

CULTURAL RESOURCES REPORT COVER SHEET

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Title of Report: Cultural Resources Inventory for the University of Washington Burke-Gilman Trail, Rainier Vista to Northeast 47th Street (Forest Reach) Segment, City of Seattle, King County, Washington

Date of Report: March 2014

County(ies): King Section: 16 & 9 Township: 25N Range: 4E

Quad: West 1/2 Acres: 4.2

PDF of report submitted (REQUIRED) Yes

Historic Property Inventory Forms to be Approved Online? Yes No

Archaeological Site(s)/Isolate(s) Found or Amended? Yes No

TCP(s) found? Yes No

Replace a draft? Yes No

Satisfy a DAHP Archaeological Excavation Permit requirement? Yes # No

Were Human Remains Found? Yes DAHP Case # No

DAHP Archaeological Site #:

None

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Cultural Resources Inventory for the University of Washington
Burke-Gilman Trail, Rainier Vista to Northeast 47th Street
(Forest Reach) Segment, City of Seattle, King County,
Washington

Submitted to:
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B O L A ARCHITECTURE + PLANNING

Seattle, Washington
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HISTORICAL
RESEARCH
ASSOCIATES, INC.

This report was prepared by HRA Principal Investigator Alexander E. Stevenson, MS, and Kainoa Little, B.A. Mr. Stevenson meets the Secretary of the Interior's professional qualifications standards for archaeology. The architectural inventory was prepared by BOLA Historic Preservation Planner, Sonja Molchany who meets the Secretary of the Interior's professional qualifications standards for architectural history. This report is intended for the exclusive use of the Client and its representatives. It contains professional conclusions and recommendations concerning the potential for project-related impacts to archaeological resources based on the results of HRA's investigation. It should not be considered to constitute project clearance with regard to the treatment of cultural resources or permission to proceed with the project described in lieu of review by the appropriate reviewing or permitting agency. This report should be submitted to the appropriate state and local review agencies for their comments prior to the commencement of the project.

Executive Summary

The University of Washington (UW) is planning to widen the Burke-Gilman Trail between Rainier Vista and Northeast 47th Street (Project). The Project is intended to provide increased space for this high traffic portion of the Burke-Gilman Trail. Limited ground disturbance is anticipated during the trail widening and will likely not exceed 2 feet in depth.

EA Engineering, Science and Technology, Inc. (EA), has overseen the management of the environmental review of this project for the UW. In April of 2013, EA contracted with Historical Research Associates, Inc. (HRA), to conduct an archaeological inventory of the Area of Potential Effects (APE) and BOLA Architecture and Planning (BOLA) to conduct historic research and architectural evaluation of the Burke-Gilman Trail (Seattle, Lake Shore & Eastern Railway right-of-way) two buried bridges (one along the Trail near Wahkiakum Lane and one along the Trail south of Snohomish Overpass), and trail intersections with the Wahkiakum Lane Overpass and Snohomish Overpass. Currently, funding for the Project is pending; however, it is anticipated that the Project will receive funds from the Federal Highway Administration (FHWA), which are administered by the Washington State Department of Transportation (WSDOT). The use of federal funds on projects requires compliance with Section 106 of the National Historic Preservation Act (NHPA).

Archival research indicated a number of Native American place names in the vicinity of the APE. Additionally, past construction and development activities associated with the Alaska–Yukon–Pacific Exposition (AYPE) and the growth of the UW and the City of Seattle have greatly modified and disturbed the landscape within the APE.

An archaeological inventory was conducted by HRA archaeologists on December 18, 2013. A number of marked utilities were noted along the Burke-Gilman Trail during the survey which prevented uniform shovel testing, but is also indicative that a great deal of ground disturbance has taken place within the APE. No archaeological resources were identified during the inventory and no further archaeological study is recommended.

The Burke-Gilman Trail was determined not eligible for the National Register of Historic Places (NRHP) due to issues of integrity (Durio 2009c). No other architectural features were identified within the APE and further architectural studies are not recommended.

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1. Introduction and Project Description

The University of Washington (UW) is planning to widen the Burke-Gilman Trail between Rainier Vista and Northeast 47th Street (Project) (Figure 1-1). The Project is intended to provide increased space for this high traffic portion of the Burke-Gilman Trail. Limited ground disturbance is anticipated during the trail widening and will likely not exceed 2 feet (ft) in depth.

EA Engineering, Science and Technology, Inc. (EA), has overseen the management of the environmental review of this Project for the UW. In April of 2013, EA contracted with Historical Research Associates, Inc. (HRA), to conduct an archaeological assessment of the Area of Potential Effects (APE). In March of 2013, EA also contracted with BOLA Architecture and Planning (BOLA) to conduct an architectural evaluation for the Project.

1.1 Regulatory Context

Currently, funding for the Project is pending; however, it is anticipated that the Project will receive funds from the Federal Highway Administration (FHWA), which are administered by the Washington State Department of Transportation (WSDOT). The use of federal funds on projects requires compliance with Section 106 of the National Historic Preservation Act (NHPA).

1.2 Area of Potential Effects

The APE is defined here as the horizontal and vertical extent of ground disturbance and modification (Figure 1-2). The project is planned to extend for a total of 4,490 ft from Rainier Vista northeast to Northeast 47th Street. The Burke-Gilman Trail is currently approximately 14 ft wide in this area, but will be widened to approximately 24 ft by this project. Ground disturbance is not expected to exceed 2 ft in depth.

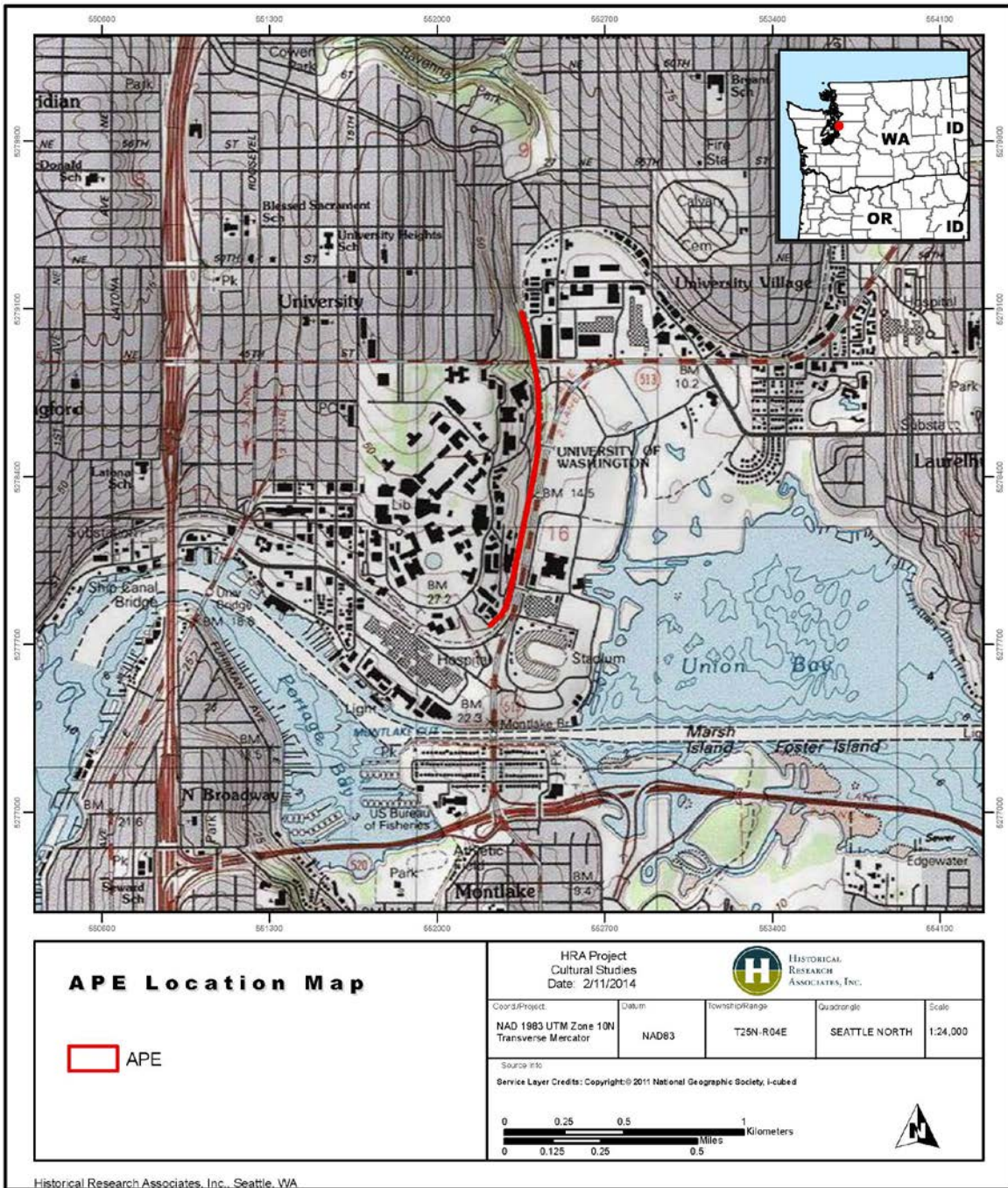


Figure 1-1. Location of the APE and vicinity.

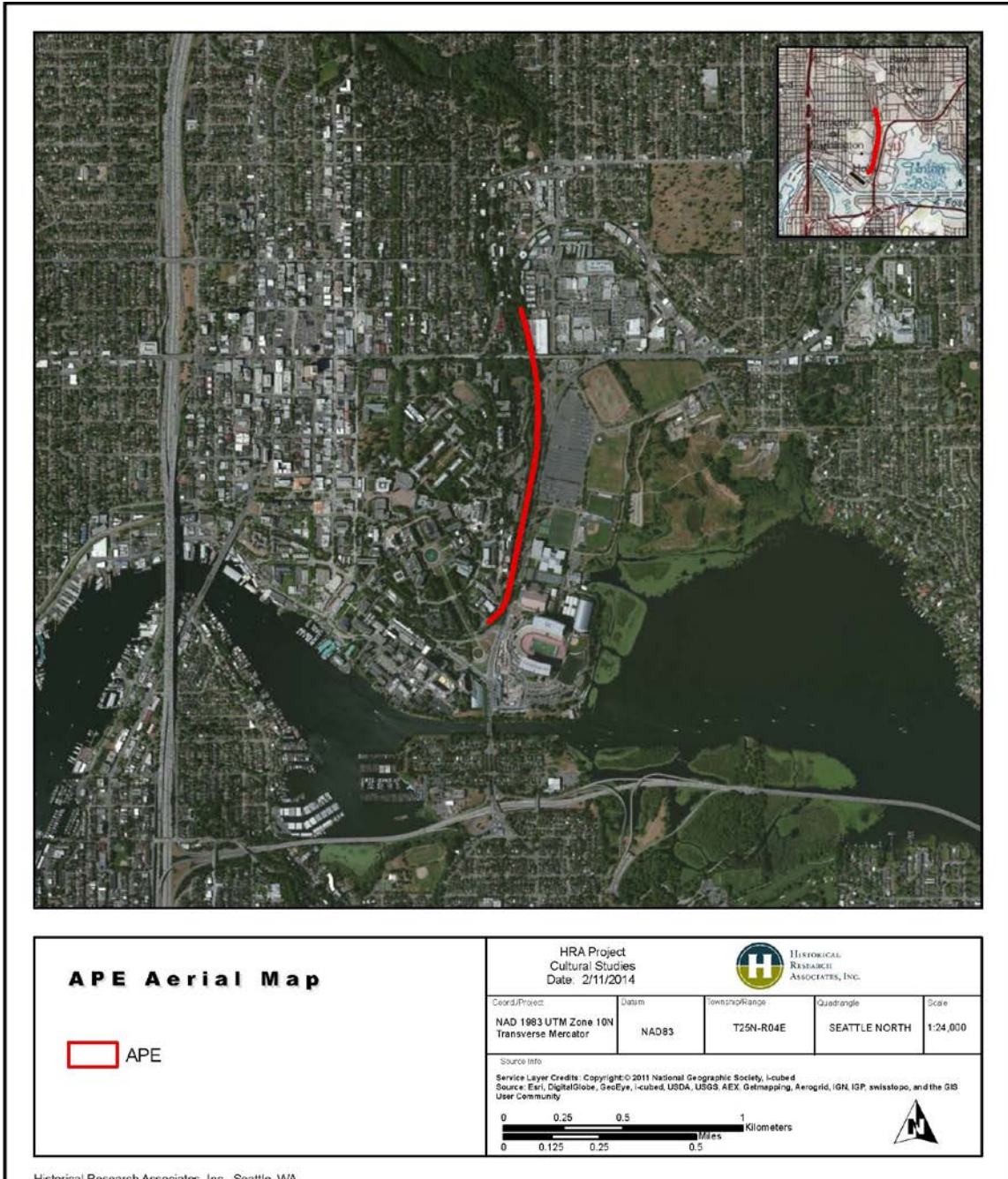


Figure 1-2. Location of the APE on aerial photograph.

