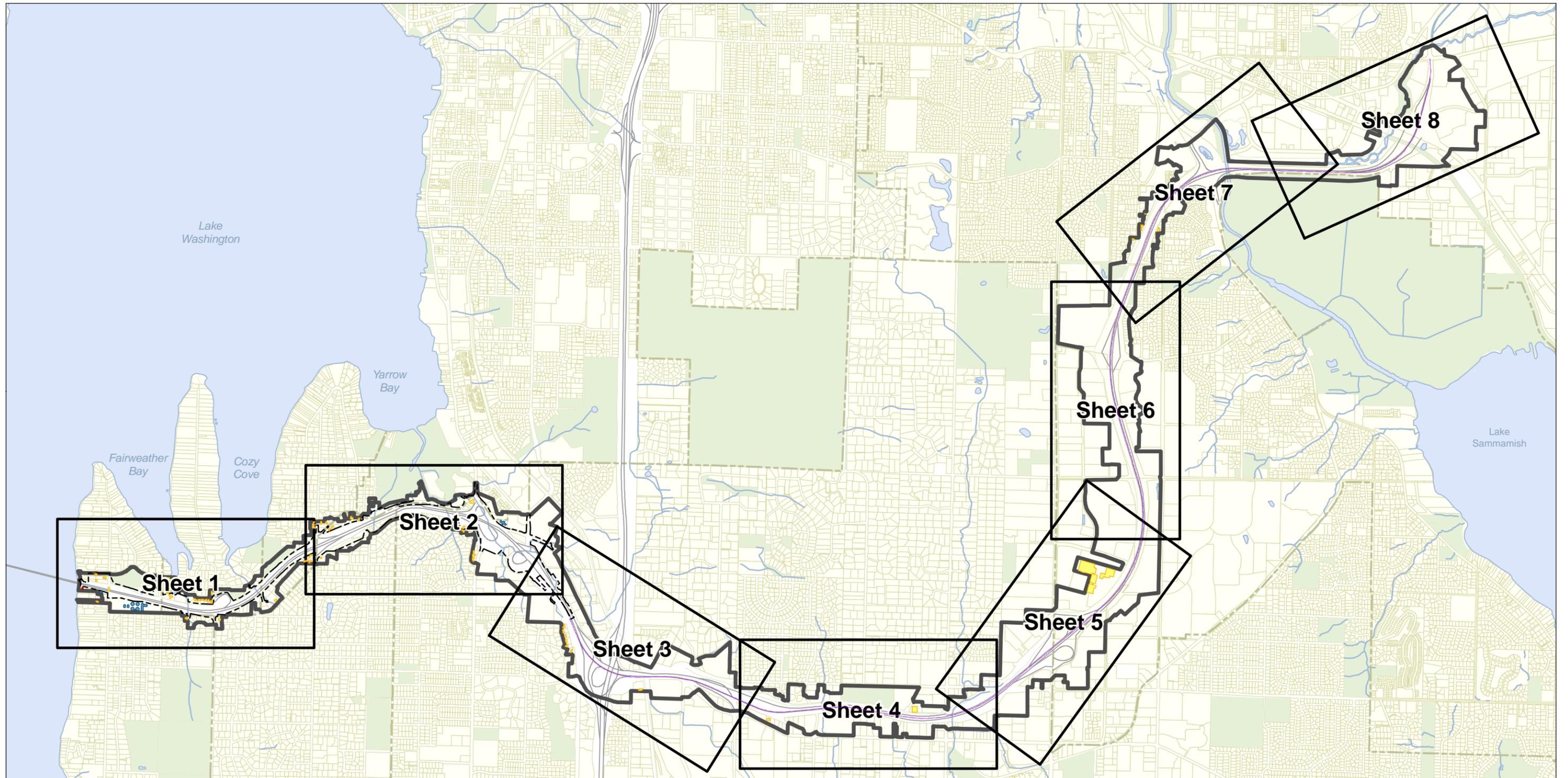
Exhibit 2. Summary of Pre-1969 Properties in the Built Environment APE

Property ID#	Street Name	Street Address	Date Constructed	NRHP Status	Comments
48		2640	1953	Not eligible	Shaded row: Fails to meet any of the four NRHP criteria.
47		2650	1953	Not eligible	Shaded row: Fails to meet any of the four NRHP criteria.
53	116th Avenue NE	2426 Cedar Mark Homes Manufacturing	1959	Not eligible	Shaded row: Fails to meet any of the four NRHP criteria.
55	136th Place NE	2208 Cash n Carry	1967	Not eligible	Shaded row: Fails to meet any of the four NRHP criteria.
57	154th Avenue NE	6201	1930	Not eligible	Darker shaded row: Fails to meet any of the four NRHP criteria and has suffered loss of integrity.
58		6222	1961	Not eligible	Darker shaded row: Fails to meet any of the four NRHP criteria.
59		6228	1950	Not eligible	Darker shaded row: Fails to meet any of the four NRHP criteria.
60		6452	1935	Not eligible	Darker shaded row: Fails to meet any of the four NRHP criteria.
61	156th Avenue NE	6219	1958	Not eligible	Darker shaded row: Fails to meet any of the four NRHP criteria and has suffered loss of integrity.

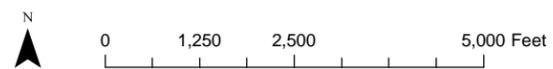
Note: Shaded rows represent NRHP-eligible properties. Darker shaded rows represent WHR-eligible properties.

¹ The Barbee House at 2891 Evergreen Point Road was recommended eligible for the NRHP in the *Draft Environmental Impact Statement, SR 520 Bridge Replacement and HOV Project* (WSDOT 2006), but changes during the intervening years have diminished its integrity and it is no longer considered eligible.





