

CULTURAL RESOURCES REPORT COVER SHEET

Author: Robert Kopperl

Title of Report: Cultural Resources Survey for the Ebey Waterfront Expansion Project, City of Marysville, Snohomish County, Washington

Date of Report: 3/6/19

County: Snohomish Section: 33 Township: 30N Range: 5E

Quad: Marysville, WA 7.5' Acres: 13

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 #:
45SN702

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

**Cultural Resources Survey for the Ebey Waterfront Expansion Project,
City of Marysville, Snohomish County, Washington**

Prepared by
Robert Kopperl, Ph.D., R.P.A.

March 6, 2019

WillametteCRA Report Number 18-42



Legal description: T30N, R05E, Section 33
County: Snohomish
USGS quad: *Marysville, WA 7.5"*
Project Acreage: ~13
Acres Surveyed: ~13
Findings: 45SN702
Fieldnotes: WillametteCRA
Curation: N/A

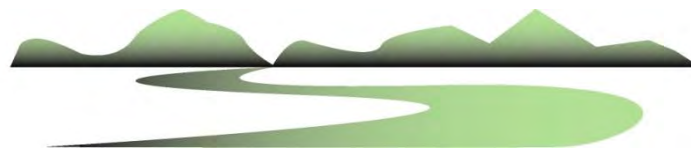
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Prepared for
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Willamette Cultural Resources Associates, Ltd.



Portland and Seattle

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Table of Contents

List of Figures.....	ii
List of Tables.....	iii
Introduction.....	1
Regulatory Context.....	2
Project Location and Description	2
Natural Setting.....	5
Geologic and Geomorphic Setting.....	5
Ecology and Biota	7
Cultural Setting.....	7
Precontact Archaeology.....	8
Native Peoples	9
European-American Settlement History.....	11
Previous Archaeological Investigations	16
Additional Data Sources for Cultural Resources Expectations	18
Archaeological Predictive Modeling and Historic Document Associations.....	18
Geotechnical Data.....	19
Field Investigations.....	20
Results	22
Geddes Marina Features (45SN702).....	28
Significance, Integrity, and NRHP Eligibility.....	34
Conclusions and Management Recommendations.....	36
References Cited	38
Appendix A: Washington State Archaeological Site Inventory Form	

List of Figures

Figure 1. Project location.....	3
Figure 2. Project conceptual plan as of March 6, 2019 (provided by MacLeod Reckord).....	4
Figure 3. Government Land Office (GLO) survey maps from 1869 (south portion) and 1872 (north portion), showing project vicinity and “Indian Camp” on Smith’s Island to the south.....	11
Figure 4. U.S. Coast and Geodetic Survey T-sheet map from 1884-1885, showing project vicinity (University of Washington, Puget Sound River History Project).....	13
Figure 5. Portion of 1910 county atlas (Anderson 1910) showing Marysville waterfront in the vicinity of the project area.	13
Figure 6. Portion of 1938 Aerial photograph (University of Washington, Puget Sound River History Project).....	14
Figure 7. Portion of 1961 aerial photograph (University of Washington, Suzzallo Library).....	14
Figure 8. Portion of 1969 aerial photograph (University of Washington, Suzzallo Library).....	15
Figure 9. Project area showing current existing conditions, approximate locations of previously excavated geotechnical boreholes in former marina property (Gillaspy and Rupp 2015; Mather and Arthur 2015:19), and the historic remains of the Geddes Marina (45SN702).....	21
Figure 10. Overview of parking area in central portion of existing Ebey Waterfront Park, eastern half of overall project area. View to the west.	23
Figure 11. Overview of southern part of existing Ebey Waterfront Park, eastern half of overall project area, including turn-around, parking, and bathrooms and playground in background. View to the southwest.....	23
Figure 12. Artificial drainage swale and concrete culvert under access drive turn-around. SR529 Ebey Slough Bridge in background. View to the southeast.....	24
Figure 13. Habitat restoration area at outlet of drainage swale. View from eastern boat ramp to the east.....	24
Figure 14. Dual boat ramp at south end of Ebey Waterfront Park. View to the north.	25
Figure 15. Overview of former marina property; lagoon in background. View to the west-northwest from the east edge of the marina property.....	26
Figure 16. Overview of southern end of lagoon in former marina property, with existing park in background. View to the east from the southwest corner of the lagoon.	26
Figure 17. Ramp leading down to boathouse piers on east side of lagoon inlet. View to the south...27	27

Figure 18. Boathouse shelter on west side of lagoon inlet. View to the southeast.	28
Figure 19. Boundary of Site 45SN702 and associated features.	29
Figure 20. Dam feature. View to the west from the east side of inlet.	30
Figure 21. Piling configuration within inlet channel. View to the south from the east side of dam feature.	30
Figure 22. Concrete pad on east side of inlet and dam. Site datum tree in background. View to the west.	31
Figure 23. Boat Launch 1, extending over the Ebey Slough intertidal on pilings. View to the south.	32
Figure 24. Southwest extension of Boat Launch 2, embedded in the Ebey Slough intertidal. View to the south.	33
Figure 25. Two pilings and square cross-beam along embankment edge. Boat Launch 1 rails on pilings in background. View to the west-northwest.	33

List of Tables

Table 1. Prev. Cultural Resource Investigations Since 2000 Within ~1 Mile of the Project Area.	17
Table 2. Previously Identified Archaeological Sites Within ~1 Mile of the Project Area.	18

Introduction

The City of Marysville (City) proposes to expand the former Geddes Marina into the adjacent, existing Ebey Waterfront Park, at 1401 1st street, Marysville, Washington. To date, the City has purchased the Geddes Marina site, demolished structures and capped the upland portion of the site through a Brownfields remediation grant. The City has also developed a master plan for the expansion. Through the master plan effort, the City identified a preferred concept that included several key components that would make the facility an attraction for the region and to be a development incentive for Downtown Marysville.

The City has contracted with an interdisciplinary team led by MacLeod Reckord, PLLC, to further develop the conceptual design of the project and conduct preliminary environmental assessments to assist the City with project compliance under state and federal regulations. Willamette Cultural Resources Associates, Ltd. (WillametteCRA) is included within this team to conduct a cultural resources assessment of the project in compliance with historic preservation regulations. This report presents the results of our study.

This cultural resources assessment consisted of a review of records on file with the Washington State Department of Archaeology and Historic Preservation's (DAHP) online database system (WISAARD), review of historic maps and archival materials accessed from various sources pertaining to past and existing conditions of the project area, pedestrian survey of the entire project area, and incorporation of existing geotechnical data to supplement fieldwork given the lack of sediments accessible for conventional subsurface survey. WillametteCRA staff conducted the pedestrian survey on September 11, 2018. The existing surface conditions and extent of prior development were confirmed, and one historic archaeological resource (45SN702) was identified, the remains of several features associated with the former Geddes Marina in the western half of the project area. One historic-period building, the Baxter Building at 1408 1st St, is located adjacent to the park but is not anticipated to be affected by the project and therefore considered outside the project area. Several floating boathouses were noted during fieldwork moored to modular docks extending south from the former marina. They are of indeterminate age. Review of aerial photographs from the past several decades indicate their transient nature, and they were therefore not considered historic properties for this assessment.

Site 45SN702, the remains of the historic marina, is recommended not eligible for listing on the National Register of Historic Places (NRHP), based on its lack of potential to provide important historic information with further study and overall lack of physical integrity. No further measures are recommended for this site. No other archaeological or historical resources were identified within the project area. However, given the lack of systematic archaeological study of native sediments below fill throughout much of the project area, archaeological monitoring is recommended for project components that involve ground disturbance at depths that exceed this stratigraphic contact.

Regulatory Context

The proposed project is subject to several state and federal environmental regulations that include historic preservation components requiring consideration of cultural resources and the impacts the project may have on them. The Washington State Environmental Policy Act (SEPA) and its implementing rules contained in the Washington Administrative Code [WAC 197-11] require project proponents to identify any places or objects on or adjacent to the project that are listed in, or eligible for, national, state, or local preservation registers, and to identify sites of archaeological, scientific, or cultural importance on or adjacent to the project. Project proponents are required to describe proposed measures to reduce or control impacts to those places, objects, and sites. The project will also require review by the United States Army Corps of Engineers (USACE) in order to obtain permits necessary to make modifications along the Ebey Slough waterfront. This federal nexus makes the project subject to the provisions of Section 106 of the National Historic Preservation Act (NHPA). We anticipate the USACE will establish a formal Area of Potential Effect (APE) during their review process. At this time, WillametteCRA considers the project area to be all areas proposed for ground disturbing activities as conceptualized by current design plans – in this case the entire existing Ebey Waterfront Park property, the former Geddes Marina parcels adjacent to the west, and the waterfront along both properties. We conducted this assessment to meet the standards set forth in the Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation, as well as the Washington DAHP guidelines.

Project Location and Description

The proposed project impacts approximately 13 acres on the north side of Ebey Slough in Marysville, Snohomish County, Washington. Specifically, the project is in the northwest ¼ of Section 33, Township 30 North, Range 5 East, Willamette Meridian (Figure 1). The proposed limits of the park expansion are bounded to the north by 1st Street, to the east by State Ave (SR529), to the west by a BNSF railroad line, and to the south by Ebey Slough, although the project conceptual design includes some in-water elements such as docks that extend into the waterway. The existing Ebey Waterfront Park is entirely within Snohomish County parcel #00551100900100. The former Geddes Marina property is composed of 36 separate county parcel numbers. Three contiguous parcels in the northeast corner of this general area compose the Baxter Automotive building and adjacent parking, at 1408 1st St. An active business, it is not included in the project area.

In general, the project’s conceptual design involves relatively minor improvements made on the eastern half of the project within the existing park, and more substantial alterations on the western half at the former marina (Figure 2). Project components in the eastern half are limited to footpath connections and extensions to existing trails and small additions to existing parking bays.

