1. Introduction

This appendix provides documentation required to comply with the provisions of Section 4(f) of the United States Transportation Act of 1966 (hereinafter referred to as “Section 4(f)” (codified at 49 United States Code 303) and Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (hereinafter referred to as “Section 6(f)”).

Section 4(f) protects publicly owned lands of a park, recreation area, or wildlife and waterfowl refuge or land of a historical site of national, state, or local significance, as determined by the federal, state, regional, or local officials having jurisdiction over the resource.

The Federal Transit Administration (FTA) may not approve the use of a Section 4(f) resource unless:

- There is no feasible and prudent avoidance alternative to the use of land from the property.
- The action includes all possible planning to minimize harm to the property resulting from such use.

Section 6(f) properties are recreation resources funded by the LWCF Act. Converting any portion of these lands must follow Code of Federal Regulations (CFR) Title 36, Section 59.3 of the LWCF Program.

The proposed Center City Connector is a transportation project that is receiving federal funding through the FTA; therefore, documentation of compliance with Section 4(f) is required.

Section 4(f) protects the following basic types of properties: publicly owned park and recreation areas that are open to the general public, publicly owned wildlife and waterfowl refuges, and public or privately owned historic sites. In order to qualify as a park, recreation area, or refuge under the statute, a property must meet all of the following criteria:

- It must be publicly owned
- It must be open to the public
- Its major purpose must be for park, recreation, or refuge activities
- It must be significant as a park, recreation area or refuge

The Section 4(f) requirements apply to historic resources (buildings, statues, transportation facilities, historic sites, and archaeological sites) that are eligible for or listed on the National Register of Historic Places (NRHP). Section 4(f) applies to archeological sites that are both listed in and eligible for listing in the NRHP and that warrant preservation in place, but not to those that are chiefly important because of what can be learned by data recovery.

In order to qualify as a historic site under the statute, a property must be of national, state or local significance and must be listed or eligible for listing in the NRHP.

The evaluation presented in this Section 4(f) appendix does the following:

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1 The term historic sites includes prehistoric and historic districts, sites, buildings, structures or objects listed in, or eligible for, the National Register of Historic Places. This may also include places of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria.
- Defines how a Section 4(f) use is determined
- Identifies Section 4(f) properties along the Center City Connector alignment, near proposed stations, and near proposed operations and maintenance facility (OMF) expansions.
- Discusses how the project elements would use Section 4(f) resources.
- Lists Section 4(f) resources that would qualify for a de minimis finding.
- Identifies mitigation measures to minimize unavoidable use of Section 4(f) properties.

Only those Section 4(f) resources that are determined to be significant resources and potentially used by the Center City Connector are addressed in this analysis. Additional information on publicly owned parklands, recreation lands, and historic sites is provided in Section 4.13, Parks and Recreational Resources; Section 4.14, Historic, Cultural, and Archaeological Resources/Section 106; and Appendix H14, Center City Connector Historic and Archaeological Resources Technical Report. There are no Section 6(f) properties within the study area; therefore, Section 6(f) is not discussed further.

2. Section 4(f) Use Definitions

Section 4(f) generally prohibits the “use” of eligible properties for transportation purposes. “Use” is defined in the sections below.

2.1 Permanent Incorporation/Permanent Easement

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a proposed transportation facility. Permanent use may occur as a result of partial or full acquisition or a permanent easement allowing access onto the property for maintenance or other transportation-related purposes.

2.2 Constructive Use

A constructive use occurs when there is no permanent incorporation of land from the resource, but the project’s proximity results in impacts that substantially impair the protected activities, features, or attributes that qualify the property for protection under Section 4(f).

2.3 Temporary Occupancy

Temporary use of a Section 4(f) property may trigger the application of Section 4(f). Five criteria must be met to determine that a temporary occupancy does not rise to the level of use for the purposes of Section 4(f):

- Duration is temporary (that is, the occupancy is shorter than the time needed for construction of the project, and there is no change in ownership of the property).
- Scope of work is minor (that is, the nature and magnitude of the changes to the Section 4(f) properties are minimal).
- There are no anticipated permanent adverse physical impacts on or permanent interference with the protected activities, features, or attributes of the property.
- The property is restored to the same or better condition that existed prior to the project.
- There is documented agreement from the appropriate federal, state, or local officials having jurisdiction over the property regarding the above conditions.

### 2.4 De minimis Impact Determinations

Section 4(f)’s restrictions do not apply to projects that have only *de minimis* impacts on properties protected by Section 4(f).

For parks, recreational areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).

For historic sites, a *de minimis* impact means that the FTA has determined under 36 CFR 800 that the project would not have an adverse effect on the property in question.

The following criteria must be met to make a *de minimis* finding:

- **For parks, and recreation areas:**
  - There must be public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of the property. This requirement can be satisfied in conjunction with other public involvement procedures, such as a comment period provided on a National Environmental Policy Act (NEPA) document.
  - The lead U.S. Department of Transportation agency (FTA for this project) must inform the official(s) with jurisdiction of its intent to make a *de minimis* impact finding. Following an opportunity for public review and comment, those official(s) must concur in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

- **For historic sites:**
  - FTA must make a finding under the National Historic Preservation Act and obtain the written concurrence from the State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO) (and the American Council for Historic Preservation in some circumstances) that the project will not adversely affect historic properties. FTA must inform these officials that it intends to make a *de minimis* impact determination if they concur in the finding of “no adverse effect” or “no historic properties affected.”

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In this environmental assessment, Section 4.14 and Appendix H14 document these resources, project effects, and mitigation measures. As described in those sections, 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 National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling or association.
An agency may include impact minimization measures as a condition of the project to avoid an adverse effect.

### 3. Section 4(f) Resources

#### 3.1 Park Section 4(f) Resources

There are eight designated parks or recreational areas located within the study area, although four of them, despite their names, serve no park/recreational purpose and are thus not protected under Section 4(f). The Section 4(f) park resources are shown on Figure F-1 and described briefly below. Additional information about location, size, and whether these facilities qualify as Section 4(f) resources is included in Table F-1.

**Table F-1  Park and Recreational Resources Within the Study Area**

<table>
<thead>
<tr>
<th>Park Name</th>
<th>Address</th>
<th>Acreage</th>
<th>Hours of Operation</th>
<th>4(f)/6(F) Resource?</th>
<th>Ownershipb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westlake Square</td>
<td>1900 Westlake Ave</td>
<td>469 square feet</td>
<td>6 a.m. – 10 p.m.</td>
<td>No/No</td>
<td>Parks</td>
</tr>
<tr>
<td></td>
<td>(surrounded by 20-foot-wide sidewalks)</td>
<td>(surrounded by 20-foot-wide sidewalks)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>McGraw Square</td>
<td>1801 Stewart Stc</td>
<td>658 square feet</td>
<td>NA</td>
<td>No/No</td>
<td>Parks</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(The John H. McGraw statue is a Section 4(f) resource. The Plaza is not.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pioneer Place</td>
<td>100 Yesler Way</td>
<td>0.3 acre</td>
<td>NA</td>
<td>Yes (includes National Historic Landmark as well as park resource)/ No</td>
<td>Parks</td>
</tr>
<tr>
<td>Occidental Square</td>
<td>S Main St and Occidental Ave S</td>
<td>0.6 acre</td>
<td>6 a.m. – 10 p.m.</td>
<td>Yes/No</td>
<td>Parks</td>
</tr>
<tr>
<td>Waterfall Garden Park</td>
<td>219 2nd Ave S</td>
<td>0.05 acre</td>
<td>8 a.m. – 5:30 p.m.</td>
<td>No/No</td>
<td>Private, but open to public</td>
</tr>
<tr>
<td>Union Station Square</td>
<td>3rd St, 2nd Ave, and Jackson St</td>
<td>0.04 acre (1,600-square-foot triangle)</td>
<td>NA</td>
<td>No/No</td>
<td>Parks</td>
</tr>
<tr>
<td>Hing Hay Park</td>
<td>423 Maynard Ave S</td>
<td>0.3 acre</td>
<td>6 a.m. – 10 p.m.</td>
<td>Yes/No</td>
<td>Parks</td>
</tr>
<tr>
<td>Klondike Gold Rush National Historic Park</td>
<td>319 Second Avenue South</td>
<td>NA (located in a historic building – former Cadillac Hotel)</td>
<td>September to May: 7 days a week, 10 a.m. – 5 p.m. May to June: 7 days a week, 9 a.m. – 5 p.m.</td>
<td>Yes/No</td>
<td>National Park Service</td>
</tr>
</tbody>
</table>