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|--|------------------------|
| Area of Potential Effects | Restriping |
| Eligibility of Surveyed Structure | Limits of Construction |
| WHR Eligible | Parcel |
| NRHP Eligible | Park |
| Not NRHP Eligible | |

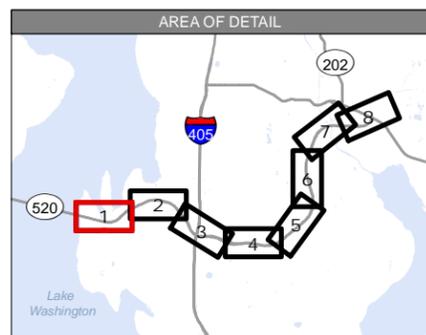
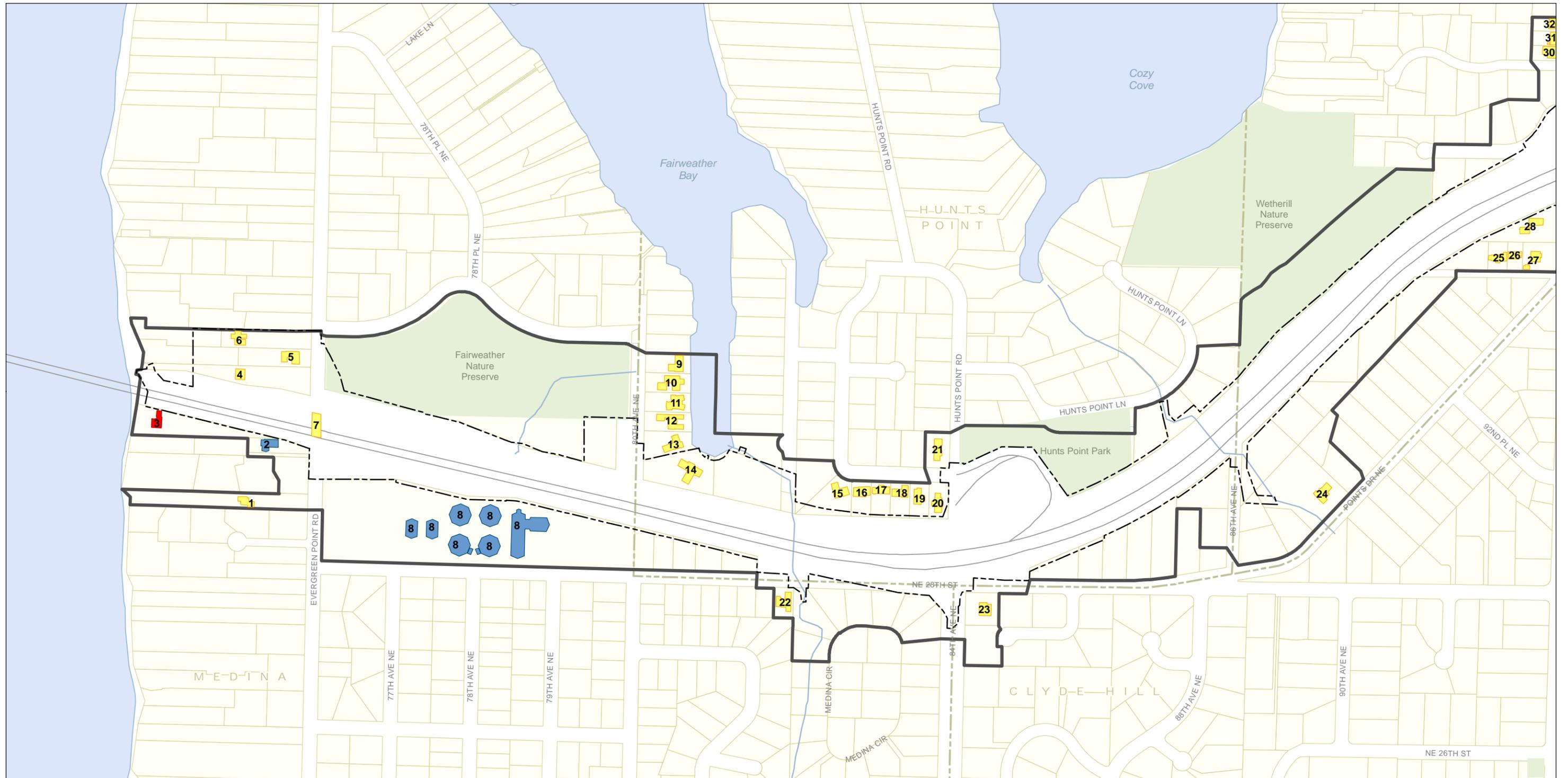


Source: King County (2005) GIS Data (Stream and Street), King County (2008) GIS Data (Parcel), City of Redmond (2009) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks), King County (2007) GIS Data (Waterbody), and WSDOT (2004) GIS Data (State Route). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

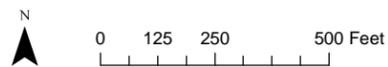


Exhibit 3. Area of Potential Effects Overview Map

Medina to SR 202: Eastside Transit and HOV Project



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|--|------------------------|
| Area of Potential Effects | Restriping |
| Eligibility of Surveyed Structure | Limits of Construction |
| WHR Eligible | Parcel |
| NRHP Eligible | Park |
| Not NRHP Eligible | |