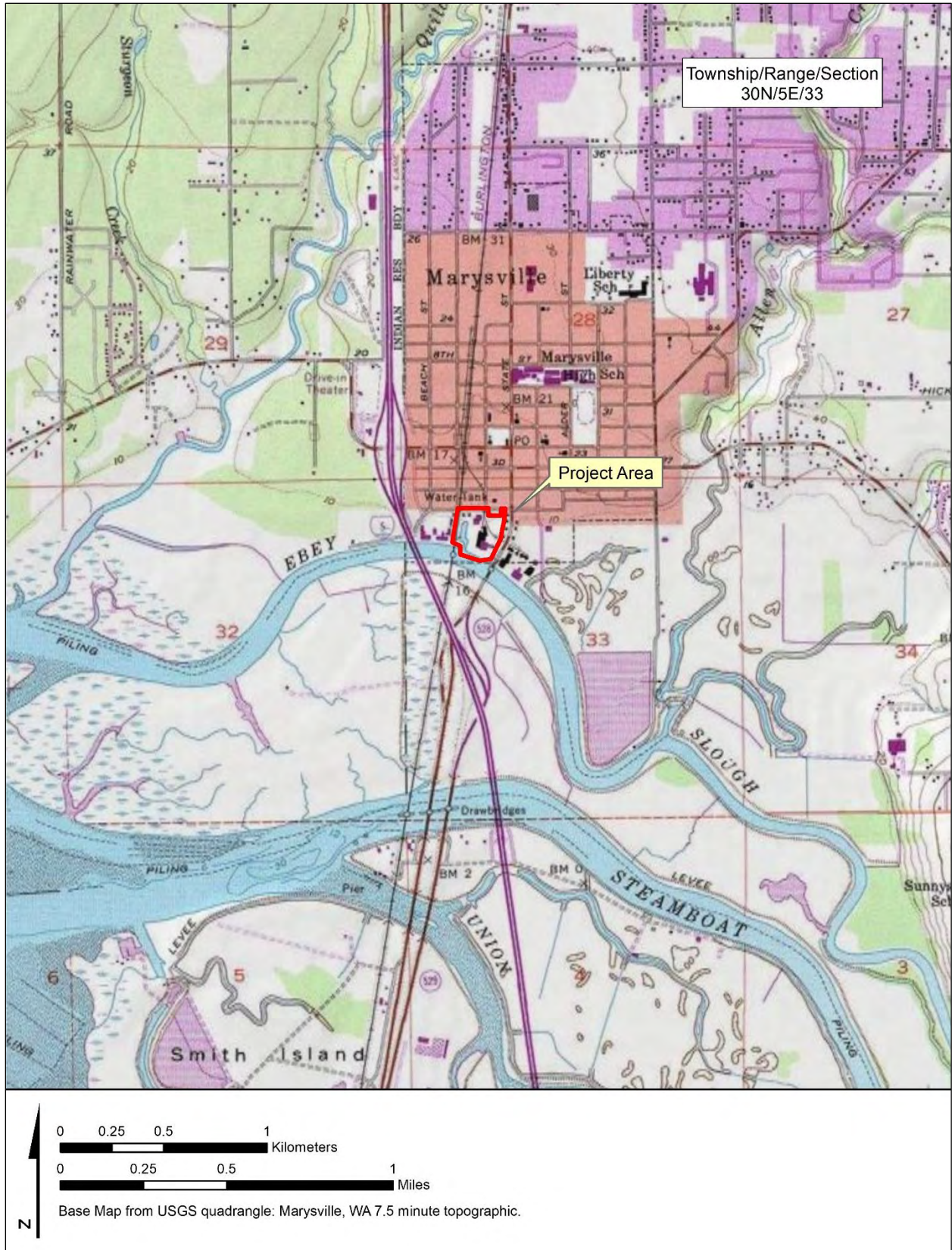


Figure 1. Project location.



Figure 2. Project conceptual plan as of March 6, 2019 (provided by MacLeod Reckord).

Existing waterfront park features at the south end of the property, including two boat ramps and a habitat restoration area at the mouth of an unnamed drainage channeled south through the park along an artificial swale, are not anticipated to be altered.

The western portion of the project at the former Geddes Marina site is proposed for more substantial improvements. Surface and near-surface impacts are anticipated in most places, including landscaping, footpaths, a fire lane connected with the existing park, and relatively shallow utilities such as sprinklers, electrical, and water lines. Given the depth of fill that caps this property surrounding the lagoon to depths of 11 to 13 feet below surface (fbs), these components are unlikely to impact underlying native sediments (Mather and Arthur 2015). The most substantial components of the project design include: a) filling the artificial lagoon that occupies most of the center of the property, on which a Great Lawn, playground, and stage seating will be constructed; b) cutting a tidal backwater channel along the west side of the property that will empty south into Ebey Slough; and c) replacement of existing modular docks with either one or two new docks. Building construction may include new facilities such as a stage, watercraft center, and restroom/storage/utility building.

Natural Setting

The project parcels are primarily characterized by historic and modern development that obscure many aspects of the natural environment that would have been more readily apparent prior to the early-20th century. However, the character and stratigraphic relationships of fill deposits and intact naturally deposited sediments that remain below fill are highly informative of their potential to contain buried archaeological resources. In this section, the geological background is given in general terms; specific data from previous project geotechnical investigations are explored in more detail later in the report.

The modern landscape of western Washington is diverse and characterized by landforms and sediments produced across multiple spatial and temporal scales in glacial, deglacial, and non-glacial environments – many of which are found in the project vicinity. Some of the physical features associated with earlier glacial and deglacial conditions are still readily visible in this modern landscape; other landscape features are the products of much more recent Holocene geomorphic processes. The natural setting of a particular place on the landscape, such as the highly productive environment of the Lower Snohomish River estuary, may promote human habitation and resource use, which in turn allows an assessment of the sensitivity of this area for archaeological remnants of past human activity. The geological setting and history, specifically, inform us of the age and potential depth of archaeological remains that may still be found on the landscape, and places where archaeological deposits may still be preserved or eroded.

Geologic and Geomorphic Setting

The modern topography and surficial geology of the Puget Sound region is the result of multiple widespread continental glaciations that extended southward from British Columbia into the northern Puget Lowland and along the western flanks of the Cascade Range. Originating in the mountains of southwestern British Columbia, thick lobes of ice advanced southward several times during the Pleistocene Epoch between 1.8 million years ago and the beginning of the Holocene about 10,000 years ago. The latest glacial maximum, known in this region as the Vashon Stade of the Fraser glaciation, began about 17,000 -18,000 years ago and ended abruptly with the onset of climatic warming about 14,000 years ago (Easterbrook 1993, 2003; Porter and Swanson 1998).

The outwash deposited during the southward advance of the Puget lobe of the Cordilleran ice sheet filled the Puget Sound basin, forming an extensive low-lying area bounded on the west by the Olympic Mountains and the Cascade Range on the east. Sometimes called the “great Lowland Fill”, the surface of this fill rarely rises above 500 feet elevation (Booth and Goldstein 1994). Subglacial incision when the ice sheet overrode the advance outwash, and subglacial incision during the maximum extent and subsequent retreat of the ice sheet, created a number of large deep troughs and meltwater channels. As a result, the regional geomorphology is now dominated by well-defined

north-trending troughs separated by extensive fluted drift uplands. At the regional scale, marine waters or freshwater lakes occupy the larger Pleistocene glacial troughs.

Deglaciation of the Cordilleran ice sheet at the end of the Pleistocene was rapid and accompanied by the formation of a complex succession of meltwater channels and ice-marginal lakes behind the retreating ice. With the rapid melting of the ice sheets at the end of the Pleistocene, global sea level rose rapidly from 390 feet below present sea level (bpsl) at the time of maximum glacial extent and was 30 feet bpsl by 7,000 years ago. By about 5,700 years ago, sea level was 16 feet bpsl but continued to rise, albeit increasingly more slowly to 3,000 years ago. At the same time global sea levels were rising, land formerly depressed under the weight of the ice experienced uplift as local isostatic rebound raised land levels as high as 197 and 262 feet above modern sea level throughout the Puget Lowland. Uplift due to rebound appears to have finished by 9,000 years ago, and the rapidly rising global sea-level rise began to drown the early Holocene shorelines (Dethier et al. 1995; Dragovich et al. 1994; Thorson 1989). Throughout the Holocene, sedimentation and tectonic activity have worked to fill the lower delta and floodplain, cut new channels and slough, fill in old channels, and create natural levees. This is especially true over the past 5,000 years as the global sea level neared stabilization and other dynamic alluvial and tectonic processes played a greater role in shaping this landscape (Booth et al. 2003).

The large estuary at the mouth of the Snohomish River is characterized by multiple distributary channels, including Ebey Slough along the south edge of the project, Steamboat Slough and Union Slough between deltaic islands to the south, and the mainstem Snohomish River farther south. The project is approximately 2 miles above the downstream mouth of Ebey Slough, which diverges from the mainstem about 10 river-miles to the southeast. Natural levees exist along the channels of these sloughs, some of which have been augmented for flood control, and habitable islands have formed behind their protected barriers. The sloughs are intertidal, and the level land between them has historically been drained, sometimes filled, and often artificially maintained just above modern sea level. Salt marshes fringe much of the islands and shallows at the west edge of the delta.

The surface geology of the project vicinity has been mapped primarily as Holocene-period younger alluvium and estuarine deposits (Qyal) consisting of silt, sand, clay and abundant organic matter (Minard 1985). The northern fringe of the project area, a zone of perhaps a few hundred feet on the south side of 1st Street, along with the majority of downtown Marysville, has been mapped as Vashon-period outwash (Qvrm) composed of well-drained sand with some gravel, silt, and clay beds (Qvrm). Soils in the northern roughly two-thirds of the project area are mapped as Ragnar fine sandy loam that forms on glacial outwash parent material; Puget silty clay loam that forms on floodplain alluvium is mapped in the southern third (Debose and Klungland 1983). The current landscape of the project area – both the existing park and the former marina – obscures these hypothetically mapped natural depositional and soil units, of course. More of the southern portion

of the project area prior to development may have been intertidal or seasonally inundated salt marsh than the narrow fringe that can be seen today (Bortleson et al. 1980; Collins and Sheikh 2005). Historic and modern-era disturbance includes the artificial dredging of a large portion of the Geddes Marina property to create the artificial lagoon, which widened an existing drainage visible on early aerial photographs. Fill was also imported from elsewhere, historically from slough channel dredging and construction of SR529, and more recent efforts to cap the Geddes Marina site after it was purchased by the City in 2010 (Mather and Arthur 2015).

Ecology and Biota

Despite the dramatic change in vegetation that has occurred on these project parcels over the past century, the waterfront of Ebey Slough and the surrounding estuarine environment were once similar to other vegetation communities across much of the Puget Lowland. These consist of forests of the *Tsuga heterophylla* (western hemlock) zone, which are characterized by western hemlock, western red cedar, and Douglas-fir with a dense shrub and herbaceous understory (Franklin and Dyrness 1973). This forest may have extended within the project area prior to the historic-period settlement of Marysville, above what would likely have been a more extensive saltmarsh on the edge of Ebey Slough. Stream courses and floodplains, like today, were dominated by red alder, black cottonwood, bigleaf maple, and other riparian species. Wetland vegetation composition would have been highly dependent on patterns of tidal inundation and water salinity, accordingly supporting cattails, reeds, willow, sedges, and wapato (Crawford et al. 1981).

The Puget Lowland historically hosted substantial populations of large and small mammals including black-tailed deer, elk, black bear, rabbit, fox, wolf, mountain lion, muskrat, and beaver that comprised an important facet of Native subsistence and non-subsistence economies (Ingles 1965; Larrison 1970). Freshwater fish, both native and introduced, are resident in the streams and lakes around the lower Snohomish River estuary (Wydoski and Whitney 2003). A diversity of saltwater fish that can tolerate fluctuating lower salinity are often found in the sloughs of the estuary, including small flatfish and sculpin. Several runs of salmon pass through the estuary on their way to their natal spawning locations up the river and, in some cases, nearby sloughs. Steelhead trout and chinook, chum, pink, and coho salmon have modern populations that pass through Ebey Slough (Haring 2002). Ducks, geese, and swans are seasonally abundant (Wahl and Paulson 1991).