---

*a The 2009 Seattle Park classification system serves as a basis for policies for programming and uses of City of Seattle parks and open spaces (Seattle Parks and Recreation. 2009. Seattle Park’s Classification. April.).

*b Parks = Seattle Parks and Recreation; SDOT = Seattle Department of Transportation
Figure F-1  Parks and Recreation Section 4(f) Resources

[Map Image]
3.1.1 **Pioneer Place**

Pioneer Place is a triangular-shaped open space paved in brick. Pioneer Place is also listed as “Pioneer Square” in the NRHP and is a National Historic Landmark. This park includes a plaza, a small enclosed planting area with trees and a historic totem pole, and, in the southwest corner, a historic pergola (see Figure F-2). There are also a few benches and planters that define the space. It is located between Cherry Street and Yesler Way, fronting the west side of First Avenue. The pergola cover originally served as a cover for passengers waiting for the streetcars that serviced this area from 1889 to 1941. This park currently serves as a focal point of the Pioneer Square-Skid Road Historic District.

3.1.2 **Occidental Square**

Occidental Square is located between Main Street and S Washington Street; it takes up one-half of the block. It is brick-paved, lined with trees on the north, east, and west sides, and contains a kiosk, planters, lighting, sculptures, and a totem pole (see Figure F-3). Vendors and café seating are common during months with nicer weather.

3.1.3 **Klondike Gold Rush National Historical Park**

The Klondike Gold Rush National Historical Park preserves the trails, historic structures, artifacts, landscapes, and stories associated with the Klondike Gold Rush of 1897-1898. The Seattle Unit of the Klondike Gold Rush National Historical Park (shown on Figure F-4), preserves the story of the stampede to the Yukon gold fields and Seattle’s crucial role in this event. The Seattle Unit is located in the historic former Cadillac Hotel.

3.1.4 **Hing Hay Park**

The Hing Hay Park is an open square tiled in red brick with an ornate pavilion from Taipei, Taiwan on the west end (see Figure F-5). The adjacent wall features a painting of a dragon in a
depiction of the Asian-American history in the northwest. It is a popular square in the Chinatown-International District where residents arrange small and large gatherings and sometime engage in meditation exercises, such as Tai Chi.

### 3.2 Park and Recreational Resources Section 4(f) Use Analysis

This section reviews the project impacts for use of a Section 4(f) resource in terms of permanently or temporarily using a portion of the park property or causing a “constructive use,” whereby noise, lowering visual quality, or operation of the street cars would substantially impair the protected activities, features, or attributes that qualify the property for protection under Section 4(f).

The south portion of the Center City Connector alignment on First Avenue travels in front of Pioneer Square. There would not be a permanent Section 4(f) use of Pioneer Place as the trackway will remain in the street and no overhead catenary system (OCS) poles would be required in this area because the streetcar would be wireless. No portion of the construction would temporarily use Pioneer Place. Pioneer Place is in an urbanized area, and therefore the park function is not altered by noise and high activity. Therefore the proximity of the streetcar trackway during operation or construction phases would not substantially impair the protected activities, features, or attributes that qualify the property for protection under Section 4(f).

The Klondike Gold Rush National Historic Park (Seattle Unit) is adjacent to the LPA. This portion of the trackway is already built as part of the First Hill Streetcar; there would be no change in this area and no use of this park. Since the park activities are in an urbanized area and inside the brick building, the additional streetcars passing would not result in a constructive use because the streetcars would not substantially impair the protected activities, features, or attributes that qualify the property for protection under Section 4(f).

Occidental Square and Hing Hay parks are located one block away from the proposed new trackway. Therefore there would be no permanent Section 4(f) use for these park resources, and they are too far away for a constructive use to be considered.

During construction, rail welding would be staged in the S Main Street public right-of-way near Occidental Square and the Klondike Gold Rush National Historic Park. Occidental Square is in an urbanized setting, and the Klondike Gold Rush National Historic Park is around the block from S Main Street. Rail welding would involve periods of loud sounds, but it would not result in a constructive use because the noise would not substantially impair the protected activities, features, or attributes that qualify these parks for protection under Section 4(f).

In conclusion, there would be no use of any park land permanently or temporarily during construction. All Section 4(f) park resources are in an urbanized setting and not in places where quiet environment is required for the enjoyment and function of the park; therefore, the noise, dust, and visual changes would not result in a constructive use because the project would not
substantially impair the protected activities, features, or attributes that qualify the properties for protection under Section 4(f).

3.3 Historic Section 4(f) Resources

There are 101 NRHP-listed, -eligible, or -contributing properties within the Area of Potential Effects (APE) of the LPA, in addition to 3 historic districts within which are 72 contributing buildings and objects. Several buildings/objects that contribute to the Pioneer Square-Skid Road Historic District, namely the Pioneer Building and the Pioneer Place Park totem pole, pergola, and fountain, are also part of a National Historic Landmark, referred to collectively as Pioneer Square. These properties are either contributing resources to one of three historic districts, are individually listed in the NRHP, or have been determined eligible for the NRHP, with SHPO concurrence (as represented by the Washington State Department of Archaeology and Historic Preservation [DAHP]). They are shown on Figure F-6 and listed in Table F-2 at the end of this appendix, which provides the property name, address, status of eligibility, and whether the buildings are located in the Pike Place Market, Pioneer Square, or International District-Chinatown historic districts. The table also indicates whether the historic property includes an areaway as part of the structure. For additional information on historic properties, please see Environmental Assessment Section 4.13, Historic, Cultural, and Archaeological Resources/Section 106, and Appendix H14 (Center City Connector Cultural Resources Technical Report).

A literature review found no archaeological sites eligible for listing in the NRHP in the project Area of Potential Effect (APE). While the APE has a high to moderate probability of containing archaeological sites, the entire APE, aside from a treed median in the Pioneer Square-Skid Road Historic District, is paved or built upon. This is because the alignment is within existing street rights-of-way that include multiple utilities with previously disturbed soils down to 15 feet. Therefore, it is unlikely that intact artifacts would be found. In general, the likelihood of NRHP-eligible archaeological properties existing within the APE is considered low.

3.4 Historic Section 4(f) Use Analysis

This section reviews the potential for the project to result in a temporary, constructive, or permanent use of section 4(f) historic resources.

There would be no temporary use of historic properties during construction.

None of the operational or construction activities would result in a constructive use of historic properties. Operating streetcars in the roadway and construction activities will increase noise, but through avoidance and minimization efforts, there would be no noise impacts during operation. Construction activities will adhere to the city’s noise policies that restrict the time and length of
Figure F-6  Cultural Resources
loud construction activities (for more information see Environmental Assessment Section 4.3, Noise and Vibration).

