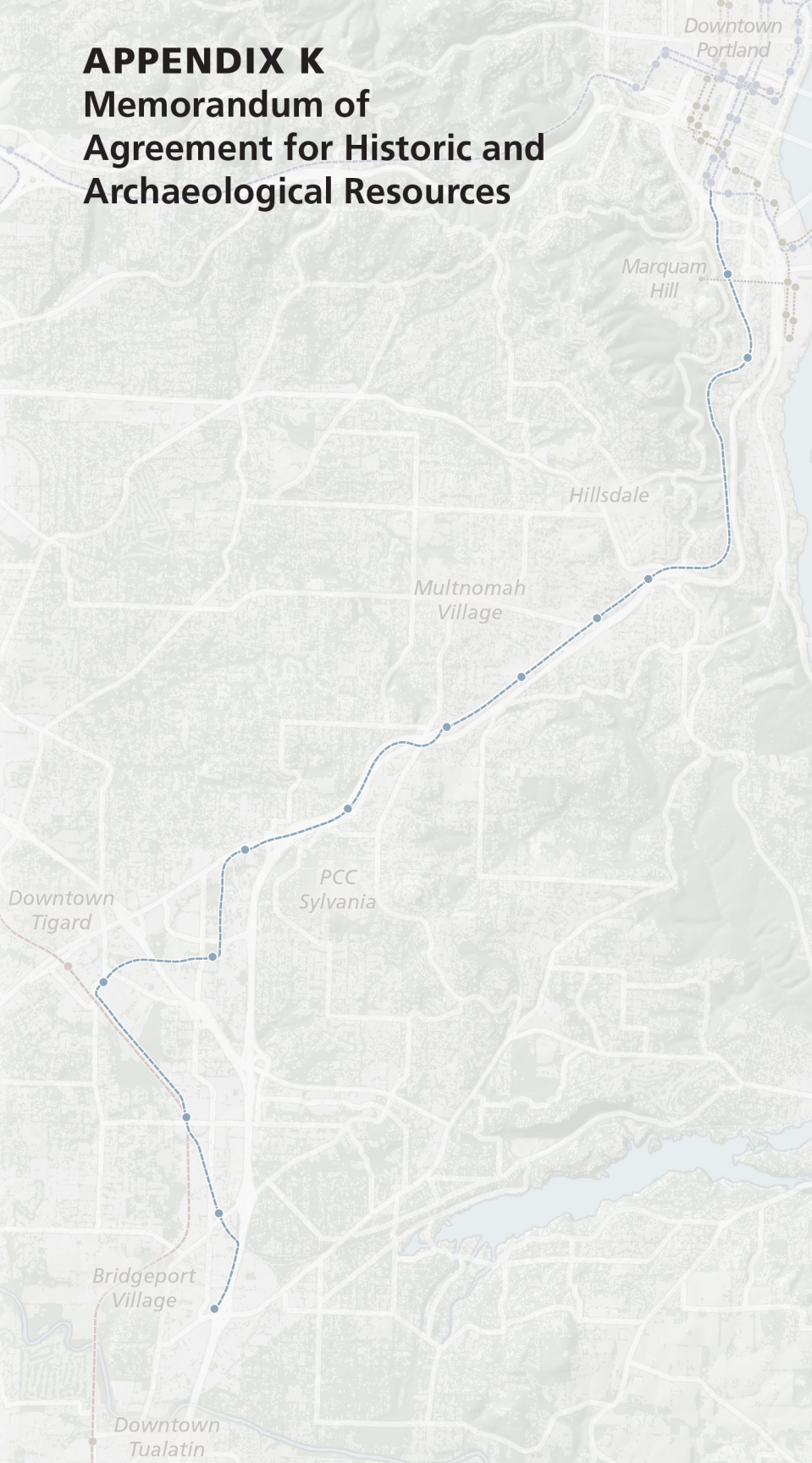


APPENDIX K

Memorandum of Agreement for Historic and Archaeological Resources



MEMORANDUM OF AGREEMENT

BETWEEN THE FEDERAL TRANSIT ADMINISTRATION AND THE OREGON STATE HISTORIC PRESERVATION OFFICER,

REGARDING THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

WHEREAS, subject to commitment of local funding, the Federal Transit Administration (FTA) plans to provide funding for the Southwest Corridor Light Rail Project (Undertaking) to the Tri-County Metropolitan Transportation District (TriMet) pursuant to the Fixed Guideway Capital Investment Grants Program (49 United States Code [U.S.C.] §5309); and

WHEREAS, the Undertaking consists of a light rail investment in Oregon, including an 11-mile-long light rail extension that roughly parallels Oregon Route 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, extending from the City of Portland in Multnomah County to the Cities of Tigard and Tualatin in Washington County, and related transportation improvements that would improve access to the South Portland neighborhood at the Ross Island Bridge, and includes other access facilities in support of the light rail system; and

WHEREAS, FTA has defined the Undertaking's Area of Potential Effects (APE) to encompass areas that may experience potential direct or indirect effects on historic resources (including noise, vibration and visual effects), generally including the area within 50 feet from the outer edge of the project design footprint, as well as full-parcel property acquisitions, as mapped and described in Attachment A; and

WHEREAS, FTA has determined that the Undertaking will have an adverse effect on the following historic properties, which are listed or eligible for listing in the National Register of Historic Places (NRHP): Congregation Ahavath Achim Synagogue (3225 SW Barbur Boulevard); Terwilliger Parkway; the Jewish Shelter Home (4133 SW Corbett Avenue); Rasmussen Village Apartments (4936-4950 SW Barbur Boulevard); Capitol Hill Motel (9110 SW Barbur Boulevard); a commercial building at 11125 SW Barbur Boulevard; a residence at 5350 Pasadena Street; SW Newbury Street Viaduct (Bridge #01983); SW Vermont Street Viaduct (Bridge #01984); the Oregon Electric Railway Overcrossing (Bridge #02010); and the South Portland Historic District (SPHD); and

WHEREAS, FTA has determined that ground-disturbing work for the Undertaking may adversely affect archaeological resources that may be eligible for listing in the NRHP (including, but not limited to Isolate 19/2798-1 and Sites 17/2534-1, 35MU129, and 35MU238), but are located in areas that are currently not accessible for testing and evaluation; and

WHEREAS, FTA has consulted with the Oregon State Historic Preservation Officer (SHPO) under SHPO Case# 16-1621 pursuant to 36 Code of Federal Regulations (CFR) Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. §306108); and

WHEREAS, FTA has consulted with the Confederated Tribes of Grand Ronde Community of Oregon, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes of Siletz Indians of Oregon, Cowlitz Indian Tribe, and Confederated Tribes and Bands of the Yakama Nation regarding the effects of the Undertaking on historic properties and the development of mitigation measures and stipulations; and

WHEREAS, FTA acknowledges its continued responsibility to engage in meaningful consultation with the above Tribes throughout the process of carrying out the stipulations of this Agreement as applicable; and

WHEREAS, FTA has consulted with the Oregon Department of Transportation, City of Portland, City of Tigard, and Restore Oregon regarding the effects of the Undertaking on historic properties and the development of mitigation measures and stipulations; and

WHEREAS, FTA has coordinated with Friends of Terwilliger and the public on the effects of the Undertaking on historic properties and the development of mitigation measures and stipulations; and

WHEREAS, FTA has invited TriMet to be a signatory to this Agreement; and

WHEREAS, in accordance with 36 CFR Part 800.6(a)(1), FTA notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation on April 28, 2021, and the ACHP chose on May 13, 2021 *not to* participate in the consultation pursuant to 36 CFR Part 800.6(a)(1)(iii); and

NOW, THEREFORE, FTA and SHPO agree that the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties.

STIPULATIONS

FTA shall ensure that the following measures are carried out:

I) General Requirements

- A) As a condition of the award of any funding, FTA shall require that TriMet carry out the requirements of this Agreement.
- B) Signatories and consulting parties shall keep sensitive cultural resources information confidential to the extent allowed by state and federal law. Sensitive cultural resources information is defined as information about the location, character, or ownership of a historic property if it is determined that disclosure may cause a significant invasion of privacy, risk harm to a historic property, impede the use of a traditional religious site by practitioners, or contain archaeological site description or location information. Sensitive cultural resources information shall be excluded from all public documents. Unredacted documents that contain sensitive cultural resources information shall only be accessed by approved personnel or qualified archaeologists as defined by Oregon Revised Statutes (ORS) 390.235(6)(b) and the Secretary of Interior's Professional Qualifications Standards (36 CFR Part 61).
- C) FTA shall require that all work carried out under to this Agreement shall meet the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register 44716) as well as existing standards and guidelines for historic preservation activities established by SHPO. All work carried out under this Agreement shall be conducted by, or under the direct supervision of, a person or persons meeting the Secretary of the Interior's Professional Qualification Standards (36 CFR 61).

- D) FTA shall honor the request of any interested and affected Indian Tribe for direct government-to-government consultation regarding the Undertaking.
- E) Definitions in 36 CFR 800.16 will be used for purposes of this Agreement.
- F) FTA shall provide the signatories and consulting parties at least one opportunity lasting a minimum of thirty (30) calendar days to comment on the completeness of the mitigation materials specified in the stipulations described in Stipulations II through VII of this document before final submission. Comments provided by the signatories and consulting parties shall be taken into consideration within the limits of the Undertaking as described in the stipulations.

II) Mitigation for Adverse Effects to Congregation Ahavath Achim Synagogue

Congregation Ahavath Achim Synagogue is eligible for listing in the NRHP and will be adversely affected by the construction of the Undertaking, which will alter or remove the building and alter its setting. Mitigation measures are the following:

- A) TriMet will complete Historic American Buildings Survey (HABS) documentation with measured drawings, narrative history, and photographs for the Congregation Ahavath Achim Synagogue. The level of the documentation (Level I, II, or III) will be determined by the National Park Service. TriMet will provide the draft HABS documentation to the National Park Service (Pacific West Region) for review and comment. TriMet will transmit the final HABS documentation to the National Park Service for distribution to the Library of Congress and SHPO.
- B) TriMet, in consultation and collaboration with SHPO and the Oregon Jewish Museum and Center for Holocaust Education, will prepare an interpretive display for installation at the lower terminal of the Marquam Hill Connection. The display will provide information about the Ahavath Achim congregation and the Jewish community of South Portland, including the displacement of the congregation's original synagogue by the South Auditorium Urban Renewal project.
- C) TriMet will consult with the Oregon Jewish Museum and Center for Holocaust Education in the development of digital content to support the above materials.
- D) TriMet will publish the documentation and digital content, as described above, on the project website during construction, and will make the digital files available to the Oregon Jewish Museum and Center for Holocaust Education, and to others upon request. The documentation and digital content would be removed from TriMet's project website after project construction is complete.

III) Mitigation for Adverse Effects to Terwilliger Parkway

Terwilliger Parkway is a City of Portland park that is listed in the NRHP and will be adversely affected by the construction of an inclined elevator and associated connections from SW Barbur Boulevard across the parkway to SW Terwilliger Boulevard. TriMet and the City of Portland have agreed to mitigation to address park impacts, which will enhance habitat, viewsheds, and trails in Terwilliger Parkway, will support natural resource management in Terwilliger Parkway, and will be subject to local permits. Mitigation measures to address the impacts to Terwilliger Parkway as a historic property are the following:

- A) TriMet, in consultation with SHPO, will develop an interpretive display at or near the upper terminal of the Marquam Hill Connection. The display will describe the historic attributes and features of Terwilliger Parkway, will provide information on the Olmsted Brothers and their plan for Portland parks, and will provide information on the City Beautiful movement in Portland.
- B) TriMet will install up to three gateway signs for Terwilliger Parkway consistent with the shape, size, color, and materials of the existing gateway signage at the north end of the parkway. TriMet will determine locations in consultation with the Portland Bureau of Transportation (PBOT) and Portland Parks and Recreation and subject to local permits.
- C) TriMet will install street sign toppers for all street signs along the historic parkway that recognize its placement on the NRHP. The toppers would convey a commonality unique to the parkway. The street sign toppers, as infrastructure improvements within the Terwilliger Parkway, will be reviewed and approved by PBOT in consultation with the Historic Landmarks Commission.
- D) During the detailed design of the Marquam Hill Connection, TriMet will employ a collaborative process involving the City of Portland and SHPO to review design concepts, as outlined in Attachment B. This will be done to solicit community feedback and reduce impacts to the parkway's historic characteristics, attributes, and features by minimizing the visual presence of the infrastructure on the parkway. The design of the Marquam Hill Connection will be subject to existing design guidelines and public hearings before the Historic Landmarks Commission.
- E) TriMet will plant vegetation to the immediate north and south of the Marquam Hill Connection to largely obscure infrastructure elements from Terwilliger Parkway users, subject to City of Portland environmental review. A mix of native deciduous and evergreen species will be used to obscure improvements throughout the year and maintain the visual continuity of a forested corridor. TriMet will prepare and implement a monitoring and maintenance plan for five years after planting. The plan will include a requirement for replanting vegetation that fails during the monitoring period.