2. Archival Research

This chapter provides a review of archival data including previous cultural resources surveys; documented archaeological sites, historic sites, structures, and objects; and historic maps. Understanding previous cultural resource surveys and known cultural resources in the vicinity of a project is important for understanding how intensively work has been conducted in the area. This archival research is necessary for developing expectations for this Project which will be outlined in Section 5.

2.1 Research Methods and Materials Reviewed

HRA archaeologist Kainoa Little conducted an archival record search for records pertaining to locations within ½-mile of the APE. Mr. Little searched the Department of Archaeology and Historic Preservation’s (DAHP’s) online database (WISAARD) for archaeological site records, cultural resource survey reports, historic property inventory (HPI) forms, historic register information, and cemetery records. A statewide archeological predictive model on DAHP’s WISAARD was reviewed for probability estimates for archaeological resources, and to aid in developing the field strategy.

2.2 Previous Cultural Resource Studies

Twenty-two previous cultural resource studies were conducted within ½ mi of the APE (Table 2-1). Three of these studies were for the Environmental Impact Statement (EIS) for the Central Link Light Rail Project (Courtois & Associates 2003; Courtois et al. 1998, 1999). Several historic-era resources were identified by these studies; however, none were located in or near the current Project.

Table 2.1 Previous Cultural Resource Studies within Approximately ½ mile of the APE.

Reference	NADB#	Title	Distance from APE	Cultural Materials Identified Within or Adjacent to the APE
Courtois et al. 1998	1339816	<i>Sound Transit Central Link Light Rail Draft Environmental Impact Statement Historic and Archaeological Technical Report</i>	Approximately ½ mi west	None
Courtois et al. 1999	1339836	<i>Central Link Light Rail Transit Project Final Environmental Impact Statement Technical Report</i>	Approximately ½ mi west	None

Table 2.1 Previous Cultural Resource Studies within Approximately ½ mile of the APE.

Reference	NADB#	Title	Distance from APE	Cultural Materials Identified Within or Adjacent to the APE
Courtois & Associates 2003	1350148	<i>Preliminary Report on University of Washington Main Campus Seattle-Significant Buildings and Features Completed Prior to 1953, in Select Campus Area</i>	Within APE	None
Emerson 2009a	1352771	<i>Letter to Adam Escalona regarding SE01126A UW Medical BB Tower</i>	Adjacent	UW Medical BB Tower
Emerson 2009b	1352800	<i>Letter to Adam Escalona regarding SE01124A Suzzallo Library</i>	Approximately ½ mi west	None
Emerson 2009c	1352793	<i>Letter to Adam Escalona RE: SE01123A Haggett Hall</i>	Adjacent	Haggett Hall
BOLA 2008a	1353338	<i>Johnson Annex-UW Historic Resources Addendum</i>	Approximately ½ mi northwest	None
BOLA 2008b	1353339	<i>Cunningham Hall-UW Historic Resources Addendum</i>	Approximately ½ mi west	None
BOLA 2010	1353812	<i>Husky Union Building-UW Historic Resources Addendum</i>	Adjacent	Archival research only for Husky Union Building; no fieldwork and no new resources
Minor and Meijer 2011	1680887	<i>Cultural Resource Inventory for Anderson Hall, University of Washington Campus, Seattle, Washington</i>	Approximately 1/8 mi north	None
Sharley and Smith 2011	1680533	<i>Cultural Resource Assessment for the Thomas Burke Memorial Washington State Museum Renovation Project, University of Washington</i>	Approximately ½ mi west	None
Parametrix et al. 2010	1354602	<i>SR520, I-5 to Medina: Bridge Replacement and HOV Project, Cultural Resources Report for Section 6(f) Environmental Evaluation</i>	Approximately ½ mi south	None
Blukis Onat et al. 2005	1680617	<i>Preliminary Ethnographic and Geoarchaeological Study of the SR520 Bridge Replacement and HOV Project</i>	Approximately ½ mi south	None
Elder 2011	1682027	<i>Cultural Resources Investigations at the Bryant Building Section 6(f) Replacement Site</i>	Approximately ½ mi west	None

Table 2.1 Previous Cultural Resource Studies within Approximately ½ mile of the APE.

Reference	NADB#	Title	Distance from APE	Cultural Materials Identified Within or Adjacent to the APE
Elder and Reed 2011	1682029	<i>Results of Archaeological Monitoring of Geotechnical Borings within the SR520 Limits of Construction</i>	Approximately ½ mi south	None
Elder et al. 2011a	1680657	<i>Section 106 Technical Report (Volume I Archaeology and Volume II Built Environment) SR520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project</i>	Approximately ½ mi south	None
Elder et al. 2011b	1681090	<i>Section 106 Technical Report (Volume I Archaeology) SR520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project</i>	Approximately ½ mi south	None
ICF and Gray Lane 2011	1681089	<i>Section 106 Technical Report SR520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project</i>	Approximately ½ mi south	None
Walker Gray et al. 2011	1681091	<i>Section 106 Technical Report (Volume II Built Environment) SR520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project</i>	Approximately ½ mi south	None
Elder and Cascella 2013	1683661	<i>SR520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project Corridor Archaeological Landform Sensitivity Assessment</i>	Approximately ½ mi south	None
Stevenson et al. 2013	None	<i>University of Washington Burke-Gilman Trail, Rainier Vista to 15th Avenue NE Segment, Cultural Resources Inventory Project, Seattle, King County, Washington</i>	Adjacent	None
BOLA 2013	None	<i>DAHP Historic Inventory Report for Northern Pacific Railroad Bridge No. 4/ Alaska Avenue Bridge</i>	Adjacent	Alaska Avenue Bridge

Three surveys were conducted for cellular tower projects (Emerson 2009a, 2009b, 2009c; see Table 2-1). The UW Medical BB Tower and Suzzallo Library were documented during these cell tower projects (Emerson 2009a, 2009b).

Four of the surveys were conducted as part of historic resource inventories for the UW (BOLA 2008a, 2008b, 2010; Minor and Meijer 2011). No fieldwork was performed, but archival research was completed for Johnson Annex, Cunningham Hall, Husky Union Building, and Anderson Hall (see Table 2-1).

A Cultural Resource Assessment was conducted ahead of the renovation of Thomas Burke Memorial Museum (Sharley and Smith 2011). The assessment included archival study as well as surface and subsurface survey, but found no potentially affected cultural resources (see Table 2-1).

Nine studies were completed for the SR520: I-5 to Medina Bridge Project (Blukis Onat et al. 2005; Elder and Cascella 2013; Elder and Reed 2011; Elder et al. 2011a, 2011b; ICF and Gray Lane 2011; Parametrix et al. 2010; Walker Gray et al. 2011; Table 2-1). Six buildings on four parcels identified as potential Section 6(f) sites were evaluated for historic significance; however, none were located in or near the APE (Parametrix et al. 2010). One study was for the Bryant Building 6(f) Replacement Site, as part of the larger SR 520: I-5 to Medina Bridge Project. Various fragments of glass, metal, ceramic, brick, mortar, concrete, charcoal, slag, and a wire nail were noted in fill sediments (Elder 2011).

According to Elder et al. (2011a), 370 properties were identified that are either eligible for or listed on the National Register of Historic Places (NRHP). These properties include: eight historic bridges, three historic landscapes, two historic districts, one historic waterway, one historic boulevard, one traditional cultural property, and 355 historic buildings. A total of 212 of these properties are within approximately 1 mi of the APE. The Montlake Boulevard Pedestrian Overpasses (North and South) and Bloedel Hall are eligible under Criterion C; the Burke-Gilman Trail was previously determined not eligible due to significant loss of integrity (Elder et al. 2011a).

No new resources were identified during the limited field reconnaissance for the Preliminary Ethnographic and Geoarchaeological Study of the SR520: I-5 to Median Project (Blukis Onat et al. 2005). Archaeological monitoring of geotechnical borings occurred in the Montlake area and a landform analysis was conducted (Elder and Cascella 2013; Elder and Reed 2011). No cultural materials were identified (Table 2-1).

Two studies were completed for the Cultural Resource Assessment of the first of five sections of this University of Washington Burke-Gilman Trail Expansion Project (Stevenson et al. 2013; Table 2-1). The research and subsurface survey was conducted, for a section of the Burke-Gilman Trail near the APE, between Rainier Vista and 15th Avenue NE. As part of that study, BOLA's architectural historian recorded the Alaska Avenue Bridge, built in 1914, within that Project's APE (BOLA 2013).

2.2.1 Previously Recorded Archaeological Sites

One isolate and three archaeological sites have been documented within ½ mi of the APE (Table 2-2). The isolate (45KI952) is an amber glass bottle circa 1920s–1930s (Boggs 2009a). The

bottle has a circular suction mark with feathering at the base, indicative of the Owen’s Automatic Machine, used exclusively by Owen’s-Illinois Glass Company. The bottle was found in fill during construction excavation, approximately 4 ft. below ground surface.

Table 2-2. Previously Recorded Archaeological Isolates and Sites within ½ mi of the APE.

Site Number and Name	Site Type/Description	Distance from APE	Eligibility for NRHP	Reference
45KI952	Historic Bottle Isolate, circa 1920s to early 1930s	Approximately 1/2 mi southeast	Not Evaluated	Boggs 2009a
45KI955	Historic Public Works	Approximately 1/2 mi southeast	Not Evaluated	Boggs 2009b
45KI957 <i>UW Greenhouse Site</i>	Multicomponent-Prehistoric Lithic Material and Historic Debris	Approximately 1/4 mi west	Not Evaluated	Louderback and Jolivette 2009
45KI1030 UW	Historic Lewis Hall Stone Staircase	Adjacent	Not Evaluated.	Gilpin 2011

Site 45KI955 consists of the remnants of an abandoned wood stave pipeline and associated metal pipeline (Boggs 2009b; Table 2-2). The pipeline is probably associated with the sewage system constructed in Seattle during the early 1900s, as its trajectory was downhill toward Hudson Bay (Boggs 2009b).