The visual setting of the buildings that line the corridor would not be affected by the operation of streetcars because the streetcars would be similar to existing buses in size and because the overhead contact wires would mimic those of the electric trolley bus wires that currently operate throughout most of the APE. The trackway, including turnback tracks, would be embedded in the roadway with a small, sloped curb that would slightly differentiate the transit-only lanes from the traffic lanes. This change to the roadway would not detract from or affect the historic character of adjacent historic buildings because streetcars were an important component of the area’s original historic setting. New stations would have a visual impact on the limited area surrounding their proposed locations within the historic districts, but the impact would not lower the overall visual quality of the districts and their contributing resources. Station appurtenances would be minimal and visually subtle in order to blend in or complement their surroundings. The station designs would conform to the particular historic district’s preservation ordinance and would not detract from its historic fabric. Improvements, such as paving material between the tracks and on the station platforms, and selection of OCS support poles and benches, would be implemented in conformance with the respective local historic districts’ preservation ordinances to minimize changes to the visual setting and historic character. A Certificate of Approval from appropriate local historic districts would be obtained prior to construction.

These changes do not result in substantially impairing the protected activities, features, or attributes that qualify the properties for protection under Section 4(f).

Potential for a permanent Section 4(f) uses of historic properties for the Center City Connector are limited to four components: (1) OCS suspension poles attached in the areaways of historic buildings, (2) OCS suspension clips (eye bolts) adhered to the façade of the buildings, (3) station platforms, and (4) traction-power substation (TPSS) sites in or near historic properties.

The following sections discuss each of the four potential Section 4(f) permanent uses of historic properties.

### 3.4.1.1 OCS Suspension Poles or Clips

The current phase of design has not determined the exact placement of eyehooks or OCS contact-wire suspension poles; therefore, this evaluation pertains to any historic building where an OCS might be necessary. Considerations in locating eyehooks and poles include cooperation with property owners, ability to consolidate existing light and utility poles, and structural support requirements. Any clips required on historic properties would alter only the physical building materials in the immediate area of attachment. Figure F-7 shows an example OCS attached to a historic building in Pioneer Square, which is used for existing electric trolley buses.

Lighting and utility poles are typically installed within areaways as a matter of practicality, as the areaways extend under the entire space beneath the sidewalk in which the city utility poles are
located. The existing poles are also used to suspend overhead trolleybus wires, streetlights, or signs, as shown on Figure F-8. The poles and clips/eyehooks are used interchangeably depending on the situation.

Center City Connector streetcar vehicles have the ability to run off-power source (i.e., wirelessly) for portions of the route. The LPA would be off-power through the Pioneer Square-Skid Road Historic District along First Avenue from S Jackson Street to Cherry Street to avoid interference with the tree canopy and minimize the visual clutter of adding OCS wires. Therefore, neither clips nor poles would be placed in the Pioneer Square-Skid Road Historic District. In addition, the entire southbound route along First Avenue is proposed to be wireless, but because the northbound direction requires OCS, support wires would still be required to span the roadway. Table F-2 at the end of this appendix lists eligible or listed historic properties and shows whether they would be in a zone where clips or poles may need to be installed.

Electric trolley bus overhead contact wires are already attached to the adjacent buildings or supported by poles throughout the LPA alignment. Where possible, Center City Connector suspension poles would be consolidated with existing poles. The poles would match the adopted urban design standards for the commercial district within which they are proposed.

Use of historic properties from the OCS clips or poles in areaways would be minor and would not substantially alter the integrity of design, materials, setting, or feeling, in part because streetcars historically operated along the project alignment. Also, as noted, buses with overhead wires currently operate in the study area. Therefore, FTA has made a finding of no adverse effects from the eyehooks or locating the poles in the areaways, and the SHPO has concurred in writing on October 27, 2015. Therefore, FTA is likely to find that the clips on the buildings and poles in the areaways are a *de minimis* use of historic properties.

### 3.4.1.2 Station Platforms

The five proposed station platforms would be 10 to 12 feet wide, and the length of the stations would vary to maximize accessibility. In some cases, stations would be the length of the block to provide access at either end of the block. The stations would include benches, fare dispensers, and small canopy covers and be designed in accordance with commercial district guidelines or in accordance with historic district ordinances, where appropriate. None of the stations would encroach upon or use any contributing elements of the district or historic buildings or structures or use individual historic properties.
**Pike Place Station**

The Pike Place Station, shown on Figure F-9, would be located in the center of First Avenue between Pine and Pike Streets. The center platform would run the entire length of the block to offer access from either crosswalk. Three buildings on the west side of First Avenue contribute to the Pike Place Public Market Historic District: the Economy Market, the Corner Market, and the Sanitary Market. On the east side of the street, near Pine Street, the Gatewood Hotel has been determined eligible for the NRHP. The sidewalk, roadway, and exclusive transit lane in this area provide enough distance from the station location to the historic properties that no use of the historic buildings would be required. As seen on Figure F-9, adding the new station would change the visual setting of the district but would not alter the character-defining features of the district.

**Madison Station**

The Madison Station, shown on Figure F-10, would be located in the median lanes of First Avenue between Madison Street and Spring Street. There are five historic buildings that border this block of First Avenue, including an NRHP-eligible retail building, the NRHP-listed Holyoke Building, and three NRHP-listed buildings currently associated with the Alexis Hotel (referred to historically as the Globe Building, Beebe Building, and Hotel Cecil). These buildings would experience a change to their setting from the proposed Madison Station (see Figure F-10). However, because the station would be in the roadway, it would be physically removed from the immediate settings of the buildings and would be far enough away that it would not require any use of the historic buildings.
Pioneer Square Station

The proposed Pioneer Square Station would be a center-median platform located between Cherry and Columbia Streets on First Avenue. The Sheuerman Block building, which is a contributing resource to the Pioneer Square-Skid Road Historic District, is the only historic property located along this block of First Avenue. The historic building could experience a slight change to its setting from the new station option. However, the station platform would be removed from the immediate setting of the building, as seen in the simulation in Figure F-11. Due to this distance, operation of the station would not result in a significant visual impact on the historic property.

No Section 4(f) use would occur from the Pioneer Square Station.

3.4.1.3 Traction Power Substations

The TPSS would be aboveground, enclosed structures covering an area of approximately 25 feet by 40 feet (examples of freestanding and enclosed TPSS are shown in Figure F-12a, 12b). Two of the proposed six TPSS locations would affect historic properties. They are described below.
One TPSS (Site 2 the location is shown in Figure F-1) is located at 1601 Third Avenue and would be located within the NHRP-eligible Bon Macy’s Parking Garage. This TPSS site would not be visible from the street or sidewalk and would not alter any aspects of the building that make it eligible for listing in the NRHP. Although locating the TPSS in the garage would be a use under Section 4(f), FTA is likely to make a determination of de minimis use.

The other TPSS (Site 3 on Figure F-1) would be constructed in vacated Seneca Street right-of-way below First Avenue, adjacent to the NRHP-listed Colonial/Grand Pacific Building, which is listed in the NRHP. An existing freeway onramp from First Avenue (visible in Figure F-13) is planned to be removed. There would be no use of the historic building because the TPSS would be placed in the vacated roadway through a lease agreement and would only be visible from within the vacated alleyway, which is used primarily as utility access for the adjacent buildings. The small TPSS structure would slightly alter the setting of the NRHP-listed property; however, because the main façade of the historic building overlooks First Avenue, and the small utilitarian structure would be located below the level of the building’s primary storefront and main façade, the TPSS site would not be visible to pedestrians or drivers approaching the building on First Avenue. There would be no use of the NRHP-listed Colonial/Grand Pacific Building from the installation or operation of this TPSS.

