

Peninsula Northwest

Graving: Pact parcels out funds, jurisdictions

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Monday's agreement, which Gregoire said brought a "positive closure to a difficult and painful experience," gives the city \$7.5 million for economic development projects.

These could include a water line to the airport industrial park, a downtown waterfront promenade or a new Francis Street sewer main.

The Port will receive an equal amount for improvements — like a sturdier bridge across Tumwater Creek, a multi-purpose cargo pier or expansion of Terminal 3.

The Port also will get the 2.5-acre shoreline slice of the graving yard site north of the steel sheet pile wall, although the tribe will have a ceremonial access to the Strait of Juan de Fuca.

The slice will connect two other Port properties.

The pact gives \$500,000 up front and \$2 million to the tribe to develop a cultural center and museum for Tse-whit-zen's archaeological treasures.

The Lower Elwha Klallam will receive the 11-acre core of the site.

The state will remove steel sheet piling and concrete from the former graving dock for the tribe to rebury its ancestors.



TOM THOMPSON/PENINSULA DAILY NEWS

Attorney Gabriel S. "Gabe" Galanda, left, and mediator John Bickerman share a smile after Gov. Gregoire made official an agreement on the former Port Angeles graving yard project.

The state will retain but lease to the tribe the 200-foot-wide strip of land between Marine Drive and the excavation.

The tribe will use the land for a cultural heritage center.

Gabriel S. "Gabe" Galanda, a Seattle attorney who represented the Lower Elwha, grew

Thurston County Superior Court must accept the settlement that ends both the tribe's lawsuit and the state's counterclaims. The state Legislature must ratify the reparations to the city and Port in its capital budget and approve the land transfers.

The agreement specifically precludes gambling activities.

Lower Elwha tribal monitors also will examine the 20,000 cubic yards of earth trucked from the graving yard to the Fields Shotwell Recycling Facility west of Port Angeles.

Soil that contains artifacts or remains will be returned to the graving yard site of Tse-whit-zen.

Court approval

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Mediator John Bickerman of Washington, D.C., who negotiated Monday's agreement, said it had been one of

pathway forward." Chairwoman Frances Charles said such closure will come when Lower Elwha remains are reburied "where our ancestors want to rest."

The graving yard site just east of the Nippon Paper Industries USA mill was selected to build giant concrete pontoons, anchors and decks to retrofit the crumbling east half of the floating Hood Canal Bridge.

Informal negotiations

Informal negotiations to decide the fate of the graving yard after its closure in December 2004 stretched through 2005 before Gregoire and Charles agreed to new discussions mediated by Bickerman.

The pontoons for the bridge project are now being made at Concrete Tech in Tacoma.

Twenty concrete anchors, weighing from 1,000 tons to 1,400 tons each, are being fabricated at Todd Shipyards in Seattle.

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Gravings yard deal: \$15 million

PA archeology

survey included in state pact

By JIM CASEY
PENINSULA DAILY NEWS

PORT ANGELES — The city and the Port of Port Angeles will receive \$15 million in reparations for the failed Hood Canal Bridge graving yard under settlements signed Monday by Gov. Chris Gregoire.

Not nearly so large but perhaps as important could be an additional payment of \$480,000 to try to prevent another mistake like the graving yard fiasco — which cost taxpayers \$87 million before it was shut down — from happening again.

That's what the state will pay the city to hire an archaeologist for five years.

The archaeologist will survey the Port Angeles waterfront from the tip of Ediz Hook to the former Rayonier pulp mill site.

"The end product . . . will be detailed maps designating areas as having high, medium or low probability for the presence of archaeological resources," says the settlement.

Procedures in case artifacts found

Parties to the pact hope the survey will be better than those that allowed excavators to inadvertently dig their way into Tse-whit-zen, an ancient Klallam village, and its tribal cemetery three years ago.

The agreement also establishes procedures parties will follow if a developer encounters artifacts or remains.

As for the payments to the city and the Port, the money will cover some of the losses they suffered when the project was closed at the insistence of the Lower Elwha Klallam tribe in December 2004.

ALSO . . .
■ More photos of Monday's signing ceremony **C1**



Frances Charles, seated, chairwoman of the Lower Elwha Klallam tribe, signs a settlement among the tribe, state, city of Port Angeles and Port of Port Angeles during a ceremony Monday at the Vern Burton Center in Port Angeles. Viewing the signing, from left, Mayor Karen Rogers, Gov. Chris Gregoire and Bill Hannan, president of the Port of Port Angeles commissioners.

TOM THOMPSON/PENINSULA DAILY NEWS

By that time, archaeologists had recovered 337 intact burials, thousands of skeletal fragments and 10,000 artifacts.

Portions of Tse-whit-zen date back 2,700 years, and archaeologists say it is the largest Native American village ever discovered in Washington.

The tribe now hopes to rebury its ancestors

at the site within a year. (Related story, Page C1)

The \$15 million going to the city and Port to compensate for the loss of jobs and other economic damage from cancellation of the graving yard — this money is subject to approval by the state Legislature — would be in addition to \$87 million already lost by the state on the project.

Not counting the \$15 million and other repa-

rations — including a package totaling \$2.5 million which would go to the Lower Elwha — agreed to Monday, the Hood Canal Bridge renovation project is now expected to cost about \$470 million, which is \$195 million over budget and three years behind schedule.