Site 45KI957, is a precontact lithic scatter located on an eroded slope above the Burke-Gilman Trail, behind the Botany Greenhouse (Louderback and Jolivette 2009; see Table 2-2). Materials observed were two lithic quartzite flakes and a chert projectile point mixed with historic-period debris (iron fragments, hardware, gardening tags, and ceramic sherds) in redeposited soils. The soil was most likely redeposited during construction of the former railroad line that the Burke-Gilman Trail currently resides on and disturbed during use of the greenhouse. This site is roughly a quarter miles west of the APE.

Site 45KI1030 is a historic stone staircase south of Lewis Hall on the University of Washington campus (Gilpin 2011; Table 2-2). The stone staircase is on the easternmost side of, and likely led up to, a terrace area which was occupied by tennis courts from approximately the early 1920s until the early 1990s. Due to the removal of the tennis courts, the stairs have lost integrity of setting and association and were recommended as not eligible for the NRHP.

2.2.2 Cemeteries

The Calvary Cemetery is located on Northeast 47th Street approximately 1000 feet east of the north end of the APE (DAHP 2009a). The earliest burial at this cemetery dates to 1901.

In 1920, a steam shovel crew removed the remains of one individual during construction near the intersection of East 43rd Street and 36th Avenue Northeast (DAHP 2009b).

2.2.3 Historic Buildings, Structures, and Objects

There are seven historic BSOs within and adjacent to the APE (Table 2-3). The Burke-Gilman Trail itself was determined not eligible for the NRHP (Durio 2009a). Two buildings adjacent to the APE have not been evaluated for NRHP eligibility.

Four of these resources have been determined to be eligible for the NRHP. The Montlake Boulevard Pedestrian Overpasses adjoin the APE but are not included in the APE. Two University of Washington buildings adjacent to the APE, Haggett Hall and the North Physics Laboratory, were also determined eligible for the NRHP. None of these historic properties will be affected by the Project.

Table 2-3. BSOs within and adjacent to the APE

Common Name/Address	Description	NRHP Eligibility	Citation
Burke-Gilman Trail	Former Seattle, Lake Shore & Eastern Railroad right-of-way	Not Eligible	Durio 2009c
North Physics Laboratory	Formerly known as the Van deGraff Nuclear Accelerator Building	Eligible	Durio 2009d
Montlake Boulevard Pedestrian Overpass North	Pedestrian overpass adjacent to APE	Eligible	Durio 2009a
Montlake Boulevard Pedestrian Overpass South	Pedestrian overpass adjacent to APE	Eligible	Durio 2009b
Stadium Overpass	Pedestrian overpass to UW Stadium	Eligible	DAHP 1979
Haggett Hall		Eligible	Emerson 2009c
4515 25 th Avenue NE		Not Evaluated	Artifacts Consulting, Inc. 2011
3619 Ravenna Ave NE		Not Evaluated	DAHP n.d.

2.2.4 *Historic-Period Map Research*

General Land Office (GLO) plats

Historic nineteenth-century plats created by the United States Geological Survey (USGS) General Land Office (GLO) depict no features in the APE (USGS 1865, 1890). The closest cultural feature is the Native American overland trail used to travel between Portage Bay (Lake Union) and Lake Washington, which runs through the APE (Figure 4-1).

Sanborn Maps

The vicinity of the APE was not included on early Sanborn Map Company maps. The earliest Sanborn map to include the APE was created in 1905 (Sanborn 1905). This map includes the Northern Pacific Railroad Company (NPRR) alignment (which is within the APE) as well as the structures that existed on the University of Washington Campus at the time but no features within the APE. The 1919–1950 Sanborn map shows an increase in the number of residential and commercial structures surrounding the APE and well as new buildings for the University of Washington (Sanborn 1919). No structures exist on this map within the APE.

2.2.5 *DAHP Predictive Model*

The DAHP predictive model for archaeological sites is based on statewide information, using large-scale factors. Information on geology, soils, site types, landforms, and from GLO maps was used to establish or predict probabilities for archaeological resources throughout the state. The DAHP model uses five categories of prediction: Low Risk, Moderately Low Risk, Moderate Risk, High Risk, and Very High Risk. The DAHP predictive model map indicated that the Project is located in a Very High to Moderate Risk areas. However, given the previous modifications in the vicinity with the construction of railroad lines, roadways, and the university, and the land alterations associated with the Alaska–Yukon–Pacific Exposition (discussed below), the probability for intact archaeological resources is low to moderate.

3. Environmental Context

This chapter provides a brief overview of the local environment, including historic modification to this landscape and natural resources. Understanding the local environment including geology, climate, flora, and fauna is important for understanding how people used the landscape in the past. This environmental context is necessary for developing expectations for this Project, which will be outlined in Section 5.

3.1 Topography and Geology

The APE is located on the eastern portion of the UW campus, approximately ¼ mi north of the Montlake Cut and east of the modern-day shoreline of Lake Union, approximately 33 ft above mean sea level (amsl).

The APE is located within the Southern Puget Sound Basin, a portion of the Puget Trough Physiographic Province (Franklin and Dyrness 1973). The north-south trough of the Puget Lowland separates the Olympic Mountains to the west from the Cascade Range on the east. The lowland was carved out during the last major glaciation of western Washington which ended approximately 16,000 years before present (B.P.) (Alt and Hyndeman 1995; Booth et al. 2004; Dethier et al. 1995; Easterbrook and Rahm 1970:49; Galster and Laprade 1991:249). As glaciers retreated, they left thick sediment deposits. This sediment forms the parent material of many soils throughout this part of King County, including the APE (Snyder et al. 1973). Sediments at the surface across the APE are glacial till deposited during the Vashon Stade of the last major glaciation (Booth et al. 2009). As glaciers retreated, the land on which they rested began to rebound, and would have become available for colonization by plant and animal communities as the climate began to ameliorate.

3.2 Climate and Vegetation

Between approximately 13,000 and 12,000 years ago, the region had developed a much cooler and drier climate, which supported an ecosystem characterized by lodgepole pine (*Pinus contorta*), sedges (*Cyperaceae* sp.), sage (*Artemisia*), and a variety of grasses and herbs. After 12,000 years ago, the climate warmed while continuing to dry, and Douglas fir (*Pseudotsuga menziesii*), western hemlock (*Tsuga heterophylla*), and red alder (*Alnus rubra*) joined the developing parkland forest. By around 6,000 years ago, the climate of the region had cooled and moistened to levels comparable to today's maritime regime, producing the current western hemlock (*Tsuga heterophylla*) vegetation zone. Presently, uplands are moderately to heavily forested with Douglas fir (*Pseudotsuga menziesii*), western hemlock (*Tsuga heterophylla*), and western red cedar (*Thuja plicata*). Red alder (*Alnus rubra*) and big-leaf

maple (*Acer macrophyllum*) represent secondary species in forested habitats and are dominant in disturbed areas (Barnosky 1984; Barnosky et al. 1987; Brubaker 1991; Whitlock 1992).

3.3 Fauna

During the late Pleistocene, western North America would have provided habitat for a number of animal taxa not found in the region after about 11,000 B.P. (Gilmour 2011). These animals would have done well in the developing forested parkland environment in the Puget Sound region, which would have provided food for both grazers and browsers and, in turn, food for large carnivores. Climatic changes undoubtedly reduced the habitat for these animals, which would eventually become extinct across the North American landscape.

Throughout the Holocene, and prior to extensive Euroamerican influence in the area, larger terrestrial mammals would have included elk (*Cervus elaphus*), deer (*Odocoileus* spp.), black bear (*Ursus americanus*), coyote (*Canis latrans*), and mountain lion (*Felis concolor*) (Johnson and Cassidy 1997). Smaller mammals that inhabited the area included snowshoe hare (*Lepus americanus*), raccoon (*Procyon lotor*), and beaver (*Castor canadensis*) (Krukeberg 1991; Larrison 1967). Avifauna found in the Puget Sound region include raptors such the bald eagle (*Haliaeetus leucocephalus*) and waterfowl (*Aix* and *Anas* species). Freshwater fish including trout (*Salmo* sp.), suckers (*Castomidae* spp.) and minnows (*Gila* sp.) would have been readily available in in Lake Washington and Lake Union. Pacific salmon and trout (*Onchorhynchus* spp.), including land locked Kokanee (*O. nerka*), would have also been readily available in the region and from waterways near the APE (Berge and Higgins 2003; WDFW 2012). Freshwater mussels (Unionidea) are found in Lake Washington and Lake Union (Xerces 2010).

4. Cultural Context

This chapter provides a brief overview of nearly 14,000 years of human occupation in North America, focusing specifically on western Washington and the Puget Sound area where possible. Understanding the history of human occupation and land use in an area is crucial for understanding how archaeological data is important and what kinds of archaeological sites may be encountered during a project. This context is necessary for outlining the current state of knowledge about past lifeways and contributes to the development of expectations for this Project, which will be discussed in Section 5.

4.1 Precontact Background

The current understanding of Pacific Northwest precontact lifeways is derived from the archaeological record, which is constantly changing as our knowledge grows. How archaeologists see archaeological data is conditioned by a number of factors, including natural (e.g., rising sea levels) and cultural (e.g., excavation, curation) processes, which selectively modify what remains for modern investigators to be seen (Schiffer 1987). New discoveries can either change or reinforce prior notions of human lifeways, but the continually growing body of archaeological data helps give archaeologists a better understanding of the past (Trigger 2008).

In order to organize current knowledge of Pacific Northwest precontact lifeways, numerous investigators have proposed chronologies for the region's archaeological record (e.g., Ames and Maschner 1999; Kidd 1964; King 1950). Ames and Maschner's (1999) chronology is used here to structure discussion of precontact archaeology and inferred lifeways. Their chronological sequence is divided into three basic developmental periods: Paleoindian, Archaic, and Pacific. The archaeological evidence from these periods suggests a gradual shift from small nomadic groups relying on generalized hunting and gathering to larger sedentary groups with increased social complexity and specialized reliance on marine and riverine resources (Ames and Maschner 1999). In essence, the archaeological record in the region documents a shift from foraging to collecting strategies (sensu Binford 1980) and cultural change toward ethnographically observed lifeways.

4.1.1 *Paleoindian (~12,500 B.C. to 10,500 B.C.)*

Evidence for late Pleistocene occupation of western North America comes from a very small number of archaeological sites, including Paisley 5-miles Cave in Oregon (Gilbert et al. 2008) and sites on California's Channel Islands (Erlandson et al. 2011). Data from these sites have reinforced the idea that these first inhabitants of the region lived in small groups, were probably highly mobile, and followed the migration patterns of animals across the landscape. Mounting evidence (e.g.,

Dillehay et al. 2008) suggests that occupants of the “new world” exploited both marine and terrestrial environments, contrary to long held hypotheses (e.g., Martin 1967). Up to now, no archaeological sites dating to the late Pleistocene have been discovered in the Puget Sound region.