Cultural Setting

Archaeological, ethnographic, and historical information about the region and the project vicinity reflects land use of this area for over 10,000 years. The history of Native American settlement and subsistence in the nearby uplands, river valleys, and tidewater both before and after European American contact reveals important patterns that speak to the potential for archaeological resources and culturally important places. The more recent history of property ownership,

subdivision, and development during the late 19th and 20th century provides important information that can be used to evaluate the significance and integrity of the historic resources identified within the project limits.

Precontact Archaeology

Little archaeological evidence has been found so far associated with Late Pleistocene and early Holocene human occupation of the Puget Lowlands, although recent investigation at the Bear Creek site (45KI839), approximately 28 miles south of the project, contributed a substantial amount of data from intact archaeological deposits dating to the Late Pleistocene-Holocene transition (LPH), between about 10,000 and 12,500 years ago (e.g., Kopperl 2016). Aside from the Bear Creek site, our knowledge of this period in the Puget Lowlands is limited to several isolated finds of artifacts diagnostic to this period but lacking context that are sparsely distributed across the region. More common are Olcott sites, named after the type site (45SN14) near Arlington approximately 10 miles northeast of the project. Artifacts attributed to the Olcott tradition are found mostly on glacial outwash surfaces in the Puget Lowland and inland foothill valleys (e.g., Chatters et al. 2011; Kidd 1964). The distinctive Olcott tool-kit used by Native Americans during the Early to Middle Holocene consisted of large, leaf-shaped and stemmed points and flake tools that they manufactured from locally available cobbles, which would have provided expedient raw material well-suited for highly mobile hunting and gathering land use patterns. This pattern may have persisted for over 6,000 years and near its end is marked by increasing reliance on marine and riverine resources.

After about 5,000 years ago, larger populations organized in more complex ways to utilize a wide range of locally available resources including large and small mammals, shellfish, fish, berries, roots, and bulbs, with an increasing emphasis on salmon over time. Shell middens containing large quantities of shellfish remains and marine fish and mammal bone are common on the saltwater shoreline. Shell midden deposits dating to the last several millennia are relatively common along the marine and estuarine shorelines of Snohomish County (e.g., Dunnell and Fuller 1975; Miss and Campbell 1991; Miss et al. 2011). Freshwater mussel shell middens are also noted upstream along the lower reaches of the Snohomish River southeast of the project survey addition (e.g., Zuccotti and Blukis Onat 2005).

The distribution and diversity of site types reflects the increasing richness of habitats included in Native American subsistence during the last few millennia prior to initial contact with European Americans. Ground stone, bone, antler, and shell tools became increasingly common and more diversified through time. Full-scale development of marine-oriented cultures on the coast and inland hunting, gathering, and riverine fishing traditions as represented in the ethnographic record are apparent after about 2,500 years ago. Large semi-sedentary populations occupied cedar plank houses located at river mouths and confluences and on protected shorelines. Artifacts made of both local

and imported materials occur, indicating complex and diversified technologies for fishing, hunting, food processing, and storage. Wealth-status objects, and status differentiation in burials, art objects, and ornaments, are also represented during this period (e.g., Ames and Maschner 1999).

Native Peoples

Marysville and the project area were within the area traditionally occupied by the *s'dobobc*, a band of the Snohomish people whose descendants are part of the present-day Tulalip Tribes. The Snohomish groups lived in various locations along the Snohomish River, on the southern tip of Camano Island, on Whidbey Island, on Gedney (Hat) Island in Port Gardner, upriver as far as Monroe, and along the coastline from Mukilteo north to Warm beach (Baenen 1981; Indian Claims Commission 1974; Tweddell 1974). Neighboring groups included the Stillaguamish groups to the north who lived along the Stillaguamish River and its tributaries; the Snoqualmie whose villages were inland and upstream along the Snohomish and Snoqualmie Rivers and their tributaries; and the Swinomish, Lummi, and Skagit on the islands and mainland to the north (Bruseth 1949; Tweddell 1974). Trade and intermarriage relations between the Snohomish and neighboring groups helped supplement the local resources and strengthened bonds between people inland and those living on the coast, as well as groups on the either side of the Cascades (Lane and Lane 1977).

Extended family groups traditionally congregated in semi-permanent winter villages at the mouth of major rivers and at their confluences with smaller tributaries, subsisting on dried fish, shellfish, and plants put away during the previous months as well as engaging in winter hunting on both land and sea (Haeberlin and Gunther 1930; Lane and Lane 1977; Tweddell 1974). Extended families would split into smaller task groups by springtime when various marine, riverine, and terrestrial resources became seasonally available. Logistically organized seasonal camps were occupied for fishing, hunting, and gathering throughout the territory (Haeberlin and Gunther 1930; Smith 1940). Shellfish constituted an important part of the diet and included five types of clams that could be dried for winter consumption. Other marine resources included seals, crabs, shrimp, oysters, mussels, and other invertebrates. The Snohomish used a variety of traps, weirs, and nets to fish for salmon on the Snohomish River and its tributaries. Fish from marine and estuarine waters, including halibut, herring, smelt, eulachon, sturgeon, and flounder, formed a significant part of the traditional diet. Terrestrial mammal and waterfowl hunting supplemented fishing and shellfish gathering. Numerous plant species such as greens, roots, bulbs, and berries were important food and medicinal resources. Camas, tiger lilies, wild carrot, and ferns were among the important vegetable foods (Baenen 1981; Haeberlin and Gunther 1930; Suttles 1990; Suttles and Lane 1990).

As in other areas of the Pacific Northwest, increasing European-American presence subjected the native inhabitants to the pressures of disease, dislocation, and changing lifeways (e.g., Boyd 1999; Thrush 2017). In 1855, Washington Territorial governor Isaac Stevens concluded the Treaty of

Point Elliott, which led to the establishment of several reservations (e.g., Miss et al. 2011). The Tulalip Reservation was authorized under the treaty and enlarged in 1873 as the home for various groups, including the Snohomish, Stillaguamish, Snoqualmie, Skykomish, Skagit, Samish, and other allied tribes and bands known today as the Tulalip Tribes of Washington. Some among these groups moved to reservation lands, while others remained living in their traditional lands (Dover 2013). A significant cultural and economic milestone occurred in 1979 when the U.S. Supreme Court upheld the 1974 Boldt decision (Indian Claims Commission 1974), reinforcing the tribal fishing rights reserved in the Point Elliott Treaty (e.g., Cohen 1986; Wilkinson 2000).

Relative to the project area, several traditional villages and camps and other named geographic places have been documented near the project. Two villages were situated near the mouth of the Snohomish River at the time of initial European-American settlement of the area. Considered by some to be the principal village of the Snohomish people, the palisaded *Hibu'p'ub* [Hibulb] was located at Preston Point near present-day downtown Everett, about 2.5 miles southwest of the project. The other village, without a palisade, was *Tcella'ks* on the north side of the river mouth at Priest Point, approximately 2.5 miles west of the project on the Tulalip Indian Reservation (Tweddell 1974; Waterman 2001). An 1872 General Land Office (GLO) map of the project township omits detail within the boundary of the Tulalip Indian Reservation, but the 1869 map of the township to the south shows an “Indian Camp” near the west end of Smith Island, about 2 miles southwest of the project across Steamboat and Union Sloughs (Figure 3). Several traditional names for geographic features have been recorded around the mouth of the Snohomish River, further emphasizing the importance of the immediate vicinity of the project as a place of settlement, resource procurement, and social interactions (Smith 1940; Tweddell 1974; Waterman 2001). Most pertinent to the project is *q'ildidə*, the traditional name of Ebey Slough. Less than one mile west and north of the project, Quilceda Creek (an historic shift in the use of the traditional name for Ebey Slough) was previously called *dx'q'tacədəb*, which translates as “sturgeon place”. Steamboat Slough to the south was named *La'La*, and the wide, shallow estuary where Steamboat and Union Sloughs merged was called *ʔusʔusič* (Waterman 2001).

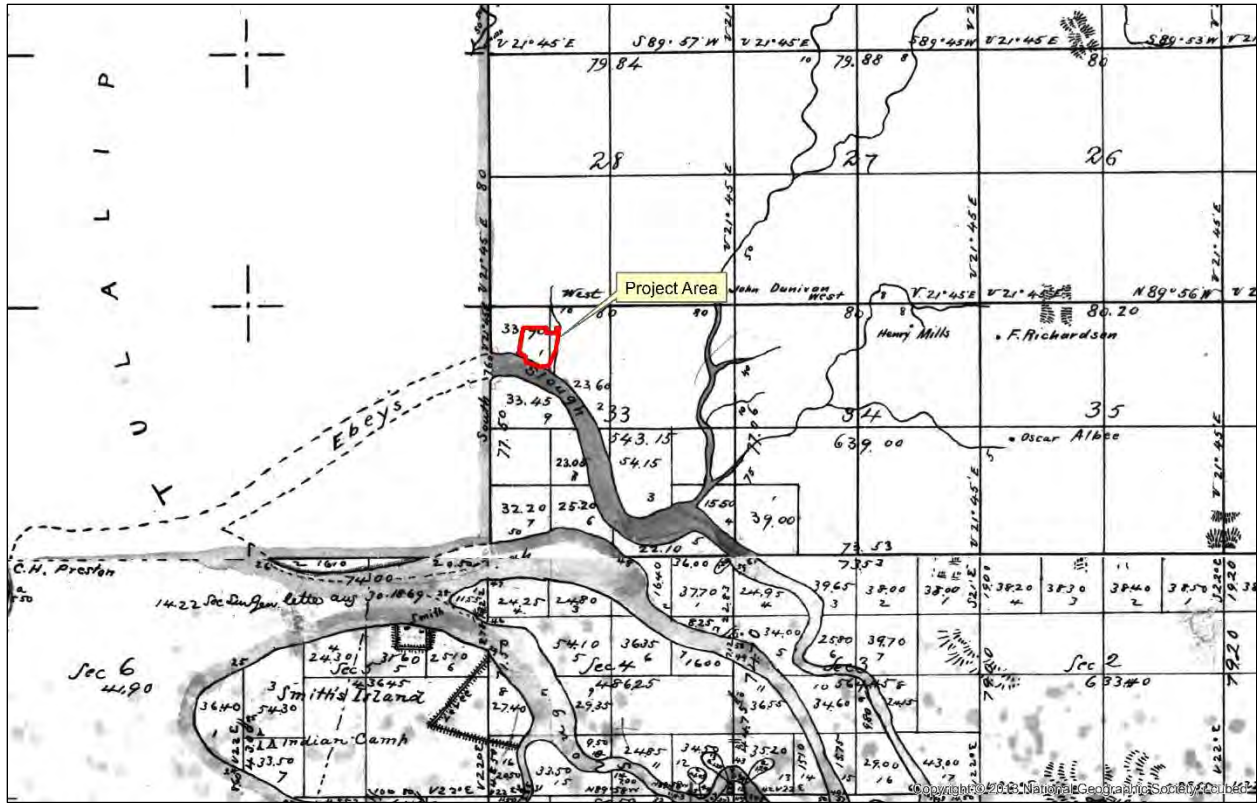


Figure 3. Government Land Office (GLO) survey maps from 1869 (south portion) and 1872 (north portion), showing project vicinity and “Indian Camp” on Smith’s Island to the south.