3.5 Summary of Section 4(f) de minimis Findings

FTA, in consultation with SHPO, has determined that no adverse effects on historic buildings or structures from the project would result from the project due to the nature and scale of the project. Therefore, the FTA has determined that several of the Section 4(f) historic properties qualify for a determination of de minimis use and therefore would not require further Section 4(f) avoidance analysis. These include properties where SDOT would attach OCS clips or install suspension poles (see Table F-2 for a listing of affected historic properties). It also includes the potential TPSS within the Bon Macy’s Parking Garage. FTA’s preliminary determination is the City of Seattle has incorporated measures of avoidance, minimization, and mitigation or enhancement such that the uses would not adversely affect the activities, features, or attributes of the facilities that qualify them for protection under Section 4(f). The officials with jurisdiction (City of Seattle, SHPO/DAHP, and the National Park Service) are anticipated to concur.
3.6 Coordination

The assessment of existing conditions of each Section 4(f) property included site visits, photographs, consulting with Seattle and agency staff with jurisdiction over the 4(f) properties, and review of available planning documents and files maintained by the City of Seattle. Consultation efforts for Section 4(f) and 6(f) resources are recorded in Table F-3. SDOT worked with City of Seattle Historic Preservation Officer and Department of Neighborhoods staff to determine the significance of the resource, and the nature and magnitude of the potential impact. In addition, a series of meetings has occurred with the City’s preservation department and the City Preservation boards, as listed in Table F-3. These are the local officials with jurisdiction over parks and trails associated with the Center City Connector project.

FTA consulted with DAHP to identify properties already listed in the NRHP. Previously unrecorded historic resources were evaluated and inventory forms were prepared for resources potentially eligible for the NRHP, and they were submitted to the SHPO for concurrence. The DAHP concurred in the determination of eligibility for these properties on October 27, 2015.

FTA consulted with the Muckleshoot Indian Tribe, Snoqualmie Tribe, Stillaguamish Tribe, Tulalip Tribes, and the Confederated Tribes and Bands of the Yakama Nation, beginning with a letter of interest on November 17, 2014 (see Attachment 1, Agency and Tribal Consultation Documentation). FTA has continued to consult with the tribes regarding potential cultural resource impacts of concern to the tribes throughout project development.

FTA also consulted with the National Park Service concerning effects on the Pioneer Square National Historic Landmark and the Klondike Gold Rush National Historic Park (Seattle Unit). The National Park Service concurred on October 1, 2015, that the Center City Connector project would not adversely affect the Pioneer Square National Historic Landmark and had no comments on the potential impacts to the Klondike Gold Rush National Historic Park.
Table F-2  Historic Section 4(f) Properties