The earliest sites in the Pacific Northwest date to the early Holocene and are commonly associated with Clovis points, an iconic large spear point found across much of North America during this time (Meltzer and Dunnell 1987; Osborne 1956). These sites are said to represent the remains of mobile hunting activities and are scarce in the Pacific Northwest. Clovis points have been recovered from sites across the Puget Sound, including Olympia (Osborne 1956). Other early western Washington sites dating to this period include the Manis Mastodon site (45CA218) near Sequim, and 45KI839 on Bear Creek in Redmond. The Manis site dates to roughly 11,800 B.P., and consists of the remains of a mammoth found in a peat bog with a human-made bone point lodged in a rib fragment (Waters et al. 2011). Site 45KI839 dates to approximately 10,000 to 12,000 B.P., and consists of a highly diverse stone tool kit (Kopperl et al. 2008). This site has been interpreted as a short term occupation site and has yielded evidence of mammal, fish, and plant exploitation. The Manis and Bear Creek sites have demonstrated that the earliest inhabitants of western Washington were not simply big game hunters who used large stone tools to kill game. These sites demonstrate the implementation of diverse toolkits and subsistence strategies, signaling an excellent working knowledge of the landscape and available resources.

4.1.2 *Archaic (10,500 B.C. to 4400 B.C.)*

Sites dating to the Archaic period, especially prior to 5000 B.P., are rare, at least in part because of natural processes, like sea level rise, which have undoubtedly obscured sites that are currently underwater. The current view of this period is generally one of stasis, but this is likely at least partially conditioned by the rarity of sites dating to this period.

Lifeways during the Archaic period are thought to have changed little from the Paleoindian period. In essence, people are thought to have hunted game and lived in small highly mobile egalitarian groups, as foragers (*sensu* Binford 1980). Microblades and leaf shaped projectile points (i.e., Cascade points) have been used to argue for Archaic period occupation across Western (e.g., Chatters et al. 2011; Greengo and Houston 1957). Identifiable faunal remains are rare at Archaic period sites, making inferences about subsistence difficult, but mammal and fish remains have been reported from Archaic period sites in the Puget Sound region (Chatters et al. 2011; Elder, personal communication 2013; Stilson and Chatters 1981).

The most discussed sites dating to the Archaic period are often referred to as “Olcott” sites (Kidd 1964). These sites typically lack good absolute dates, are highly disturbed, are located near rivers, and contain expedient tools such as scrapers, flaked cobbles, and debitage in addition to large lanceolate and stemmed projectile points. Much discussion of these sites has taken place in the last 50 years (e.g., Chatters et al. 2011; Dancey 1969; Kidd 1969; Morgan 1999; Stilson and Chatters 1981). The sites were thought to represent short-term camps where hunting and game processing was the

primary focus of activity (Kidd 1964). Investigators like Dancey (1969), Morgan (1999), and others have refuted Kidd's (1964) initial interpretation, and Chatters et al. (2011) have recently suggested that "Olcott" sites represent the cultural remains of a group of people well adapted to unpredictability who used both plants and animals but were still highly mobile.

A number of Archaic period sites have been recorded in King County. Greengo and Houston (1957) excavated at the Marymoor site, located in Marymoor Park, during the 1950s. This site yielded a large array of Archaic period artifacts, including large projectile points, modified cobbles, and microblades. The earliest component of the West Point sites (discussed below) also falls into the Archaic period.

4.1.3 Pacific (4400 B.C. to A.D. 1775)

Based on the archaeological record, the Pacific period is the most culturally dynamic precontact period in the Pacific Northwest (Chatters 1987; Larson and Lewarch 1995; Lewarch 2006). Over time, changing technologies and site locations suggest increased sedentism and specialization in the use of particular environments and resources (Ames and Maschner 1999). During this period, evidence of exploitation of the littoral environment increases, and shell middens become a prominent site type across Puget Sound. After about 5000 B.P., populations on or near the Puget Sound coast grew and became more complex in organization. Technological organization and subsistence practices became increasingly complex during the Pacific period as well. During this period, there is apparent increasing emphasis on the use of plants including berries and root-vegetables (e.g., Elder and Sparks 2010). Social stratification and inequality, a hallmark of Northwest coast cultures, is thought to be less pronounced in the Puget Sound than in other parts of the Pacific Northwest; however, objects like labrets, indicative of social stratification, appear early in the Pacific period in the Puget Sound at sites like West Point (45KI248) (Larson and Lewarch 1995). By shortly after 2500 B.P., a variety of bone, chipped stone, and groundstone artifacts represent coastal marine-oriented cultures and inland hunting/fishing/gathering cultures (Ames and Maschner 1999; Nelson 1976, 1990).

Shell midden sites dating to the past several thousand years have been recorded in and around the Puget Sound area. The most well studied shell middens are found around Seattle. The West Point sites (45KI428 and 45KI429), located at Discovery Park in West Seattle, have been interpreted as long-term camping and food-processing activity areas (Larson and Lewarch 1995). Five distinct cultural components indicate use of the sites between 4200 and 200 B.P. These sites included a number of personal items, including beads, bracelets, and labrets, which may be related to developing social inequality in the region (Ames and Maschner 1999). The West Point sites also yielded a highly diverse tool kit, including bone as well as ground and chipped stone implements used for capturing and processing prey (Larson and Lewarch 1995). The highly diverse faunal assemblage includes sea mammals, fish, terrestrial mammals, birds, and shellfish, indicating exploitation of a number of available niches.

4.2 Ethnographic Background

The APE is located within the traditional territory of the Duwamish Indians, members of the Coast Salish cultural group that spoke Southern Lushootseed (Suttles 1990). The Duwamish traditionally lived in winter villages on the shores of Elliott Bay, Salmon Bay, Lake Washington, and Lake Union, as well as along the Black, Cedar, and Duwamish Rivers (Ruby and Brown 1992; Stevens 1854; United States Court of Claims 1927). Ethnographer T. T. Waterman (in Hilbert et al. 2001:15–16), who worked in the Puget Sound region during the 1920s, pointed out that the Duwamish, like other groups, identified themselves in relation to their local geography. For example, a group who lived in the vicinity of the APE around Lake Union identified themselves as the *Xa³tcuaÉbc* (Waterman orthography), or “people of the small lake.” While this distinction is taken into account ethnographically, these groups have historically been grouped into a larger entity (the Duwamish) based on shared culture and language.

Ethnographic and archaeological evidence suggests that the Salish Lushootseed-speaking Duwamish, whose name means “inside [the bay] people,” practiced their life way of hunting, fishing, and gathering for centuries before contact with white settlers (Hilbert et al. 2001). Duwamish settlement and subsistence were inextricably linked throughout the year.

The Duwamish, like other Coast Salish groups, spent the majority of the winter inside large longhouses made from cedar planks that had “shed” roofs, which Waterman and Greiner (1921) note were common among tribes around the Sound. These houses could be massive, providing room for very large extended families and much of the food they would need for the cold months. The houses were often arranged into villages of two to five structures. The Duwamish occupied extended family villages and established a flexible system of intermarriage with the surrounding peoples, including the Sammamish and Snohomish (Ruby and Brown 1992). Winter was spent engaged in storytelling and ceremonial performances (Amoss 1972).

During spring, fall, and summer, people from the winter villages dispersed to hunt, fish, and gather plant foods for immediate consumption and winter storage (Buerge 1984; Haeberlin and Gunther 1930). Summer camps usually consisted of small, temporary reed or grass-mat structures occupied by a single family, although several families might join together to build a larger mat house (Haeberlin and Gunther 1930; Suttles 1990; Suttles and Lane 1990). Upland forested environment, not only attracted and supported deer and elk populations for hunting, but likely also provided a variety of plant resources such as berries, nuts, and root foods.

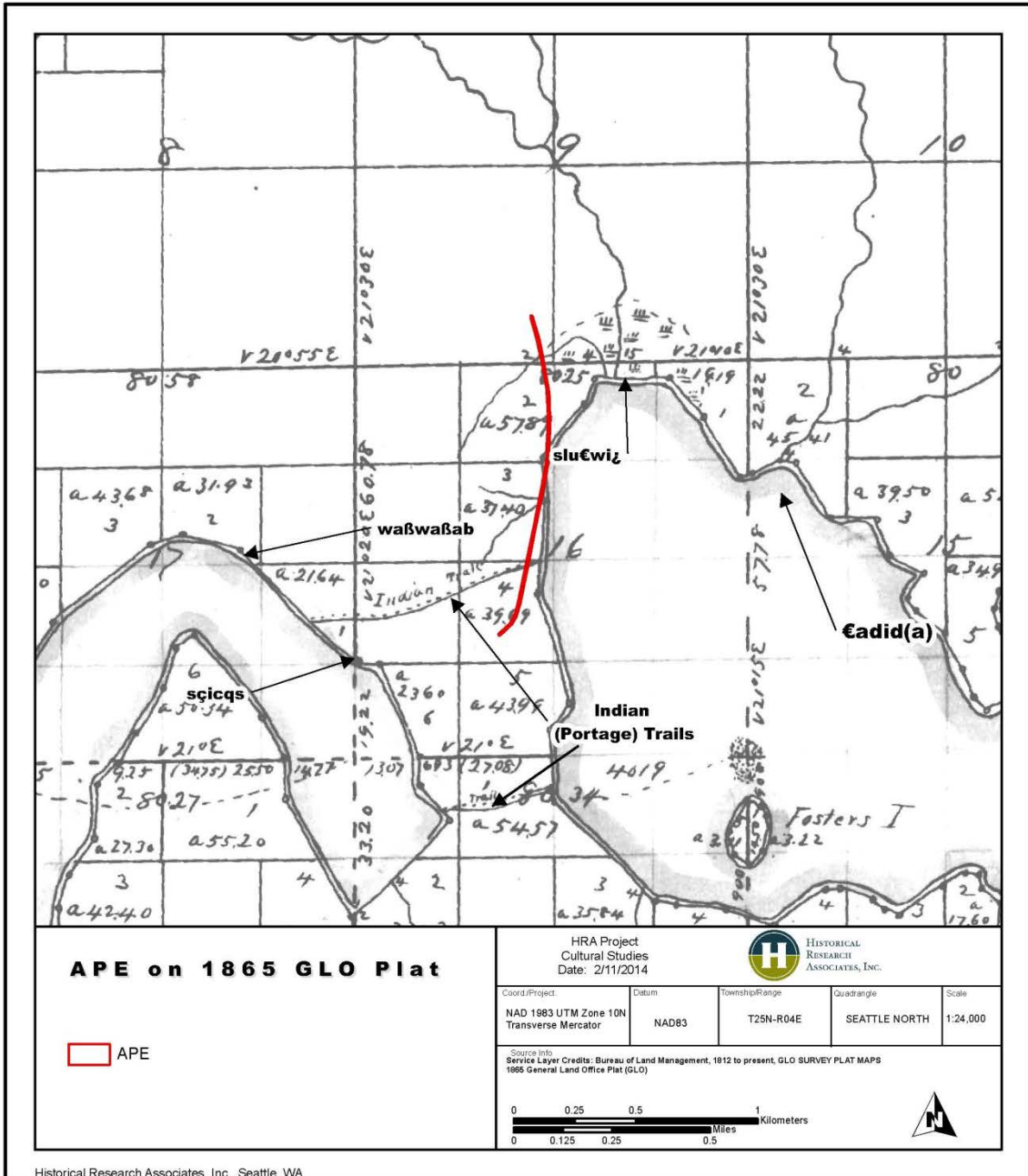


Figure 4-1 Native American place names in the vicinity of the APE (Hilbert et al. 2001; USGS 1865).

