

5.5 Historic, Cultural, and Archaeological, and Section 4(f) Evaluation

The Renton Nickel Improvement Project will not adversely affect any historic properties or Section 4(f) resources in the study area. During construction of the new bridge over Springbrook Creek, the project will temporarily detour the Springbrook Trail where it currently crosses under I-405.

Citizens appreciate recreational resources because they help to improve the quality of life within our communities. Public spaces that are enjoyable, accessible, and diverse in their social and recreational functions enrich minds, bodies, and spirits.

Likewise, cultural and historic resources provide an important link to the past while establishing meaningful connections to lives today. They serve as memories and symbols of a community's accomplishments and represent the distinctive architecture, landscape, and engineering design of our region.

How will the project affect historic, cultural, and archaeological resources?

The I-405 Project Team identified 124 historic architectural resources within the project's Area of Potential Effect. One of these resources, the Renton Fire Station, is eligible for the National Register of Historic Places. The Renton Fire Station and three other resources are currently listed on the Washington Historic Register. None of these resources will be affected by the project.

The I-405 Project Team did not identify any archaeological or ethnographic sites in the Area of Potential Effect. However, there are a few areas of moderate archaeological probability. WSDOT will develop an unanticipated discovery plan before construction begins. If crews encounter archaeological resources during construction activities, additional studies may be required to evaluate the eligibility of resources for the National Register of Historic Places. If the resource



The Renton Substation of the Snoqualmie Falls Power Company

Please refer to the Renton Nickel Improvement Project Cultural Resources Discipline Report in Appendix G and the Section 4(f) Discipline Report in Appendix S for a complete discussion of these analyses.

What is the Area of Potential Effect (APE)?

According to 36 CFR 800, the APE is the area within which an undertaking may cause direct or indirect changes to the character of historic properties. Therefore the APE can extend beyond the actual area where construction is planned.

For the Renton Nickel Improvement Project, the APE boundary extends one city block from the current ROW in select locations where there is greater visibility and where noise may carry greater distances because of local topography. The Department of Archaeology and Historic Preservation concurred with the APE limits for this project.

is found to be eligible for the National Register of Historic Places, WSDOT will develop appropriate mitigation.

The Washington State Department of Archaeology and Historic Preservation has concurred with these findings as shown in Appendix C.

What is Section 4(f)?

Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) prohibits the FHWA from approving a transportation project that uses land from a significant public park, recreation area, wildlife or waterfowl refuge, or land of an historic site of national, state, or local significance, unless:

1. There is no feasible and prudent alternative.
2. The project includes all possible planning to minimize harm to the property.

A feasible and prudent alternative must be selected if it avoids using this land. Measures that minimize the harm to the resource must be identified and incorporated if use of the Section 4(f) resource is unavoidable.

A Section 4(f) evaluation must be prepared if any resources protected by Section 4(f) are used by a project. The Section 4(f) Evaluation:

1. Describes the affected properties.
2. Discusses the specific use(s) of the resources.
3. Identifies and evaluates alternatives that avoid use of Section 4(f)-protected lands.
4. Identifies measures to minimize harm resulting from unavoidable effects to Section 4(f) resources.
5. Includes coordination with officials having jurisdiction over or administering the lands that will be affected.
6. Identifies the applicability or non-applicability of Section 4(f) to a property.

What is feasible and prudent?

The terms, feasible and prudent, are integral to the Section 4(f) process and they refer to the viability of an alternative that avoids the use of a Section 4(f) resource. The term "feasible" refers to the constructability of a project—whether or not it can be built using current construction methods, technologies, and practices. The term "prudent" refers to how reasonable the alternative is—in essence, whether or not it makes sense.

An alternative may be rejected if it is not feasible and prudent for any of the following reasons:

- Does not meet project purpose and need.
- Has excessive construction costs.
- Poses severe operational or safety problems.
- Has unacceptable impacts (social, economic or environmental).
- Causes serious community disruption.
- Has a combination of any of the above.

