

From: Judith Thornton [mailto:thornj0@comcast.net]
Sent: Tuesday, April 13, 2010 10:46 AM
To: SR 520 Bridge SDEIS
Cc: billandlin@aol.com
Subject: Cultural Resources on Union Bay

TO: Jenifer Young
SR520 Environmental Manager
SR520 Project Office, Suite 520
600 Stewart Street
Seattle, WA 98101
or e-mail
SR520Bridge_SDEIS@wsdot.wa.gov.

Dear Ms. Young:

Thank you for the opportunity to comment on the need to protect valuable archeological sites during the re-building of Highway 520. I am a neighbor on Union Bay who happened to discover an archeological artifact, a mahogany red chert biface, in my garden above Waterway 1 on Union Bay. From this discovery, the Friends of Waterway 1 learned that Waterway 1 and many other locations on Union Bay are important sites of pre-contact historical resources. We are working with archeologists at the University of Washington and Burke Museum, with the Muckleshoot Tribe archeologist, Laura Murphy, and with Washington Department of Natural Resources aquatic archeologist Maurice Murphy to identify and preserve valuable cultural resources. We ask that WSDOT assure similar protection to cultural resources in its plans for Highway 520.

Thank you for your efforts on behalf of the historical and cultural resources of the city.

Judith Thornton
Friends of Waterway 1
and volunteer for Laurelhurst Community Club

cc. Colleen McAlleer,
Laurelhurst Community Club

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WSDOT has taken great care and concern for the protection of the cultural resources located within the SR 520 project area, through the project's Section 106 process.

The National Environmental Policy Act states that the federal government must use all practicable means to preserve important cultural and historic aspects of our heritage. Other environmental laws such as the National Historic Preservation Act (NHPA) also require that effects on significant cultural resources be considered during the public environmental review process. Section 106 of the NHPA requires that all federal agencies consider significant cultural resources as part of all licensing, permitting, and funding decisions.

WSDOT published a Cultural Resources Discipline Report (Attachment 7 of the SDEIS), as part of the SDEIS, to discuss the regulatory and historic context of the project - as related to the protection and preservation of cultural resources. The Report also discussed the extent of records and archival research, the project's methodology for finding and evaluating cultural resources, and the historic resources in the study area. It goes on to analyze the potential effects of the project on cultural resources and opportunities and commitments for mitigation.

WSDOT has also worked to identify and explore potential archaeological sites within the project area. The Miller Street Landfill was identified as one known archaeological site within the project area.

WSDOT conducted additional research and subsurface testing (2007) for the site - and has since determined that it is not a historic property and that no NRHP-eligible archaeological resources are located there.

WSDOT also identified Foster Island as potential archaeological site and conducted archaeological explorations and identification efforts on the Island, in the late summer months of 2010. No significant archaeological

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remains were found. Findings from this archaeological investigation are discussed in the Final Cultural Resources Assessment and Discipline Report (Attachment 7 to the Final EIS). WSDOT since determined that Foster Island is a traditional cultural property and will be treating it as such.

WSDOT's final analysis of project impacts on cultural resources within the project area can be found in the Final Cultural Resources Assessment and Discipline Report (Attachment 7 of the Final EIS).