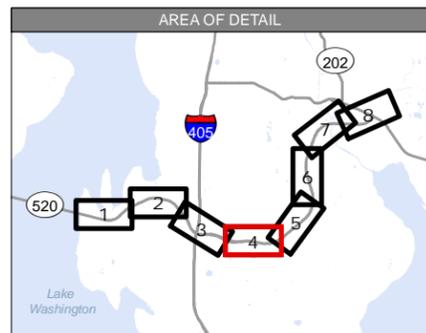
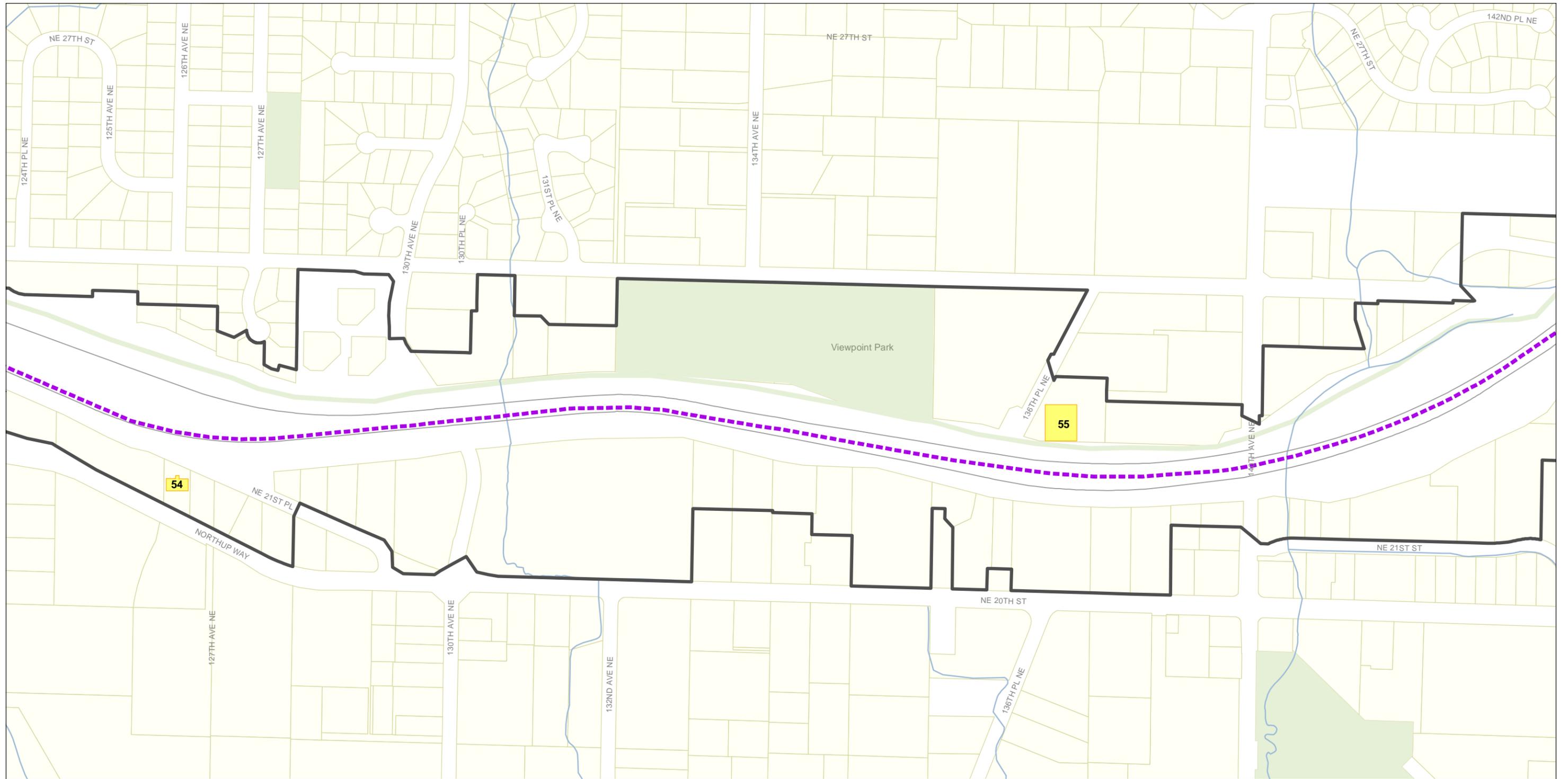


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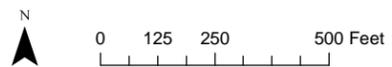


Exhibit 3a. Area of Potential Effects Sheet 1

Medina to SR 202: Eastside Transit and HOV Project



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|--|------------------------|
| Area of Potential Effects | Restriping |
| Eligibility of Surveyed Structure | Limits of Construction |
| WHR Eligible | Parcel |
| NRHP Eligible | Park |
| Not NRHP Eligible | |

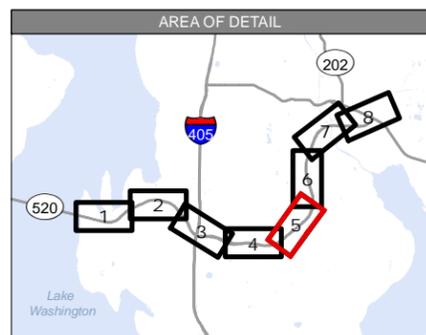
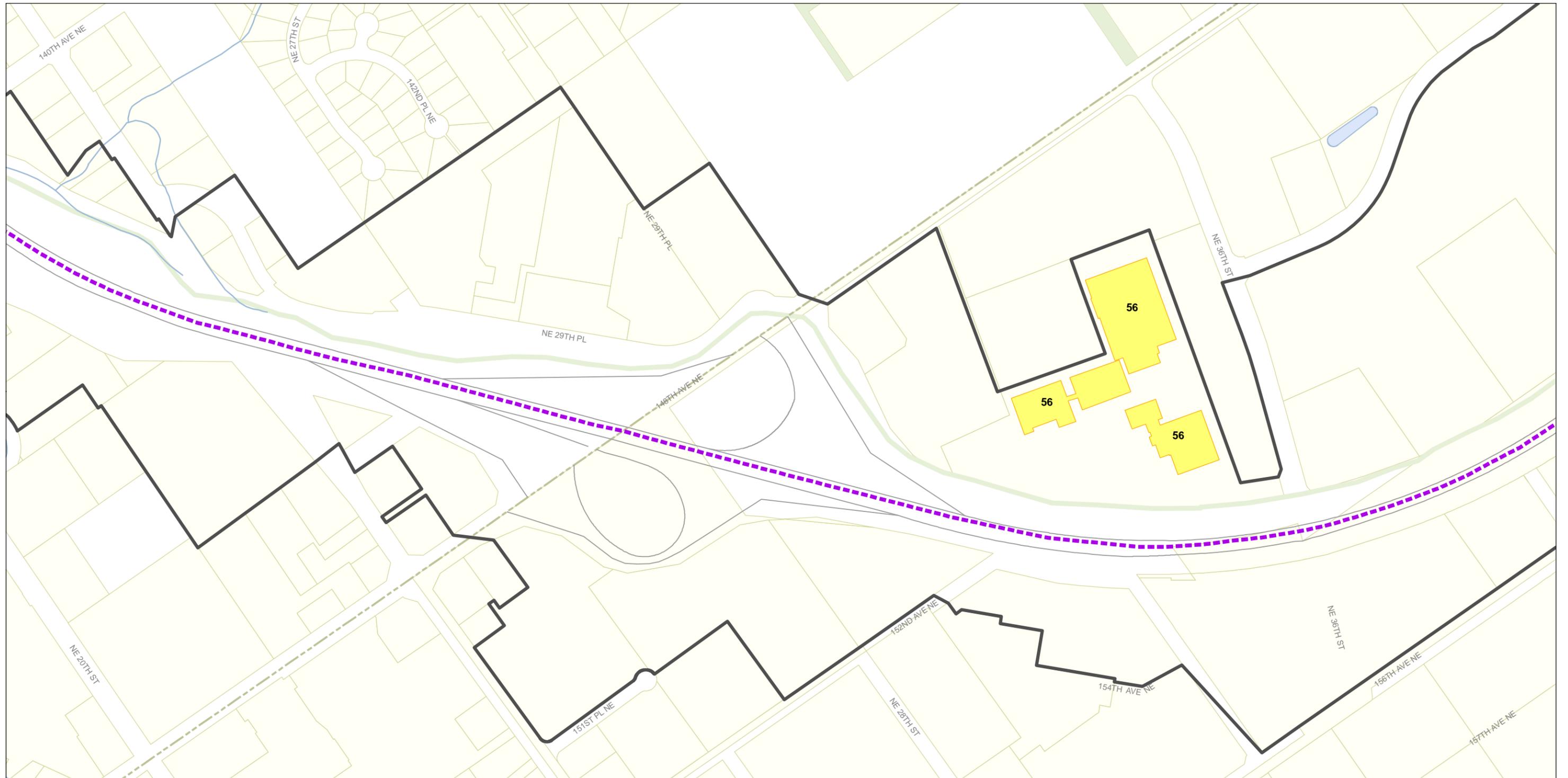