T. T. Waterman (Hilbert et al. 2001) identified several Duwamish ethnographic place names in the vicinity of the APE. He described identifiable physical locations along the lake shores and nearby landforms. Approximately 0.4 mi west of the APE is a location called *waqwaqab*, translated as “like a frog.” At this location, a small creek drains into Portage Bay. Along the Portage Bay shoreline, and approximately 0.3 mi southwest of the APE, Waterman’s informants identified a small promontory (now the location of the UW Boat Club) as *sq^wicqs*, “down river promontory.” The marsh between Laurel Point and the UW, now filled in, and the location of parking lots for the UW and Husky Stadium, was known as *slu^wwil*, translated as “perforation for a canoe.” A village with at least five longhouses was located here, along with a fish weir. This is the closest identified village, roughly 0.1 mi east of the APE. The small cove west of Laurel Point was referred to as *?adid(a)*, or “dear me/for gosh sakes”(Hilbert et al. 2001:77–80; Thrush 2007:251). This location is approximately 0.75 mi from the APE. The APE crosses an “Indian Trail” depicted on the 1865 GLO connecting Lake Washington and Lake Union (USGS 1865). This trail, along with one located slightly further to the south, both likely canoe portage routes, is evidence of the heavily used transportation corridor stretching between Shilshole Bay and Lake Washington, bringing people from various neighboring tribes into and through the project area vicinity (Miller and Blukis Onat 2004:70; USGS 1865).

4.3 Historic Background

European visitation to the Puget Sound region began in 1792 when George Vancouver and his crew explored the region. Within the next 100 years, native populations would plummet due to repeated outbreaks of introduced diseases such as small pox, influenza, and typhoid fever (Boyd 1990; Suttles and Lane 1990). Fort Nisqually, located approximately 40 mi southeast of the Duwamish headwaters, was established as a trading post by the Hudson’s Bay Company in 1833. The Treaty of Washington in 1852 conveyed the territory to the United States, and the Donation Land Claim Act drew settlers into land occupied by the Duwamish and their neighbors. In 1855, members of the Duwamish and neighboring Puget Sound tribes signed the Treaty of Point Elliott, which provided for the removal of tribal members to reservations, including the Port Madison Reservation (Suquamish/Fort Kitsap). Some Duwamish people continued to live in and around Seattle, maintaining friendly relations, working for, and trading with incoming settlers. Many others, meanwhile, relocated to the Port Madison Reservation, but due to undesirable conditions were compelled to leave. Many then attempted to return to their ancestral lands, and a few were able to claim or purchase land (Ruby and Brown 1992; Thrush 2007).

Tribal lands and fishing rights continued to be eroded through the late 1800s and 1900s, culminating, in the late 1900s, in a series of lawsuits and court cases that upheld certain treaty rights (Marino 1990; Ruby and Brown 1992). The Duwamish Tribe is not currently federally recognized, but continues to fight for this distinction.

The first Euroamerican settlers in the vicinity of the project area were the Denny Party, who arrived in 1851 (Bagley 1929). Within a decade, the 302 ambitious settlers living in Seattle had requested and

been granted the right to open the State University in the young city. In 1861, the first university building was constructed on 10 acres of “Denny’s Knoll,” which would eventually become Seattle’s commercial downtown district. The population of Seattle boomed in the following decades, to over 40,000 by the late 1880s. The city needed a university as well a major rail line; over the next decade it would get both.

In 1885, the Seattle, Lake Shore & Eastern Railroad (SLS&E) Company became a corporation (Bagley 1929). The company formed as a result of the efforts of Thomas Burke, a local judge, and Daniel Gilman. Although Seattle was a vibrant city during the late 1880s, major rail road companies like the Northern Pacific Railroad (NPRR) had yet to build a line through the town. Gilman and Burke, along with others, saw this as an opportunity, and built the SLS&E line to connect the burgeoning city to Canada. After years of dispute between NPRR and the city, the SLS&E line eventually became incorporated into the NPRR line in 1892. The line was actually acquired by NPRR in 1913.

The present UW campus location was selected in the early 1890s (Courtois & Associates 2003). In 1891, William Boone was the first architect to develop a campus plan (Figure 4-2). While his plan was never realized, it illustrates hypothetical building placement and also appears to show that the campus was forested at the time of his design. Construction on the campus began with the building of Denny Hall in 1895, followed by at least seven more buildings, including Lewis and Clark Halls, the Observatory, the Assay Laboratory (now demolished), Water Tank (later Chimes Tower, demolished), Powerhouse (demolished), and the Armory and Gymnasium (Bagley 1929; Courtois & Associates 2003:2; Johnston 2001:1–4).

In 1906, after two more unrealized development plans had been drawn up, the University invited the Olmsted Brothers to produce another campus plan in preparation for the upcoming World’s Fair (Bagley 1929; Courtois & Associates 2003). The Alaska–Yukon–Pacific Exposition (AYPE), as it would be known, was planned to be held on the southern portion of the University Campus, north of the NPRR line, where little previous development had occurred. The Olmsteds’ plan for the AYPE and the campus was focused on major land clearing and construction of large open spaces, generally devoid of trees. Rainier Vista was developed under this plan and provided then, as it does today, breathtaking views of Mount Rainier. In order to create these unimpeded views and open spaces, the Olmsteds’ plan required major land clearing efforts, including logging as well as extensive filling and grading (Ott 2009). Nearly 210,000 cubic yards of sediment were moved by men and horses during the development of Rainier Vista and the surrounding area, probably including the APE. Some of this earth was used to fill low spots in the design area, but much of it was transported off site.

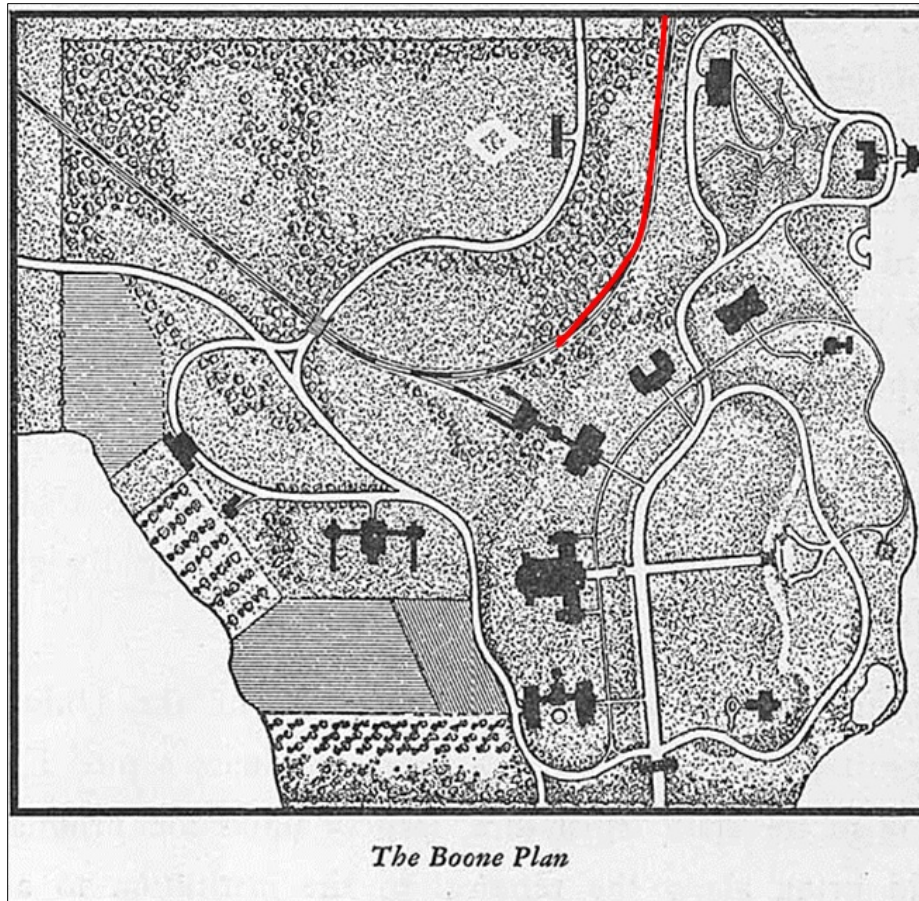


Figure 4-2. The Boone Plan of the UW Campus ca. 1890 (UW Special Collections) with approximate location of APE noted in red.

The UW and the surrounding residential and commercial districts grew rapidly during the twentieth century (Courtois & Associates 2003). This growth came with a necessary expansion of public utilities to supply electricity, water, and sewer services to the buildings surrounding Lake Washington and Lake Union. In 1908, Seattle constructed an 8-ft diameter sewer by tunneling roughly 20 ft below surface in the vicinity of East Pacific Street, adjacent to the southern portion of the APE (Seattle Public Utilities 2013). Waterlines, natural gas lines, and a number of other utilities including fiber optic and electrical lines were installed in the vicinity of the APE during the late twentieth century (Jacobs, personal communication 2013; Seattle Public Utilities 2013).

The NPRR, owners of the segment of line within the APE, continued heavy use of the line until 1963 (City of Seattle 2011). The NPRR merged with two other railroad companies, Burlington and The Great Northern, in 1970, and the new company, the Burlington Northern Railroad, abandoned the line that would become the Burke-Gilman Trail in 1971. The first section of the line to be paved and turned into the Burke-Gilman Trail connected Gas Works Park (west of the APE) within Tracy Owen Park in Kenmore (north of the APE).

5. Expectations for Hunter-fisher-gatherer, Ethnographic Period, Historic Indian, and Historic Euroamerican Cultural Resources

Based on archival research, as well as the environmental and the cultural settings of the APE, there is a moderate to high probability for observing precontact to ethnohistoric period cultural remains. Settings similar to that of the APE would have been the focus of hunting and gathering activities and would have been ideal locations for long term occupation as well. Expected artifacts and features would relate to these activities. Although the APE has been the subject of significant development over the past 120 years, anticipated materials could include fragments of fire-modified rock (FMR), either singly or in intact clusters (sometimes with charcoal and/or oxidized soils), indicating the presence of cooking or processing hearths; lithic and/or bone tools and tool fragments; and isolated bone tools and tool fragments.

The likelihood of finding historic-period archaeological remains is moderate to high, given the use of the APE as an important transportation corridor early in the history of the development of Seattle. Historic features and artifacts encountered would likely be associated with the SLS&E railroad and NPRR. Some artifacts associated with the AYPE may be encountered as well. Artifacts and features may include railroad spikes, brick, nails, glass and metal refuse, building foundations, and objects related to operation of the railway (e.g., portions of signals).

6. Field Strategy and Methods

6.1 Archaeological Inventory

Utility locations were marked along the trail, within the APE. Representatives from two utilities met HRA archaeologists on site during the first day of fieldwork to discuss the scope and scale of the subsurface survey and the location of known natural gas and Seattle City Light electrical lines. A representative from Seattle City Light marked areas that included many electrical lines on aerial photographs of the APE. These areas were avoided during shovel probing.

6.1.1 Pedestrian Survey

HRA archaeologists walked parallel transects on the north and south sides of the Burke-Gilman Trail along the length of the APE. Surface survey was designed to identify cultural resources visible above ground, as well as marked utilities and other evidence of disturbance. Representative photographs were taken during the course of the survey in order to document the landscape, development, and the location of marked utilities.