IV) Avoidance and Mitigation for Adverse Effects to the Jewish Shelter Home

The Jewish Shelter Home is listed in the NRHP and will be adversely affected by demolition of the isolation hospital addition currently attached to the property. Retaining the isolation hospital addition would require a deviation from City of Portland street design requirements and a subsequent permit approval. Avoidance and mitigation measures are the following:

- A) TriMet, during final design of the Undertaking, will seek a deviation from street design requirements from the City of Portland to avoid the removal of the isolation hospital addition. If the City of Portland permits the deviation, adverse effect to the Jewish Shelter Home will be avoided.
- B) If the City of Portland does not permit the deviation, and demolition of the isolation hospital structure is necessary, TriMet will restore the back side of the Jewish Shelter Home after the isolation hospital is demolished, consistent with the historic character of the property and in accordance with the Secretary of Interior's Standards. This restoration will be subject to a City of Portland Historic Resource Review. TriMet will provide SHPO an opportunity to review and comment on the restoration plan prior to demolition of the isolation hospital addition.

V) Mitigation for Adverse Effects to Commercial and Residential Buildings along SW Barbur Boulevard

Rasmussen Village, Capitol Hill Motel, a commercial building at 11125 SW Barbur Boulevard, and a residence at 5350 SW Pasadena Street are eligible for listing in the NRHP and will be adversely affected by light rail construction. Rasmussen Village will be adversely affected by the removal of an entry sign and relocation of an existing driveway, and the other three structures will be demolished. Mitigation measures are the following:

- A) TriMet will complete Oregon State Level Documentation (i.e., documentation done to Oregon SHPO Standards) for each of the following historic properties: Rasmussen Village, Capitol Hill Motel, 11125 SW Barbur Boulevard, and 5350 SW Pasadena Street.
- B) TriMet will compile a historic context detailing SW Barbur Boulevard's construction during the 1930s and its mid-twentieth-century evolution. The historic context will be provided to SHPO and distributed via the project website hosted by TriMet, and information will be shared in a public presentation in Portland. Specific topics to be included will be:
 - 1) The impact of the road's construction on existing buildings (such as the residence at 5350 SW Pasadena Street)
 - 2) Federal aid projects completed along the roadway (such as the SW Newbury Street Viaduct, SW Vermont Street Viaduct, and the Oregon Electric Railway Overcrossing)
 - 3) Automobile-focused businesses and tourism (such as Capitol Hill Motel), and commercial and residential development (such as Rasmussen Village and the commercial/office building at 11125 SW Barbur Boulevard).
- C) TriMet will attempt to preserve the Capitol Hill Motel's two neon signs for relocation. If the owner of the property chooses not to retain ownership of the signs, TriMet will offer the signs to another party in accordance with TriMet's procedures for the disposal of surplus property. In coordination with SHPO, the City of Portland, and FTA, TriMet will develop a process to identify the third party that would receive the signs. This would include a preference for institutions or other parties that would keep the signs in the public realm and have mission statements that would be supported through the acquisition of the signs.

VI) Mitigation for Adverse Effects to Bridges

The SW Newbury Street Viaduct, SW Vermont Street Viaduct, and the Oregon Electric Railway Overcrossing are eligible for listing in the NRHP and will be adversely affected by light rail construction. Each bridge will be demolished. Mitigation measures are the following:

- A) TriMet will complete Historic American Engineering Record (HAER) documentation for the SW Newbury Street Viaduct, the SW Vermont Street Viaduct, and the Oregon Electric Railway Overcrossing. The documentation will include measured drawings, narrative history, and photographs. The level of the documentation (Level I, II, or III) will be determined by the National Park Service. TriMet will provide the draft HAER documentation to the National Park Service (Pacific West Region) for review and comment. TriMet will transmit the final HAER documentation to the National Park Service for distribution to the Library of Congress and SHPO. The bridges shall not be altered or removed until SHPO either has received final HAER documentation from the National Park Service, or has received written confirmation from the

National Park Service that draft HAER documentation submitted for comment contains the materials (drawings, narrative, and photographs) required for a complete submission.

- B) TriMet will develop and install a display in the vicinity of the SW Newbury Street Viaduct. The display will include historical information about the design and construction of the SW Newbury Street and SW Vermont Street Viaducts.
- C) TriMet will develop and install a display in the vicinity of the Oregon Electric Railway Overcrossing. The display will include historical information about the design and construction of the bridge.
- D) TriMet, in consultation with SHPO, will incorporate historical markers commemorating the SW Newbury Street Viaduct, the SW Vermont Street Viaduct, and the Oregon Electric Railway Overcrossing into the design of the structures that will replace them.

VII) Mitigation for Adverse Effects to the South Portland Historic District

The SPHD is listed in the NRHP. Six properties that are contributing elements to the SPHD will be adversely affected. Two of these are primary contributing structures: the Lawton, Philip and Julia, House (3425 SW 1st Avenue) and the Thompson, D.P., House #1 (3522-3524 SW 1st Avenue). Four of these are secondary contributing structures: the Tartarimi, Gaetano and Victoria, House #1 (338 SW Meade Street), the Fiebiger, Victoria, House (3124 SW Barbur Boulevard), the Chehak, Seraphim John, House #4 (105 SW Curry Street), and the Pulvermacher, R., House (230 SW Woods Street). The Undertaking will also result in a change in the SPHD's setting that will adversely affect the SPHD. Mitigation measures are the following:

- A) TriMet will complete HABS Level Documentation for the six contributing structures: the Lawton, Philip and Julia, House (3425 SW 1st Avenue), the Thompson, D.P., House #1 (3522-3524 SW 1st Avenue), the Tartarimi, Gaetano and Victoria, House #1 (338 SW Meade Street), the Fiebiger, Victoria, House (3124 SW Barbur Boulevard), the Chehak, Seraphim John, House #4 (105 SW Curry Street), and the Pulvermacher, R., House (230 SW Woods Street). The level of the documentation (Level I, II, or III) will be determined by the National Park Service. TriMet will provide the draft HABS documentation to the National Park Service (Pacific West Region) for review and comment. TriMet will transmit the final HABS documentation to the National Park Service for distribution to the Library of Congress and SHPO.
- B) For those buildings that are acquired within the SPHD boundary that will be removed to facilitate light rail construction, TriMet will offer each building at no cost to be relocated by a third party, as soon as feasible within the confines of the acquisition process, and no later than the notice of demolition review is submitted to the City of Portland. In consultation with SHPO and in accordance with 36 CFR Part 60.14, TriMet would give preference to relocations within the SPHD boundary. TriMet will complete Oregon State Level Documentation re-evaluating the individual structures for NRHP eligibility in their new settings.
- C) For those contributing buildings that are acquired within the SPHD boundary, are planned for removal, and for which no interested party has been identified for relocation, TriMet will, in accordance with City of Portland residential demolition requirements, deconstruct the building to salvage re-usable building materials which could be retained by deconstruction contractors for re-use or donated to local non-profits who specialize in re-use of building materials.

- D) TriMet will survey the entire SPHD and amend the 1998 NRHP nomination form. The SPHD spans approximately 49 acres and 31 blocks in the City of Portland, and currently consists of 246 resources in the Lair Hill and Corbett neighborhoods. The survey will include sections on common themes and issues affecting historical integrity and recommendations to improve historical integrity of the district in the future. The survey's findings and recommendations will be presented at a public hearing before the City's Historic Landmarks Commission for consideration of the recommendations. Survey data will be collected at the intensive level and reported to SHPO using the Oregon Historic Sites Database. The 1998 NRHP nomination form amendment will outline recommended changes in contributing status of individual resources in the district. TriMet will provide the draft amendment to SHPO and the State Advisory Committee on Historic Preservation for review and comment, then will submit the final amendment to the Keeper of the National Register. This will be completed within five years after the start of project construction.
- E) TriMet will prepare and host one to three workshops for property owners of the SPHD to connect homeowners with appropriate information and resources to improve the historic character and integrity of the district. The content of workshops will be developed based on the findings and recommendations of the district survey in stipulation VII.D and through consultation with City of Portland Historic Landmarks staff, the Architectural Heritage Center and Restore Oregon. Registration information for attending the workshops will be provided by mail to all property owners in the district at least one month in advance and will be advertised by TriMet to other interested parties identified in consultation with the parties listed above. The workshops will be offered free of charge to attendees. Presentation materials, information, and resources will be made available on the project website during project construction and digital content shared with the City of Portland and others upon request.

VIII) Avoidance of Adverse Effects to Other Historic Properties

FTA identified properties eligible for listing in the NRHP that will be affected by light rail construction, and determined that the Undertaking's effects will be minor and not adverse. These properties are listed in Attachment C, and measures to avoid adverse effects are the following:

- A) Prior to construction of the Undertaking, TriMet will assess the historic properties in the APE where a finding of No Effect or No Adverse Effect as a result of the Undertaking has been made. This pre-construction assessment will establish existing conditions of the properties' character-defining elements as they relate to the Determination of Eligibility for each property. Within six months after the completion of construction, TriMet will review the condition of these historic properties to verify whether construction of the Undertaking resulted in any unforeseen physical damage or other alteration to the properties' character-defining elements. The pre-construction assessment and post-construction review will be completed with input from a Secretary of the Interior qualified Architectural Historian and will be provided to FTA.
- B) If any unforeseen physical damage or other alteration occurs to the character-defining elements of historic properties as a result of the Undertaking, TriMet will provide sufficient information with input from a Secretary of the Interior qualified Architectural Historian for FTA to determine whether restoration action(s) may be necessary. TriMet will also consult with the owners of the affected properties. FTA, in consultation with SHPO, will determine whether restoration plan(s) are needed and if so, will propose measures consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties for the property owner to consider. TriMet will

contract with a qualified contractor(s) to perform the restoration work(s) in accordance with the authorized restoration plan(s), unless consent is not provided by the property owner(s).

If any design changes having the potential to cause effects to historic properties are made to the Undertaking outside the current APE, including additional staging, construction access, wetland or stormwater mitigation sites, FTA, in consultation with TriMet, will conduct a cultural resources assessment as required by 36 CFR 800, to identify the revised APE and evaluate the effects upon historic properties, and will consult to resolve any additional adverse effects.

FTA will ensure that avoidance of adverse effects to historic properties is the preferred treatment during the design phase and will utilize all feasible, prudent and practicable measures to avoid adverse effects. All design changes that may affect historic properties in the project corridor will be subject to review and concurrence by FTA and SHPO. The final mitigation plan for the Undertaking will address potential design modifications and aesthetic treatments foreseen in final design.

IX) Additional Archaeological Survey

Inventory and evaluation of potential archaeological resources have not been completed for all areas of the Undertaking where ground disturbance may occur. Some areas of expected ground disturbance are on property where access could not be secured prior to acquisition of the property. Some areas of expected ground disturbance are beneath existing infrastructure (buildings, utilities, and other obstructions) that cannot feasibly be removed until construction. Finally, it is possible that design changes could result in the addition of areas of ground disturbance. Measures to identify and evaluate previously unrecorded archaeological sites or objects in areas that could not be investigated prior to the execution of this Agreement are as follows:

- A) TriMet will conduct archaeological investigations at currently inaccessible parcels as soon as is feasible and practical after access has been secured, if they are within areas identified as High Probability Areas (HPAs), which have been developed in coordination with consulting parties. Parcels in areas outside of HPAs will not be surveyed. Archaeological investigations will use methods consistent with prior archaeological work on the Undertaking.
- B) FTA will continue to consult with Tribes regarding the Place of Aromatic Herbs recorded in the Tigard area, and will work with Tribes to determine appropriate means to protect the resource prior to initiating construction in this area if practical. If the impact is unavoidable, TriMet will follow the procedures outlined in Section X.
- C) FTA will determine NRHP-eligibility for any archaeological sites or objects found during additional survey, and will determine the Undertaking's effects on such NRHP-eligible sites or objects. FTA will provide these determinations and supporting documents to SHPO, Tribes, and consulting parties for review and comment as soon as feasible and practical, and before the start of construction in the area of such sites or objects.

X) Archaeological Work During Construction

TriMet has prepared an Archaeological Construction Monitoring Plan to guide archaeological monitoring of construction in areas that are either inaccessible prior to construction, or that have been identified as requiring monitoring due to other sensitivities. TriMet has also prepared an Inadvertent Discovery Plan to address situations in which archaeological deposits may be found inadvertently during construction.

- A) TriMet will provide training for construction supervisors and project inspectors on archaeological monitoring areas, staff responsibilities, how to recognize when to stop excavations, and procedures for notification.
- B) TriMet will perform on-site monitoring using archaeological monitors whenever construction activities occur within an HPA flagged for monitoring in the Archaeological Construction Monitoring Plan. If and when archaeological materials are observed, TriMet will halt all construction activities that may impact the discovery and initiate notification procedures outlined in the Archaeological Monitoring Protocol Flow Chart found in the plan.
- C) TriMet will halt all work in the vicinity of an inadvertent discovery until a qualified archaeologist can assess whether the deposit is archaeological and NRHP-eligible. If FTA determines an archaeological deposit to be NRHP-eligible in consultation with SHPO and Tribes, then FTA, in consultation with consulting parties, will consider avoidance and then mitigation measures to be implemented by TriMet.

