



WILLAMETTE
CULTURAL RESOURCES ASSOCIATES, LTD.



**Cultural Resources Assessment for the
Geddes Marina Phase 2 Remediation Project,
Marysville, Snohomish County, Washington**



Cultural Resources Assessment for the Geddes Marina Phase 2 Remediation Project, Marysville, Snohomish County, Washington

Prepared by
Robert Kopperl, Ph.D.

April 7, 2022

WillametteCRA Report No. 22-7
Seattle, Washington

Prepared for
City of Marysville, Washington
and
Parametrix, Inc.
Seattle, Washington



WILLAMETTE
CULTURAL RESOURCES ASSOCIATES, LTD.

Report Details

Project Name:	Cultural Resources Assessment for the Geddes Marina Phase 2 Project
DAHP Project Number	2021-12-08262
Agency:	U.S. Army Corps of Engineers (USACE)
Client:	City of Marysville
Project Undertaking:	City Property Remediation
Regulatory Framework:	Section 106 (USACE as Lead Agency)
County:	Snohomish
Legal Description:	Township 30N, Range 5E, Section 33
USGS Quad	<i>Marysville, WA 7.5-minute</i>
Project Acreage:	5.5
Field Note Location:	WillametteCRA, Seattle Office
Fieldwork Type:	Field Reconnaissance
Fieldwork Dates:	September 11, 2018
Field Personnel:	Robert Kopperl
Findings:	45SN702 – Historic remnants of former Geddes Marina
Recommendations:	<p>Site Significance: 45SN702 is recommended not eligible for listing on the National Register of Historic Places under NRHP Criteria A-D.</p> <p>Management Recommendations: Archaeological monitoring under an agreed-upon plan during any Project ground disturbance extending below fill that exposes observable stratigraphic profiles and/or generates spoils that can be examined; Inadvertent Discovery Plan implemented during any Project ground disturbance when a professional archaeologist is not present.</p>

Executive Summary

The City of Marysville (City) is completing remedial action on the Geddes Marina site, a downtown property purchased by the City, that was initiated in 2016. The Phase 2 remediation (Project) involves capping the contaminated sediments in the artificial boat basin in the former marina to an elevation above the high-water mark with imported clean fill material. Stormwater discharging from the City's Downtown Stormwater Treatment facility, a separate City undertaking, will be rerouted for this Project via a conveyance pipeline and energy dissipation structure to a conveyance channel constructed along the western edge of the Geddes Marina site. The conveyance channel will discharge to Ebey Slough near the southwest corner of the property.

The project is subject to environmental regulatory review by the State of Washington (State) and the United States Army Corps of Engineers (USACE) under a Joint Aquatic Resource Permit Application (JARPA). Because its completion entails Section 404 and Section 10 permitting from USACE, the Project is subject to the provisions of Section 106 of the National Historic Preservation Act. Willamette Cultural Resources Associates (WillametteCRA) was contracted to assist the City in compliance with State and federal Section 106 historic preservation regulatory compliance for the Project by completing a cultural resources assessment that establishes an anticipated Area of Potential Effect (APE), identifies cultural resources within the APE that may be impacted by Project activities, evaluates the significance and integrity of identified resources that may be eligible for listing on the National Register of Historic Places (NRHP), and provides recommendations regarding treatment of identified resources and other appropriate cultural resources management measures.

The Project area covers approximately 5.5 acres of the former marina property. Existing surfaces across the entire anticipated APE are either fill, tidally inundated boat basin, or paved surfaces not accessible for standard archaeological survey methods. Identification of cultural resources was based on analysis of previously collected geotechnical data and a comprehensive pedestrian survey of the entire Geddes Marina property in 2018 during an earlier Project iteration. Geotechnical boreholes were dug at various times throughout the property between 2015 and 2021. Their data suggests fill of variable thickness (~1.5 feet to 12 feet) above fine-grained organic-rich slough and alluvial sediments overlying terminal Pleistocene and early Holocene sands in the northern third of the marina property. The fill is thicker to the south, observed as a relatively uniform layer between about 10 and 14 feet thick. No remnant buried soil horizon was noted at any of the contacts 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. Shell was noted in some boreholes but not as discrete cultural midden layers.