European-American Settlement History

As Native American populations throughout the Puget Lowlands were experiencing profound changes in their traditional lifeways from the effects of disease epidemics and land-use reorganization under the treaties signed in the 1850s, European American settlement of the shoreline and river valleys surrounding what would become the town of Marysville began and accelerated during the second half of the 19th century. The Donation Land Act of 1850 encouraged this settlement, and when Washington Territory was carved out of Oregon Territory in 1853, the homestead law was extended into the new territory (Johansen and Gates 1967:249). Early landowners in Snohomish County were drawn by the thick stands of old-growth timber and the agricultural potential of the wide Snohomish River valley.

The first settler close to the project area was Dr. Henry Smith of Seattle, who filed a claim in 1872 on the north shore of Smith Island southwest of the project. Although Smith was unsuccessful in his attempts to dike and cultivate the island, other homesteaders soon arrived and followed suit (Cameron et al. 2005). No named land claims are shown on the 1872 GLO plat that corresponds with the project. The legal section in which the project is located left federal ownership under patents made by Truman Ireland as a cash sale in 1875 and David Quinn as a homestead claim in

1890. The remainder of the section was transferred to several other private individuals between 1875 and 1891 as cash sales or homestead entries (Bureau of Land Management 2018).

Early GLO maps show these lots has having been surveyed but do not show any features of early settlement. However, by 1884-1885 the U.S. Coast and Geodetic Survey T-sheet map shows settlement with the name of Marysville as distinct fence lines to the immediate north and west of the project (Figure 4). James Purcell Comford, a former government agent who for a time ran the trading post on the Tulalip Reservation, purchased land claims north of Ebey Slough in 1878 at a time when logging companies and their railroads were expanding through Snohomish County. He built a post office, store, and trading post. In 1885 the town of Marysville was platted, with hotels and wharf development along the north edge of Ebey Slough (Dougherty 2007). Maryville continued to grow, and by 1890 the town had four sawmills, three stores, two hotels, its own schoolhouse, a saloon, and 31 houses.

Marysville continued to thrive at the end of the 19th century, despite its continued relative inaccessibility with Everett to the south (Barrett and Olsen 1991). The Great Northern Railroad arrived in 1891, running through Marysville from a substantial (and expensive) drawbridge across Ebey Slough (Caldbick 2012) along the line that today is owned and operated by the Burlington Northern Santa Fe (BNSF) Railway Company, along the western edge of the project. Transportation links to the north also began to arrive in the Marysville area, including the Seattle and Montana Railroad (Cameron et al. 2005:106-108; Whitfield 1926). Marysville became more easily accessible to automobile traffic in 1923 when State Route 1 (later known as the Pacific Highway and then U.S. 99) was completed and linked the U.S. and Canada. Built in segments, the section linking Marysville to Everett, now State Route 529, utilized the State Avenue right-of-way through downtown Marysville immediately east of the project. The Marysville-to-Everett segment was the last portion of the highway to be constructed, incorporating four bridges built in 1927 that crossed Ebey Slough, Steamboat Slough, Union Slough, and the Snohomish River (Caldbick 2012).

The history of Marysville is closely tied to the timber industry, reflected in a 1910 map by numerous mills along the Ebey Slough waterfront (Figure 5). At that time, the Marysville Mill Company occupied the eastern portion of the project at the present park, and the Ebey Mill Company occupied the western portion of the project before it became a marina. Although the mills peaked before mid-century (Erickson 2008), their presence dominated the waterfront for most of the 20th century. Facilities were periodically demolished (and occasionally burned down) and replaced, however, as seen in aerial imagery spanning this time. Figure 6 shows the project area as relatively undeveloped in 1938, except a pier and log booms on the waterfront, rail spurs extending into the property from the north, a row of buildings along the south side of 1st Street and west of State Avenue, and a few other structures. By 1961 (Figure 7), buildings were situated throughout the eastern portion of the project area and the marina was well-established in the western portion.

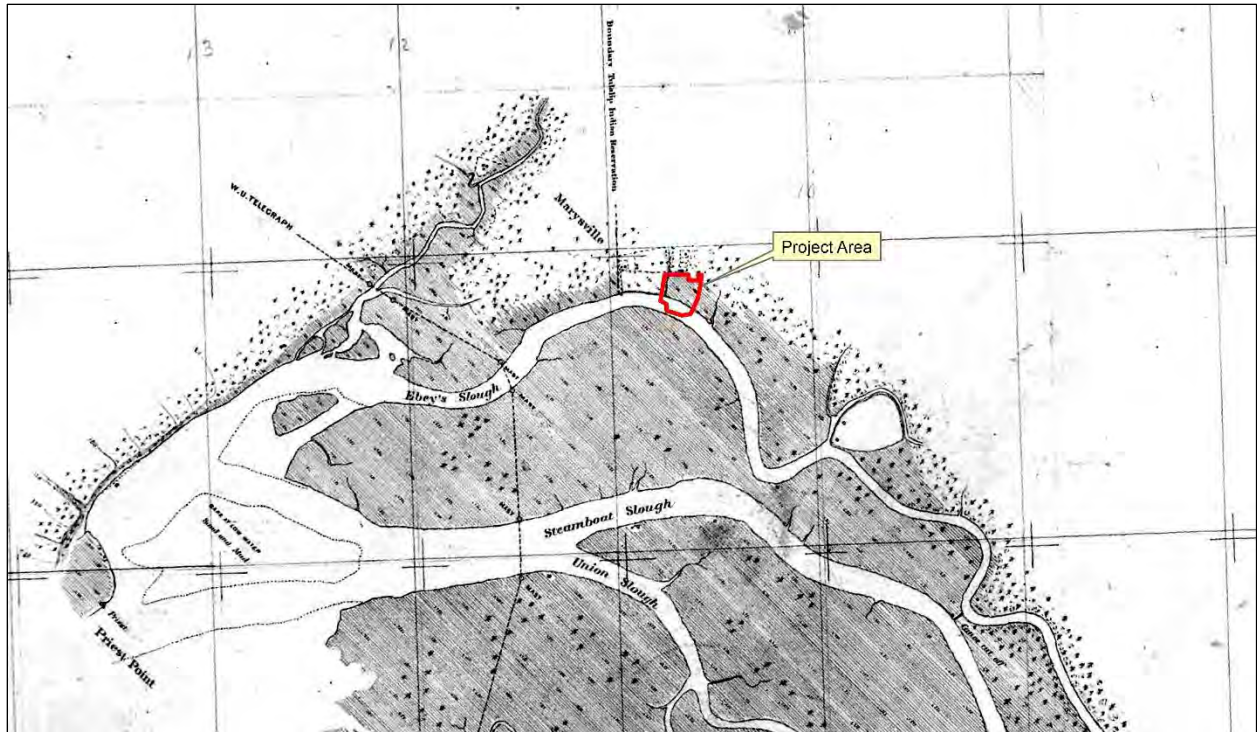


Figure 4. U.S. Coast and Geodetic Survey T-sheet map from 1884-1885, showing project vicinity (University of Washington, Puget Sound River History Project).

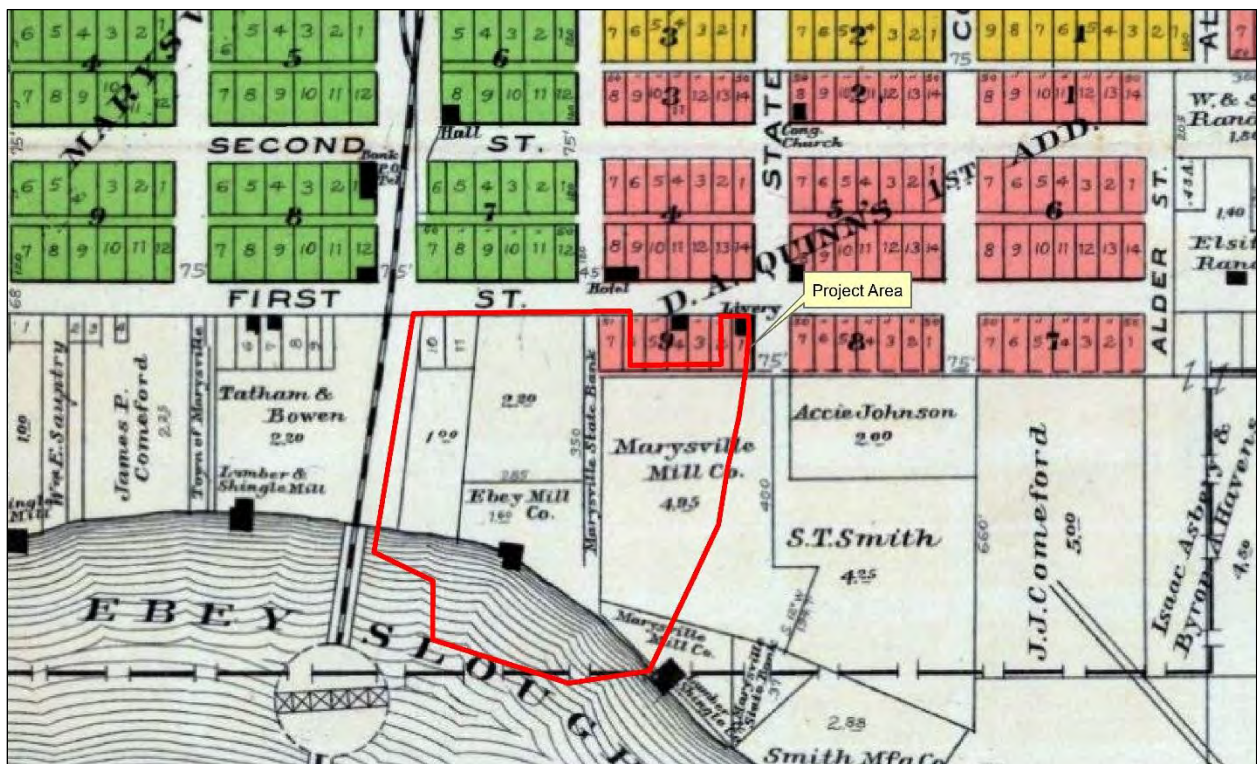


Figure 5. Portion of 1910 county atlas (Anderson 1910) showing Marysville waterfront in the vicinity of the project area.