6.1.2 Subsurface Survey

Shovel probes (SP) were excavated across the APE in order to identify buried cultural resources. Shovel probes were only excavated in unpaved areas where utilities were not located. Sediments recovered from each SP were screened through ¼-inch hardware mesh. Observations regarding SP sediments were documented on standardized forms. These observations included sediment grain size (e.g., sand, silt), gravel size and shape, contacts (e.g., abrupt, diffuse), color, presence of water, presence of roots, signs of soil development, origin of sediment, and disturbance. Cultural materials recovered during SP excavation were noted. Precontact and historic artifacts, if observed, would have been photographed from multiple angles. GPS points were taken for each SP in order to document their locations. Shovel probe excavation was terminated when impassible objects (e.g., large cobbles, wood) were encountered or when *in situ* (i.e., in place/not disturbed) glacially deposited sediment was encountered. Shovel probes were excavated to approximately 60 centimeters (cm) because this was the vertical extent of the APE.

If a SP was found to contain an artifact, shovel probes were excavated 5 meters away in each of the four cardinal directions, where possible. These radial shovel probes were excavated in an attempt to discover if the artifact was representative of an archaeological deposit or an isolate. This process was repeated until no artifacts were encountered in the radial shovel probes or until excavation of shovel probes was impeded.

6.2 Architectural Inventory

The consultant walked the portion of the Burke-Gilman Trail within the APE to identify potential historic resources. DAHP's online WISAARD database was searched for relevant historic property inventory forms.

7. Archaeological and Architectural Inventory Results

7.1 Archaeological Inventory

HRA archaeologists Alexander Stevenson, Kainoa Little, and Angus Raff-Tierney performed archaeological inventory within the APE of the Northlake Reach on December 18, 2013.

7.1.1 *Pedestrian Survey*

No cultural materials were observed during surface survey. In general, the landscape along the APE was developed (e.g., landscaping and pavement) and included numerous underground utilities (Figures 7-1 and 7-2). Seattle City Light personnel noted that there were many subsurface electrical lines on the west side of the trail, these areas are marked in green on Figures 7-1 and 7-2.

Utility markings were observed along much of the Burke-Gilman Trail within the APE. Two portions of the APE were marked by Seattle City Light personnel as areas of particular concern and no shovel probes were placed in these locations (Figure 7-3). Elaborate electrical distribution systems which service UW facilities were recently installed in each of these areas. Electrical lines were also noted along the western edge of the APE (Figure 7-4).

Markings for fiber optic lines were noted along the entire APE, along the east side of the Burke-Gilman Trail (Figures 7-4 and 7-5). Natural gas lines were located along the western edge of the APE from the southern extent of the APE for a distance of approximately 0.55 miles, where the lines veered east and were no longer within the APE. Electrical lines were also located in an area just west of the UW Facilities building north of Northeast 45th Street.

In general, the eastern portion of the APE was a steep cut slope that was not suitable for the placement of shovel probes (see Figures 7-4 and 7-5). Steep cut/fill slopes were also noted along the western boundary of the APE north of Northeast 45th Street.

A drainage ditch system was noted along the western boundary of the APE between Pend Oreille Road Northeast and the northern boundary of the APE (Figure 7-6). This ditch ranged from 3 to approximately 5 ft wide and was roughly 2 to 3 ft deep. Near Pend Oreille Road Northeast, standing water was noted in wetland areas on the western side of the APE.

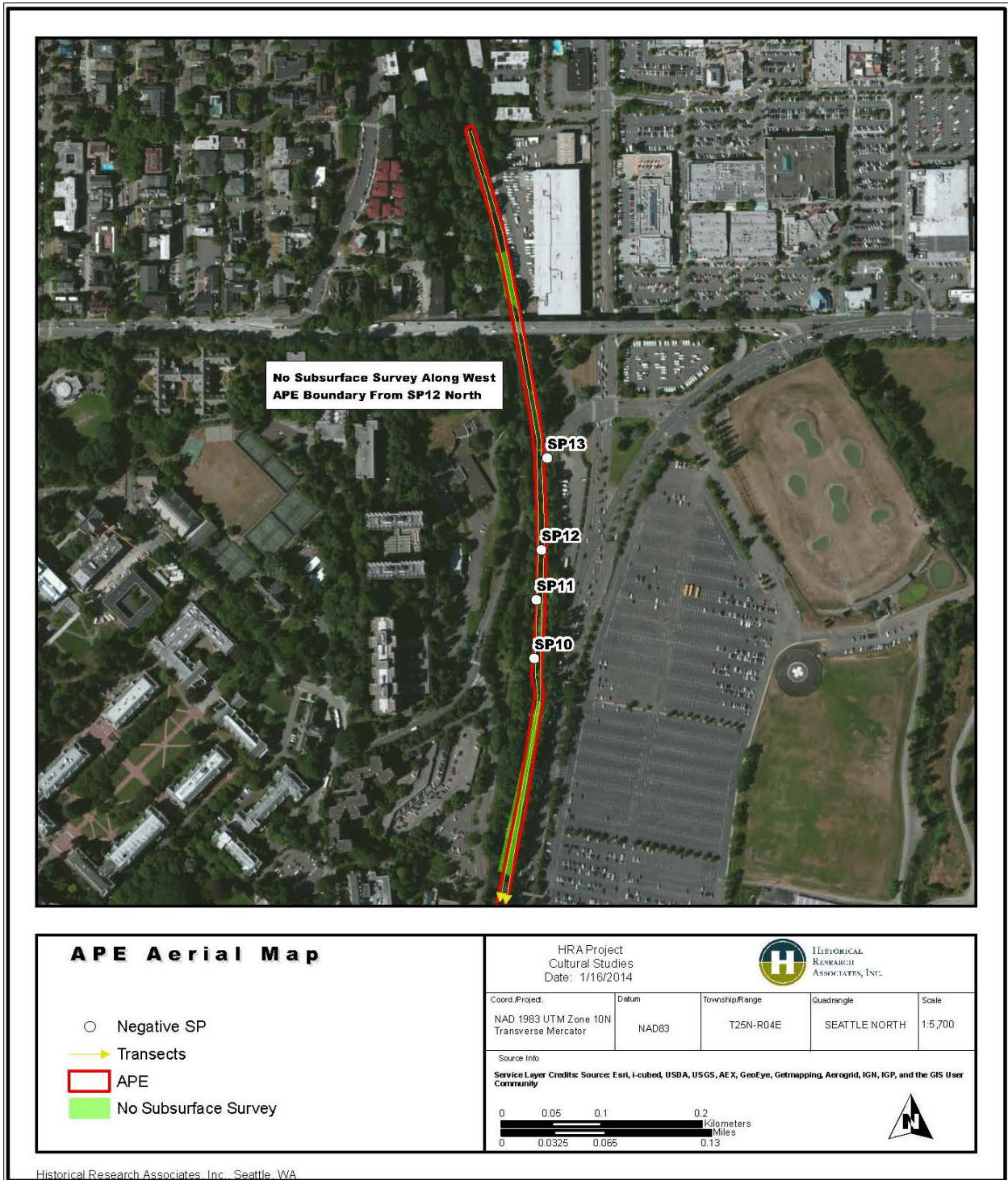


Figure 7-1. Shovel probe locations, southern portion of APE (note: green area indicates area with many subsurface utilities; 1 of 2).

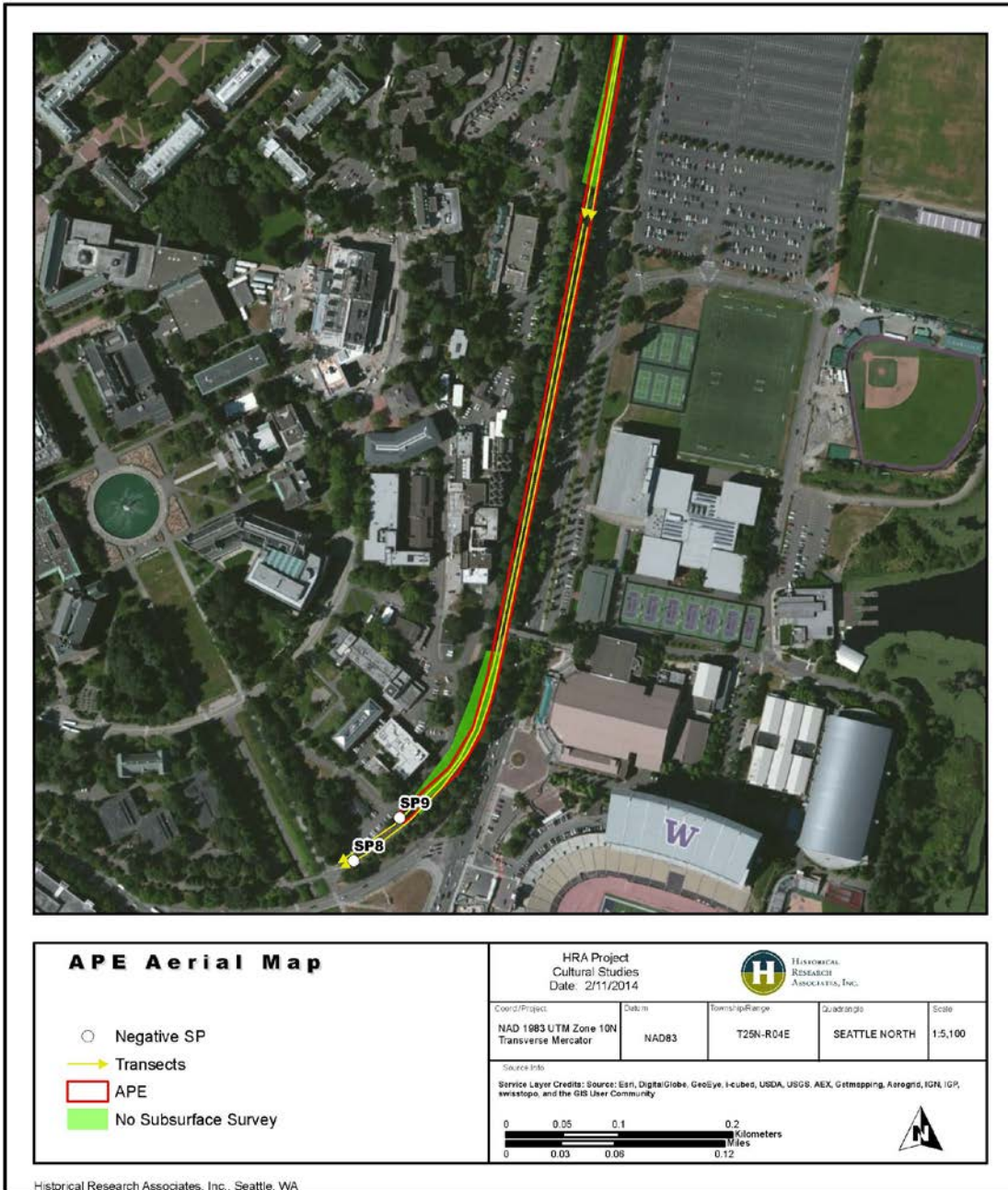


Figure 7-2. Shovel probe locations, northern portion of APE (note: green area indicates area with many subsurface utilities; 2 of 2).



Figure 7-3. Note electrical facilities at left, view north.