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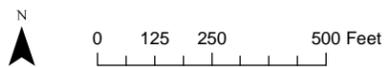


**Exhibit 3d. Area of Potential Effects
Sheet 4**

Medina to SR 202: Eastside Transit and HOV Project



- | | |
|--|------------------------|
| Area of Potential Effects | Restriping |
| Eligibility of Surveyed Structure | Limits of Construction |
| WHR Eligible | Park |
| NRHP Eligible | Parcel |
| Not NRHP Eligible | |

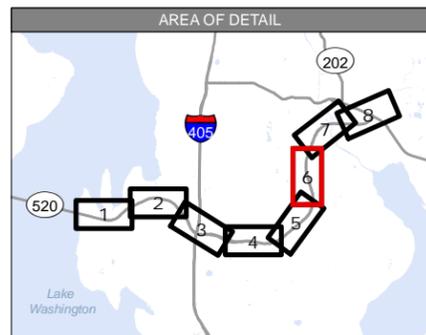
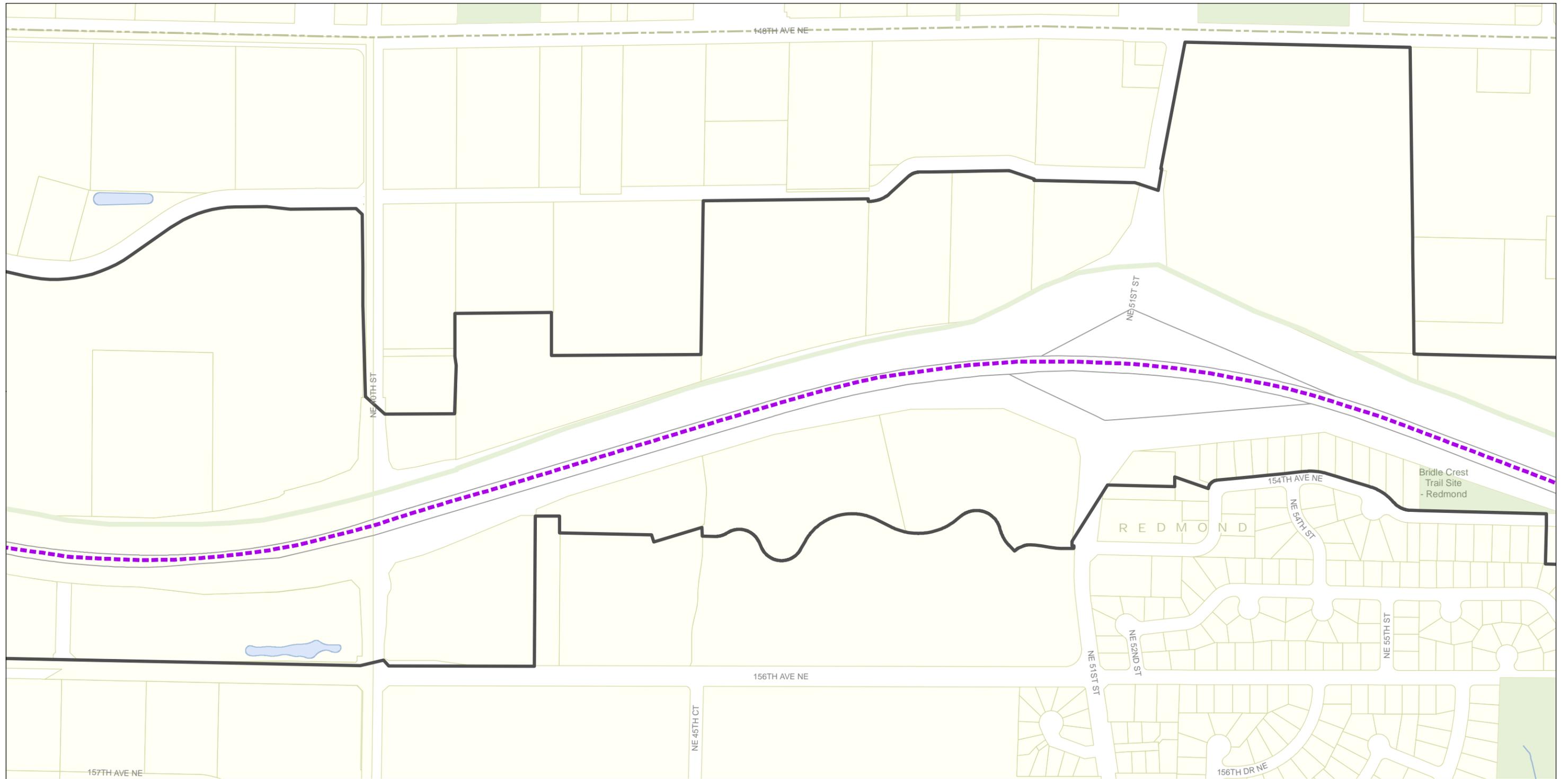