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Building Name</th>
<th>Parcel</th>
<th>Address</th>
<th>Year Built</th>
<th>NRHP Eligibility Status of within Historic District</th>
<th>Areaway Present/Potential Location for OCS Supports</th>
<th>Facing Station Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Seattle Chinatown Historic District</td>
<td>N/A</td>
<td>Roughly bounded by Main and Jackson on the north, Weller on the South, 5th on the west, and I-5 on the east</td>
<td>1907-1936</td>
<td>NRHP listed as a historic district in 1986 (14 contributing buildings)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>N/A</td>
<td>Pioneer Square-Skid Road Historic District</td>
<td>N/A</td>
<td>Roughly bounded by the Viaduct, Railroad Avenue S, King Street, 4th and 5th Avenues, James and Columbia Streets, and including the 500 block of 1st Avenue S</td>
<td>1889-1931</td>
<td>NRHP listed as a historic district in 1970; district boundaries updated in 1978 and 1988 (54 contributing buildings and objects)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>N/A</td>
<td>Pike Place Public Market Historic District</td>
<td>N/A</td>
<td>Roughly bounded by Western Avenue to the west, Virginia St to the north, First Avenue to the east, and the south wall of the Economy market and Outlook Building to the south</td>
<td>1907-1971</td>
<td>NRHP listed as a historic district in 1970; revised 1972 and 2010</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>9</td>
<td>Don Hee Apartments</td>
<td>5391600095</td>
<td>410 8TH AVE S</td>
<td>1901</td>
<td>NRHP listed as contributing element to Seattle Chinatown Historic District in 1986</td>
<td>Information not available</td>
<td>8th Ave S station option</td>
</tr>
<tr>
<td>10</td>
<td>Hip Sing Association Building/Chinn Apartments</td>
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<sup>a</sup> NRHP: National Register of Historic Places
<sup>b</sup> OCS: Operations Control System
<sup>c</sup> Supports: Supports the OCS operations.
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<td>Yes/ no</td>
<td></td>
</tr>
<tr>
<td>96</td>
<td>Yesler Building</td>
<td>5247800055</td>
<td>95 YESLER WAY</td>
<td>1900</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ no</td>
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</tr>
<tr>
<td>97</td>
<td>Mutual Life Building</td>
<td>8591400075</td>
<td>605 1ST AVE</td>
<td>1900</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ no</td>
<td>Pioneer Square Station option</td>
</tr>
<tr>
<td>99</td>
<td>Emerald City Building</td>
<td>8591400060</td>
<td>625 1ST AVE</td>
<td>1900</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ no</td>
<td>Pioneer Square Station (At Cherry)</td>
</tr>
<tr>
<td>Map ID</td>
<td>Building Name</td>
<td>Parcel</td>
<td>Address</td>
<td>Year Built</td>
<td>NRHP Eligibility Status(^a)/ within Historic District</td>
<td>Areaway Present/ Potential Location for OCS Supports(^b,)(^c)</td>
<td>Facing Station Location</td>
</tr>
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</tr>
<tr>
<td>102</td>
<td>Pioneer Building</td>
<td>0939000150</td>
<td>606 1ST AVE</td>
<td>1900</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970 (also part of Pioneer Square which is National Historic Landmark)</td>
<td>Yes/ no</td>
<td>Pioneer Square Station option</td>
</tr>
<tr>
<td>103</td>
<td>Howard Building</td>
<td>0939000140</td>
<td>614 1ST AVE</td>
<td>1902</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ no</td>
<td>Pioneer Square Station option</td>
</tr>
<tr>
<td>104</td>
<td>Lowman and Hanford Building</td>
<td>0939000125</td>
<td>616 1ST AVE</td>
<td>1900</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ no</td>
<td>Pioneer Square Station option</td>
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<tr>
<td>105</td>
<td>Lowman Building</td>
<td>0939000120</td>
<td>107 CHERRY ST</td>
<td>1906</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ no</td>
<td>Pioneer Square Station option</td>
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<tr>
<td>106</td>
<td>Sheuerman Block</td>
<td>0939000235</td>
<td>110 CHERRY ST</td>
<td>1903</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ no</td>
<td>Pioneer Square Station (At Cherry)</td>
</tr>
<tr>
<td>Map ID</td>
<td>Building Name</td>
<td>Parcel</td>
<td>Address</td>
<td>Year Built</td>
<td>NRHP Eligibility Status within Historic District</td>
<td>Areaway Present/Potential Location for OCS Supports</td>
<td>Facing Station Location</td>
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<td>109</td>
<td>Norton Building</td>
<td>0939000355</td>
<td>801 2ND AVE</td>
<td>1958</td>
<td>NRHP determined eligible (2013); Designated Seattle Landmark NRHP</td>
<td>No/ Yes</td>
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<tr>
<td>110</td>
<td>Exchange Building</td>
<td>0939000335</td>
<td>821 2ND AVE</td>
<td>1929</td>
<td>NRHP determined eligible (2011); Designated Seattle Landmark</td>
<td>Yes/ Yes</td>
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<tr>
<td>111</td>
<td>Colman Building</td>
<td>8591400005</td>
<td>801 1ST AVE</td>
<td>1900</td>
<td>NRHP listed (1972); Designated Seattle Landmark in 1990</td>
<td>Yes/ Yes</td>
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<tr>
<td>112</td>
<td>Federal Office Building (Old Federal Office Building)</td>
<td>7666202530</td>
<td>909 1ST AVE</td>
<td>1932</td>
<td>NRHP listed in 1979</td>
<td>No/ Yes</td>
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<tr>
<td>115</td>
<td>Schoenfeld Furniture Store</td>
<td>0939000530</td>
<td>1012 1ST AVE</td>
<td>1900</td>
<td>NRHP determined eligible (2013)</td>
<td>No/ Yes</td>
<td>Madison station</td>
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<tr>
<td>116</td>
<td>Holyoke Building</td>
<td>0939000515</td>
<td>1018 1ST AVE</td>
<td>1900</td>
<td>NRHP listed in 1976; Designated Seattle Landmark in 1978</td>
<td>No/ Yes</td>
<td>Madison station</td>
</tr>
<tr>
<td>117</td>
<td>Globe Building (Alexis Hotel)</td>
<td>1974600035</td>
<td>1000-1023 1ST AVE</td>
<td>1901</td>
<td>NRHP listed in 1982</td>
<td>Yes/ Yes</td>
<td>Madison station</td>
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<tr>
<td>118</td>
<td>Beebe Building and Hotel Cecil (Alexis Hotel)</td>
<td>1974600025</td>
<td>1000-1023 1ST AVE</td>
<td>1901</td>
<td>NRHP listed in 1982</td>
<td>Yes/ Yes</td>
<td>Madison station</td>
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<tr>
<td>120</td>
<td>Colonial Hotel/Grand Pacific Condo</td>
<td>1697500000</td>
<td>1119 1ST AVE</td>
<td>1902</td>
<td>NRHP listed in 1982</td>
<td>Yes/ Yes</td>
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</tr>
<tr>
<td>Map ID</td>
<td>Building Name</td>
<td>Parcel</td>
<td>Address</td>
<td>Year Built</td>
<td>NRHP Eligibility Statusa/ within Historic District</td>
<td>Areaway Present/ Potential Location for OCS Supportsb,c</td>
<td>Facing Station Location</td>
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<td>121</td>
<td>Washington Mutual Bank Main Office</td>
<td>942000025</td>
<td>1101 2nd Avenue 98101</td>
<td>1968</td>
<td>NRHP determined eligible (2014)</td>
<td>Yes/ Yes</td>
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<tr>
<td>125</td>
<td>Diller Hotel</td>
<td>1974700170</td>
<td>1216 1ST AVE</td>
<td>1900</td>
<td>NRHP determined eligible (2013)</td>
<td>No/ Yes</td>
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<tr>
<td>137</td>
<td>The Economy Market</td>
<td>1976200105</td>
<td>1423 1ST AVE</td>
<td>1900</td>
<td>NRHP listed as a contributing element to Pike Place Public Market Historic District in 1970</td>
<td>No/ Yes</td>
<td></td>
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<tr>
<td>138</td>
<td>Corner Market</td>
<td>1976200230</td>
<td>1505 1ST AVE</td>
<td>1912</td>
<td>NRHP listed as a contributing element to Pike Place Public Market Historic District in 1970</td>
<td>No/ Yes Pike Station</td>
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<tr>
<td>139</td>
<td>Sanitary Market</td>
<td>1976200210</td>
<td>1513 1ST AVE</td>
<td>1942</td>
<td>NRHP listed as a contributing element to Pike Place Public Market Historic District in 1970</td>
<td>No/ Yes Pike Station</td>
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<tr>
<td>144</td>
<td>Gatewood Hotel (Gatewood Apartments)</td>
<td>1975700600</td>
<td>107 PINE ST</td>
<td>1900</td>
<td>NRHP determined eligible (2011)</td>
<td>No/ Yes Pike Station</td>
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<tr>
<td>148</td>
<td>Fairmont Apts and Jones Building</td>
<td>1977200435</td>
<td>1901 1ST AVE</td>
<td>1914</td>
<td>NRHP listed as a contributing element to Pike Place Public Market Historic District in 1970</td>
<td>No/ Yes</td>
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<tr>
<td>Map ID</td>
<td>Building Name</td>
<td>Parcel</td>
<td>Address</td>
<td>Year Built</td>
<td>NRHP Eligibility Status*a/ within Historic District</td>
<td>Areaway Present/ Potential Location for OCS Supportsb,c</td>
<td>Facing Station Location</td>
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<tr>
<td>153</td>
<td>Bon Marche Parking Garage</td>
<td>1977200980</td>
<td>1601 3RD AVE</td>
<td>1959</td>
<td>NRHP determined eligible (2013)</td>
<td>Yes/ Yes</td>
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<tr>
<td>154</td>
<td>New Washington Hotel (Josephinum)</td>
<td>1977201060</td>
<td>1902 2ND AVE</td>
<td>1907</td>
<td>NRHP determined eligible (2007); Designated Seattle Landmark; associated areaways NRHP determined eligible in 2007</td>
<td>Yes/ Yes</td>
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<tr>
<td>155</td>
<td>Donohoe Garage (Bergman's Luggage)</td>
<td>1977201070</td>
<td>1907 3RD AVE</td>
<td>1916</td>
<td>NRHP determined eligible (2013)</td>
<td>No/ Yes</td>
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<td>156</td>
<td>Securities Building</td>
<td>1977201315</td>
<td>1904 3RD AVE</td>
<td>1913</td>
<td>NRHP determined eligible (2003); Designated Seattle Landmark</td>
<td>Yes/ Yes</td>
<td>3rd/4th at Stewart Station</td>
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<tr>
<td>157</td>
<td>Bon Marche (Macy's Downtown)</td>
<td>1977201320</td>
<td>300 PINE ST</td>
<td>1929</td>
<td>NRHP determined eligible (2011, 2013); Designated Seattle Landmark</td>
<td>Yes/ Yes</td>
<td>3rd/4th at Stewart Station</td>
</tr>
<tr>
<td>158</td>
<td>Bergonian Hotel (Mayflower Park Hotel)</td>
<td>0659000030</td>
<td>405 Olive Way</td>
<td>1927</td>
<td>NRHP recommended eligible in 2004; reevaluated in 2014 and recommended Eligible</td>
<td>Yes/ Yes</td>
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<tr>
<td>160</td>
<td>Times Building (Times Square Building)</td>
<td>0659000385</td>
<td>414 OLIVE WAY</td>
<td>1916</td>
<td>NRHP listed (1983); Designated Seattle Landmark (1984)</td>
<td>Yes/ Yes</td>
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<tr>
<td>Map ID</td>
<td>Building Name</td>
<td>Parcel</td>
<td>Address</td>
<td>Year Built</td>
<td>NRHP Eligibility Status(^a/) within Historic District</td>
<td>Areaway Present/ Potential Location for OCS Supports(^b,c)</td>
<td>Facing Station Location</td>
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<tr>
<td>161</td>
<td>Tyee Building (Centennial Building)</td>
<td>0659000400</td>
<td>414 STEWART ST</td>
<td>1925</td>
<td>NRHP determined eligible (2011, 2013)</td>
<td>Yes/ Yes</td>
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<td>163</td>
<td>Medical Dental Building</td>
<td>0659000085</td>
<td>505 OLIVE WAY</td>
<td>1925</td>
<td>NRHP determined eligible (2005); Designated Seattle Landmark</td>
<td>Yes/ Yes</td>
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<td>166</td>
<td>Lloyd Building</td>
<td>0659000350</td>
<td>601 Stewart St</td>
<td>1926</td>
<td>Designated Seattle Landmark in 2010; evaluated in 2014 for NRHP eligibility and recommended Eligible</td>
<td>Yes/ Yes</td>
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<tr>
<td>167</td>
<td>Plaza 600 Building</td>
<td>0659000555</td>
<td>600 Stewart Street</td>
<td>1969</td>
<td>Eligible (2014)</td>
<td>No/ Yes</td>
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<tr>
<td>168</td>
<td>Washington Plaza Hotel (Westin Hotel)</td>
<td>0659000475</td>
<td>1900 5th Avenue</td>
<td>1969</td>
<td>Eligible (2014)</td>
<td>No/ Yes</td>
<td>Westlake Station</td>
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<td>208</td>
<td>Pioneer Place Park</td>
<td>0939000160</td>
<td>N/A</td>
<td>1889-1910</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ No</td>
<td>Pioneer Square Station option</td>
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<tr>
<td>208</td>
<td>Pioneer Place Park (Pergola)</td>
<td>0939000160</td>
<td>N/A</td>
<td>1900-1910</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ No</td>
<td>Pioneer Square Station option</td>
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<tr>
<td>Map ID</td>
<td>Building Name</td>
<td>Parcel</td>
<td>Address</td>
<td>Year Built</td>
<td>NRHP Eligibility Status&lt;sup&gt;a&lt;/sup&gt;/ within Historic District</td>
<td>Areaway Present/ Potential Location for OCS Supports&lt;sup&gt;b,c&lt;/sup&gt;</td>
<td>Facing Station Location</td>
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<tr>
<td>208</td>
<td>Pioneer Place Park (Chief Seattle Fountain)</td>
<td>0939000160</td>
<td>N/A</td>
<td>1909</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ No</td>
<td>Pioneer Square Station option</td>
</tr>
<tr>
<td>208</td>
<td>Pioneer Place Park (Totem Pole)</td>
<td>0939000160</td>
<td>N/A</td>
<td>1938</td>
<td>NRHP listed as contributing element to Pioneer Square-Skid Road District in 1970</td>
<td>Yes/ No</td>
<td>Pioneer Square Station option</td>
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<tr>
<td>250</td>
<td>A. J. Eberharter Garage (Antique Liquidators)</td>
<td>1983200095</td>
<td>503 Westlake Ave</td>
<td>1919</td>
<td>NRHP determined eligible in 2005; reevaluated in 2015 and recommended eligible</td>
<td>No/ Yes</td>
<td></td>
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</tbody>
</table>