Figure 6. Portion of 1938 Aerial photograph (University of Washington, Puget Sound River History Project).



Figure 7. Portion of 1961 aerial photograph (University of Washington, Suzzallo Library).



Figure 8. Portion of 1969 aerial photograph (University of Washington, Suzzallo Library).

Consolidation of industrial facilities on the eastern parcel continued through the 1960s (Figure 8 above). Purchased by the City in 2003, it was redeveloped as Ebey Waterfront Park in 2005.

The western portion of the project area had a similar lumber mill-oriented land use history during the early 20th century, albeit with less intensive construction of facilities based on review of historic aerial photographs. Bill Geddes purchased this property in the 1930s although a lumber mill continued to operate in the northwest corner of the property into the 1940s. Geddes began widening the natural drainage into a lagoon in the late 1930s, however, and it was fully established as a marina in 1947 (Barrett and Olsen 1991:137; Sheets 2010). Geddes Marina continued to lease slips and boathouses in the lagoon and along the waterfront up to and shortly after the purchase of the property by the City in 2010 (Boxleitner 2010). Since that time, boat houses and other facilities have been removed and EPA-funded remediation efforts have been implemented to cap the dry surfaces with clean soil and remove contaminated soil within the lagoon. Today, no standing structures remain on the property. Modular and improvised docks are used to access boathouse moorage on Ebey Slough from the south end of the property.

Previous Archaeological Investigations

WillametteCRA reviewed records on file with the Washington DAHP's online database system (WISAARD) on August 28, 2018 to identify any previous cultural resource studies and archaeological or historical resources at or near the project location, in addition to a study in the former Geddes Marina property not available on WISAARD (Mather and Arthur 2015). Early studies included an archaeological reconnaissance of northern Puget Sound (Bryan 1955) and an investigation of USACE dredge spoils sites that included archaeological survey and limited testing (Dunnell and Fuller 1975), both affiliated with the archaeology program at the University of Washington. A county-wide effort to relocate previously documented archaeological sites was completed in the early 1990s (Miss and Campbell 1991).

A total of 19 reports of previous investigations within 1 mile of the project area completed since 2000 were found; additional information on these investigations is given in Table 1. All of these investigations were either archaeological surveys of varying intensities and levels of effort, or archaeological monitoring of construction, and associated with regulatory compliance for state and municipal agencies, Tribal development, telecommunications and other commercial projects, or private entities. Two of the previous investigations overlap the current project area. Robinson (2003a) completed a cursory pedestrian survey of the eastern portion of the project prior to development as the existing Ebey Waterfront Park, resulting in identification of no cultural resources. The survey apparently coincided with geotechnical study of the boat ramp vicinity but did not incorporate its data. More recently, Mather and Arthur (2015) completed a survey across the western portion corresponding with the former Geddes Marina to assist the City with an EPA-funded remediation of that property. They monitored and incorporated stratigraphic information from 10 geotechnical boreholes around the perimeter of the lagoon, which indicated 11-13 feet of dredge spoils and industrial fill overlie native estuarine sediments. They also documented the Geddes Marine Service building on the property, constructed in 1965 and recommended not eligible to the NRHP (HPI 677831), which was subsequently demolished during property remediation.

The WISAARD review also indicated 9 archaeological sites previously inventoried within 1 mile of the project area (Table 2). They include 3 shell midden deposits and 2 fire-modified rock (FMR) concentrations associated with precontact or protohistoric Native American activity, and 4 historic-period resources that include flood control and drainage features and historic debris. Although one of the FMR concentrations was recommended NRHP-eligible (Shong and Miss 2005), little further study of any of these resources has been undertaken. Much more abundant are historic built-environment resources. Along with the Geddes Marine Service building noted above (HPI 677831), the SR529 Ebey Slough Bridge (HPI 18560) and Big O Tires building (HPI 90172) immediately east of the project was previously inventoried and determined not eligible for listing on the NRHP.

Table 1. Prev. Cultural Resource Investigations Since 2000 Within ~1 Mile of the Project Area.

Report Reference	Type of Investigation and Project	Relation to Survey Area	Assoc. Resources Within 1 Mile
AMEC 2008	Survey – SR529 Ebey Slough Bridge Replacement	Adjacent E	HPI 18560 HPI 90172
Baldwin 2014	Reconnaissance – AT&T Mobility Project SN2892	0.8 mile NNW	None
Berger 2007	Survey – Community Transit North Park and Ride	0.9 mile N	None
Bush and Smart 2007	Survey – 6225 23 rd Ave NE	1.0 mile W	None
Bush et al. 2007	Survey – Blue Heron Slough Conservation Bank	0.8 mile S	None
Chidley 2008	Reconnaissance – WSDOT I5 Marysville to Stillaguamish River	0.3 mile NW	None
Earley and Rinck 2010	Survey – Tulalip Water Pipeline	0.2 mile W	None
Herkelrath 2007a	Monitoring – H. D. Fowler Construction Site	0.5 mile W	45SN410 45SN414
Herkelrath 2007b	Monitoring and Documentation – H. D. Fowler Construction Site and 45SN410	0.5 mile W	45SN410
Juell et al. 2000	Survey – Two proposed wetland mitigation sites for Marine Drive road improvement project	1.0 mile W	None
Lenz 2006	Survey – H. D. Fowler Construction Site	0.5 mile W	None
Mather and Arthur 2015	Survey – Geddes Marina Redevelopment	Within	HPI 677831
Meidinger and Baldwin 2011	Survey – Marysville Special Care Facility Project	0.7 mile N	None
Rinck and Piper 2015	Survey – SR529/I-5 Expansion Project	0.2 mile S	None
Robinson 2003a	Survey – City of Marysville Ebey Slough Waterfront Park	Within	None
Robinson 2003b	Survey – City of Marysville Effluent Pipeline Project	0.6 mile SSE	None
Rooke 2008	Survey – Qwuloolt Habitat Restoration Project	0.6 mile E	None
Schumacher and Hartmann 2005	Survey – Port of Everett 12 th St. Marina Redevelopment; Union Slough Mitigation Area	1.0 mile S	None
Shong and Miss 2005	Survey – Proposed Tulalip Museum Site	1.0 mile W	45SN399 45SN400

Table 2. Previously Identified Archaeological Sites Within ~1 Mile of the Project Area.

Site No.	Site Name	Site Type	Relation to Project Area	Significance
45SN10	-	Shell Midden	0.8 mile NW	Unevaluated
45SN11	-	Shell Midden	0.9 mile W	Unevaluated
45SN38	-	Shell Midden	0.9 mile NW	Unevaluated
45SN92	Hind Site	FMR Concentration	0.6 mile NW	Not eligible
45SN399	-	Historic WPA-era Ditch	1.0 mile W	Recomm. Not Eligible
45SN400	-	FMR Concentration	1.0 mile W	Recomm. Eligible
45SN410	-	Historic Debris Scatter	0.5 mile W	Unevaluated
45SN414	-	Historic Debris Isolate	0.4 mile W	Not eligible (iso.)
45SN482	-	Historic Levee Feature	0.8 mile S	Unevaluated

Additional Data Sources for Cultural Resources Expectations

Additional information that contributes to this assessment include data generated from the state-wide archaeological predictive model, previous geotechnical studies conducted for several iterations of the proposed project and its immediate vicinity, a site visit to document the existing conditions of the project area, and additional archival research on the history of the project parcels online through WISAARD, the Snohomish County GIS portal, and the UW Puget Sound River History Project; and in-person at the Seattle Public Library Main Branch Reference Room, Marysville Historical Society Museum, and the University of Washington Suzzallo Map and Special Collections Libraries.

Archaeological Predictive Modeling and Historic Document Associations

The Washington State archaeological predictive model on DAHP's online WISAARD database categorizes the project area as having a high to very high sensitivity for archaeological resources. The environmental setting of the project – at the ecologically dynamic interface between the sloughs and stream channels of the lower Snohomish River estuary and delta, fringing wetlands, river valley floodplains and glacial uplands – heightens to some extent the expectations for precontact Native American archaeological resources in the area. The relationship between ecologically productive and geologically stable landforms and the distribution of archaeological deposits has been studied for some time (e.g., Dunnell and Fuller 1975), and holds for the general vicinity of the project and Ebey Slough.

The extent of development-related disturbance throughout the 20th century and the relatively shallow anticipated depth of ground disturbances for much of the conceptual project design lowered these expectations to some degree. Construction of the existing pier and boat ramp features along the waterfront and dredging of the marina lagoon removed or substantially altered much of this area. Given the broader natural landform, the cultural setting as described above, and the extent of historic and modern disturbance, Native American archaeological resources, if present, would occur below the contact between historic fill and native alluvium. Being situated to a large degree on land that was once within or near the intertidal, such resources would likely consist of the remains of resource procurement activities or isolated artifacts in primary or secondary depositional context.

Historic material was considered likely to be present within the project area and at shallower depths, given 20th century land use patterns as described above. Such material may be related to historic lumber mill operations that once occurred within the project parcels, although in this case the material would most likely have been redeposited in secondary context, incorporated into dredge spoils and industrial fill that was used to artificially raise the waterfront landform above regular tidal inundation. Remains of the former marina, visible in modern aerial photographs and noted but not recorded during previous cultural resource investigations (Mather and Arthur 2015), have associated dates over 50 years in age and therefore may be considered archaeological in context.

Prior to fieldwork, it was determined that no standing historic structures within the project limits are present that would require documentation and NRHP-eligibility assessment. The 1965 Geddes Marine Service building (HPI 677831) was inventoried to WISAARD and recommended not NRHP-eligible (Mather and Arthur 2015), and subsequently demolished. The Parts Plus automotive supply building (Baxter's Auto Parts) at 1408 1st Street was built in 1955 and is surrounded on three sides by the existing Ebey Waterfront Park, but is excluded from project design and therefore was not considered under this assessment. Boathouses that occupy some of the moorage along the waterfront of the former marina property were also excluded from the assessment, because their ages are indeterminate, and it was clear upon completion of the fieldwork and comparison of aerial photographs over time that they are portable, were frequently moved, and continue to be moved following transfer of property ownership to the City.

Geotechnical Data

Previous geotechnical studies within and near the project area were available for this assessment to help evaluate the potential for subsurface sediments to contain archaeological material. Given the inaccessibility of sediments throughout the project area for conventional archaeological shovel/auger probe survey, such data is important in this regard.