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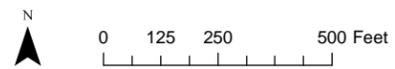


**Exhibit 3e. Area of Potential Effects
Sheet 5**

Medina to SR 202: Eastside Transit and HOV Project



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|--|------------------------|
| Area of Potential Effects | Restriping |
| Eligibility of Surveyed Structure | Limits of Construction |
| WHR Eligible | Parcel |
| NRHP Eligible | Park |
| Not NRHP Eligible | |

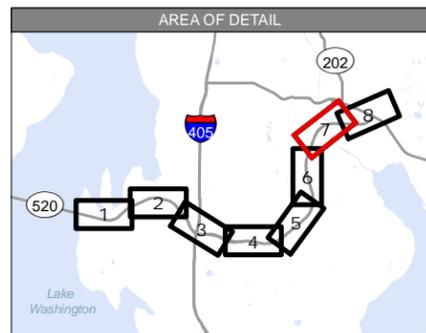
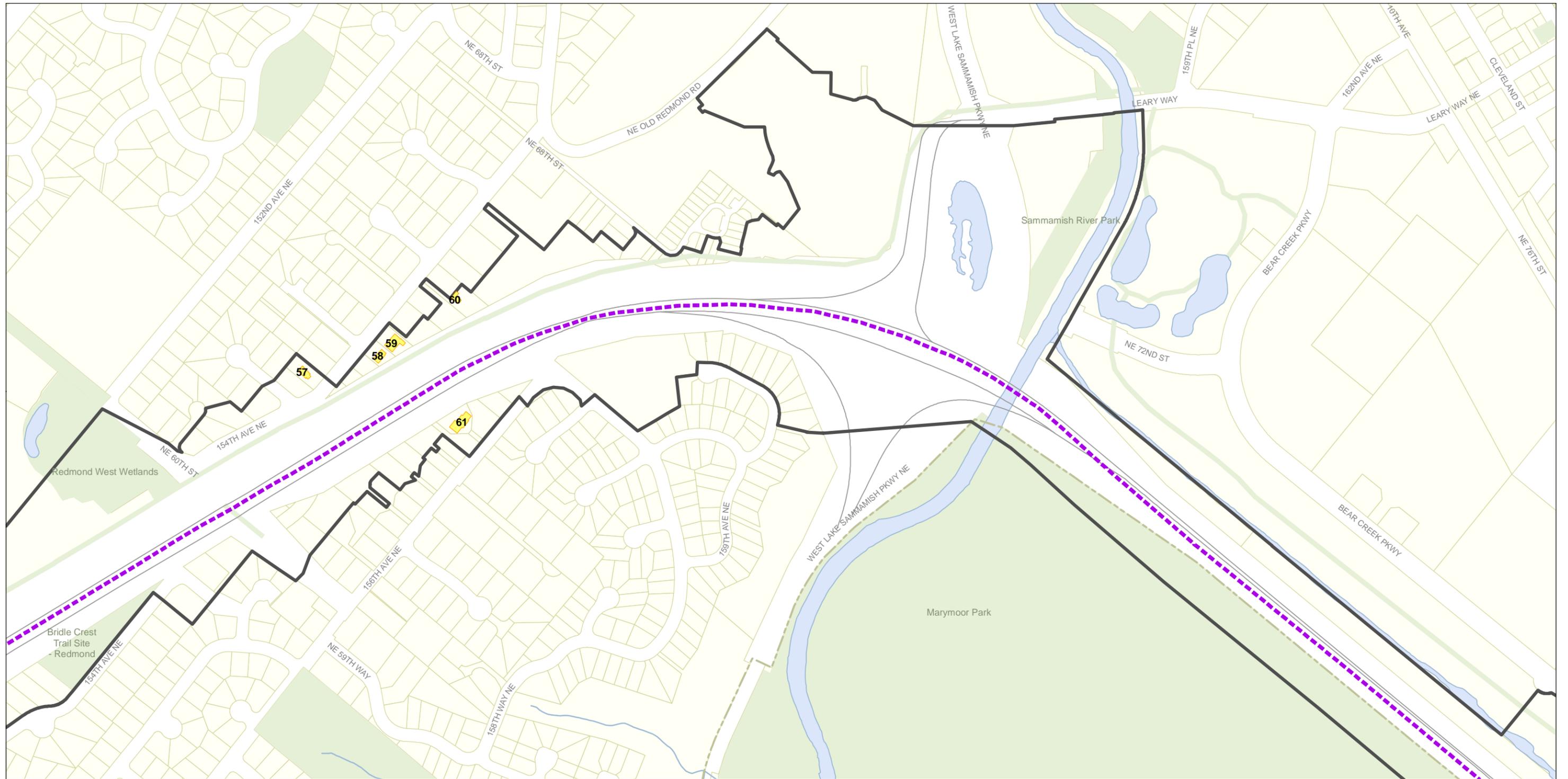


Source: King County (2005) GIS Data (Stream and Street), King County (2008) GIS Data (Parcel), City of Redmond (2009) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks), King County (2007) GIS Data (Waterbody), and WSDOT (2004) GIS Data (State Route). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

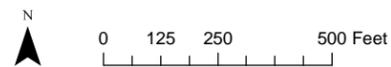


**Exhibit 3f. Area of Potential Effects
Sheet 6**

Medina to SR 202: Eastside Transit and HOV Project



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|---|--|
|  Area of Potential Effects |  Restriping |
|  WHR Eligible |  Limits of Construction |
|  NRHP Eligible |  Parcel |
|  Not NRHP Eligible |  Park |