<sup>a</sup> OCS supports consist of either clips resembling an eyehook that are physically attached to the façade of the building or an OCS suspension/utility pole that may be installed to a fall inside the areaway.

<sup>b</sup> “Information not available” indicates that the presence of an areaway has not been confirmed; however, these areas are not subject to the installation of new OCS, because these properties overlap the First Hill Streetcar route where the OCS facilities are already in place.
Table F-3  State and Local Agency and Federal Tribe Coordination

<table>
<thead>
<tr>
<th>Agency/ Representative</th>
<th>Date</th>
<th>Coordination Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle Historic and Landmarks Department, Karen Gordon</td>
<td>September 3, 2014</td>
<td>Consultation on historic resources and proposed area of potential effects to be considered.</td>
</tr>
<tr>
<td>Seattle Pioneer Square Historic Preservation Board</td>
<td>October 1, 2014</td>
<td>Presentation of the project and possible components proposed within the Pioneer Square Historic District.</td>
</tr>
<tr>
<td>Seattle Pike Place Market Historic Preservation Board</td>
<td>November 12, 2014</td>
<td>Presentation of the project and possible components proposed within the Pike Place Market Historic District.</td>
</tr>
<tr>
<td>Washington Department of Archeology and Historic Preservation, Russell Holter</td>
<td>October 27, 2015</td>
<td>Letter from DAHP concurring with the eligibility of historic resources and determinations of No Adverse Effect from the project.</td>
</tr>
</tbody>
</table>
ATTACHMENT 1
Agency and Tribal Consultation Documentation
November 17, 2014

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

Re: City of Seattle Department of Transportation’s Center City Connector Project
Notification of Federal Undertaking and Initiation of Section 106 Consultation
Review of Proposed Area of Potential Effects

Dear Dr. Brooks:

This letter initiates consultation with your office on the proposed Central City Connector (CCC) Project in the City of Seattle, Washington. It also seeks your concurrence on the proposed area of potential effect (APE). The project will involve the use of federal funds and is therefore a federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act of 1966.

Project description. The Seattle Department of Transportation (SDOT) CCC project will serve the growing demand for Center City circulation trips in Seattle. It offers a convenient mode and alignment, and provides continuous travel between the downtown commercial core and adjacent neighborhoods that are (or will soon be) served by the South Lake Union Streetcar and the First Hill Streetcar. It would fulfill priorities identified in the Seattle Transit Master Plan to increase transit capacity, enhance transit service quality and reliability, and improve transit options for residents, workers, and visitors traveling between and within Center City neighborhoods and attractions. It would also deliver the missing link between the First Hill Streetcar and the South Lake Union Streetcar, which would connect a dozen neighborhoods from Capitol Hill through the International District and Downtown and north to South Lake Union.

The CCC streetcar line, built primarily within public right-of-way, would also serve the City of Seattle’s three Intermodal Hub Areas - Westlake Intermodal Hub, Colman Dock Intermodal Hub, and King Street Intermodal Hub. It would allow transfers to the Third Avenue Transit Spine at both ends of downtown; to Link Light Rail via multiple Downtown Seattle Transit Tunnel station entries; and to Sounder Commuter Rail at King Street Station.

Project location. The CCC would start at the southern terminus of the First Hill Streetcar at S. Jackson Street and Occidental Avenue S. From S. Jackson Street it would turn on to First Avenue, which it would follow to Stewart Street. The alignment would then travel east along Stewart Street to connect with the Westlake intermodal hub. Between Fourth and Fifth Avenues, the CCC will travel eastbound along Stewart Street and westbound along Olive Way. In addition, SDOT may expand existing
operations and maintenance (O&M) facilities in South Lake Union and the Chinatown/International District to store the CCC's six additional streetcar vehicles.

New streetcar stations would be built for the Project at five locations: Westlake (southbound only) (the existing stop in McGraw Square would serve northbound riders); between Second and Third Avenues on Stewart or Pike/Pine Streets; at Pike and First Avenue; between Madison and Spring Streets, in the center median; and between Yesler and Cherry Streets in the center median. Stations would be similar in scale, facilities, and amenities to the South Lake Union and First Hill Streetcar stations. Center median platforms would be up to 12 feet wide and 70 feet long. All platforms would be accessed at signalized intersections or marked mid-block crossings, and would be ADA accessible.