XI) Post-Construction Reporting on Archaeological Work

TriMet will prepare a final report on work completed to address additional archaeological survey, archaeological monitoring, and inadvertent discoveries. FTA will provide the report to SHPO, Tribes, and consulting parties for review and comment no later than one year following the completion or cancellation of project construction. The report will include the following, as appropriate:

- A) A summary of archaeological survey work completed under Section IX.
- B) A summary of monitoring tasks completed under Section X.
- C) A summary of inadvertent discoveries under Section X.
- D) Appended SHPO forms for archaeological resources documented during the period addressed by this Agreement, as appropriate.

XII) Collection and Curation

If archaeological resources are retrieved, FTA determines them to be significant and worthy of preservation, and SHPO agrees, any costs associated with such resource retention shall be the responsibility of TriMet. TriMet will ensure that collections are accessioned at a facility meeting the requirements of 36 CFR 79, unless otherwise indicated by state or local law.

XIII) Reporting

Each year by June 1 following the date of the execution of this Agreement until it expires or is terminated, whichever comes first, TriMet will provide FTA, SHPO, and the consulting parties with a summary report detailing the work undertaken throughout the previous year pursuant to the stipulations of this Agreement. The last report will be submitted within three (3) months of completion of construction of the Undertaking or at completion of this Agreement's terms, if later. The summary report will include any tasks undertaken relevant to stipulations within this Agreement, scheduling changes, problems encountered, and any disputes regarding implementation of these stipulated measures.

XIV) Duration

This Agreement will expire when its stipulations have been completed or by December 31, 2030, whichever is first. Prior to such time, FTA may consult with the other signatories to reconsider the terms of the Agreement and amend it in accordance with Stipulation XVI, below. If the project development prior to December 31, 2030, is limited to construction of an interim terminus, this Agreement could be extended by mutual agreement of FTA and SHPO. An extension would allow for a project development period to accommodate the construction of remaining project elements.

XV) Dispute Resolution

Should any signatory to this Agreement object at any time to any actions proposed or the manner in which the terms of this Agreement are implemented, FTA shall consult with such party to resolve the objection. If FTA determines that such objection cannot be resolved, FTA will:

- A) Forward all documentation relevant to the dispute, including FTA's proposed resolution, to the ACHP. The ACHP shall provide FTA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories, and provide them with a copy of this written response within thirty (30) days of receiving a response from the ACHP. FTA will then proceed according to its final decision.
- B) If the ACHP does not provide its advice regarding the dispute within the thirty-day (30-day) time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories, and provide them and the ACHP with a copy of such written response within thirty (30) days after allowing the ACHP thirty (30) days to provide advice.
- C) FTA will carry out all other actions subject to the terms of this Agreement that are not the subject of the dispute.

XVI) Amendments

Any signatory may request that this Agreement be amended by submitting such a request to FTA in writing. FTA shall consult with the signatories for up to thirty (30) calendar days of receiving the request for amendment, or another time period agreed to by all signatories in writing, concerning the necessity and appropriateness of the proposed amendment. Any signatory may request the involvement of the ACHP during the amendment process. At the end of the consultation period, FTA shall provide an amended Agreement for signature by the signatories or a written statement describing why the FTA chose not to pursue an amendment to this Agreement. The amendment shall be effective on the date a copy of the Agreement signed by all of the signatories is filed with the ACHP.

XVII) Termination

- A) If any signatory to this Agreement determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation XVI, above. If within thirty (30) days an amendment cannot be reached, any signatory may terminate the Agreement upon written notification to the other signatories. Once the Agreement is terminated, and prior to work continuing on the Undertaking, FTA must either:
 - 1) Execute a memorandum of agreement pursuant to 36 CFR § 800.6, or
 - 2) Request comments from the ACHP and then take into account and respond to any comments received from the ACHP, pursuant to 36 CFR § 800.7.
- B) FTA shall notify the signatories as to the course of action it will pursue.

SIGNATURE PAGE:

MEMORANDUM OF AGREEMENT

**BETWEEN THE FEDERAL TRANSIT ADMINISTRATION AND
THE OREGON STATE HISTORIC PRESERVATION OFFICER,**

REGARDING THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

SIGNATORY

Federal Transit Administration

**LINDA M
GEHRKE**

Digitally signed by
LINDA M GEHRKE
Date: 2021.12.15
08:16:00 -08'00'

Date _____

Linda M. Gehrke
Regional Administrator

SIGNATURE PAGE:

MEMORANDUM OF AGREEMENT

**BETWEEN THE FEDERAL TRANSIT ADMINISTRATION AND
THE OREGON STATE HISTORIC PRESERVATION OFFICER,**

REGARDING THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

SIGNATORY

Oregon State Historic Preservation Officer



Christine Curran
Deputy State Historic Preservation Officer

Date 12/09/21

SIGNATURE PAGE:

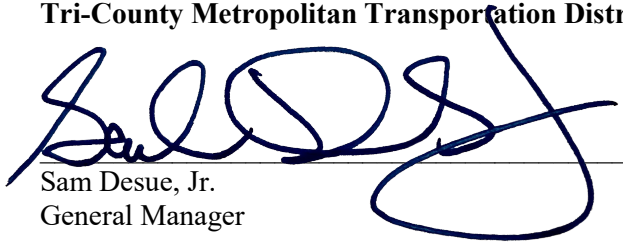
MEMORANDUM OF AGREEMENT

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THE OREGON STATE HISTORIC PRESERVATION OFFICER,**

REGARDING THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

INVITED SIGNATORY

Tri-County Metropolitan Transportation District of Oregon



Sam Desue, Jr.
General Manager

Date 12/14/2021

List of Attachments

Attachment A: Area of Potential Effect

Attachment B: Marquam Hill Connection Design Objectives and Process

Attachment C: Effects of Light Rail Construction and Ross Island Bridgehead Reconfiguration on
Individual Historic Properties of the Area of Potential Effect (Buildings and Structures)

ATTACHMENT A:

AREA OF POTENTIAL EFFECT



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

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

January 7, 2020

Christine Curran
Deputy State Historic Preservation Officer
Oregon State Historic Preservation Office
725 Summer St. NE, Suite C
Salem, OR 97301

**Subject: Metro and TriMet
Southwest Corridor Light Rail Project
National Historic Preservation Act, Section 106
Revised Area of Potential Effects
SHPO Case No. 16-1621**

Dear Ms. Curran:

The Federal Transit Administration (FTA), in cooperation with Metro and the Tri-County Metropolitan Transportation District of Oregon (TriMet), is continuing consultation with the Oregon State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the Southwest Corridor Light Rail Project (Project) in Portland and Tigard, Oregon. This letter provides a brief summary of the Project's National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) review and Section 106 consultation processes to date, and requests your feedback on the revised Area of Potential Effects (APE) for the Project.

Project Description

The Project is an 11-mile-long MAX light rail extension that roughly parallels Oregon Route 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, and extends between the downtown Portland Transit Mall and Bridgeport Village shopping center via downtown Tigard. The Project would provide improved pedestrian and bicycle connections to light rail stations, including adding more substantial infrastructure to the medical complex on Marquam Hill and Portland Community College's Sylvania Campus. The Project also includes supportive pedestrian and bicycle improvements that would complement the light rail project.

Revised APE

Attachment A enclosed with this letter summarizes the NEPA EIS review and Section 106 consultation processes that have occurred to date for the Project. As indicated in Attachment A, a Preferred Alternative was selected for the Project by the Metro Council in November of 2018. To reflect this continuing development of the Project, the APE has been revised, and is enclosed with this letter as Attachment B. On the maps in Attachment B, the revised APE is depicted as the Preferred Alternative APE. These maps also identify new areas that are now within the revised APE as compared to the previous APE, which is depicted as the DEIS APE.

The revised APE (Preferred Alternative APE in Attachment B) generally encompasses areas within 50 feet from the outer edge of the Project design footprint, as well as full-parcel property acquisitions. This 50-foot buffer is intended to account for potential indirect effects on historic resources (such as noise, vibration, and visual and contextual effects). Compared to the previous APE (DEIS APE in Attachment B), it now incorporates specific property acquisitions; additional design information, including temporary construction easements; refinements in design; and additional details such as intersection and street improvements, utility connections, and stormwater facilities.

Next Steps

FTA, Metro, and TriMet are currently working on the Final EIS analyses. As part of these analyses, historic resources that are within the revised APE, or are on parcels crossed by the revised APE, will be documented and assessed, and archaeological resources within the revised APE will be identified and assessed. The Project team is currently updating the Cultural Resources Survey Report prepared during the Draft EIS, and preparing a more detailed archaeological report and survey plan for the Final EIS efforts covering the potential for resources within the revised APE.

Request for Comment

Pursuant to 36 CFR Part 800, FTA invites your comments on the revised APE within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M
GEHRKE
Digitally signed by
LINDA M GEHRKE
Date: 2020.01.07
15:19:10 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Jamie French, Archaeologist, Oregon State Historic Preservation Office
Tracy Schwartz, Historic Preservation Specialist, Oregon State Historic Preservation Office
Chris Ford, Investment Areas Project Manager, Metro
Joe Recker, Environmental Permits Coordinator, TriMet

January 7, 2020
Page 3

Enclosures: Attachment A - Summary of National Environmental Policy Act Environmental
Impact Statement Review and Section 106 Processes
Attachment B - Revised Area of Potential Effects Maps

Attachment A
**Summary of National Environmental Policy Act Environmental Impact Statement Review
and Section 106 Consultation Processes**

Metro and TriMet - Southwest Corridor Light Rail Project

- **September 2011:** The Federal Transit Administration (FTA) initiated early scoping under the National Environmental Policy Act (NEPA) for the Southwest Corridor Light Rail Project (Project) in cooperation with Metro (the designated Metropolitan Planning Organization for the Portland area) and the Tri-County Metropolitan Transportation District of Oregon (TriMet). FTA, Metro, and TriMet began the process of alternatives analysis, considering many routes and modes for a high-capacity transit connection from downtown Portland to southeastern Washington County.
- **September 2016:** FTA issued a Notice of Intent to prepare an Environmental Impact Statement (EIS).
- **January 2017:** FTA initiated consultation under Section 106 of the National Historic Preservation Act (NHPA) with the Oregon State Historic Preservation Officer (SHPO), interested tribes, and other consulting parties, and defined the Area of Potential Effects (APE) for the Project (which at the time included all alternatives under consideration). FTA, Metro, and TriMet representatives met with SHPO staff to outline the approach and level of effort for cultural resource identification and evaluation for the Project. Subsequently, the draft Archaeological and Cultural Resources section of the Draft EIS and a draft Department of Transportation Act Section 4(f) analysis were sent to SHPO for review.
- **March 2018:** SHPO provided Metro with a letter expressing support for the approach of providing detailed impacts and mitigation after selection of a Preferred Alternative for the Project.
- **June 2018:** The Draft EIS was published for public review. The Draft EIS included a preliminary Cultural Resources Survey Report (the November 2017 *Cultural Resources Survey for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon*). This report contained maps and tables of above-ground historic resources and archeological high-probability areas (HPAs) within the Draft EIS study area.
- **November 2018:** Metro Council selected a Preferred Alternative for the Project, taking into account the findings of the Draft EIS, the recommendations of staff and an appointed steering committee, and public comment on the Draft EIS.

As part of three related but separate undertakings, FTA consulted with SHPO and interested tribes on three phases of the Geotechnical Borings for the Southwest Corridor Light Rail Project: Phase 1, dated March 25, 2019; Phase 2, dated July 23, 2019; and Phase 3, dated September 24, 2019. These three geotechnical investigation undertakings support the ongoing design of the Project.