A geotechnical study was undertaken in the former Geddes Marina property in February 2015. Details of the methods and results of the study are provided by the geotechnical engineers (Gillaspay

and Rupp 2015). The excavated boreholes were monitored by an archaeologist and the data generated was summarized and interpreted in the archaeological technical report as well (Mather and Arthur 2015). A total of 10 geotechnical boreholes were excavated around the perimeter of the lagoon, essentially providing subsurface stratigraphic information throughout the west half of the project area, from within about 50 feet of the edge of the waterfront to the south, to the north edge of the property along 1st Street (Figure 9). The borings were geoprobes that extracted solid, continuous cores approximately 2 inches in diameter. All boreholes extended to 15 fbs. Fill was found relatively uniformly across the property, ranging in bottom depth between 10 and 14 fbs. The contact with and transition to deeper native sediments is described as abrupt without indication of a remnant buried soil A-horizon or other indications of a former natural surface retained under the fill. The fill is described as “glacial loam and/or dredged estuarine/riverine sediments intermixed with varying amounts of natural wood/root/grass organic inclusions and/or industrial woodchips and sawdust” (Mather and Arthur 2015:16). The deeper native sediments varied in grain size content, from somewhat coarser sand predominating inland towards the north, and finer silt and clay loam predominating near the edge of Ebey Slough to the south. Natural woody debris fragments, an occasional marine shell fragment, and other organic matter are interspersed among the sediments in these deeper layers, reflecting the former intertidal estuarine environment that covered most of this area prior to historic development.

Other geotechnical information gathered from nearby projects generally corroborate the on-site interpretations. A 2008 study conducted for the SR529 Ebey Slough Bridge replacement included one mud-rotary borehole excavated on the east side of the north bridge approach, on the immediate opposite side of SR529 from Ebey Waterfront Park. Organic-rich, fine grained sediments compose the natural slow-energy intertidal alluvial deposits underneath approximately 7 feet of homogenous wood and bark chips (Shannon and Wilson 2008).

Field Investigations

Pedestrian survey of the entire project area was conducted on September 11, 2018 by Robert Kopperl. Field conditions changed from overcast with light rain to partly cloudy during the duration of the field visit. The visit was timed to coincide with low tide (0.7-foot low tide at 12:39 PM) in order to maximize visibility of the immediate waterfront portion of the project area. There was minimal ground surface visibility and most of the former marina property had temporary chain-link fence barricades, but the entire area was still accessible for pedestrian survey. The existing piers to which several boathouses were moored were accessed as far as possible given safety considerations; most of these features were either modular and moveable structures, or improvised plywood planking. The project area, previously excavated geotechnical boreholes, and identified cultural resources are shown in Figure 9. The methods and results of the field investigations are presented below.



Figure 9. Project area showing current existing conditions, approximate locations of previously excavated geotechnical boreholes in former marina property (Gillaspy and Rupp 2015; Mather and Arthur 2015:19), and the historic remains of the Geddes Marina (45SN702).

Archaeological fieldwork was tailored to the parameters of proposed ground disturbing activities as well as the expectations for archaeological material based on the project's natural and cultural setting. Field methods consisted of pedestrian survey of the entire project area and documentation of historic remnants of the former marina in the western portion of the project area. Pedestrian survey did not follow formal transects given the abundance of thick vegetation throughout the project area. We conducted a thorough survey of the eroding bank to check for shell deposits, checking behind the English Ivy and other vegetation. We also examined the ground surface where it was visible, for example on a trail that runs along the shoreline on the top of the bluff.

Standard field forms were completed for the fieldwork, including a daily work record and digital photograph log. Digital photographs were taken throughout the project area. Historic features associated with the former marina were recorded as an archaeological site (45SN702, see below). GPS mapping of these features was adapted from the precise results of the land survey staff of the current project team.

Results

Pedestrian survey of the eastern portion of the project, corresponding with the existing Ebey Waterfront Park property, was completed first. The pedestrian survey covered the entire park in meandering transects spaced no more than 10 meters apart, avoiding the paved parking lot and access drive and focusing on the relatively undeveloped eastern edge of the property near the SR529 right-of-way, the vicinity of the Baxter Building along 1st Street (although that property, excluded from this project, was not entered), and the exposed intertidal waterfront at the south end of the park.

The majority of the existing park property is occupied by the paved access drive, parking lots, a turn-around near the south end at the twin boat ramps, and sidewalks, playground, and modern bathroom facility at the southwest edge of the park (Figures 10 and 11). Landscaping, including planters and ornamental trees, covers most of the non-paved surfaces of the park. A north-south oriented artificial swale channels stormwater and other runoff through the park, briefly culverted under the turn-around before daylighting in a protected habitat restoration area on the waterfront immediately east of the boat ramps and west of the SR529 Ebey Slough Bridge (Figures 12 and 13). Buried utilities including substantial stormwater conveyance, electrical and water lines, and landscaping irrigation systems, were noted throughout the park.



Figure 10. Overview of parking area in central portion of existing Ebey Waterfront Park, eastern half of overall project area. View to the west.



Figure 11. Overview of southern part of existing Ebey Waterfront Park, eastern half of overall project area, including turn-around, parking, and bathrooms and playground in background. View to the southwest.



Figure 12. Artificial drainage swale and concrete culvert under access drive turn-around. SR529 Ebey Slough Bridge in background. View to the southeast.



Figure 13. Habitat restoration area at outlet of drainage swale. View from eastern boat ramp to the east.



Figure 14. Dual boat ramp at south end of Ebey Waterfront Park. View to the north.

At the south end of the existing park, the waterfront is occupied by a modern dual boat ramp with short piers between and on both sides of the ramps (Figure 14 above). A restored saltmarsh habitat occupies the eastern part, where stormwater conveyance flows through a cement culvert under the access drive turn-around and into the slough (see Figures 12 and 13). Saltmarsh on the heavily modified shoreline continues west of the boat ramps into the adjacent former marina property (see below). In-water cultural features fronting the existing park property were observed from the edge of the shore and on the boat ramp piers, including modern capped steel pilings associated with the ramp as well as similar free-standing modern pilings upstream to the east. Two wood pilings of indeterminate age were observed immediately east of the free-standing metal pilings, rising a few feet above the water level of the slough.

Pedestrian survey of the western portion of the project area – the former Geddes Marina property – involved parallel transects spaced about 5 meters apart around the perimeter of the roughly rectangular lagoon. More closely spaced transects covered the southern portion of the property and along the waterfront where some remnants of the former marina were observed and documented (see below). Most of the property has recently been capped with additional imported fill, hosting sparse vegetation except near the edge of the lagoon (Figure 15). The lagoon itself appears to have mostly been cleared of debris and any features of the former marina operation that are visible in historic aerial photographs, partially exposing at low tide a mudflat and very sparse non-diagnostic debris such as dimensional lumber (Figure 16 and Cover Photo).



Figure 15. Overview of former marina property; lagoon in background. View to the west-northwest from the east edge of the marina property.



Figure 16. Overview of southern end of lagoon in former marina property, with existing park in background. View to the east from the southwest corner of the lagoon.

The south end of the former marina property, along the waterfront and slightly inland to the north, has been heavily modified by historic and modern activity. East of the lagoon inlet, a makeshift plywood and dimensional lumber ramp and pier extend south into the slough, connecting several floating docks and slips for boathouses (Figure 17). West of the lagoon inlet, another ramp extends south onto the slough, joining modular floating docks (somewhat better maintained than those east of the lagoon inlet, and ostensibly connected to electrical lines). These docks access several additional floating boathouse shelters. The shelters themselves are floating structures primarily made from plywood siding, asphalt shingle, simple dimensional lumber framing, and corrugated metal and/or fiberglass roofing. All are in various stages of deterioration (Figure 18). The ramp and pier infrastructure on the waterfront are associated with the former marina, but their materials appear to date from the past few decades and their modular configuration has changed over time. Similarly, the boathouse shelters themselves observed during the field visit are of indeterminate age and ownership and are transitory – they may have been moved from the interior of the parcel after the marina closed, and will likely move again. As such, the ramps, piers, and boathouse shelters are not considered historic resources.



Figure 17. Ramp leading down to boathouse piers on east side of lagoon inlet. View to the south.



Figure 18. Boathouse shelter on west side of lagoon inlet. View to the southeast.

Several features of the former marina were observed in the southern portion of the property that appear to date to at least 50 years of age based on appearances on historic aerial photographs. As former infrastructural features now in ruin, they were documented and inventoried as an archaeological site (45SN702). A description of these features and an evaluation of the site's eligibility to the NRHP are given in the next section. A Washington State Archaeological Site Inventory Form is included in Appendix A.

Geddes Marina Features (45SN702)

Site 45SN702 is comprised of several surface features associated with the Geddes Marina, which operated at this location between the 1930s and 2010. The remains of other marina-related features surrounding the lagoon are visible on aerial photographs as recent as a few years old, however they have been thoroughly removed as part of the remediation project. As noted above, the ramp, pier, and boathouse features extending south from the waterfront today are a transitory, with materials and configurations that have changed over the past several decades. The features recorded as 45SN702 appear on an historic aerial photograph from 1961 that confirms their age and association with the marina going back at least 50 years. The boundary of the site encompasses these features, shown in Figure 19.



Figure 19. Boundary of Site 45SN702 and associated features.

A small dam partially blocks water flowing from the lagoon through a short inlet entering the Ebey Slough intertidal approximately 60 feet to the south of the dam. The main dam gate is of metal-reinforced timber construction, approximately 15 feet long, several inches thick, and embedded in the lagoon bottom to an unknown depth in a half-open position (Figure 20). Its hinge is on the west side of the inlet. A wood and metal I-beam frame, possibly a spillway, extends from the hinge another five feet west, marked by two metal upright posts rising approximately four feet above the ground connected by a metal rod near the top of the posts. The foundation of the dam is reinforced with concrete rubble and additional wood planking embedded into the bottom of the mouth of the inlet, creating a roughly three-foot drop immediately south of the dam into the inlet. Between about 30 and 45 feet south of the dam within the inlet are four wood pilings, between about 1- to 1½-foot diameter in a roughly square arrangement (Figure 21). This dam, or at least a similar feature at the same location, is shown on aerial photographs as early as 1961, and some kind of barrier would presumably have been in place when the lagoon was created for the marina.



Figure 20. Dam feature. View to the west from the east side of inlet.



Figure 21. Piling configuration within inlet channel. View to the south from the east side of dam feature.



Figure 22. Concrete pad on east side of inlet and dam. Site datum tree in background. View to the west.

A rectangular concrete pad was observed approximately 50 feet east of the dam, and 30 feet east of a deciduous tree that served as the site datum, above the southeast corner of the lagoon. It is approximately 20 feet long northwest-southeast, and 12 feet long northeast-southwest (Figure 22 above). A roughly 3-inch tall, 6-inch wide rebar-reinforced lip is on the northwest and northeast sides of the pad and extends several feet to the southeast along the northeast side of the foundation. That side is visible in the embankment above the lagoon (about 4 feet in elevation below the surface of the pad) reinforced with several concrete slabs and wooden planks. A round concrete fragment, possibly a post foundation, had been placed on the south corner of the pad. A larger building is shown in this location on aerial photographs from 1961 onward; this may be the only structural component of the building left following demolition and removal of the marina facilities.