What is minimize harm (minimization)?

Minimization involves developing measures during a project's planning phase to reduce the potential effects to a resource.

Minimization measures can include alignment shifts, a commitment to off-season construction, replacement of land or facilities, restoration or landscaping, or payment of fair market value for affected lands.

What constitutes a “use” of Section 4(f) resources?

“Use” of Section 4(f) resources occurs when:

1. Land is permanently incorporated into a transportation facility.
2. The “use” results in temporary or permanent adverse changes that occur during project construction, such as removing mature vegetation or altering contours.
3. The “use” is indirect and substantially impairs the activities, features, or attributes of the land. An example of indirect use may be excessive noise level increases or diminished aesthetic features.

Short-term temporary occupancy during construction is not always considered a use if certain conditions are met. These conditions ensure that the land will be restored to a condition which is at least as good as that prior to the project, changes are minimal, and agency agreements are in place for the temporary use.

What Section 4(f) resources might be affected by the project?

There are ten publicly-owned parks, four architecturally historic properties, and no waterfowl or wildlife refuges near the proposed Renton Nickel Improvement Project right-of-way. Exhibit 5-15 compares each of the properties with Section 4(f) criteria and identifies those resources that are protected Section 4(f) properties. The location of each property is shown in Exhibit 5-16.

Exhibit 5-15. Park and Recreation Areas and Historic Properties and Section 4(f) Criteria					
Property	Publicly Owned	Open to the Public	Major Purpose is Recreation	Significant as a Park	Section 4(f) Protected Property
Park and Recreation Areas					
Ikawa Park, Tukwila	Yes	Yes	Yes	Yes	Yes
Tukwila Park, Tukwila	Yes	Yes	Yes	Yes	Yes
Duwamish/Green River Trail, Tukwila	Yes	Yes	Yes	Yes	Yes
Interurban Trail, Tukwila	Yes	Yes	Yes	Yes	Yes
Springbrook Trail, Renton	Yes	Yes	Yes	Yes	Yes
Renton Hill Park (also known as Freeway Park), Renton	Yes	Yes	Yes	No	No
NARCO Community Park, Renton	Yes	Yes	Undeveloped	No	No
Cedar River Trail, Renton	Yes	Yes	Yes	Yes	Yes
Cedar River Park, Renton	Yes	Yes	Yes	Yes	Yes
Liberty Park, Renton	Yes	Yes	Yes	Yes	Yes
Historic Properties					
Property	Listed on or Eligible for NRHP				Section 4(f) Protected Property ¹
Columbia and Puget Sound Railroad Segment ¹	No				No
Renton Substation, Snoqualmie Falls Power Company ¹	No				No
Renton Fire Station ¹	Yes				No
Renton Coal Mine Hoist Foundation ¹	No				No
1. Listed on the Washington State Heritage Register. FHWA has concurred with WSDOT's finding that this property is not eligible for protection under Section 4(f).					