Attachment B
Revised Area of Potential Effects Maps

Metro and TriMet - Southwest Corridor Light Rail Project

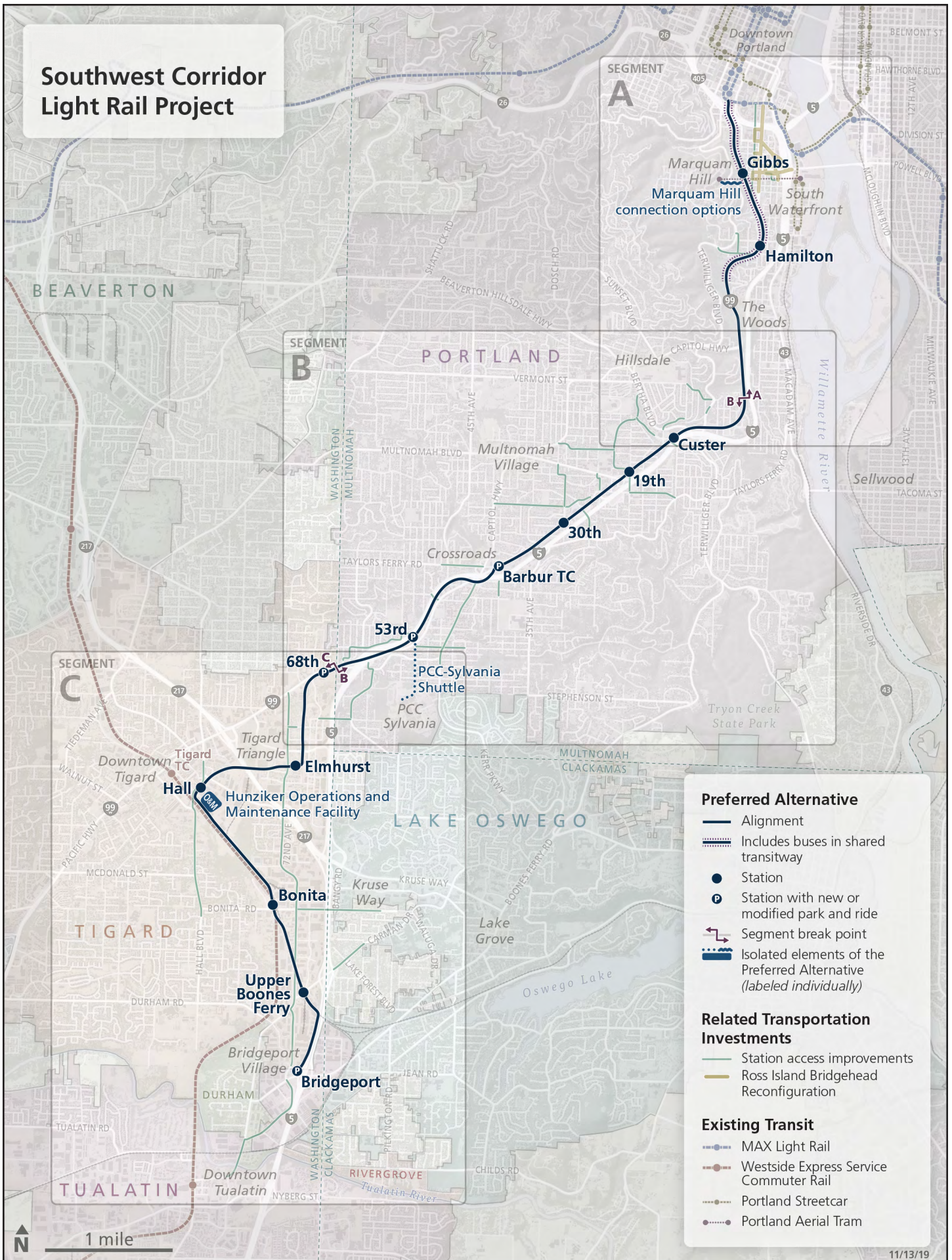
The revised Area of Potential Effects (APE) is depicted on the following maps as the Preferred Alternative APE. These maps also identify new areas that are now within the revised APE as compared to the previous APE, which is depicted as the DEIS APE.

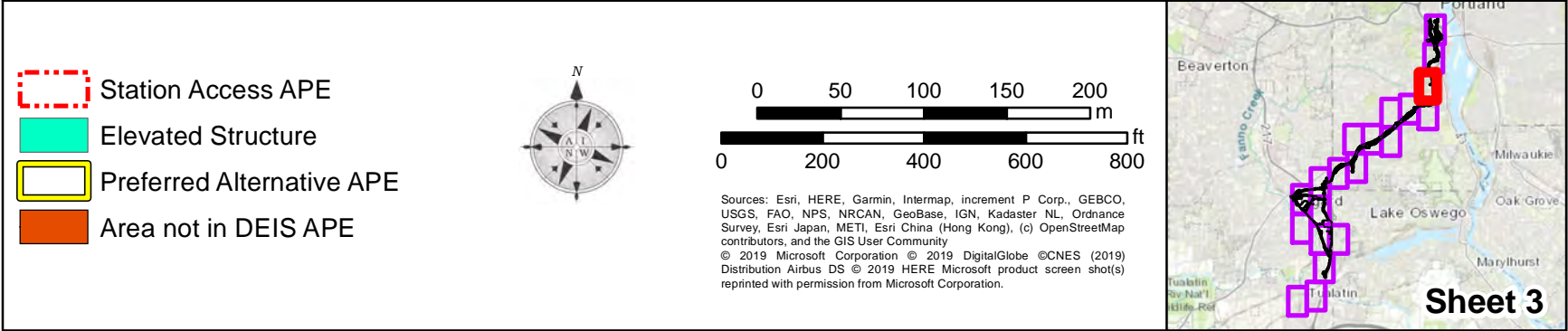
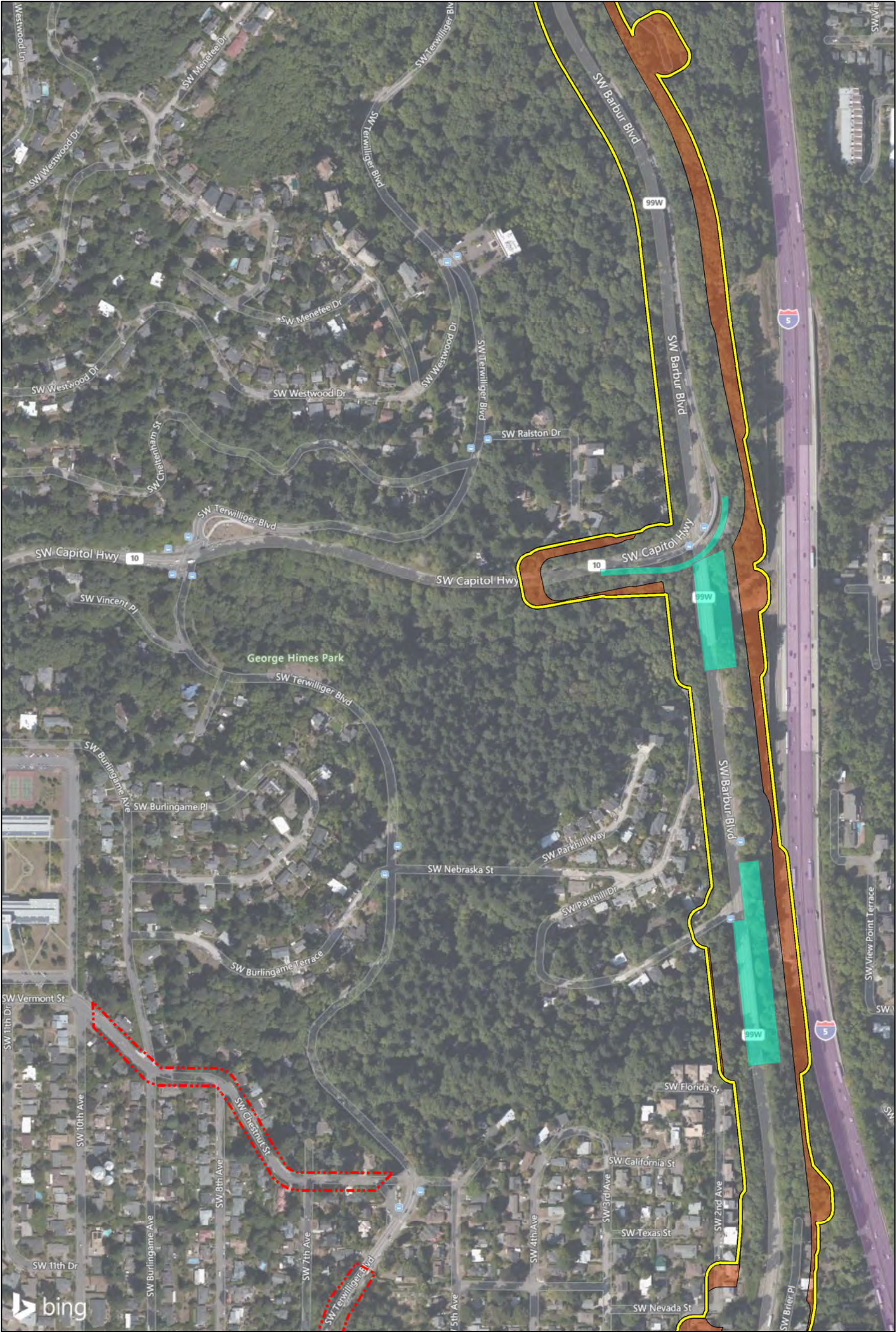
The revised APE (Preferred Alternative APE) generally encompasses areas within 50 feet from the outer edge of the Project design footprint, as well as full-parcel property acquisitions. This 50-foot buffer is intended to account for potential indirect effects on historic resources (such as noise, vibration, and visual and contextual effects). Compared to the previous APE (DEIS APE), it now incorporates specific property acquisitions; additional design information, including temporary construction easements; refinements in design; and additional details such as intersection and street improvements, utility connections, and stormwater facilities. Based on the Draft Environmental Impact Statement (EIS) findings, and preliminary results for the Final EIS, it does not appear that significant noise, vibration, visual, or other impacts extend outside the 50-foot buffer. However, if subsequent Final EIS analyses indicate areas outside the revised APE would be impacted, those areas would be added to the Project APE as appropriate.

Additional considerations for review of the revised APE maps include the following:

- The maps highlight areas that had not been included in the previous APE used for the Draft EIS. This includes several locations where the alignment has shifted, as well as locations where full-parcel acquisitions have now been defined.
- The maps note the locations of above-grade structures and the elevated Marquam Hill Connector. In most of these locations, the light rail structures cross freeways or roadways that are depressed, or they cross steep ravines and are generally at the prevailing grade for the surrounding area. Based on this and the Draft EIS findings, the APE in these locations has been widened enough to account for potential indirect effects on historic resources, such as noise, vibration, or visual impacts. However, as noted previously, these areas would be extended if the Final EIS indicates other environmental impacts extend beyond the APE.
- The maps identify the locations of supportive pedestrian and bicycle improvements, labeled as the “Station Access APE.” These facilities are expected to remain within public rights-of-way, would not remove existing structures or add new structures above the grade, and do not require deep excavation or other more intensive construction activities. Therefore, the APE for these improvements is limited to the footprint of the improvements.