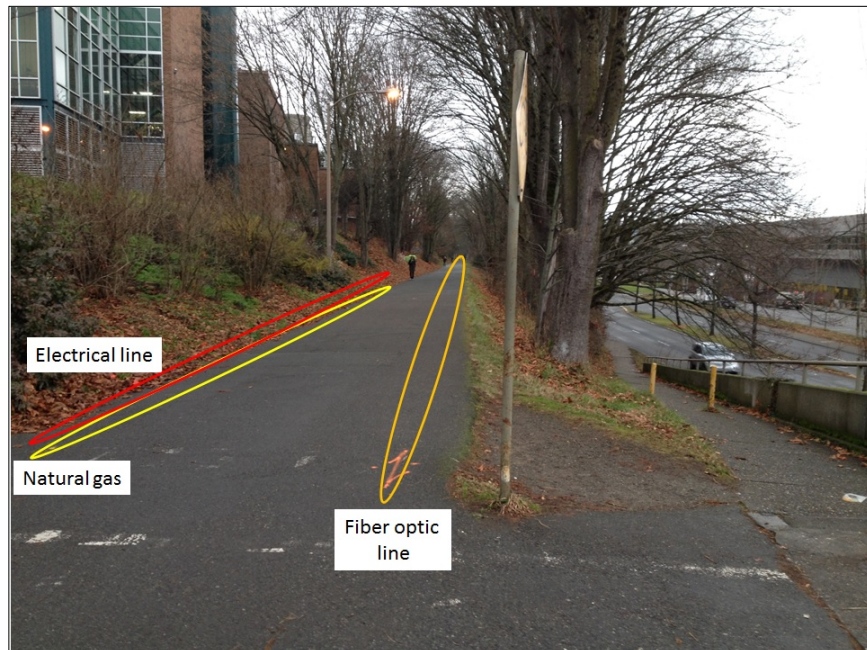


Figure 7-4. Overview of central portion of APE, view north, note utilities and slope on trail edges.

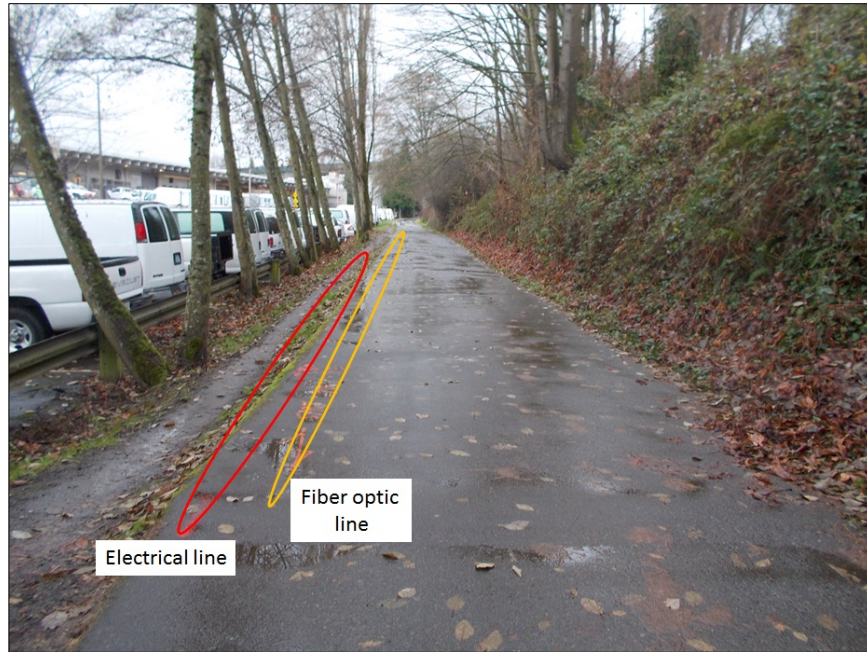


Figure 7-5. Overview of north end of APE, view south, note utilities at left and slope at right.



Figure 7-6. Overview of APE from southern extent of ditch/culvert, ditch at right, view south.

Development activities associated with the construction of UW facilities as well as the Burke-Gilman Trail and SLS&E/NPRR alignment appear to have significantly impacted the APE.

7.1.2 Shovel Probes

A total of six shovel probes (SPs) were excavated within and in the vicinity of the APE (Table 7-1; see Figures 7-1 and 7-2). Shovel probes 8 and 9 were placed just south of the APE. These locations were the only suitable areas for SP excavation near the southern portion of the APE. Much of the APE was either paved, included underground utilities, had been significantly impacted by previous disturbance (e.g., ditches), or was located on a significant slope. Little soil development was noted in the excavated shovel probes, indicating that the surface of the glacial sediments that are mapped in this area had been removed during development activities. Figures 7-7 and 7-8 show the general field conditions where shovel probes were excavated.



Figure 7-7. Overview of southern portion of APE and location of SP8 and SP9, view north.



Figure 7-8. Overview of SP13 location, view north.

Two basic sediment types were observed during shovel probe excavation (Table 7-1). In SPs 8, 9, and 11, sediment observed in the upper 20 to 30 cm was brown silty sand which included occasional coal fragments and gravels. Based on the presence of modern and/or temporally non-diagnostic materials, this sediment was interpreted as disturbed/fill. This disturbed/fill sediment overlaid brownish sandy silt that was interpreted as glacially derived outwash or till. This outwash or till was likely disturbed as well (Figure 7-9).

Sediment observed in SPs 10 and 12 was primarily glacial outwash or till (Table 7-1). No cultural materials were encountered in these shovel probes. SP12 encountered the water table at approximately 55 cm below surface (Figure 7-10).

Sediment observed in SP13 was interpreted as fill based on the presence of plastic throughout the probe (Table 7-1; see Figure 7-8).



Figure 7-9. SP8.



Figure 7-10. SP12.

Table 7-1. Results of Shovel Test Probes in the APE.

Shovel Probe	Maximum Depth (cm)	Description (cm): Description – Comments	Cultural Materials
8	65	<p>0-20: Dark brown silty sand, coal fragments – <i>disturbed/fill</i></p> <p>20-62: Dark brown to grayish-brown sandy silt, many rounded small to medium sized gravels, coal fragments throughout – <i>disturbed</i></p> <p>62-65: Very light grayish-brown silty sand with many rounded gravels – <i>outwash</i></p> <p>Terminated at vertical extent of APE</p>	<p>None</p> <p>None</p> <p>None</p>
9	61	<p>0-18: Dark brown sandy silt, few subrounded small gravels</p> <p>18-32: Reddish-brown to dark brown compact sandy silt, some subrounded small gravel, coal fragments throughout – <i>disturbed/fill</i></p> <p>32-61: Reddish-brown compact sandy silt, some subrounded gravels, sparse charcoal noted – glacial <i>outwash</i></p> <p>Terminated at vertical extent of APE</p>	<p>None</p> <p>None</p> <p>None</p>
10	63	<p>0-12: Duff</p> <p>12-63: Grayish-brown sandy silt, some rounded and subangular small to medium-sized gravels – <i>disturbed</i></p> <p>Terminated at vertical extent of APE</p>	<p>1 wire nail (10-30 cmbs)</p> <p>1 plastic fragment (60-63 cmbs)</p>
11	61	<p>0-15: Brown sandy silt, some poorly sorted subrounded gravels – <i>fill</i></p> <p>15-21: Light grayish-brown silt, slightly sandy, with some oxidation staining, few small gravels – <i>disturbed/fill</i>.</p> <p>21-30: Brown to dark brown fine sandy silt, few subrounded gravels – <i>glacial till</i></p> <p>30-61: Light grayish-brown fine sandy silt – <i>glacial till</i></p> <p>Terminated at vertical extent of APE</p>	<p>2 brown glass fragments (10-30 cmbs)</p> <p>None</p> <p>None</p> <p>None</p>

Table 7-1. Results of Shovel Test Probes in the APE.

Shovel Probe	Maximum Depth (cm)	Description (cm): Description – Comments	Cultural Materials
12	62	0-32: Dark brown silt, pockets of gray coarse sand, very few subrounded gravels – <i>disturbed/fill</i> 32-62: Light brown compacted sandy silt with oxidation staining, few small rounded gravel – <i>glacial outwash, encountered watertable at 55 cmbs</i> Terminated at vertical extent of APE	Aluminum foil fragments (10-30 cmbs) None
13	63	0-63: Brown medium to coarse sands with poorly sorted subrounded gravels – <i>disturbed/fill</i> Terminated at vertical extent of APE	Plastic fragments throughout

7.2 Architectural Inventory

The Burke-Gilman Trail itself, part of the original Seattle, Lakeshore & Eastern Railway right-of-way, was previously evaluated and determined not eligible for listing in the NRHP (Durio 2009c). This evaluation was due to loss of integrity of the original railroad right-of-way, and to the establishment of the Burke-Gilman Trail, which dates from 1978, not yet meeting the 50-year age mark for standard NRHP eligibility consideration. The railroad line was originally the Seattle, Lakeshore & Eastern, which was acquired by the Northern Pacific Railway in 1913. Northern Pacific, Great Northern, and Burlington lines merged to become the Burlington Northern Railroad in 1970. The following year, Burlington Northern applied to abandon this line. In 1978, the original portion of the Burke-Gilman Trail, which follows the railroad right-of-way, was dedicated.

Two potentially historic resources were identified within the APE—the Northern Pacific Railroad Bridges No. 5 or Snohomish Lane Bridge, and No. 7 or Wahkiakum Lane Bridge (Appendices A and B). A series of drawings, dated January 1913, for “Overhead and Undergrade Crossings across N.P.Ry. Co.’s Right of Way through Campus of University of Washington,” indicates that the designers were likely the Acting Engineer of the University of Washington and the Principal Assistant Engineer of the Northern Pacific Railway. Both of these structures are now pedestrian bridges along the Burke-Gilman Trail as it passes through the University of Washington campus.

Northern Pacific Railroad Bridge No. 5/Snohomish Lane Bridge

This structure was built as a railroad crossing over a narrow pedestrian underpass near present-day Snohomish Lane. The bridge is not identified in the Northern Pacific Railway’s *Pocket Bridge List*,

although it is included in the drawings dated January 1913, for “Overhead and Undergrade Crossings across N.P.Ry. Co.’s Right of Way through Campus of University of Washington.” In those drawings, the bridge is shown as a single-span, cast-in-place reinforced concrete structure with a semicircular arch. The arch was 8 ft wide but did not span the entire central portion of the bridge, which was 16 ft. Simple ornamentation included a keystone at the crown of the arch, concrete pilasters at either end of the arch, battered pilasters at either end of the central span of the bridge, and a concrete railing with rectangular recesses along the parapet and integral horizontal banding at the top and bottom.

The bridge is now almost completely buried. The former underpass beneath it has been filled in as part of grade changes over time. As a result, only the uppermost portion of the bridge’s original concrete railings is visible. The bridge deck is asphalt-paved and has been raised considerably from its original level. A contemporary metal pipe railing with vertical pickets has been added on the east side of the bridge, along the inside of the original parapet. Due to the extensive change in context, as well as these physical alterations to the bridge deck, the bridge lacks integrity and is not eligible for listing in the NRHP.

The Pavilion/Stadium Overpass (1938) provides access to the Burke-Gilman Trail immediately north of the subject bridge. It is just outside the APE and has previously been determined eligible for listing in the NRHP (DAHP 1979). While the Forest Reach Project would modify the connections from the Trail to the Pavilion/Stadium Overpass, the proposed project does not include any modifications to the overpass structure itself.