**Initiation of Section 106 Consultation.** FTA and the City of Seattle are initiating consultation to ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places. We invite your review and comment on the proposed Area of Potential Effects (APE) described below. We recognize that parts of the project will pass through or adjacent to important historic buildings and areas, including the Pioneer Square Historic District, Pike Place Market, and Chinatown/International District Historic District, and so will be paying close attention to potential impacts. On the other hand, the project requires relatively minor construction, and streetcars historically operated in the same locations as the proposed alignment. We will also initiate consultation with interested Indian tribes, and will inform you of tribal concerns and comments.

**Proposed Area of Potential Effects.** The proposed APE for the project encompasses both below-ground and above-ground resources. It covers areas where ground disturbance will occur, including the project's trackway limits and the expansion of the existing O&M facilities. To capture potential visual and noise impacts, it also includes all parcels immediately adjacent to (a) the streetcar line, (b) station locations, and (c) the O&M facilities. Construction staging areas are not yet identified but will be contained within the APE and in will be temporary. The depth of the vertical APE will vary according to construction practices. The vertical APE is dependent on the depth to relocate utilities before construction of the streetcar track and stations, which will generally be 5 to 6 feet under existing pavement but could be 10 feet deep in places. At specific locations to place overhead catenary poles, the APE may reach up to 15 feet deep. The O&M facility expansions are expected to have excavation up to 24 inches deep to construct additional storage and maintenance tracks.

The two attached maps illustrate the APE boundary and the project components within the APE.

FTA respectfully requests your review of the project undertaking and the proposed APE. Please contact Dan Drais with comments or questions (Daniel.Drais@dot.gov; 206-220-4465).

Sincerely,

Amy Changchien  
Director, Office of Planning and Programs

Encl:  
- Proposed Area of Potential Effect with Project Components  
- Proposed APE (topo map)

Email cc:  
- Karen Gordon, Seattle Department of Neighborhoods  
- Ethan Melone, SDOT
Center City Connector

Area of Potential Effects (APE) on USGS Topo Map

Data Source: USGS Seattle South Quadrangle, 2014
Washington-King Co. 7.5 Minutes Series Grid Zone 10T
TomTom (2013), GNIS (2013), National Hydrography (2011),
National Elevation Dataset (1999), BLM (2011)
Center City Connector
Area of Potential Effects (APE) with Project Components

- Proposed Streetcar Stop / Track
- Existing Streetcar Stop
- Track Inside of Study Area
- Track Outside of Study Area

Historic Districts:
- Pike Place Market Historical District (local city district)
- Pike Place Public Market Historic District (NRHP district)
- Pioneer Square Preservation District (local city district)
- Pioneer Square – Skid Road
- National Register Historic District (NRHP district)
- International Special Review District (local city district)
- Seattle Chinatown Historic District (NRHP district)

Data Source: King County GIS (2014), City of Seattle (2014), WSDOT (2013)
December 3, 2014

Mr. Dan Drais
Federal Transit Administration
915 2nd Avenue
Federal Building, Suite 3142
Seattle, WA  98174-1002

In future correspondence please refer to:
Log:    120314-12-FTA
Property: SDOT City Center Connector
Re: Archaeology - APE Concur

Dear Mr. Drais:

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

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. Also, please note that DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD or electronically. For further information please go to http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf

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
December 23, 2014

The Hon. Virginia Cross, Chair
Muckleshoot Indian Tribe
39015 172nd Ave. SE
Auburn, WA 98092

Re: City of Seattle Department of Transportation’s Center City Connector Project
Notification of Federal Undertaking and Initiation of Consultation and
Proposed Area of Potential Effects

Dear Chairwoman Cross:

The Federal Transit Administration (FTA), in cooperation with the City of Seattle Department of Transportation (SDOT), is initiating the environmental review of the proposed Center City Connector (CCC) Project. We would like to initiate government-to-government consultation with your tribe to help us comply with our responsibilities under Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and a variety of other federal authorities.

Project description. The Seattle Department of Transportation (SDOT) CCC project will serve the growing demand for Center City circulation trips in Seattle. It will provide continuous travel between downtown Seattle and adjacent neighborhoods that are (or will soon be) served by the South Lake Union Streetcar and the First Hill Streetcar. It would link the First Hill Streetcar and the South Lake Union Streetcar, thereby connecting a dozen neighborhoods from Capitol Hill through the International District and Downtown and north to South Lake Union. Built primarily within public right-of-way, the streetcar line would also serve the City of Seattle’s three Intermodal Hub Areas - Westlake Intermodal Hub, Colman Dock Intermodal Hub, and King Street Intermodal Hub. It would allow transfers to the Third Avenue Transit Spine at both ends of downtown; to Link Light Rail via multiple Downtown Seattle Transit Tunnel station entries; and to Sounder Commuter Rail at King Street Station.

Project location. The CCC would start at the southern terminus of the First Hill Streetcar at S. Jackson Street and Occidental Avenue S. From S. Jackson Street it would turn on to First Avenue, which it would follow to Stewart Street. It would then travel east along Stewart Street to connect with the Westlake intermodal hub. Between Fourth and Fifth Avenues, it would travel eastbound along Stewart Street and westbound along Olive Way. In addition, SDOT may expand existing operations and maintenance (O&M) facilities in South Lake Union and the Chinatown/International District to store the CCC’s six additional streetcar vehicles.
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**Initiation of Section 106 Consultation.** We are initiating this government-to-government consultation under Section 106 and other federal authorities to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We are also interested in potentially affected places of historical significance to your tribe.

In addition to initiating the Section 106 process, we invite you to review and comment on the following proposed Area of Potential Effects (APE).

**Proposed Area of Potential Effects.** The proposed APE for the project encompasses both below-ground and above-ground resources. It is focused on where ground disturbance will occur, including the project's trackway limits and the expansion of the existing O&M facilities. It also includes all parcels immediately adjacent to the streetcar line, proposed station locations, and the O&M facilities. Construction staging areas are not yet identified but will be contained within the APE. The depth will vary according to construction practices at any given location and the need to relocate utilities before building the streetcar track and stations. The depth to relocate utilities is generally 5 to 6 feet under existing pavement but due to variation along the corridor, 10 feet provides a conservative allowance. In specific locations, SDOT will need to excavate up to 15 feet to place overhead catenary poles. The O&M facility expansions are expected to require less than 24 inches of excavation to construct additional storage and maintenance tracks. Please find attached two maps illustrating the APE boundary and the project components within the APE.

Your timely response will greatly help us incorporate your comments into project development. For that purpose, we respectfully request that you return the enclosed FTA Project Consultation Options form within 30 days.

If you have any comments or questions, please contact Dan Drais (206-220-4465; Daniel.drais@dot.gov).

Sincerely,

R.F. Krochalis
Regional Administrator

Enc.: APE figures

cc: Laura Murphy, Cultural Resources
Matthew Sterner, DAHP
Ethan Melone, SDOT
December 23, 2014

Carolyn Lubenua, Chair
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

Re: City of Seattle Department of Transportation’s Center City Connector Project
Notification of Federal Undertaking and Initiation of Consultation and
Proposed Area of Potential Effects

Dear Chairwoman Lubenua:

The Federal Transit Administration (FTA), in cooperation with the City of Seattle Department of Transportation (SDOT), is initiating the environmental review of the proposed Center City Connector (CCC) Project. We would like to initiate government-to-government consultation with your tribe to help us comply with our responsibilities under Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and a variety of other federal authorities.