Southwest Corridor Light Rail Project







Station Access APE

Elevated Structure

Preferred Alternative APE

Area not in DEIS APE

0 50 100 150 200

m

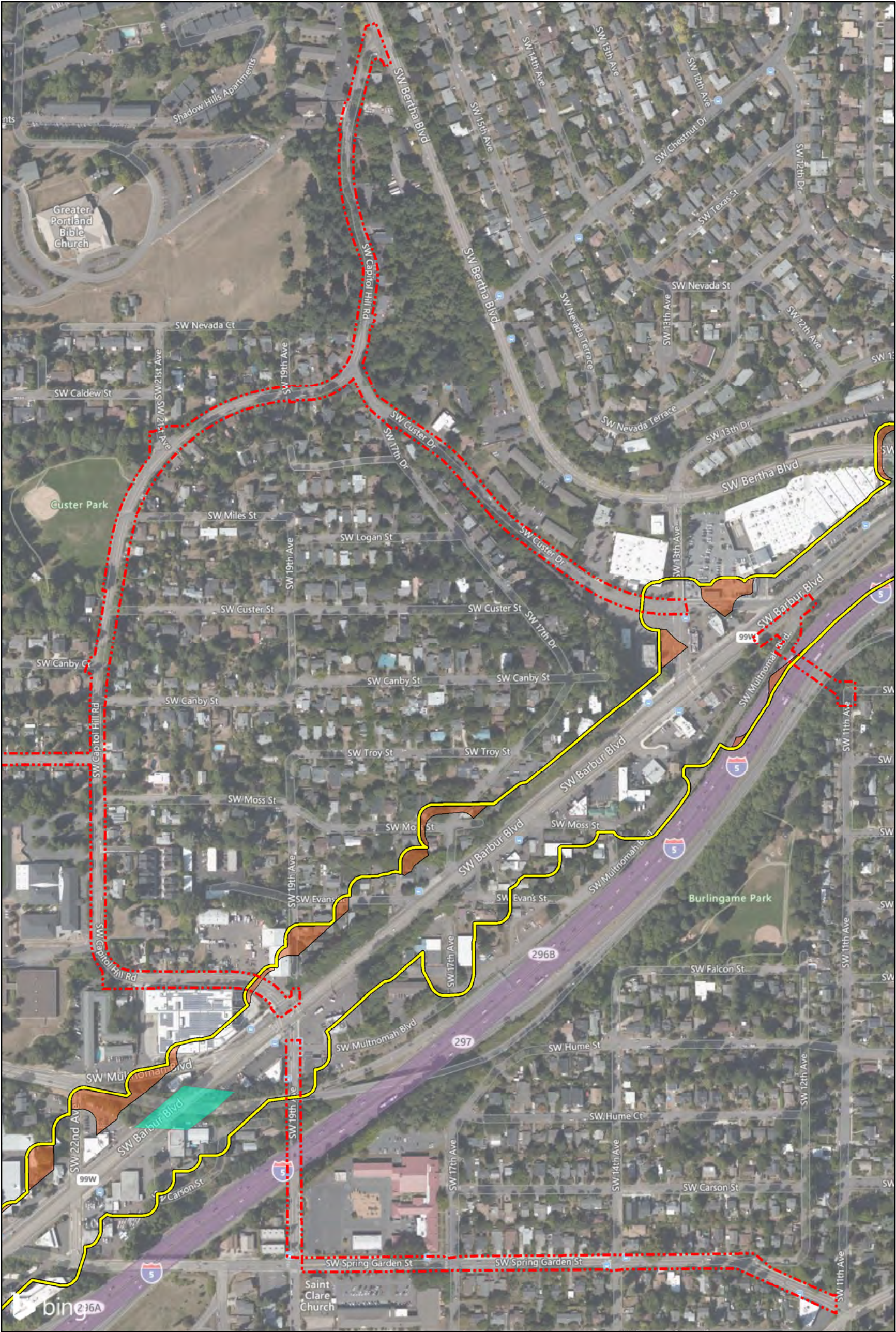
0 200 400 600 800


ft


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community


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Sheet 4




 Station Access APE

 Elevated Structure

 Preferred Alternative APE

 Area not in DEIS APE



0 50 100 150 200

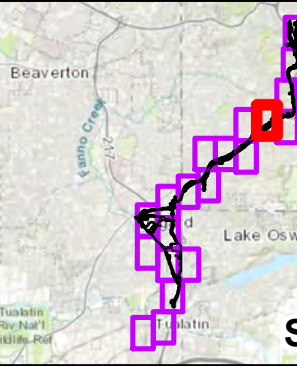
m

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ft





Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

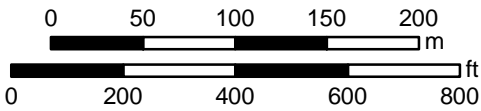
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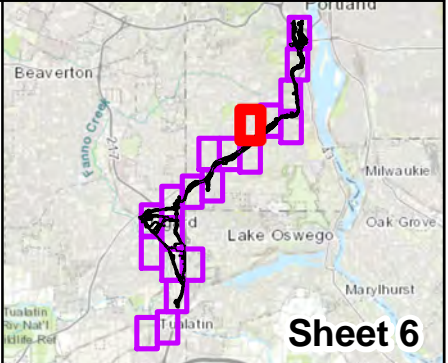
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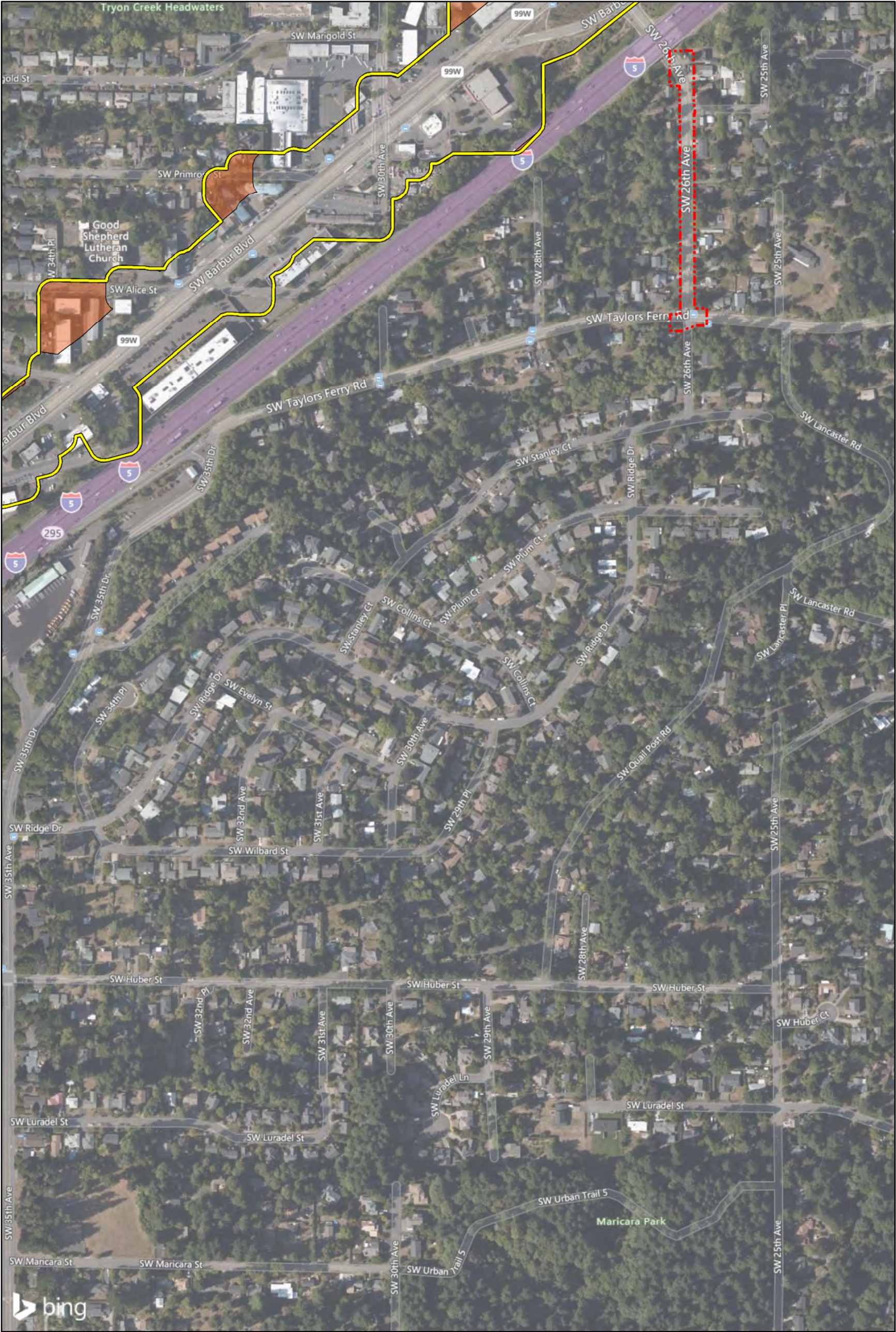


-  Station Access APE
-  Elevated Structure
-  Preferred Alternative APE
-  Area not in DEIS APE



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
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Station Access APE

Elevated Structure

Preferred Alternative APE

Area not in DEIS APE

0 50 100 150 200

m

0 200 400 600 800





ft

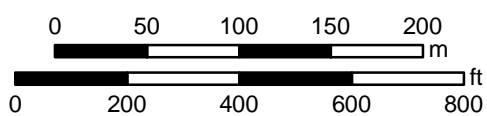
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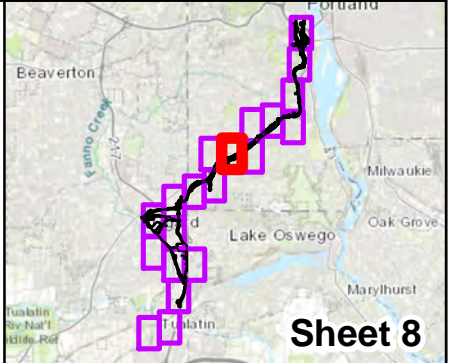
Sheet 7







-  Station Access APE
-  Elevated Structure
-  Preferred Alternative APE
-  Area not in DEIS APE

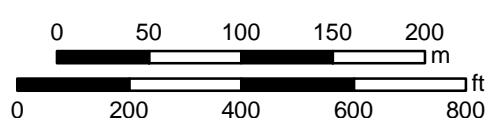


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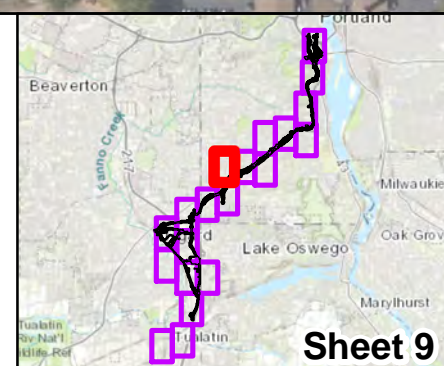




-  Station Access APE
 Elevated Structure
 Preferred Alternative APE
 Area not in DEIS APE

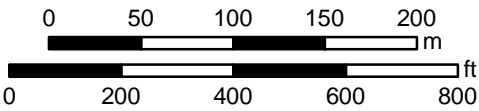


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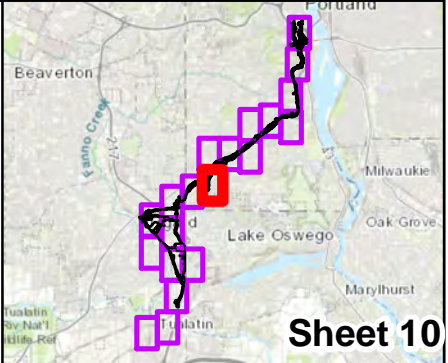


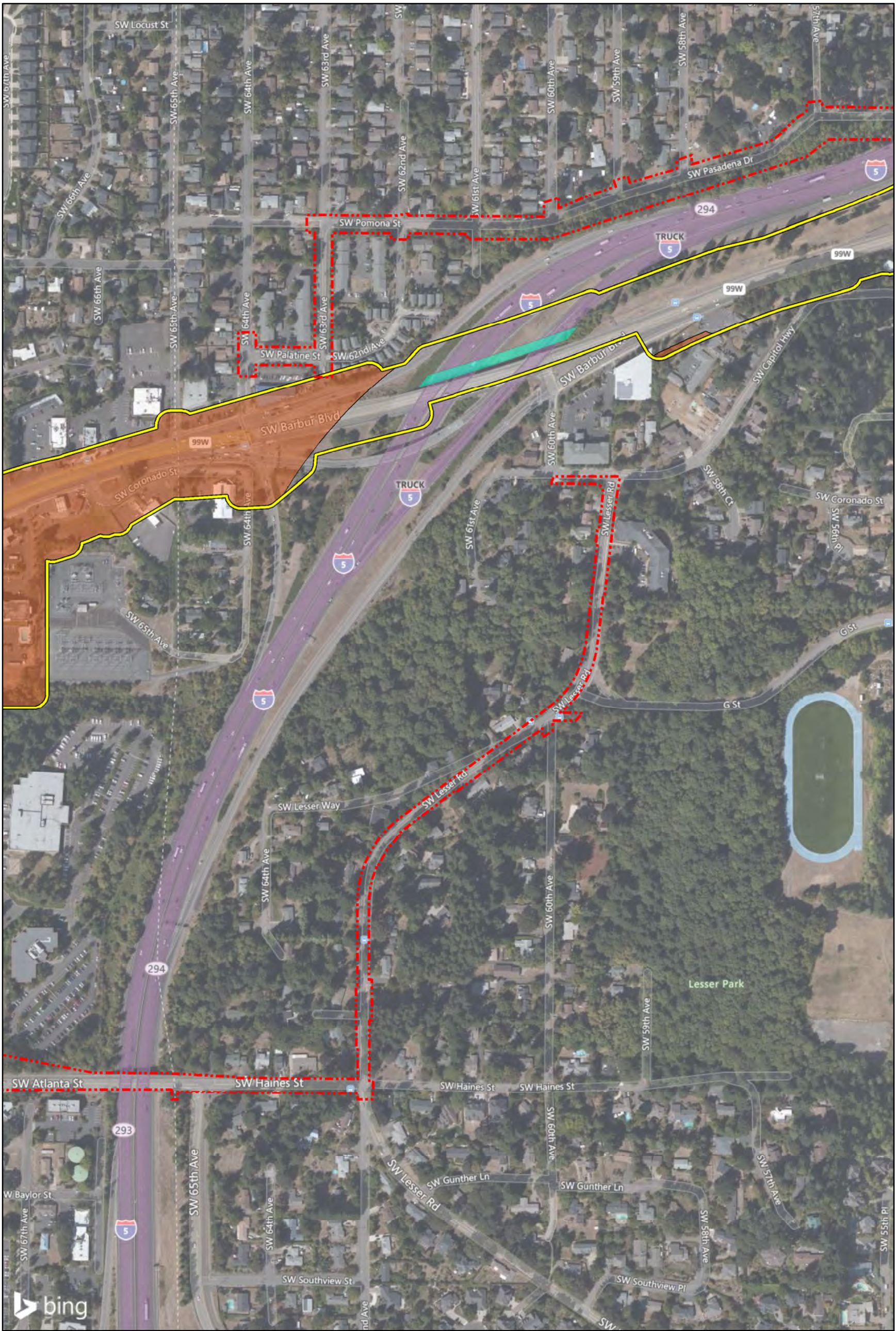






- Station Access APE
- Elevated Structure
- Preferred Alternative APE
- Area not in DEIS APE