Two boat launch features were observed on the east side of the inlet, descending from the surface overlooking the waterfront down towards the southwest to the intertidal below. Both are visible on the 1961 aerial photograph, although little remains of either except the rails and concrete platforms near their inland ends. Boat Launch 1, as it is labeled on the sketch map, is composed of

two rails that extend from a rectangular concrete platform out over the intertidal, both supported above the mudflat by several wooden pilings (Figure 23). The rails are about 60 feet long, spaced about 10 feet apart, and are made of metal-reinforced square wood beams. The inside of the rails at their southwest end, overhanging the intertidal, have relatively modern strips of canvas apparently used to secure cushions. Boat Launch 2, approximately 40 feet to the west and oriented slightly different, is generally constructed in a similar manner but several feet narrower between rails. In addition, Boat Launch 2 is in total approximately 100 feet long, with an extension of the rails continuing down to the intertidal with the southwest end submerged under water even at low tide (Figure 24). In addition, two wooden pilings were noted in the intertidal between the two boat launches, and two wooden pilings with a square wooden cross-beam were observed against the artificial embankment along the waterfront just east of Boat Launch 1 (Figure 25). The specific association between these pilings and the boat launches or other marina features is unknown and they are not discernable on historic aerial photographs, but they were recorded and included within the site boundary.



Figure 23. Boat Launch 1, extending over the Ebey Slough intertidal on pilings. View to the south.



Figure 24. Southwest extension of Boat Launch 2, embedded in the Ebey Slough intertidal. View to the south.



Figure 25. Two pilings and square cross-beam along embankment edge. Boat Launch 1 rails on pilings in background. View to the west-northwest.

Significance, Integrity, and NRHP Eligibility

The Ebey Waterfront Park expansion project is anticipated to require USACE permits, and it is therefore subject to Section 106 of the NHPA. The framework of NHPA also provides useful guidelines for evaluating the significance of archaeological, cultural, and historic resources, regardless of the regulatory framework of a particular project. The guidelines for this evaluation are given here for the archaeological resource identified, 45SN702, as well as NRHP eligibility recommendations for the site.

Section 106 of the NHPA requires federal agencies to “take into account the effects of their undertakings on historic properties” (36CFR800.1). Undertaking is defined, in part, as “a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency” (36CFR800.16). An historic property is “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places [NRHP] maintained by the Secretary of the Interior” (36CFR800.16).

Federal law encourages preservation of significant heritage resources, including both prehistoric and historic archaeological sites and properties. In general, however, only significant sites are subject to additional determination of effect and design of mitigation measures. This significance is determined by evaluating the eligibility of a potential historic property to the NRHP using specific criteria established by the Advisory Council on Historic Preservation (36CFR60.4). The criteria are used to designate “significant” sites as those that:

- A. Are associated with events that have made a significant contribution to broad patterns of our history;
- B. Are associated with the lives of persons significant in our past;
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

In addition to these criteria, the quality of significance is also based upon integrity of location, design, setting, materials, workmanship, feeling, and association. Also, cultural resources generally must be at least 50 years old to be eligible for listing on the NRHP (36CFR60.4). The recorded features are considered archaeological remains of the marina facility and date at least as early as 1961 based on their appearance on aerial photographs. An earlier aerial photograph from 1938 does not show them, placing their construction between those two years when the marina was first built and then expanded over several decades.

The significance and integrity of these remnants of the Geddes Marina may be viewed in terms of the above-mentioned criteria:

- In terms of Criterion A, association with significant historical events, the Geddes Marina was a family business and commercial facility that was part of the growing 20th century Marysville waterfront. Such businesses were fixtures of both port facilities and other less-developed but accessible waterfronts of Puget Sound population centers such as Marysville and Everett (e.g., Barrett and Olsen 1991). However, the remaining features recorded here comprised a small portion of the marina facility, which otherwise has been almost completely removed from the property. These features, therefore, may be placed in a small way into the overall historic context of commercial and community development of the City of Marysville, but in and of themselves are not considered as rising to the level of significance under Criterion A.

- The Geddes Marina was a family business well-known in the community, with direct involvement in ownership and operations for two generations (Barrett and Olsen 1991; Boxleitner 2010; Sheets 2010). However, the recorded remains are not associated in a direct way with significant historical persons, which is significance Criterion B.

- Regarding Criterion C, embodiment of distinctive construction or engineering techniques, the remains do not distinguish themselves. The dam was engineered to control water levels in the lagoon but appears to have been built in an expedient manner and informally maintained over time to address that challenge without construction techniques that would be considered distinctive or particularly innovative. Similarly, the two boat launch features were built with the specific boat conveyance function of in mind and do not particularly distinguish themselves in terms of their engineering or aesthetic style. Modern materials have been incorporated into their structure to allow their ongoing use in more recent years. The concrete pad and pilings do not retain enough physical structure to infer function and assess them under this criterion.

- Physical remnants of a cultural resource and the data they may provide in terms of the potential for archaeological interpretation are considerations of an archaeological site under Criterion D. These features appear to be the only such remnants left on the property that retain enough context to be associated with the historic-period operation of the marina. Any additional documentation or study of the physical remains of 45SN702 is unlikely to yield important new information in this regard.

Although its age exceeds 50 years, 45SN702 does not appear to meet any of the four NRHP significance criteria. In addition, important aspects of its integrity that would otherwise help convey its significance under the criteria have been substantially diminished. Aside from the location of the features within the former marina property and some aspects of their design and materials, the

setting, workmanship, feeling, and association are all aspects of the integrity of 45SN702 that are no longer retained. *Because of this, 45SN702 is recommended not eligible for listing on the NRHP or other historic registers.*

Conclusions and Management Recommendations

In summary, WillametteCRA completed a cultural resources assessment of the proposed Ebey Waterfront Park expansion project, which involved archival property and background research, a field visit and pedestrian survey of the project parcels, and documentation of one historic-period archaeological resource. The site, 45SN702, includes several remnant features of the Geddes Marina constructed between 1938 and 1961. Based on an evaluation of these remains under NRHP significance criteria and aspects of their integrity, the site is recommended not eligible for listing on any historic registers.

Our assessment of the subsurface archaeological potential in the project area was not able to use conventional survey methodology, instead relying on existing geotechnical data from the western portion of the project, a synthesis of broader background information on the natural and cultural setting of the project, the results of previous cultural resource investigations within and near the project. Based on the conceptual project design, the proposed extent of ground disturbance in the eastern portion of the project will be relatively shallow and on surfaces that have already undergone extensive modification when the park was built and when extensive buried utilities were installed in 2005.

The relatively uniform distribution of a layer of fill between about 10 and 14 feet thick in the western portion of the project area on the former marina has been demonstrated by recent geotechnical work. No remnant buried soil horizon was noted at the contact below the fill, or any other indications of a buried natural stable surface that would retain higher potential for Native American precontact or early historic occupation sites. However, a) geotechnical study methods are limited in terms of archaeological sampling, and no data is available yet for the eastern portion of the project area; b) the pre-industrial landform along Ebey Slough would still have been a productive place for human activity besides residential occupation, and therefore archaeological potential remains in deeper native sediments; and c) conceptual project design proposes some elements that involve ground disturbance at greater depths relative to the eastern portion of the project area, including construction of a tidal backwater channel and redevelopment of the waterfront.

Therefore, archaeological monitoring is recommended for any project component within the overall project area entailing anticipated ground disturbance below the depth of fill. Such archaeological monitoring should be conducted by a professional archaeologist under an agreed-upon Monitoring and Discovery Plan, with clear protocols to follow in the event of the discovery of

archaeological material or human remains. In addition, an Inadvertent Discovery Plan (IDP) should be prepared, implemented, and followed in the event of discovery of archaeological material or human remains while a monitor is not present for any element of project construction.

The scope of this assessment and recommendations given are derived from the conceptual project specifications given to us at the time of our study. If the project expands to include additional ground disturbing components outside of the project area assessed in this report, further assessment may be required to ensure potentially significant cultural resources are taken into account during the planning and permitting process.

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Appendix A:
Washington State Archaeological Site Inventory Form

45SN702, Geddes Marina Historic Features



STATE OF WASHINGTON ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00702

County: Snohomish

Date: 9/24/2018

Human Remains? DAHP Case No.:

Compiled By: Robert Kopperl

Willamette Cultural Resources Associates, Ltd.

Archaeological Sites are exempt from public disclosure per RCW 42.56.300

SITE DESIGNATION

Site Name: Historic Geddes Marina Features

Field/Temporary ID: EWP-18-01

Site Type: Historic Maritime Properties

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for determination of eligibility meet the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the site

meets does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

Criteria

Statement of Significance

The significance of the historic-period remnants of the Geddes Marina may be viewed in terms of NRHP significance criteria:

- In terms of Criterion A, association with significant historical events, the Geddes Marina was a family business and commercial facility that was part of the growing 20th century Marysville waterfront. Such businesses were fixtures of both port facilities and other less-developed but accessible waterfronts of Puget Sound population centers such as Marysville and Everett (e.g., Barrett and Olsen 1991). However, the remaining features recorded here comprised a small portion of the marina facility, which otherwise has been almost completely removed from the property. These features, therefore, may be placed in a small way into the overall historic context of commercial and community development of the City of Marysville, but in and of themselves are not considered as rising to the level of significance under Criterion A.
- The Geddes Marina was a family business well-known in the community, with direct involvement in ownership and operations for two generations (Barrett and Olsen 1991; Boxleitner 2010; Sheets 2010). However, the recorded remains are not associated in a direct way with significant historical persons, which is significance Criterion B.
- Regarding Criterion C, embodiment of distinctive construction or engineering techniques, the remains do not distinguish themselves. The dam was engineered to control water levels in the lagoon, but appears to have been built in an expedient manner and informally maintained over time to address that challenge without construction techniques that would be considered distinctive or particularly innovative. Similarly, the two boat launch features were built with the specific boat conveyance function of in mind and do not particularly distinguish themselves in terms of their engineering or aesthetic style. Modern materials have been incorporated into their structure to allow their ongoing use in more recent years. The concrete pad and pilings do not retain enough physical structure to infer function and assess them under this criterion. Other marina features that remain along the waterfront - a ramp, docks, and boathouses - are transitory and do not appear to be associated with the earlier decades of marina operation.
- Physical remnants of a cultural resource and the data they may provide in terms of the potential for archaeological interpretation are considerations of an archaeological site under Criterion D. These features appear to be the only such remnants left on the property that retain enough context to be associated with the historic-period operation of the marina. Any additional documentation or study of the physical remains of site is unlikely to yield important new information in this regard.

Although its age exceeds 50 years, these marina remains do not appear to meet any of the four NRHP significance criteria. In addition, important aspects of the site's integrity are not retained (see below). Therefore, the site is recommended not eligible for listing on the NRHP or other historic registers.

Integrity

Important aspects of its integrity that would otherwise help convey its significance under the criteria have been substantially diminished. Aside from the location of the features within the former marina property and some aspects of their design and materials, the setting, workmanship, feeling, and association are all aspects of the integrity of the site that are no longer retained.

