

Potential Effects

How did we evaluate potential effects to cultural resources?

We applied the criteria of adverse effects outlined in 36 CFR 800.5 of the Section 106 process to determine if the project will have an adverse effect on any of the historic properties identified for the project. State and local agencies apply the SEPA process when considering effects on properties listed on the Washington Heritage Register and to locally significant (King County Landmarks) resources. The team will submit our project effect recommendations to the DAHP and seek concurrence. All correspondence associated with project effects concurrence is included in Appendix B.

Projects like the Bellevue Nickel Improvement Project have the potential to affect historic properties directly or indirectly. Direct effects for this project would likely be limited to physical destruction or removal of the property to a new location. Indirect effects for the Bellevue Nickel Improvement Project could include increased noise associated with traffic, introduction of sound barriers that diminish a property's setting, and increased vibration that may diminish the property's structural stability over time. Some specific effects that the Bellevue Nickel Improvement Project could have on historic properties include the alteration of setting and feeling due to:

- Construction of and appearance of new lane configurations
- Increased noise associated with additional lanes
- Construction of and appearance of stormwater facilities

What is an "effect?"

Following 36 CFR 800.16, an "effect" is viewed as an alteration to the characteristics of a property that make it eligible for the National Register of Historic Places. Such alterations can be direct or indirect. Direct effects include physical alteration, change in use, displacement, neglect to the point of deterioration, transfer or sale without agreements that require preservation, or destruction of an historic property. Indirect effects include those likely to affect the property's setting through the introduction of audible, visual, or atmospheric features. Adverse effects may also include effects that could reasonably occur in the future as a result of the current project or be cumulative.

36 CFR 800.5 calls for applying the criteria of adverse effect, whereby the researcher determines if the project will adversely affect any historic properties by diminishing their integrity of location, design, setting, workmanship, materials, feeling, or association. When an adverse effect is found, the agency responsible for the project is asked to resolve the adverse effect by continuing consultation with the Advisory Council on Historic Preservation, the State Historic Preservation Office, and all interested parties with the goal of avoiding, minimizing, or mitigating for the effect.

How will the project affect cultural resources?

WSDOT examined whether the Bellevue Nickel Improvement Project would adversely affect Norwood Village or the Wilburton Trestle.

Norwood Village is considered by WSDOT to be eligible for the National Register of Historic Places and per Section 106 of the NHPA, WSDOT examined whether the project would have an effect on this resource. WSDOT concluded that the project would not have an adverse effect on this potential historic district.

As previously indicated, we concluded that the project only had the potential to affect cultural resources indirectly through noise or visual effects. The project is too far from Norwood Village for it to affect these resources through vibration or any other indirect effect. The project will not directly affect Norwood Village because the project will not be close enough to the neighborhood to physically alter any portion of it. Indirect effects are limited to noise because mature vegetation screens the neighborhood from the roadway and will continue to do so. Therefore, we examined whether noise was currently or anticipated to be an adverse effect.

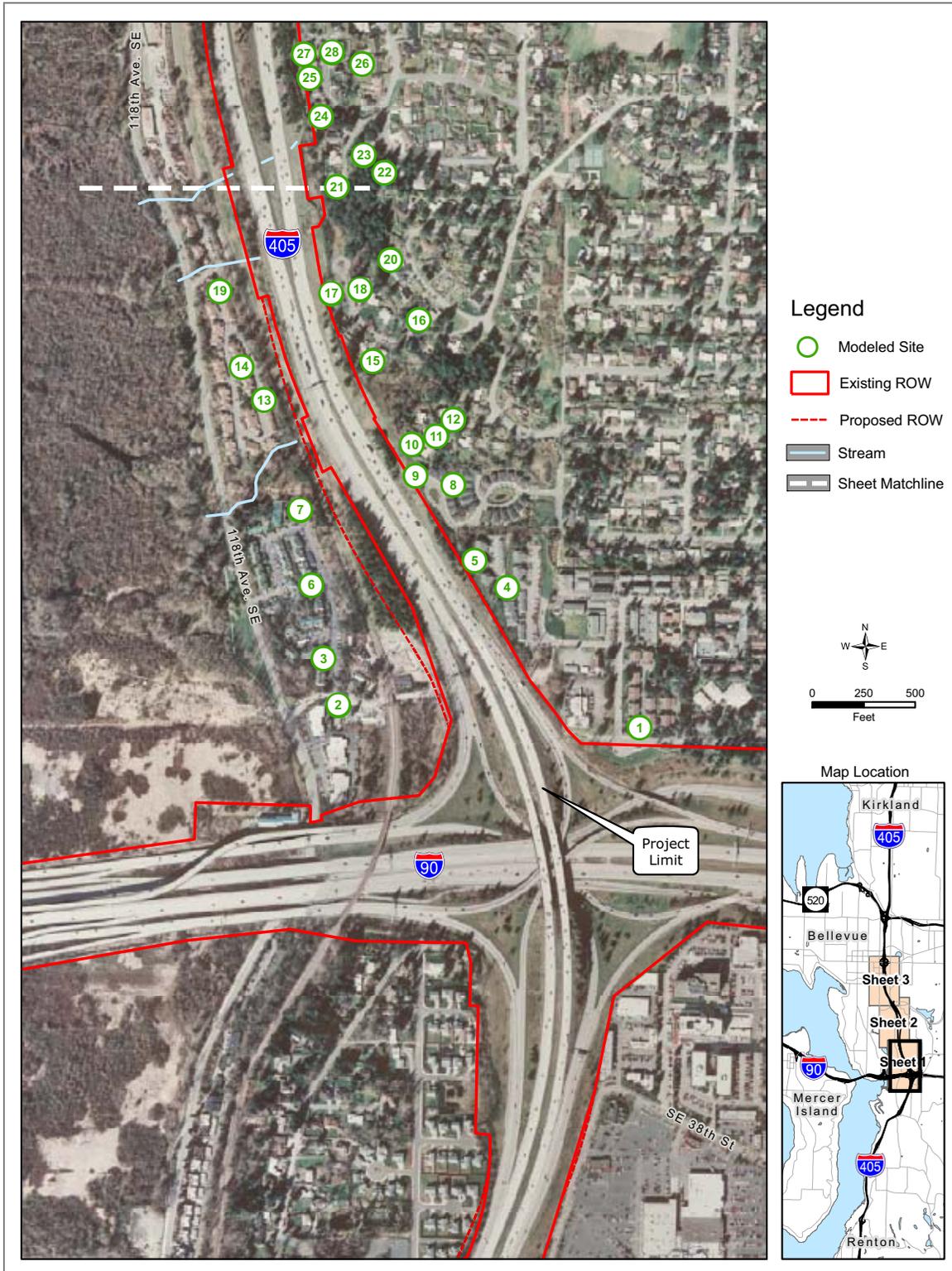
Noise Abatement Criteria (NAC)