One historic archaeological resource (45SN702) was identified during the pedestrian survey, the remains of several features associated with the former Geddes Marina in the southern portion of the project area. It was evaluated and concluded to not be eligible for listing on the NRHP as an outcome of the 2018 archaeological survey, with no further avoidance or mitigation measures recommended. Our other management recommendations for the remainder of the previous Phase 1 Project area, as well as for other City stormwater undertakings within the former marina property, entailed archaeological monitoring of Project ground disturbance that extends below fill into native sediments, except where such disturbance does not generate any meaningful spoils or expose observable stratigraphic profiles (e.g., pile-driving).

Because Phase 2 of the Project is a refinement of the overall impact area previously assessed in 2018 and 2019 when it was part of larger project limits that included Ebey Waterfront Park expansion adjacent to the east, this assessment for Phase 2 of the Project was limited to a synthesis of Phase 2-specific background information and geotechnical data. That information is presented in this report, notably the depth of fill across the former marina property as it relates to the updated anticipated Phase 2 ground disturbance. The archaeological remains of the marina, 45SN702, are described again in this report along with the evaluation previously given in the 2018-2019 Phase 1 assessment with the same recommendation of non-eligibility for listing on the NRHP. Although no clear archaeological or otherwise cultural strata were inferred from the geotechnical data throughout the anticipated APE, given the archaeological sensitivity of the buried landform for Native American archaeological sites and the persistence of cultural importance of the Snohomish River estuary to the Tulalip Tribes, we recommend archaeological monitoring of any Project ground disturbance extending below fill that exposes observable stratigraphic profiles and/or generates spoils that can be examined. An Inadvertent Discovery Plan should be implemented during any Project ground disturbance when a professional archaeologist is not present.

Cover Photograph: Former Geddes Marina boat basin. First Street in background. View to the north.

Table of Contents

Contents	
Report Details	1
Executive Summary	2
Table of Contents	4
List of Figures.....	5
List of Tables.....	5
Introduction	6
Project Location and Description.....	6
Regulatory Setting	7
Natural Setting	12
Geology and Geomorphology.....	12
Ecology and Biota.....	15
Cultural Setting.....	16
Pre-contact Culture History.....	16
Tulalip Ethnohistory and Ethnography.....	17
European American Settlement History.....	20
Previous Cultural Resource Investigations	27
Additional Data Sources and Cultural Resources Expectations.....	30
Archaeological Predictive Modeling and Historic Document Associations.....	30
Geotechnical Data	31
Field Investigations.....	34
Fieldwork Results	34
Inventoried Cultural Resource - Geddes Marina Features (45SN702)	36
Discussion	41
Project APE Stratigraphy and Archaeological Sensitivity	41
Significance, Integrity, and NRHP Eligibility.....	41
Conclusions and Recommendations	44
References Cited	46
Appendix A: 45SN702 Washington State Historic Property Inventory Form	1

List of Figures

Figure 1. Project location (USGS Marysville, WA 1:24,000 Quad).....	8
Figure 2. Geddes Marina Phase 2 Remediation and DSTP Project areas.....	9
Figure 3. Geddes Marina Phase 2 Remediation design layout (provided by Parametrix).	10
Figure 4. New Project outfall channel cross-sections (provided by Parametrix).....	11
Figure 5. Surface geology in project vicinity.	14
Figure 6. 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.....	19
Figure 7. 1884-1884 “T-sheet” map.....	21
Figure 8. 1910 downtown Marysville map	23
Figure 9. 1938 aerial imagery.....	24
Figure 10. 1961 aerial imagery.....	25
Figure 11. 1969 aerial.	26
Figure 12. Aerial with APE, geotechnical borehole locations, and 45SN702 site boundary.	32
Figure 13. Overview of former marina property; boat basin in background. View to the west- northwest from the east edge of the marina property.	35
Figure 14. Overview of southern end of boat basin in former marina property, with existing park in background. View to the east from the southwest corner of the boat basin.	35
Figure 15. Weir feature. View to the west from the east side of inlet.	37
Figure 16. Piling configuration within inlet channel. View to the south from the east side of weir.	38
Figure 17. Concrete pad on east side of inlet. Site datum tree in background. View to the west.	38
Figure 18. Boat Launch 1, extending over the Ebey Slough on pilings. View to the south.	39
Figure 19. Southwest extension of Boat Launch 2, embedded in the Ebey Slough intertidal. View to the south.	40
Figure 20. Two pilings and square cross-beam along embankment edge. Boat Launch 1 rails on pilings in background. View to the west-northwest.	40