**Project description.** The Seattle Department of Transportation (SDOT) CCC project will serve the growing demand for Center City circulation trips in Seattle. It will provide continuous travel between downtown Seattle and adjacent neighborhoods that are (or will soon be) served by the South Lake Union Streetcar and the First Hill Streetcar. It would link the First Hill Streetcar and the South Lake Union Streetcar, thereby connecting a dozen neighborhoods from Capitol Hill through the International District and Downtown and north to South Lake Union. Built primarily within public right-of-way, the streetcar line would also serve the City of Seattle’s three Intermodal Hub Areas - Westlake Intermodal Hub, Colman Dock Intermodal Hub, and King Street Intermodal Hub. It would allow transfers to the Third Avenue Transit Spine at both ends of downtown; to Link Light Rail via multiple Downtown Seattle Transit Tunnel station entries; and to Sounder Commuter Rail at King Street Station.

**Project location.** The CCC would start at the southern terminus of the First Hill Streetcar at S. Jackson Street and Occidental Avenue S. From S. Jackson Street it would turn on to First Avenue, which it would follow to Stewart Street. It would then travel east along Stewart Street to connect with the Westlake intermodal hub. Between Fourth and Fifth Avenues, it would travel eastbound along Stewart Street and westbound along Olive Way. In addition, SDOT may expand existing operations and maintenance (O&M) facilities in South Lake Union and the Chinatown/International District to store the CCC’s six additional streetcar vehicles.
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If you have any comments or questions, please contact Dan Drais (206-220-4465; Daniel.drais@dot.gov).

Sincerely,

R.F. Krochalis  
Regional Administrator

Enc.: APE figures
cc: Steven Mullen Moses, Cultural Resources  
Matthew Sterner, DAHP  
Ethan Melone, SDOT
December 23, 2014

Shawn Yanity, Chairman
Stillaguamish Tribe
3310 Smokey Point Drive
Arlington, WA 98223

Re: City of Seattle Department of Transportation’s Center City Connector Project
Notification of Federal Undertaking and Initiation of Consultation and
Proposed Area of Potential Effects

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with the City of Seattle Department of Transportation (SDCT), is initiating the environmental review of the proposed Center City Connector (CCC) Project. We would like to initiate government-to-government consultation with your tribe to help us comply with our responsibilities under Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and a variety of other federal authorities.

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Sincerely,

R.F. Krochalis
Regional Administrator

Enc.: APE figures

cc: Kerry Lyste, Cultural Resources
    Matthew Sterner, DAHP
    Ethan Melone, SDOT
December 23, 2014

Herman Williams, Sr.
Chairman, Board of Directors
Tulalip Tribes
6406 Marine Drive
Tulalip, WA 98271

Re: City of Seattle Department of Transportation’s Center City Connector Project Notification of Federal Undertaking and Initiation of Consultation and Proposed Area of Potential Effects

Dear Chairman Williams:

The Federal Transit Administration (FTA), in cooperation with the City of Seattle Department of Transportation (SDCT), is initiating the environmental review of the proposed Center City Connector (CCC) Project. We would like to initiate government-to-government consultation with your tribe to help us comply with our responsibilities under Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and a variety of other federal authorities.

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Sincerely,

R.F. Krochalis  
Regional Administrator

Enc.: APE figures

cc: Richard Young, Cultural Resources  
Matthew Sterner, DAHP  
Ethan Melone, SDOT
December 23, 2014

JoDe L. Goudy
Chair
Confederated Tribes and Bands of the Yakama Indian Nation
PO Box 151
Toppenish, WA 98948

Re: City of Seattle Department of Transportation’s Center City Connector Project
Notification of Federal Undertaking and Initiation of Consultation and
Proposed Area of Potential Effects

Dear Chairman Goudy:

The Federal Transit Administration (FTA), in cooperation with the City of Seattle Department of Transportation (SDOT), is initiating the environmental review of the proposed Center City Connector (CCC) Project. We would like to initiate government-to-government consultation with your tribe to help us comply with our responsibilities under Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and a variety of other federal authorities.

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Sincerely,

[Signature]

R.F. Krochalis
Regional Administrator

Enc.: APE figures

cc: Kate Valdez, Cultural Resources
    Matthew Sterner, DAHP
    Ethan Melone, SDOT
December 23, 2014

Ms. Cecile A. Hansen
Duwamish Tribal Services
4705 West Marginal Way SW
Seattle, WA 98106

Re: City of Seattle Department of Transportation’s Center City Connector Project
Initiation of Consultation and
Proposed Area of Potential Effects

Dear Ms. Hansen:

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Sincerely,

Amy Changchien
Director, Planning and Program Development

Enc.: APE figures

cc: Matthew Sterner, DAHP
Ethan Melone, SDOT
October 1, 2015

Daniel G. Drais
Federal Transit Administration Region 10
915 Second Avenue, #3142
Seattle, WA 98174

Dear Mr. Drais,

Thank you for providing the National Park Service the opportunity to review and comment on the Seattle Department of Transportation report “Seattle Center City Connector Environmental Assessment Cultural Resources Technical Report”. Our review and comment is meant to help guide a project that will protect our nation’s National Historical Landmarks (NHL), in this case the Pioneer Square NHL, and in meeting our responsibilities as expressed in the National Historic Preservation Act of 1966.

In review of sections of the report pertinent to the Pioneer Square NHL, we believe that the proposed construction as expressed will not adversely affect the Landmark. Should changes to the proposed schematic designs occur, as expressed in the document under review, that may reverse this finding, please inform our office for further consultation.

Please call or email should you have any questions (206 220 4133; hank_florence@nps.gov).

Sincerely,

[Signature]

Hank Florence
Cultural Partnership Program Lead
October 8, 2015

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

Log: 120314-12-FTA  
Property: SDOT Center City Connector  
Re: Determined Eligible

Dear Mr. Witmer:

Thank you for contacting our office. I have reviewed the materials you provided to our office and we concur with your professional consultant’s opinion that the following historic properties are eligible to the National Register of Historic Places:

- Washington Mutual 1101 2nd Ave  
- Lloyd Building 601 Stewart  
- Plaza 600 600 Stewart  
- Westin Hotel 1900 5th Ave  
- Frederick & Nelson 512 Pine St  
- Woolworth 301 Pike St  
- Republic Building 1511 3rd Ave  
- Kress Building 1419 3rd Ave  
- Haight Building 211 Pine St  
- Bergonian Hotel 405 Olive Way  
- Hemphill Building 503 Westlake Ave

We cannot concur with the findings of the consultant that the Bank of America Building 525 S Jackson St is not eligible. This structure should also be considered eligible for listing.

We do however concur that the rest of the structures that are still within the Area of Potential Effect are not eligible with the exception of the Vance Warehouse/UW Medical Rosen Facility which does not meet the minimum age threshold for historic consideration.

I look forward to further consultation regarding your determination of effect. I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

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

Sincerely,

Russell Holter  
Project Compliance Reviewer  
(360) 586-3533  
Russell.Holter@dahp.wa.gov
October 27, 2015

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

In future correspondence please refer to:
Log: 120314-12-FTA
Property: SDOT Center City Connector
Re: NO Adverse Effect

Dear Mr. Witmer:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) with your letter of October 26, 2015. The above referenced project has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

Thank you for stating that it is the FTA’s position that the Bank of America building should be considered an eligible resource. We concur. I also concur with the FTA that the current project as proposed will have "NO ADVERSE EFFECT" on the twelve identified National Register eligible or listed historic and cultural resources within the APE. If additional information on the project becomes available, or if any archaeological resources are uncovered during construction, please halt work in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation. Thank you for the opportunity to review and comment.

If you have any questions, please contact me.

Sincerely,

Russell Holter
Project Compliance Reviewer
(360) 586-3533
russell.holter@dahp.wa.gov