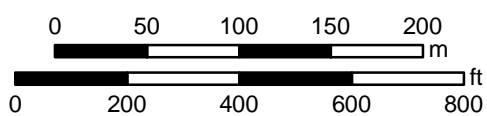


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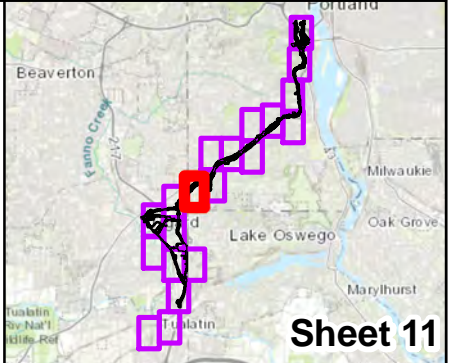


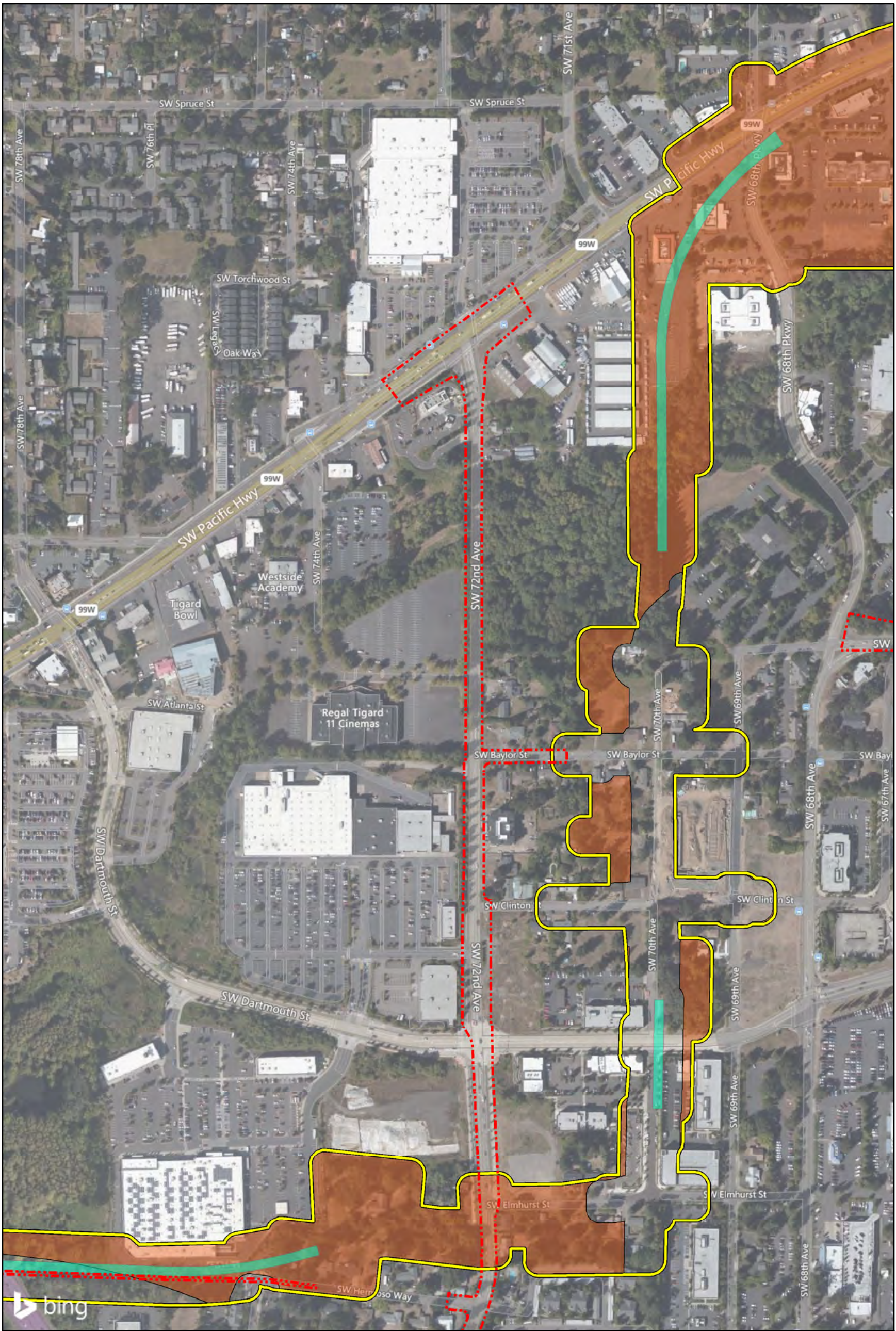
-  Station Access APE
-  Elevated Structure
-  Preferred Alternative APE
-  Area not in DEIS APE







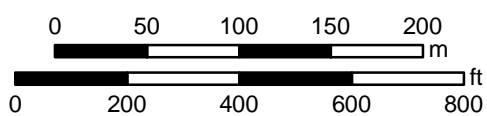
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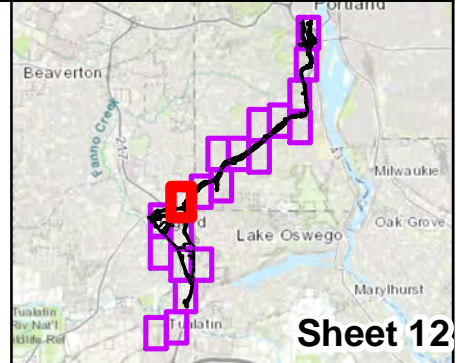




-  Station Access APE
-  Elevated Structure
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-  Area not in DEIS APE

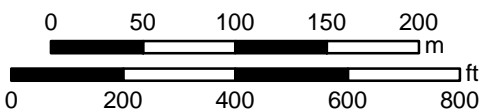


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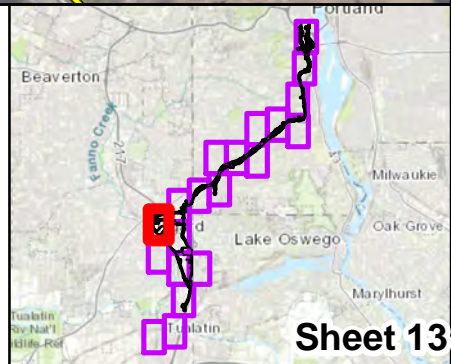


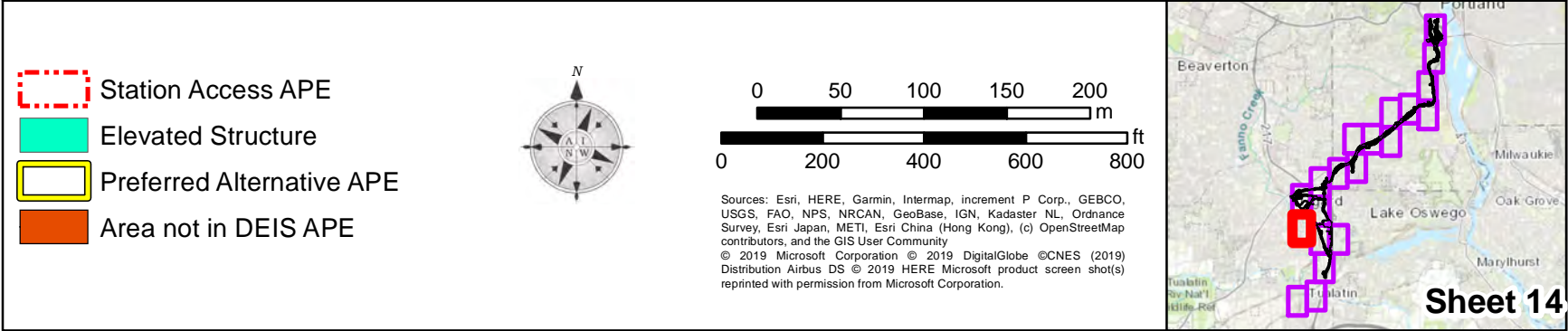
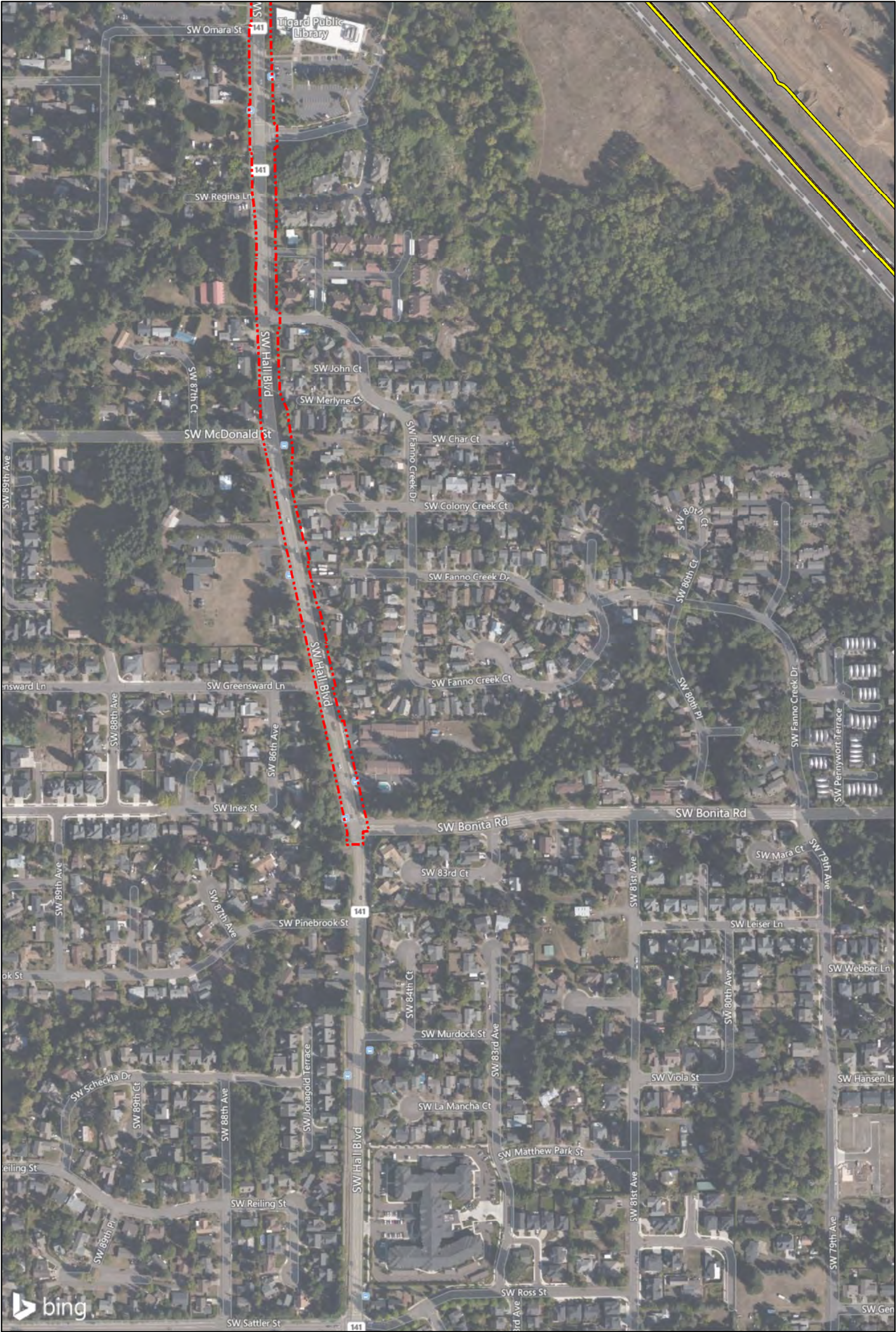


- Station Access APE
- Elevated Structure
- Preferred Alternative APE
- Area not in DEIS APE







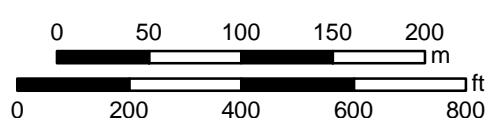
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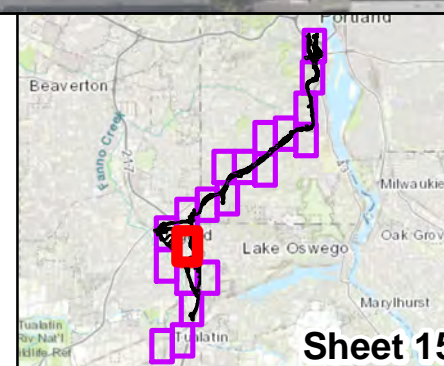




-  Station Access APE
 Elevated Structure
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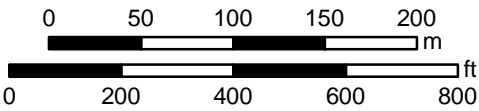