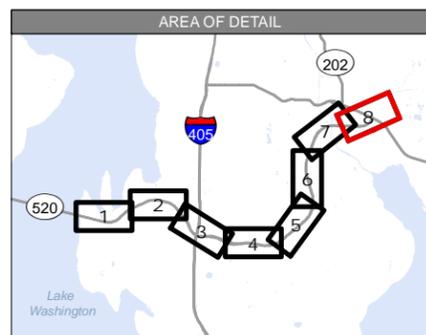
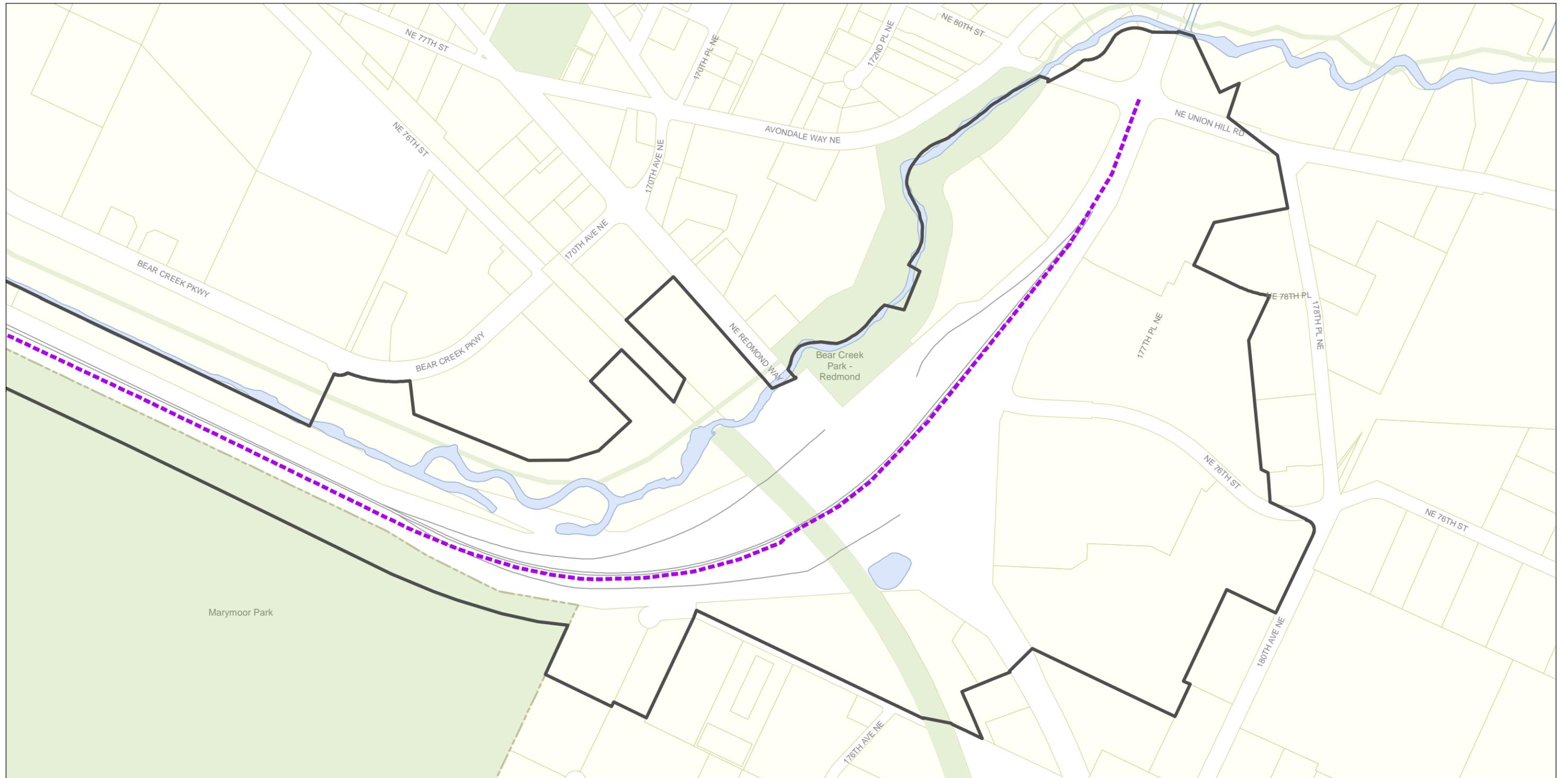


Source: King County (2005) GIS Data (Stream and Street), King County (2008) GIS Data (Parcel), City of Redmond (2009) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks), King County (2007) GIS Data (Waterbody), and WSDOT (2004) GIS Data (State Route). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

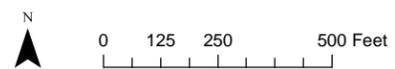


**Exhibit 3g. Area of Potential Effects
Sheet 7**

Medina to SR 202: Eastside Transit and HOV Project



- | | |
|--|------------------------|
| Area of Potential Effects | Restriping |
| Eligibility of Surveyed Structure | Limits of Construction |
| WHR Eligible | Parcel |
| NRHP Eligible | Park |
| Not NRHP Eligible | |



Source: King County (2005) GIS Data (Stream and Street), King County (2008) GIS Data (Parcel), City of Redmond (2009) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks), King County (2007) GIS Data (Waterbody), and WSDOT (2004) GIS Data (State Route). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



**Exhibit 3h. Area of Potential Effects
Sheet 8**

Medina to SR 202: Eastside Transit and HOV Project

NRHP-eligible Properties

The following three properties were identified during the historic properties survey and have been determined eligible for listing in the NRHP. Concurrence on these determinations was received from the SHPO on April 21, 2009.

2851 Evergreen Point Road, Medina – James Arntson House

This Modern-style residence was constructed in 1953 (Exhibit 4). Its L-shaped design surrounds an interior courtyard, with a separate rear deck that originally looked over Lake Washington. That view is now obscured by a 1970s house. The house has a poured concrete foundation, is clad in vertical wood siding, and features a pair of low, wide, intersecting gable roofs punctuated by wide brick chimneys. Its design incorporates extensive use of plate glass windows. The only apparent alteration to the building is the enclosure of the original front carport to form an enclosed garage. Research did not reveal an architect for this house, although it is likely from its appearance that it was architect-designed. The house is eligible for the NRHP under Criterion C for its distinctive architectural characteristics, uniquely representative of its mid-century period. It is also eligible for the WHR for its strong architectural qualities.



Exhibit 4. Photo of 2851 Evergreen Point Road, Medina – James Arntson House

10606 Northup Way, Bellevue – BurgerMaster

BurgerMaster restaurants were founded by Phil Jensen in Seattle in 1952. He partnered with two brothers, Don and Bud Mowat, to open the first BurgerMaster near the University of Washington. The Bellevue restaurant, built in 1967, is now one of five locations, and the company is still run by the original family, including Mr. Jensen.