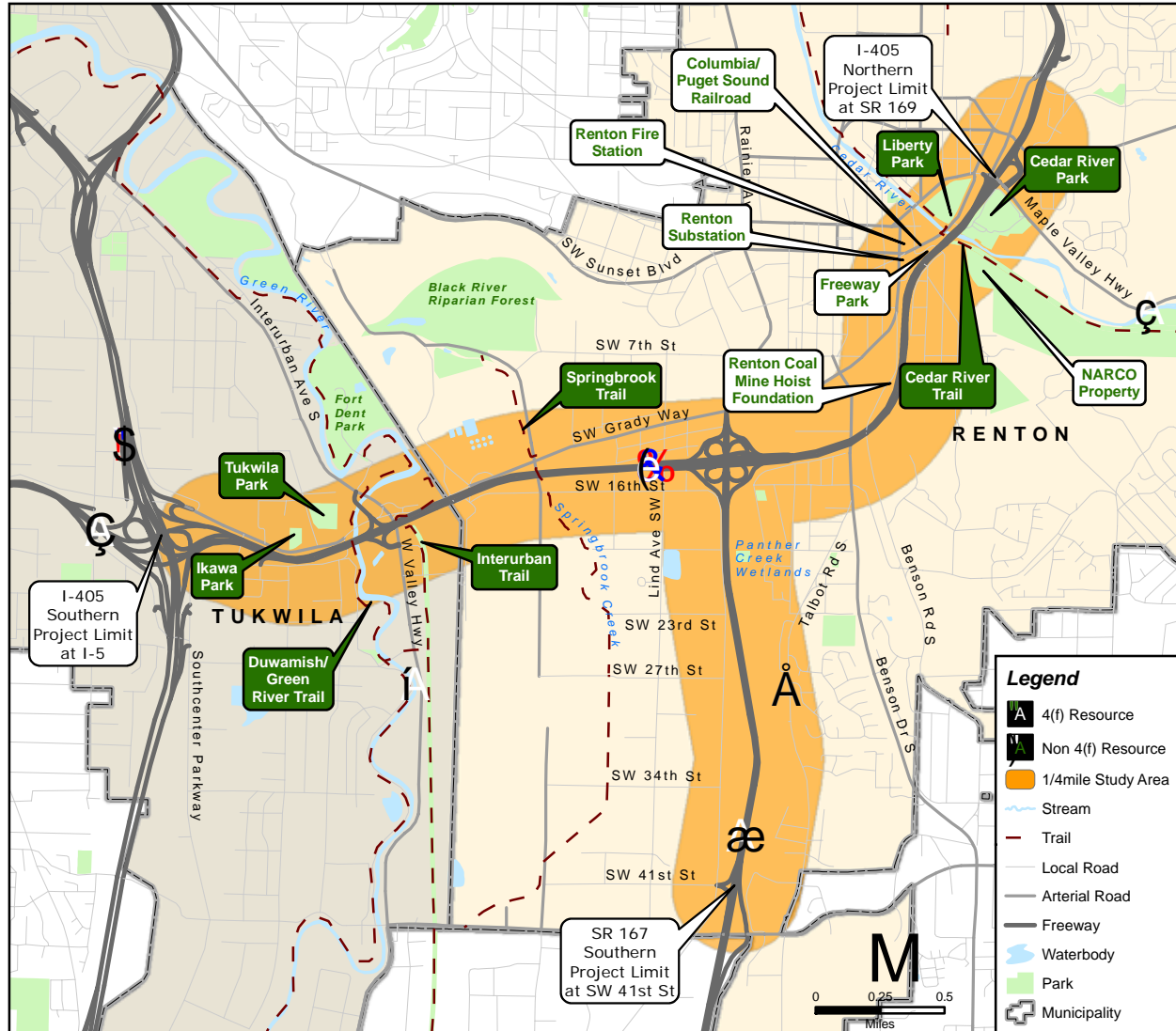


Exhibit 5-16. Resources Identified in the Study Area

What did we conclude about the project’s use of Section 4(f) resources?

Direct effects, proximity effects, and construction effects were examined for each Section 4(f) resource. During the planning phase for the Renton Nickel Improvement Project WSDOT considered and incorporated avoidance alternatives to eliminate potential effects to Section 4(f) resources. As a result, this project will not require acquisition of any Section 4(f) resource lands, will not impose any adverse temporary occupancy on resource lands, and will create no constructive use effects at any of the identified Section 4(f) resources.

The Springbrook Trail will be closed during construction for public safety reasons where it passes under I-405. A signed detour will be provided during the closure and notices will be provided to the Cascade Bicycle Club and the City of Renton. These notices will be posted to keep the public informed about the construction. The detour will extend from SW Grady Way to a point just south of SW 16th Street on the sidewalk and road edge of Oakesdale Avenue SW. The trail will be fully restored following construction. When the trail reopens, it will have been slightly modified to avoid the new bridge supports but this realignment will be very minor.