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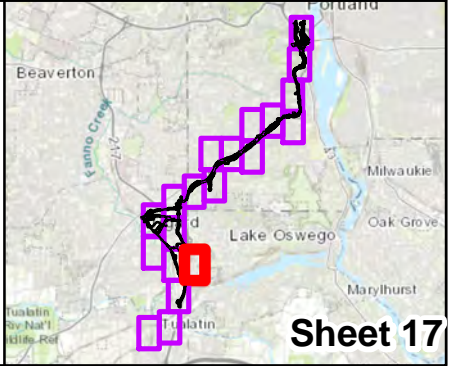








- Station Access APE
- Elevated Structure
- Preferred Alternative APE
- Area not in DEIS APE

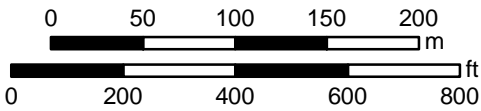


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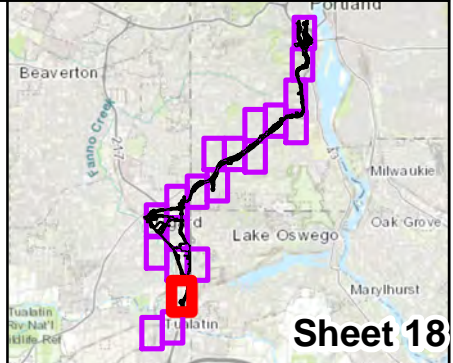


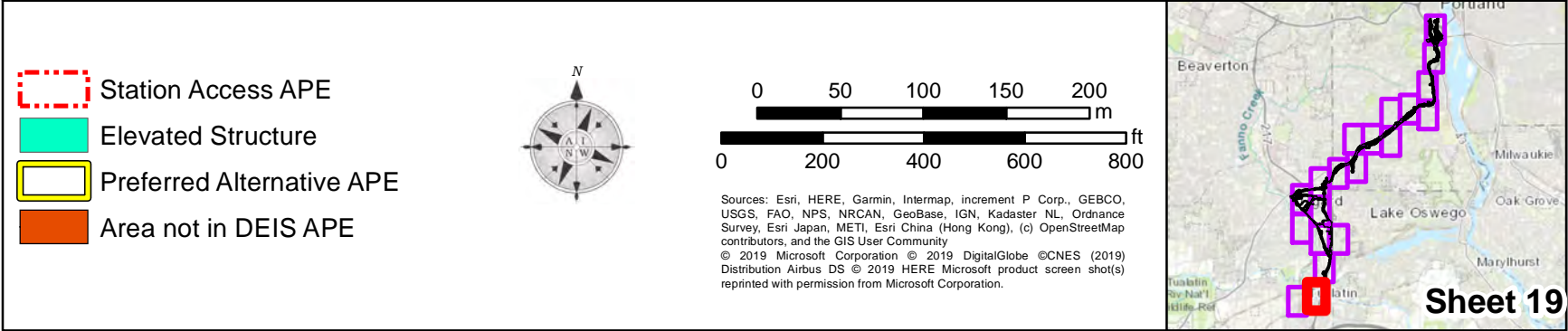


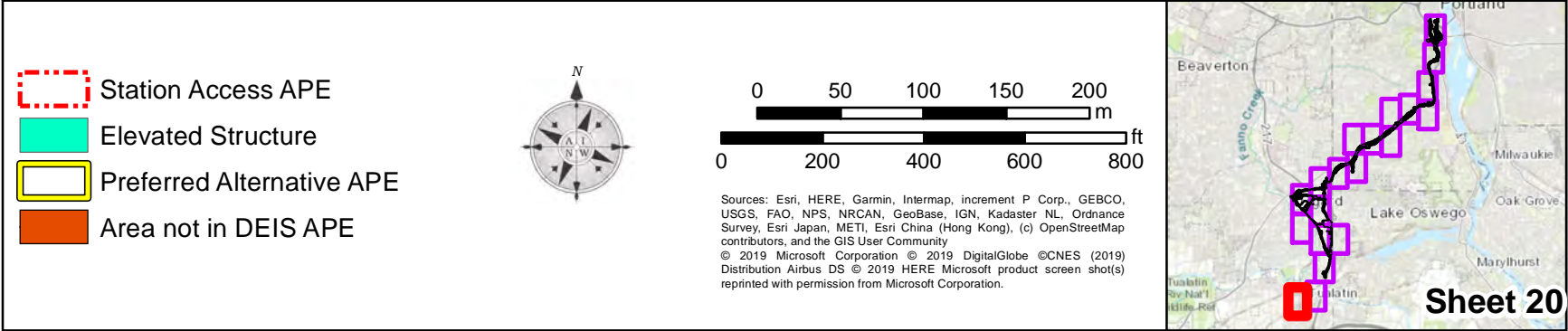
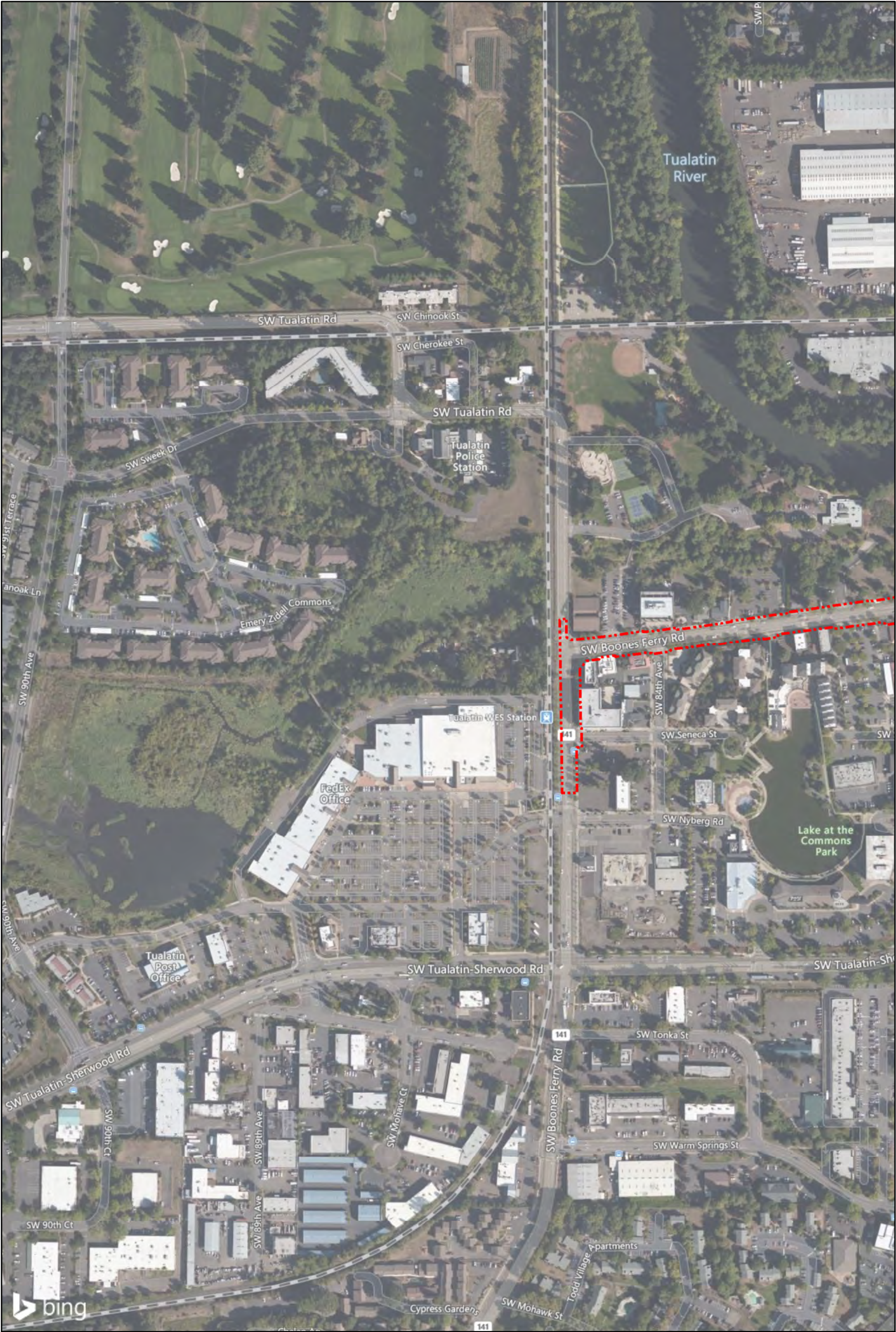
-  Station Access APE
-  Elevated Structure
-  Preferred Alternative APE
-  Area not in DEIS APE



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
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Oregon
Kate Brown, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St NE Ste C
Salem, OR 97301-1266
Phone (503) 986-0690
Fax (503) 986-0793
www.oregonheritage.org



February 3, 2020

Mr. Mark Assam
FTA, Region X
915 2nd Ave, Ste 3142
Seattle, WA 98174-1002

RE: SHPO Case No. 16-1621
FTA, Metro, TriMet Portland Southwest Corridor Light Rail Transit Project (SWC LRT)
Install light rail system
, Portland to Tigard, Multnomah Washington County

Dear Mr. Assam:

Our office recently received a letter from your agency requesting concurrence regarding the revised proposed Area of Potential Effect (APE) for the Southwest Corridor Light Rail Project, as referenced above. Thank you for your submittal and continued consultation on the undertaking.

In a meeting with FTA, Metro, TriMet, and our office on January 28, 2020, we mentioned that the APE should include areas that might be visually impacted by the project (primarily by the introduction of elevated structures). We also requested that the APE include areas where the project construction and operation may be felt (vibrations) or the heard. Upon review of your letter and documentation, and based on conversations during the meeting that these effects were considered, we concur with the project's proposed APE based on the current design. As design is continually refined and other impacts (wetland banking, access, Bridgehead improvements) are determined, a revised APE may be needed.

We recommend that FTA invite consulting parties – including tribes, Restore Oregon, Portland Historic Landmark Commission, Clackamas County Certified Local Government, local historical societies and museums (including the Oregon Jewish Museum), friend groups (such as Friends of Terwilliger), neighborhood associations, and other parties with an interest in the undertaking or affected properties- to participate in Section 106 consultation. We recognize and appreciate that FTA has already been consulting with many of these parties.

We look forward to continued consultation regarding the identification of historic properties, assessment of effects, and preparing a Memorandum of Agreement, if needed, to address adverse effects and phased identification during construction.

For questions regarding archaeological resources please contact Jamie French, GIS Archaeologist (503.986.0729, Jamie.French@oregon.gov), and for questions about built environment resources please contact Tracy Schwartz, Architectural Historian (503.986.0677, Tracy.Schwartz@oregon.gov).

Sincerely,

Tracy Schwartz
Historic Preservation Specialist



(503) 986-0677

tracy.schwartz@oregon.gov

cc: Chris Ford, Metro

ATTACHMENT B:

MARQUAM HILL CONNECTION DESIGN OBJECTIVES AND PROCESS

Marquam Hill Connection Design Objectives and Process

TriMet will employ a collaborative design process with the City of Portland, the Oregon State Historic Preservation Office (SHPO), interest groups and the public to design the Marquam Hill Connection (MHC) with the following objectives:

1. Provide a safe and efficient travel option for persons traveling between SW Barbur Boulevard and Terwilliger Parkway, Oregon Health & Science University (OHSU) and other destinations on Marquam Hill.
2. Provide a context-sensitive design that embodies the goals and objectives of the adopted *Terwilliger Parkway Design Guidelines*.
3. Minimize traffic signage and improvements to those considered necessary and reasonable to ensure safety of the traveling public.
4. Maintain visual continuity for persons traveling along Terwilliger Parkway within the area of Marquam Hill Connection improvements.
5. To the extent practical, avoid or minimize adverse effects to the characteristics that qualify Terwilliger Parkway for listing on the National Register of Historic Places.

TriMet will provide meaningful opportunities for the public, City of Portland, and SHPO to review and comment, in addition to local regulatory process, throughout the MHC design development. The following summary provides the minimum level of public and agency engagement that TriMet will provide during the development of the MHC design. Additional opportunities may be provided, as appropriate, should the nature and extent of design revisions warrant them.

1. At roughly the 30 percent design progress milestone, TriMet will provide renderings, plans and elevations to reflect the design requirements of the MHC, including type, size, and location of improvements needed to support movement of people between the SW Barbur Boulevard transit station and the Marquam Hill area. Materials will be posted online and notification will be made to the project mailing list, adjacent properties owners, and interest groups. SHPO will also be notified through GoDigital of an opportunity to review and comment on the design. To the extent practical, TriMet will also make use of the City of Portland's design advice process before members of the Historic Landmarks Commission and Design Commission.
2. At or prior to the 60 percent design progress milestone, TriMet will initiate a second round of public and agency reviews of the design progress. At this point, TriMet will summarize the public and agency comments received to date along with a summary of design refinements in response to comments. This summary of public comments and responses, along with renderings, plans and elevations of improvements will be posted online and public notification process identified in step one will be used again. These materials will also be submitted to SHPO through GoDigital for at least 30 days of review and comment. SHPO's comments will indicate whether the MHC design, as presented, meets the objectives set forth in this attachment.
3. TriMet will submit necessary plans, elevations, material samples, and the like to the City of Portland for a formal land use review of the proposed improvements. This process is statutorily limited to 120 days, but may take longer, to satisfy City of Portland formal review requirements. There will be at least one public hearing and notification prior to a decision rendered by the Design Review Commission. An appeal of the Design Review Commission would be heard before the City Council, if applicable. TriMet will provide the City's final decision to SHPO through GoDigital for review and consideration that Stipulation III.D of the Memorandum of Agreement has been satisfied.
4. If subsequent design changes are needed or proposed, TriMet will repeat the prior step.