The Bellevue BurgerMaster building is architecturally significant as a rare surviving example of Googie-style roadside architecture (Exhibit 5). It maintains very good integrity, including its monument sign topped with a neon steer head. Its design embodies distinctive, identifiable characteristics of the style, such as cantilevered canopies, diagonal metal supports, a butterfly roof, distinctive lighting, and a period monument sign with neon. It has remained a drive-in restaurant since



its construction and has earned a loyal following as a unique piece of Seattle area culture. It is eligible for the NRHP under Criterion C for its architectural significance and unique defining characteristics.

7800 NE 28th Street, Medina – Bellevue Christian School

Originally built as the Three Points Elementary School in 1961 (Harding 2004), this collection of Modern buildings (Exhibit 6) was designed by the noted Seattle architectural firm Narramore, Bain, Brady and Johanson, now known as NBBJ. Founded in 1943, NBBJ became a regional leader in the Pacific Northwest (Ochsner 1998). Over the years, the firm has grown to become the third largest design practice in the United States and the fifth largest in the world. The school was built for the Bellevue Public School District and consists of four octagonal school room buildings, connected by a series of covered walkways, anchored by a rectangular building that is bisected by a breezeway. Next to this rectangular building, which holds classrooms, the library, and administrative offices, is a two-story rectangular block that contains the cafeteria and assembly space.

The complex has had few alterations and is very intact and well maintained. It is currently leased by the private Bellevue Christian School for use as their elementary school. It will meet the 50 year age criteria in 2011. At that time, it will be eligible for the NRHP under Criterion C for its distinctive architectural characteristics, representational of educational design theories of its period, and as the work of a masterful, world-renowned architectural firm. It will also qualify for the WHR for its strong architectural qualities and its design by an influential architectural firm.

WHR-eligible Property

The following property was identified during the historic properties survey and has been determined eligible for listing in the WHR only. It is not eligible for listing in the NRHP due to a loss of integrity. Concurrence on this determination was received from the SHPO on April 21, 2009.



Exhibit 5. Photo of 10606 Northrup Way, Bellevue – BurgerMaster



Exhibit 6. Photo of 7800 NE 28th Street, Medina - Bellevue Christian School



2857 Evergreen Point Road, Medina – Helen Pierce House

Formerly known as 2857 76th Avenue NE, this house appears to be one of the original buildings in the area (Exhibit 7). Originally owned by Helen R. Pierce, it was built in 1920. Sited at the foot of the bluff near the water, it originally had a cistern/water tower and a concrete pump house; the remains of these structures are still on the site. The main house was damaged by fire in 1929 and was rebuilt in 1932. The front portion of the house facing the water is all that remains of the original 1920 structure. The building has had other alterations and rear additions since the 1930s. A carport was added to the side of the house but is not attached to it.



Exhibit 7. Photo of 2857 Evergreen Point Road, Medina – Helen Pierce House

Although the site may not meet NRHP eligibility criteria because of the 1932 rebuild, as well as alterations and additions since then, it is eligible for the WHR as a representative element of the early settlement of the community.

7. Potential Effects of the Project

How would construction of the project affect historic properties?

Construction of the Build Alternative would affect the historic built environment properties in the APE, but none of these effects is considered adverse under Section 106 regulations and guidelines. These construction effects would be short term, limited to specific construction activities.

The houses located at 2851 and 2857 Evergreen Point Road may experience vibrations specifically associated with demolition of the existing Evergreen Point Road overpass and construction of the new Evergreen Point Road lid. Noise and dust generated during construction of the new lid and associated improvements to Evergreen Point Road may also affect these two properties.

The Bellevue Christian School grounds may be affected by noise and dust generated during construction because the school has exterior circulation walkways that must be used by the students and faculty throughout the school day. In addition, the physical education/outdoor play area located next to SR 520 may be affected by construction dust and noise during the school day. Noise from construction may also temporarily affect the academic environment at the school. A very small piece of school property (157 square feet) would be used temporarily under a construction easement to accommodate removal of the existing pedestrian crossing. The property may also experience vibration specifically associated with demolition of the existing Evergreen Point Road overpass and the existing pedestrian crossing, and construction of the new Evergreen Point Road lid.

All three of these properties – 2851 and 2857 Evergreen Point Road, and the Bellevue Christian School – may experience limited access or detours during certain times throughout construction, especially during the construction of the Evergreen Point Road lid and improvements to Evergreen



Point Road. Traffic from construction equipment accessing the work site could generate short-term noise, vibration, and dust at these three properties, especially while accessing the work site for the Evergreen Point Road lid.

BurgerMaster at 10606 Northup Way may experience vibration specifically associated with demolition of the existing ramp loop at the northeast corner of Bellevue Way and SR 520. Noise and dust generated during construction may affect the restaurant during the day because it has exterior circulation and delivers customers' food outside to their cars. BurgerMaster may experience limited access or detours during certain times throughout construction because the section of Northup Way in front of the restaurant would be used under a construction easement, and part of it would be rebuilt, with a bike path constructed adjacent to it.

As explained earlier, an adverse effect under Section 106 is one that alters any of the characteristics of a historic property that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property. All of the effects described above would be limited in duration, and none are anticipated to be severe in intensity. Throughout construction, the properties would be able to be continuously used and no impairment to the characteristics that qualify them for inclusion in the NRHP is expected.

Measures would be taken to ensure that the effects of construction were minimized as much as possible on surrounding properties. During construction, state law requires construction site owners and/or operators to take reasonable precautions to prevent fugitive dust from becoming airborne. Fugitive dust may become airborne during demolition, material transport, grading, driving of vehicles and machinery on and off the site, and through wind events. WSDOT will comply with the procedures outlined in the Memorandum of Agreement between WSDOT and the Puget Sound Clean Air Agency for controlling fugitive dust, which may require some of the following actions:

- Spray exposed soil with water or other suppressant to reduce emissions and deposition of particulate matter.
- Use phased development to keep disturbed areas to a minimum.
- Use wind fencing to reduce disturbance to soils.
- Minimize dust emissions during transport of fill material or soil by wetting down or by ensuring adequate freeboard (space from the top of the material to the top of the truck bed) on trucks.
- Promptly clean up spills of transported material on public roads.
- Schedule work tasks to minimize disruption of the existing vehicle traffic on streets.
- Restrict traffic onsite to reduce soil upheaval and the transport of material to roadways.
- Locate construction equipment and truck staging areas as far away from sensitive receptors as practical and in consideration of potential effects on other resources.
- Provide wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roadways.