SHPO Determination

Eligibility Potentially Eligible **Determined On**

Determined By

SHPO Comments

SITE LOCATION

USGS Quad Map Name(s): MARYSVILLE
T: 30 **R:** 05 **E/W:** E **Section:** 33
UTM: Zone: 10 **Easting:** 561120 **Northing:** 5321895
Latitude: 48.047 **Longitude:** -122.180 **Elevation (ft/m):** 0-3
Drainage, Major: Ebey Slough **Drainage, Minor:** **River Mile**
Aspect South **Slope** Level to ~45-degree at slough embankment

Location Description (General to Specific):

The site is located in Snohomish County on the east side of central Puget Sound, on the Marysville city waterfront along Ebey Slough. The parcel in which the site is located is at 1326 1st Street in Marysville. The remains near the southern end of the parcel, between approximately 480 and 640 feet south of 1st Street and 60 to 180 feet west of the western edge of Ebey Waterfront Park.

Directions (For Relocation Purposes):

From the intersection of 4th Street (SR528) and State Ave (SR529), go south on State Ave 0.2 miles to 1st Street. Turn right (west) on 1st Street and go approximately 0.1 mile for street parking. [Access to the parcel at the time of site recording was restricted by a chain-link barrier.] Once in the parcel, walk south approximately 480 feet from 1st Street along the east side of the lagoon to reach the concrete pad feature within the site. The tree serving as the site datum is approximately 40 feet west of the pad, and the remaining features south and west of the pad.

SITE DESCRIPTION

Narrative Description (Overall Site Observations):

The site is comprised of several surface features associated with the Geddes Marina, which operated at this location between the 1930s and 2010. The remains of other marina-related features surrounding the lagoon are visible on aerial photographs taken in the mid-2010s, however they have been thoroughly removed as part of a remediation project. The features recorded as part of this archaeological site appear on an historic aerial photograph from 1961 that confirms their age and association with the marina going back at least 50 years. Other features, such as a ramp, pier, and boathouse that extend south from the existing waterfront are a transitory, with materials and configurations that have changed over the past several decades and do not appear to be associated with the historic period. Although their age of construction exceeds 50 years and have all undergone various levels of deterioration, the recorded features appear to have continued to be used until relatively recently. Individual feature descriptions are given in that section, below.

Site Dimensions (Overall Site Dimensions):

Length: 160 feet **Direction:** N-S **Width:** 120 feet **Direction:** E-W
Method of Horizontal Measurement: GIS
Depth: Surface **Method of Vertical Measurement:** Pedestrian survey observations

Vegetation (On Site):

Local: Very sparse grass and one deciduous tree on remediated portion; Some salt-marsh vegetation growing within inlet and intertidal on south side of site
Regional: Tsuga heterophylla veg zone

Landforms (On Site):

Local: alluvial terrace **Regional:** Puget Lowlands

Water Resources (Type): Estuarine intertidal **Distance:** Adjacent to south **Permanence:** Permanent

CULTURAL MATERIALS AND FEATURES

Narrative Description (Specific Inventory Details):

The historic features recorded as part of the archaeological site include a small dam structure and several pilings within the lagoon inlet, a small rectangular concrete pad that served as a foundation for a larger structure no longer present, two boat-launch features that extend south into the intertidal, and a few piling features also in the intertidal nearby.

A small dam partially blocks water flowing from the artificial lagoon through a short inlet entering the Ebey Slough intertidal approximately 60 feet to the south of the dam. The main dam gate is of metal-reinforced timber construction, approximately 15 feet long, several inches thick, and embedded in the lagoon bottom to an unknown depth in a half-open position. Its hinge is on the west side of the inlet. A wood and metal I-beam frame, possibly a spillway, extends from the hinge another five feet west, marked by two metal upright posts rising approximately four feet above the ground connected by a metal rod near the top of the posts. The foundation of the dam is reinforced with concrete rubble and additional wood planking embedded into the bottom of the mouth of the inlet, creating a roughly three-foot drop immediately south of the dam into the inlet. Between about 30 and 45 feet south of the dam within the inlet are four wood pilings, between about 1- to 1½-foot diameter in a roughly square arrangement. This dam, or at least a similar feature at the same location, is shown on aerial photographs as early as 1961, and some kind of barrier would presumably have been in place when the lagoon was created for the marina.

A rectangular concrete pad was observed approximately 50 feet east of the dam, and 30 feet east of a deciduous tree that served as the site datum, above the southeast corner of the lagoon. It is approximately 20 feet long northwest-southeast, and 12 feet long northeast-southwest. A roughly 3-inch tall, 6-inch wide rebar-reinforced lip is on the northwest and northeast sides of the pad and extends several feet to the southeast along the northeast side of the foundation. That side is visible in the embankment above the lagoon (about 4 feet in elevation below the surface of the pad) reinforced with several concrete slabs and wooden planks. A round concrete fragment, possibly a post foundation, had been placed on the south corner of the pad. A larger building is shown in this location on aerial photographs from 1961 onward; this may be the only structural component of the building left following demolition and removal of the marina facilities.

Two boat launch features were observed on the east side of the inlet, descending from the surface overlooking the waterfront down towards the southwest to the intertidal below. Both are visible on the 1961 aerial photograph, although little remains of either except the rails and concrete platforms near their inland ends. Boat Launch 1, as it is labeled on the sketch map, is composed of two rails that extend from a rectangular concrete platform out over the intertidal, both supported above the mudflat by several wooden pilings. The rails are about 60 feet long, spaced about 10 feet apart, and are made of metal-reinforced square wood beams. The inside of the rails at their southwest end, overhanging the intertidal, have relatively modern strips of canvas apparently used to secure cushions. Boat Launch 2, approximately 40

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00702

Page 4 of 14

feet to the west and oriented slightly different, is generally constructed in a similar manner but several feet narrower between rails. In addition, Boat Launch 2 is in total approximately 100 feet long, with an extension of the rails continuing down to the intertidal with the southwest end submerged under water even at low tide. In addition, two wooden pilings were noted in the intertidal between the two boat launches, and two wooden pilings with a square wooden cross-beam were observed against the artificial embankment along the waterfront just east of Boat Launch 1. The specific association between these pilings and the boat launches or other marina features is unknown and they are not discernable on historic aerial photographs, but they were recorded and included within the site boundary.

Method of Collection:

No collection made

Location of Artifacts (Temporary/Permanent):

n/a

SITE AGE

Component Type	Historic
Dates	1930s - 2015
Dating Method	Appearance on dated aerial photographs
Phase	
Basis for Phase Designation	

SITE RECORDERS

Observed By	Address		
Robert Kopperl	2827 NE Martin Luther King Blvd., Portland, OR 97212		
Date Recorded:	9/11/2018		
Recorded by (Professional Archaeologist):	Robert Kopperl		
Organization:	Willamette Cultural Resources Associates, Ltd.	Phone Number:	206-397-1487
Address:	2827 NE Martin Luther King Blvd., Portland, OR 97212	Email:	bob@willamettecra.com

SITE HISTORY

Previous Archaeological Work:
None. Property was previously assessed for archaeological resources and some of the features were noted but not recorded (Mather and Arthur 2015).

LAND OWNERSHIP

Owner	Address	Parcel
City of Marysville	1326 1st Street, Marysville, WA - 98270-4908	30053300202700

RESEARCH REFERENCES

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00702

Page 5 of 14

Items/Documents Used in Research:

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Mather, Camille A., and Ed P. Arthur

2015 Archaeological Survey and Assessment for the Proposed Geddes Marina Redevelopment, 1326 1st Street, Marysville, Snohomish County, Washington. Caldera report 1014A prepared for Maul Foster & Alongi, Bellingham, Washington.

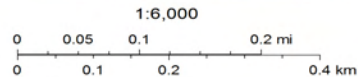
Sheets, Bill

2010 Old Marysville Marina to be Sold. June 20, 2010. The Everett Herald.

USGS MAP



October 18, 2018

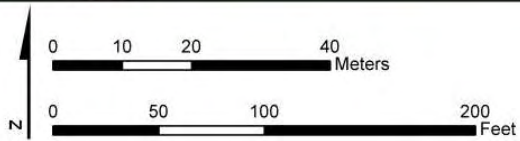


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SKETCH MAPS

Source Information

9/17/2018 Inventory - Willamette Cultural Resources Associates, Ltd.



- ▲ Site Datum
- ▭ Site Boundary

Photographs, Tables and Additional Information



Photo ID 396873
Title 1961 Aerial
Year Taken 2018
Is Circa?
Notes Portion of 1961 aerial photograph (NW-61 A-94-11-35 8_11_61 1_400) showing vicinity of remnant historic marina features (red oval).
Type image/jpeg
Photo View
Source 9/17/2018 Inventory - Willamette Cultural Resources Associates, Ltd.
Copyright



Photo ID 396855
Title Site Photo 6 More pilings
Year Taken 2018
Is Circa?
Notes Two pilings and square cross-beam along embankment edge. Boat Launch 1 rails on pilings in background. View to the west-northwest.
Type image/jpeg
Photo View
Source 9/17/2018 Inventory - Willamette Cultural Resources Associates, Ltd.
Copyright

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Smithsonian Number: 45SN00702

Page 10 of 14



Photo ID 396854
Title Site Photo 5 Boat Launch 2
Year Taken 2018
Is Circa?
Notes Southwest extension of Boat Launch 2, embedded in the Ebey Slough intertidal. View to the south.
Type image/jpeg
Photo View
Source 9/17/2018 Inventory - Willamette Cultural Resources Associates, Ltd.
Copyright

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00702

Page 11 of 14



Photo ID 396853
Title Site Photo 4 Boat Launch 1
Year Taken 2018
Is Circa?
Notes Boat Launch 1, extending over the Ebey Slough intertidal on pilings. View to the south.
Type image/jpeg
Photo View
Source 9/17/2018 Inventory - Willamette Cultural Resources Associates, Ltd.
Copyright



Photo ID 396852
Title Site Photo 3 Concrete Pad
Year Taken 2018
Is Circa?
Notes Concrete pad on east side of inlet and dam. Site datum tree in background. View to the west.
Type image/jpeg
Photo View
Source 9/17/2018 Inventory - Willamette Cultural Resources Associates, Ltd.
Copyright



Photo ID 396851
Title Site Photo 2 Inlet Pilings.jpg
Year Taken 2018
Is Circa?
Notes Piling configuration within inlet channel. View to the south from the east side of dam feature.
Type image/jpeg
Photo View
Source 9/17/2018 Inventory - Willamette Cultural Resources Associates, Ltd.
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Smithsonian Number: 45SN00702

Page 14 of 14



Photo ID 396850
Title Site Photo 1 Dam
Year Taken 2018
Is Circa?
Notes Dam feature. View to the west from the east side of inlet.
Type image/jpeg
Photo View West
Source 9/17/2018 Inventory - Willamette Cultural Resources Associates, Ltd.
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