ATTACHMENT C:

**EFFECTS OF LIGHT RAIL CONSTRUCTION AND ROSS ISLAND BRIDGEHEAD
RECONFIGURATION ON INDIVIDUAL HISTORIC PROPERTIES OF THE AREA
OF POTENTIAL EFFECT (BUILDINGS AND STRUCTURES)**

**ATTACHMENT C:
EFFECTS OF LIGHT RAIL CONSTRUCTION AND
ROSS ISLAND BRIDGEHEAD RECONFIGURATION ON
INDIVIDUAL HISTORIC PROPERTIES OF THE APE**

Survey No.	Property Name and Address	NRHP Determination	Finding of Effect	Proposed Acquisition/ Easement	
				Permanent	Temporary
Preferred Alternative- Segment A					
1	Duniway Plaza 2400 SW 4th Avenue, Portland	Eligible under Criteria A and C	No Adverse Effect	Partial	X
2	2000 SW 5 th Avenue, Portland	Eligible/Contributing (PSU RLS 2020)	No Effect		
9	Marquam Plaza 2525 SW 3rd Avenue, Portland	Eligible under Criteria A and C	No Adverse Effect	Partial	X
14	Congregation Ahavath Achim Synagogue 3225 SW Barbur Boulevard, Portland	Eligible under Criteria A and C	Adverse Effect	Full	
22	4019 SW Corbett Avenue, Portland	Eligible under Criterion C	No Adverse Effect	-	X
27	3926 SW Water Avenue, Portland	Eligible under Criterion C	No Adverse Effect	Partial	X
38	3811 SW Barbur Boulevard, Portland	Eligible under Criteria A and C	No Adverse Effect		X
40	3635 SW Condor Avenue, Portland	Eligible under Criterion C	No Adverse Effect		
41	Holt-Saylor-Liberto 3625 SW Condor Avenue, Portland	Listed in NRHP under Criteria B and C	No Adverse Effect		
43	3605 SW Condor Avenue, Portland	Eligible under Criterion C	No Adverse Effect	Partial	X
44	022 SW Lowell Street, Portland	Eligible under Criterion C	No Adverse Effect	-	X
55	4315 SW View Point Terrace, Portland	Eligible under Criterion C	No Adverse Effect		
58	018 SW Hamilton Street, Portland	Eligible under Criterion C	No Adverse Effect		

Note: bolded resources will be adversely affected by the Project.

**EFFECTS OF LIGHT RAIL CONSTRUCTION AND
ROSS ISLAND BRIDGEHEAD RECONFIGURATION ON
INDIVIDUAL HISTORIC PROPERTIES OF THE APE, continued**

Survey No.	Property Name and Address	NRHP Determination	Finding of Effect	Proposed Acquisition/ Easement	
				Permanent	Temporary
Preferred Alternative- Segment A					
59	04 SW Hamilton Street, Portland	Eligible under Criterion C	No Adverse Effect		
62	218-220 SW Hamilton Street, Portland	Eligible under Criterion C	No Adverse Effect	Partial	X
63	127 SW Hamilton Street, Portland	Eligible under Criterion C	No Adverse Effect		
67	304 SW Hamilton Street, Portland	Eligible under Criterion C	No Adverse Effect		
71	Jewish Shelter Home 4133 SW Corbett Avenue, Portland	Listed under Criteria A and B, Eligible under Criterion C	Adverse Effect	Partial	X
72	4145 SW Corbett Avenue, Portland	Eligible under Criterion C	No Adverse Effect	Partial	X
73	4205 SW Corbett Avenue, Portland	Eligible under Criterion C	No Adverse Effect	Partial	X
74	4215-4217 SW Corbett Avenue, Portland	Eligible under Criterion C	No Adverse Effect	Partial	X
76	4231-4237 SW Corbett Avenue, Portland	Eligible under Criterion C	No Adverse Effect	Partial	X
83	Tabernacle Seventh-day Adventist Church 26 SW Condor Way, Portland	Eligible under Criterion C	No Adverse Effect	Partial	X
85	4619 SW Condor Avenue, Portland	Eligible under Criterion C	No Adverse Effect		
89	4820 SW Barbur Boulevard, Portland	Eligible under Criterion C	No Adverse Effect	Partial	X
90	Rasmussen Village 4950 SW Barbur Boulevard, Portland	Eligible under Criterion C	Adverse Effect	Partial	X
95	5910 SW Ralston Drive, Portland	Eligible under Criterion C	No Adverse Effect	Partial	X

**EFFECTS OF LIGHT RAIL CONSTRUCTION AND
ROSS ISLAND BRIDGEHEAD RECONFIGURATION ON
INDIVIDUAL HISTORIC PROPERTIES OF THE APE, continued**

Survey No.	Property Name and Address	NRHP Determination	Finding of Effect	Proposed Acquisition/ Easement	
				Permanent	Temporary
Preferred Alternative- Segment A					
100	SW Newbury Street Viaduct, Bridge #01983	Eligible under Criteria A and C	Adverse Effect		
101	SW Vermont Street Viaduct, Bridge #01984	Eligible under Criteria A and C	Adverse Effect		
102	Duniway Park SW 6th Avenue and SW Sheridan Street, Portland	Eligible under Criterion A	No Adverse Effect	Partial	X
103	George Himes Park 6400 SW Terwilliger Blvd, Portland	Eligible under Criterion A	No Adverse Effect	-	X
110	South Portland Historic District	Listed in NRHP under Criteria A and C	Adverse Effect		
114	Lair Hill Park 3037 SW 2nd Avenue, Portland	Eligible under Criteria A and C; Multnomah County Hospital Nurses' Quarters and South Portland Library contribute to the South Portland Historic District	No Adverse Effect	Partial	X
410	Hudson, Harvey S., House 16 SW Abernethy Street, Portland	Eligible under Criterion C	No Adverse Effect		
418	0219-0221 SW Hamilton Street, Portland	Eligible under Criterion C	No Adverse Effect		
421	4515 SW Corbett Avenue, Portland	Eligible under Criterion C	No Adverse Effect		X
422	0112 SW Hamilton Street, Portland	Eligible under Criterion C	No Adverse Effect		
425	4606 SW Corbett Avenue, Portland	Eligible under Criterion C	No Adverse Effect		
426	374 SW Hamilton Court, Portland	Eligible under Criterion C	No Adverse Effect		
505	Neighborhood House 3030 SW 2nd Avenue, Portland	Listed in NRHP (Criterion Not Specified)	No Adverse Effect		
506	Marquam II 2611 SW 3rd Avenue, Portland	Eligible under Criteria A and C	No Adverse Effect	Partial	X

**EFFECTS OF LIGHT RAIL CONSTRUCTION AND
ROSS ISLAND BRIDGEHEAD RECONFIGURATION ON
INDIVIDUAL HISTORIC PROPERTIES OF THE APE, continued**

Survey No.	Property Name and Address	NRHP Determination	Finding of Effect	Proposed Acquisition/ Easement	
				Permanent	Temporary
Preferred Alternative - Marquam Hill Connection					
8	Terwilliger Parkway	Eligible under Criteria A and C	Adverse Effect	Partial	X
Preferred Alternative - Segment B					
167	7225 SW 4th Avenue, Portland	Eligible under Criterion C	No Adverse Effect		
201	1801 SW Evans Street, Portland	Eligible under Criterion C	No Adverse Effect		X
228	Original Pancake House 8601 SW 24th Avenue, Portland	Eligible under Criterion A	No Adverse Effect	Partial	X
229	7114 SW Brier Place, Portland	Eligible under Criterion C	No Adverse Effect		
246	7037 SW 2nd Avenue, Portland	Eligible under Criterion C	No Adverse Effect		
247	7115 SW Brier Place, Portland	Eligible under Criterion C	No Adverse Effect		
269	Good Shepherd Lutheran Church and Little Lambs Preschool/Daycare 3405 SW Alice Street, Portland	Eligible under Criterion C	No Adverse Effect		X
271	Capitol Hill Motel 9110 SW Barbur Boulevard, Portland	Eligible under Criteria A and C	Adverse Effect	Full	
278	Master Wrench 9803 SW Barbur Boulevard, Portland	Eligible under Criteria A and C	No Adverse Effect	Partial	X
290	Edwin Markham Elementary School 10531 SW Capitol Highway, Portland	Eligible under Criteria A and C	No Adverse Effect		
300	5350 SW Pasadena Street, Portland	Eligible under Criterion C	Adverse Effect	Full	
302	11125 SW Barbur Boulevard, Portland	Eligible under Criterion C	Adverse Effect	Full	
328	Oregon Electric Railway Overcrossing, Bridge #02010	Eligible under Criterion A	Adverse Effect		

**EFFECTS OF LIGHT RAIL CONSTRUCTION AND
ROSS ISLAND BRIDGEHEAD RECONFIGURATION ON
INDIVIDUAL HISTORIC PROPERTIES OF THE APE, continued**

Survey No.	Property Name and Address	NRHP Determination	Finding of Effect	Proposed Acquisition/ Easement	
				Permanent	Temporary
Preferred Alternative - Segment B					
329	Fulton Park 68 SW Miles Street, Portland	Eligible under Criteria A and C	No Adverse Effect	Partial	X
330	Burlingame Fred Meyer Sign 7529-7601 SW Barbur Boulevard, Portland	Eligible under Criteria A and C	No Adverse Effect		X
337	7147 SW 4th Avenue, Portland	Eligible under Criterion C	No Adverse Effect		
439	7211 SW Brier Place, Portland	Eligible under Criterion C	No Adverse Effect		
440	7221 SW Brier Place, Portland	Eligible under Criterion C	No Adverse Effect		
495	7301 SW Brier Place, Portland	Eligible under Criterion C	No Adverse Effect		
497	3211 SW Primrose Street, Portland	Eligible under Criterion C	No Adverse Effect		
498	3220 SW Primrose Street, Portland	Eligible under Criterion C	No Adverse Effect		
Preferred Alternative - Segment C					
390	Fought & Company 14255 SW 72nd Avenue, Tigard	Eligible under Criterion A	No Adverse Effect		X
394	Southern Pacific Railroad, Tigard Branch Tigard	Eligible under Criterion A	No Adverse Effect		
460	11530 SW 72nd Avenue, Tigard	Eligible under Criterion C	No Adverse Effect		
461	Oregon Education Association 6900 SW Atlanta Street, Tigard	Eligible under Criterion C	No Adverse Effect	Partial	X

**EFFECTS OF LIGHT RAIL CONSTRUCTION AND
ROSS ISLAND BRIDGEHEAD RECONFIGURATION ON
INDIVIDUAL HISTORIC PROPERTIES OF THE APE, continued**

Survey No.	Property Name and Address	NRHP Determination	Finding of Effect	Proposed Acquisition/ Easement	
				Permanent	Temporary
Ross Island Bridgehead Reconfiguration Option					
B518	IBM Building 2000 SW 1 st Avenue, Portland	Eligible under Criteria A and C	No Adverse Effect	Partial	X
B519	Pitney-Bowes Building 2112 SW 1 st Avenue, Portland	Eligible under Criteria A and C	No Adverse Effect	Partial	X
B522	036-038 SW Porter Street, Portland	Eligible under Criterion C	No Effect		
B524	Josiah Failing School 049 SW Porter Street, Portland	Eligible under Criteria A and C	No Effect		
B535	Addressograph- Multigraph Building 2510 SW 1 st Avenue, Portland	Eligible under Criteria A and C	No Effect		
B536	Marquam Building 2501 SW 1 st Avenue, Portland	Eligible under Criteria A and C	No Effect		
B542	Helen Kelly Manley Community Center 2828 SW Naito Parkway, Portland	Eligible under Criteria A and C	No Effect		
B547	Taylor, Peter & Haehlen, John & Gotlieb House #1 2806 SW 1 st Avenue, Portland	Listed in NRHP under Criteria B and C; Contributes to South Portland Historic District	No Effect		
B551	018 SW Porter Street, Portland	Eligible under Criterion C	No Effect		
B561	Wolfman, A., Building 11 SW Gibbs Street, Portland	Eligible under Criterion C; Noncontributing, South Portland Historic District	No Adverse Effect	Partial	X
B595	Ross Island Bridge	Eligible under Criteria A and C	No Adverse Effect		
B619	Halprin Open Space Sequence Historic District	Listed in NRHP under Criteria A and C	No Effect		