- Cover dirt, gravel, and debris piles, as needed, to reduce dust and windblown debris.
- Minimize odors onsite by covering loads of hot asphalt.

In addition, construction equipment engines would be kept in good mechanical condition to minimize exhaust emissions. WSDOT would encourage contractors to reduce idling time of equipment and vehicles and to use newer construction equipment or equipment with add-on emission controls. For more on minimizing emissions and fugitive dust, see the Air Quality Technical Memorandum (WSDOT 2009a).

The Washington Administrative Code (WAC), Chapter 173-60, *Maximum Environmental Noise Levels*, is one of the most stringent noise ordinances in the region and is used by most communities in the project corridor. The construction contracts for the project would contain sections specific to construction noise and address any site-specific requests for variances or other construction-related noise issues associated with the proposed project.

There are no specific regulations or criteria applicable to vibration related to construction activities; however, SEPA and NEPA guidelines allow federal, state, and local agencies the authority to determine acceptable levels of construction vibration using guidelines, research, and professional standards. For this project, WSDOT will rely on the U.S. Department of Transportation (USDOT) guidelines for acceptable vibration levels from construction activities. The guidelines recommend that the maximum peak-particle velocity levels remain below 1.27 inches per second at structures nearest the construction site. Vibration levels above 1.27 inches per second have the potential to cause architectural damage to normal dwellings. USDOT also states that vibration levels above 0.64 inch per second can be annoying to people and disrupt normal working or living environments (USDOT 1978). For more information on measures to minimize construction noise and vibration, see the Noise Technical Memorandum (WSDOT 2009b).

How would operation of the project affect historic properties?

No Build Alternative

The No Build Alternative would not have any additional effects on historic properties and assumes that only routine maintenance, repair, and minor safety improvements would take place on SR 520 in the study area over the next 20 years. Therefore, no adverse effects would be associated with the No Build Alternative. The most notable of the current effects are visual intrusion from SR 520 and noise from vehicles traveling on it. As noted earlier, there are three NRHP-eligible properties adjacent to SR 520: a residence at 2851 Evergreen Point Road, Bellevue Christian School at 7800 NE 28th Street, and BurgerMaster at 10606 Northup Way. There is also one WHR-eligible residence adjacent to SR 520 at 2857 Evergreen Point Road. These properties experience highway noise, air pollution, and visual intrusion from the highway, affecting their settings. Under the No Build Alternative, noise levels would be expected to increase slightly over today's levels because of growth in traffic volumes on SR 520 and on other roadways in the area. No change is expected to these current effects under the No Build Alternative.



Build Alternative

Operation of the Build Alternative would affect the historic built environment properties in the APE, but none of these effects is considered adverse under Section 106 regulations and guidelines. All of these effects would be beneficial to the historic properties.

Noise walls have been incorporated into the design of the project to reduce noise along much of the roadway. The noise walls would have a beneficial effect on the adjacent historic properties by reducing current and anticipated noise to below existing levels. As part of the project, new landscaped lids would be added over SR 520 at Evergreen Point Road, 92nd Avenue NE, and Hunts Point Road/84th Avenue NE. These lids would help dampen sound, provide added green space, and reconnect communities that were divided when SR 520 was built in the 1960s, enhancing and partially restoring the setting of historic properties in these communities. The lids would also help minimize the visual effect of SR 520 on the surrounding properties. Specific historic properties benefiting from new noise walls and lids would be the James Arntson House at 2851 Evergreen Point Road and the Bellevue Christian School at 7800 NE 28th Street.

The NRHP-eligible residence at 2851 Evergreen Point Road, known as the James Arntson House, would not experience any adverse effects from the Build Alternative. The Arntson House would experience beneficial visual and audible effects from the new Evergreen Point Road lid. This landscaped lid would increase green space adjacent to the property and reduce the visibility of SR 520 from the property, which would partially restore the original setting of the house. The lid would decrease the noise level at the Arntson House from the operation of SR 520. The current noise level at this site exceeds 66 dBA. The lid would reduce the noise level and result in a noticeable noise decrease. For more specific information on noise effects, see the Noise Technical Memorandum (WSDOT 2009b).

The Bellevue Christian School at 7800 NE 28th Street, an NRHP-eligible property, would not experience any adverse effects from operation of the project. The property would receive beneficial effects from the new Evergreen Point Road lid and new noise walls, which would reduce the existing sound level. See the Noise Technical Memorandum (WSDOT 2009b), for more information on noise effects. The school would experience a visual effect from the presence of the new noise walls, but this effect would not be adverse. The walls would also serve to visually screen the school from part of SR 520, to which it is currently exposed. The school would also permanently lose a small piece of property (approximately 0.15 acre) to accommodate stormwater controls. However, this piece of property is located on the north side of SR 520 and contains no structures; it is not physically connected to the historic part of the property and is not included in the NRHP determination of eligibility. Therefore, this property loss is not considered an effect on the historic property.

BurgerMaster, an NRHP-eligible property at 10606 Northup Way, would not experience any effects from operation of the project.

The WHR-eligible property at 2857 Evergreen Point Road, known as the Helen Pierce House, would not experience any effects from the operation of the project.

No indirect effects on historic built environment properties are expected from the project.



8. Mitigation

Mitigation is required if project activities directly or indirectly cause harmful effects to recognized historic properties. The Section 106 process provides a procedure to seek ways to avoid, minimize, or mitigate adverse effects on historic properties. Participants in the Section 106 process include agency officials; the Advisory Council on Historic Preservation; consulting parties such as the SHPO, Native American tribes, and local government representatives; and the public. For this project, no adverse effects from construction or operation are expected on any historic built environment properties; therefore, no mitigation is required under Section 106.

How would adverse effects from construction of the project be avoided or minimized?

No adverse effects from construction of the project are expected on any historic built environment properties.

How would adverse effects from operation of the project be avoided or minimized?

No adverse effects from operation of the project are expected on historic built environment properties.

9. Conclusion

Although three NRHP-eligible and one WHR-eligible historic built environment properties have been identified within the project APE, no adverse effects from construction or operation of the project are expected on any historic built environment properties. At least two of these properties, the James Arntson House at 2851 Evergreen Point Road and the Bellevue Christian School at 7800 NE 28th Street, are expected to experience beneficial effects from the project, once it is completed.

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