Noise regulations and guidelines are the basis for evaluating potential noise effects. For state- and federally funded highway projects, traffic noise effects occur when predicted noise levels approach or exceed the NAC established by the FHWA.

The noise study conducted for this project shows that current and anticipated noise levels in the portion of this neighborhood within the project APE are within the acceptable range of noise. The noise study gathered data at ten separate locations within and immediately adjacent to Norwood Village and found them all to be within the traffic noise abatement criteria (NAC) of 67 A-weighted decibels (dBA) equivalent A-weighted sound level (L_{eq}) (Parsons Brinkerhoff Quade & Douglas 2005:18 and 20) (Exhibit 18). There is a soil berm separating I-405 from the neighborhood and this feature appears to effectively screen noise to within acceptable levels.

WSDOT also examined whether the project would adversely affect the Wilburton Trestle. We concluded that only a small portion of the trestle is within the project APE and this portion will not be directly or indirectly affected by the project. The project APE was designed to include properties within range of potential indirect effects such as increased noise, visual improvements, or vibration. In some areas, this APE was defined generally by drawing a line one to two tax parcels away from the project footprint.

Exhibit 18. Noise Receptor Locations in the Vicinity of Norwood Village



Source: Parsons Brinkerhoff Quade & Douglas 2005

The Wilburton Trestle is actually quite far from the proposed project footprint and indirect effects considerations are not appropriate. The project will actually result in the I-405 footprint moving further away from the Wilburton Trestle. The project will not physically alter any portion of the trestle, nor will it result in increased noise, visual, or vibratory elements that will alter characteristics of this resource.

No Build Alternative

The No Build Alternative would not adversely affect Norwood Village. The noise study concluded that the No Build Alternative would result in noise level increases by 0 to 2 dBA L_{eq} in 2030. None of the residences within the Norwood Village neighborhood would experience an increase to 67 dBA L_{eq} under this scenario.

The No Build Alternative would not adversely affect the Wilburton Trestle because it is largely outside the project APE. The portion of the trestle within the APE is actually too far from the proposed project footprint to be directly or indirectly affected by it.

Build Alternative

The study further concluded that the Build Alternative would result in noise level increases by 0 to 3 dBA L_{eq} in 2030, as described above. Still, we expect that none of the residences within the Norwood Village neighborhood will experience an increase to 67 dBA L_{eq} under this scenario.

The Build Alternative will not adversely affect the Wilburton Trestle because it is largely outside the project APE and the Build Alternative will move the I-405 footprint further away from the trestle than its current footprint.

How will project construction affect cultural resources?

The Bellevue Nickel Improvement Project may temporarily affect Norwood Village and the Wilburton Trestle by increasing the amount of noise and dust that the neighborhood will experience during construction. We do not consider temporary effects such as those anticipated during construction to be an “effect” as defined in the federal guidance for evaluating a project’s effect on historic properties because they do not

diminish characteristics of the property that make them eligible for the NRHP.

Did we consider potential cumulative effects for the Build and No Build Alternatives?

Per FHWA guidance, cumulative effects analysis is resource-area-specific and generally performed for the resource areas directly affected by the action (such as a transportation project) under study. However, not all of the resource areas directly affected by a project will require a cumulative effects analysis. The resource areas subject to cumulative effects analysis should be determined on a case-by-case basis early in the NEPA process, generally as part of early coordination or scoping. Consistent with the *I-405 Corridor Program Final EIS* and the results of scoping for the Bellevue Nickel Improvement Project, cumulative effects were not analyzed for this resource area.