Northern Pacific Railroad Bridge No. 7/Wahkiakum Lane Bridge

This structure was built as a railroad crossing over a narrow pedestrian underpass near present-day NE Wahkiakum Lane. The bridge is not identified in the Northern Pacific Railway’s *Pocket Bridge List*, although it is included in the drawings dated January 1913, for “Overhead and Undergrade Crossings across N.P.Ry. Co.’s Right of Way through Campus of University of Washington.” In those drawings, the bridge is shown as a single-span, cast-in-place reinforced concrete structure with a relatively flat arch. The arch spanned 16 ft and the opening was 14 ft tall. Ornamentation was minimal, consisting of concrete pilasters at either end of the arch, a concrete railing formed by rectangular recesses along the parapet, beveled imposts located at the spring line of the arch, and integral concrete horizontal banding at the top and bottom of the railing.

The bridge is now almost completely buried. The former underpass beneath it has been filled in as part of grade changes over time. As a result, only the top portion of the bridge’s original concrete railings is visible. The bridge deck is asphalt-paved and has been raised considerably from its original level. Due to the extensive change in context, as well as these physical alterations to the bridge deck, the bridge lacks integrity and is not eligible for listing in the NRHP.

The Montlake Boulevard Pedestrian Overpass South (1958) provides access to the Burke-Gilman Trail immediately south of the subject bridge. It is just outside the APE and has previously been determined eligible for listing in the NRHP (Durio 2009b). While the Forest Reach Project would modify the connections from the Trail to the Montlake Boulevard Pedestrian Overpass South, the proposed project does not include any modifications to the overpass structure itself.

8. Summary and Recommendations

8.1 Archaeological Resources

Surface and subsurface survey within the APE identified no archaeological resources. The APE has been the subject of a great deal of recent development including paving, building, previous ground disturbance (e.g., ditch digging), and utility installation. Subsurface survey further demonstrated that the APE has been previously disturbed.

Despite the presence of known ethnographic sites in the vicinity of the APE, no further cultural resources work is recommended within this APE because of the significant disturbance observed during the archaeological survey. However, if this project undergoes significant design changes additional archaeological work may be required.

8.2 Architectural Resources

No NRHP-eligible resources were observed within the APE. Therefore, no further action is recommended unless plans for the proposed project change. Two NRHP-eligible overpasses (the Pavilion/Stadium Overpass and the Montlake Boulevard Pedestrian Overpass South) are immediately adjacent to the APE. While not within the current APE and not proposed for any modifications, careful attention should be paid that even the slightest modification in proposed connections between those overpasses and the Burke-Gilman Trail could result in potential impacts to these structures.

8.3 Accidental Discovery of Archaeological Resources

In the event that archaeological deposits are inadvertently discovered during construction in any portion of the APE, ground-disturbing activities should be halted immediately, and the University of Washington should be notified. The University of Washington would then contact DAHP and the interested Tribes, as appropriate.

8.4 Discovery of Human Remains

Any human remains that are discovered during construction of the Project will be treated with dignity and respect.

If ground-disturbing activities encounter human skeletal remains during the course of construction, then all activity that may cause further disturbance to those remains **must** cease, and the area of the find must be secured and protected from further disturbance. In addition, the finding of human

skeletal remains **must** be reported to the county coroner **and** local law enforcement in the most expeditious manner possible. The remains should not be touched, moved, or further disturbed.

The county coroner will assume jurisdiction over the human skeletal remains, and make a determination of whether those remains are forensic or non-forensic. If the county coroner determines the remains are non-forensic, they will report that finding to the DAHP. DAHP will then take jurisdiction over those remains and report them to the appropriate cemeteries and affected tribes. The State Physical Anthropologist will make a determination of whether the remains are Indian or non-Indian, and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

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Appendix A. Historic Property Inventory Form for Northern Pacific Railroad Bridge No. 5/Snohomish Lane Bridge



Historic Inventory Report

Location

Field Site No. 3 DAHP No.

Historic Name: Northern Pacific Railroad Bridge No. 5

Common Name: Snohomish Lane Bridge

Property Address: xxx Burke Gilman Trail, Seattle, WA

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage -1

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T25R04E	16			King	SEATTLE NORTH

Coordinate Reference

Easting: 1195918

Northing: 850980

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Burke Gilman 2014

Date Recorded: 01/29/2014

Field Recorder: Sonja Molchany

Owner's Name:

Owner Address:

City:

State:

Zip:

Classification: Structure

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Transportation - Rail-Related	Current Use: Transportation - Pedestrian-Related		
Plan: Other	Stories: 1		
Changes to Plan: Not Applicable	Structural System: Concrete - Reinforced Concrete		
Changes to Original Cladding: Unknown	Changes to Interior: Not Applicable		
Changes to Other: Extensive	Changes to Windows: Not Applicable		
Other (specify): Deck surface raised and paved, contemporary metal railings added, context altered, and original bridge structure essentially buried			
Style: Other - Industrial	Cladding: Concrete - Poured	Roof Type: None	Roof Material: None
Foundation: Concrete - Poured	Form/Type: Bridge - Arch		

Narrative

Study Unit	Other
Transportation	
Date of Construction:	1914 Built Date
	Builder:
	Engineer:
	Architect:

Property appears to meet criteria for the National Register of Historic Places: No
 Property is located in a potential historic district (National and/or local): No
 Property potentially contributes to a historic district (National and/or local): No

Statement of Significance: Now a pedestrian bridge along the Burke-Gilman Trail as it passes through the University of Washington campus, this structure was built in 1914 as a railroad crossing over a pedestrian underpass near present-day Snohomish Lane. The railroad line was originally the Seattle, Lakeshore & Eastern, which was acquired by the Northern Pacific Railway in 1913. Northern Pacific, Great Northern, and Burlington lines merged to become the Burlington Northern Railroad in 1970. The following year, Burlington Northern applied to abandon this line. In 1978, the original portion of the Burke-Gilman Trail, which follows the railroad right-of-way, was dedicated.

A series of drawings, dated January 1913, for "Overhead and Undergrade Crossings across N.P.Ry. Co.'s Right of Way through campus of University of Washington," indicates that the designers were likely the Acting Engineer of the University of Washington and the Principal Assistant Engineer of the Northern Pacific Railway.

Due to the extensive change in context, as well as physical alterations to the bridge deck, the bridge lacks integrity and is not eligible for listing in the NRHP.



Historic Inventory Report

Description of Physical Appearance:	In the 1913 drawings, the bridge is shown as a single-span, cast-in-place reinforced concrete structure with a semicircular arch. The arch was 8' wide but did not span the entire central portion of the bridge, which was 16'. Simple ornamentation included a keystone at the crown of the arch, concrete pilasters at either end of the arch, battered pilasters at either end of the central span of the bridge, and a concrete railing with rectangular recesses along the parapet and integral horizontal banding at the top and bottom. The bridge is now almost completely buried. The former underpass beneath it has been filled in as part of grade changes over time. As a result, only the uppermost portion of the bridge's original concrete railings is visible. The bridge deck is asphalt paved and has been raised considerably from its original level. A contemporary metal pipe railing with vertical pickets has been added on the east side of the bridge, along the inside of the original parapet.
Major Bibliographic References:	Northern Pacific Railway. Pocket Bridge List: Showing All Bridges Owned or Maintained and Some Others Used by the Northern Pacific Railway, 1955 updated to 1961. Seattle, Lakeshore & Eastern Railroad right-of-way, DAHP HPI form, 5/31/2009. University of Washington. Facilities Services Records.

Photos



Looking north along bridge deck
2013



Looking north, detail along eastern edge of bridge, with non-original metal railing
2013



Looking SW along eastern edge of bridge
2013



Looking west toward the bridge, view from the Pavilion/Stadium Overpass
2014

Appendix B. Historic Property Inventory Form for Northern Pacific Railroad Bridge No. 7/Wahkiakum Lane Bridge



Historic Inventory Report

Location

Field Site No. 4 DAHP No.

Historic Name: Northern Pacific Railroad Bridge No. 7

Common Name: Wahkiakum Lane Bridge

Property Address: xxx Burke Gilman Trail, Seattle, WA

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage -1

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T25R04E	16			King	SEATTLE NORTH

Coordinate Reference

Easting: 1196202

Northing: 852215

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Burke Gilman 2014

Date Recorded: 01/29/2014

Field Recorder: Sonja Molchany

Owner's Name:

Owner Address:

City:

State:

Zip:

Classification: Structure

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Transportation - Rail-Related	Current Use: Transportation - Pedestrian-Related		
Plan: Other	Stories: 1		
Changes to Plan: Not Applicable	Structural System: Concrete - Reinforced Concrete		
Changes to Original Cladding: Unknown	Changes to Interior: Not Applicable		
Changes to Other: Extensive	Changes to Windows: Not Applicable		
Other (specify): Deck surface raised and paved, context altered, and bridge structure essentially buried			
Style: Other - Industrial	Cladding: Concrete - Poured	Roof Type: None	Roof Material: None
Foundation: Concrete - Poured	Form/Type: Bridge - Arch		

Narrative

Study Unit	Other
Transportation	
Date of Construction:	1914 Built Date
	Builder:
	Engineer:
	Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Statement of Significance: Now a pedestrian bridge along the Burke-Gilman Trail as it passes through the University of Washington campus, this structure was built in 1914 as a railroad crossing over a pedestrian underpass near present-day NE Wahkiakum Lane. The railroad line was originally the Seattle, Lakeshore & Eastern, which was acquired by the Northern Pacific Railway in 1913. Northern Pacific, Great Northern, and Burlington lines merged to become the Burlington Northern Railroad in 1970. The following year, Burlington Northern applied to abandon this line. In 1978, the original portion of the Burke-Gilman Trail, which follows the railroad right-of-way, was dedicated.

A series of drawings, dated January 1913, for "Overhead and Undergrade Crossings across N.P.Ry. Co.'s Right of Way through campus of University of Washington," indicates that the designers were likely the Acting Engineer of the University of Washington and the Principal Assistant Engineer of the Northern Pacific Railway.

Due to the extensive change in context, as well as physical alterations to the bridge deck, the bridge lacks integrity and is not eligible for listing in the NRHP.



Historic Inventory Report

Description of Physical Appearance:	<p>In the 1913 drawings, the bridge is shown as a single-span, cast-in-place reinforced concrete structure with a relatively flat arch. The arch spanned 16' and the opening was 14' tall. Ornamentation was minimal, consisting of concrete pilasters at either end of the arch, a concrete railing formed by rectangular recesses along the parapet, beveled impostes located at the spring line of the arch, and integral concrete horizontal banding at the top and bottom of the railing.</p> <p>The bridge is now almost completely buried. The former underpass beneath it has been filled in as part of grade changes over time. As a result, only the top portion of the bridge's original concrete railings is visible. The bridge deck is asphalt paved and has been raised considerably from its original level.</p>
Major Bibliographic References:	<p>Northern Pacific Railway. Pocket Bridge List: Showing All Bridges Owned or Maintained and Some Others Used by the Northern Pacific Railway, 1955 updated to 1961.</p> <p>Seattle, Lakeshore & Eastern Railroad right-of-way, DAHP HPI form, 5/31/2009.</p> <p>University of Washington. Facilities Services Records.</p>

Photos



Looking north along the B-G Trail, the bridge is visible on the far side of the intersection
2013



Looking NE on trail, bridge visible (top portion of original parapet)
2013



Looking south along bridge, eastern parapet visible above asphalt
2013



Looking south along trail, toward bridge
2013