List of Tables

Table 1. Reports of Previous Cultural Resources Investigations Within Approx. One Mile.	28
Table 2. Previously Identified Archaeological Sites Within Approx. One Mile.	29

Introduction

The City of Marysville (City) is completing remedial action on the Geddes Marina site, a downtown property purchased by the City, that was initiated in 2016. The Phase 2 remediation (Project) involves capping the contaminated sediments in the artificial boat basin in the former marina to an elevation above the high-water mark with imported clean fill material. Stormwater discharging from the City's Downtown Stormwater Treatment facility, a separate City undertaking, will be rerouted for this Project via a conveyance pipeline and energy dissipation structure to a conveyance channel constructed along the western edge of the Geddes Marina site. The conveyance channel will discharge to Ebey Slough near the southwest corner of the property.

The City has contracted with an interdisciplinary team led by Parametrix, Inc., to further develop the Phase 2 design and complete 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 Phase 2 study, which includes the data generated from background and archival research for the first Project phase (Kopperl 2018), synthesis of new geotechnical data, and an updated formulation of cultural resources recommendation measures commensurate with anticipated ground disturbance under the revised Phase 2 construction plans.

Project Location and Description

The Project as proposed impacts approximately 5.5 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 former Geddes Marina property is composed of 36 separate county parcel numbers, bordered on the north by First Street, the west by Burlington Northern Santa Fe Railroad (BNSF) tracks, and the east by Ebey Waterfront Park (Figure 2).

The Phase 2 remediation involves capping the contaminated sediments in the boat basin of the former marina to an elevation above the high-water mark (OHWM) with imported clean fill material and construction of a stormwater conveyance system (Figures 2 and 3). Three different alternatives (no action, capping, and excavation) were investigated, and capping the boat basin was determined to be the most feasible alternative in terms of protectiveness, long-term effectiveness, management of short-term risks, and implement ability. A stabilizing layer consisting of a geogrid will be placed on top of the existing sediments within the former boat basin to allow for construction and reduce uneven settling and consolidation of the proposed cap layer. Approximately 5 to 8 feet of clean, imported fill and a 1-foot-thick stabilization layer made of a geotextile liner and rock will be used to cap impacted sediments. Additional fill

material will be placed to extend the fill to the top of the basin bank, bringing the final grade above the OHWM and even with the surrounding site area.

The City's downtown stormwater conveyance system currently discharges into the former boat basin south of First Street. Stormwater discharging from the City's Downtown Stormwater Treatment facility will be rerouted via a conveyance pipeline and energy dissipation structure to a conveyance channel constructed along the western edge of the Geddes Marina site. The conveyance channel will be tidally influenced, discharging to Ebey Slough near the southwest corner of the site. The remediation project includes onsite buffer restoration as required by City of Marysville Critical Areas code. Figure 3 shows current Phase 2 design plans.

Regulatory Setting

The project is subject to environmental regulatory review by the State of Washington (State) and the United States Army Corps of Engineers (USACE) under a Joint Aquatic Resource Permit Application (JARPA). Because its completion entails Section 404 and Section 10 permitting from USACE, the Project is subject to the provisions of Section 106 of the National Historic Preservation Act. Willamette Cultural Resources Associates (WillametteCRA) was contracted to assist the City in compliance with State and federal Section 106 historic preservation regulatory compliance for the Project by completing a cultural resources assessment that establishes an anticipated Area of Potential Effect (APE), identifies cultural resources within the APE that may be impacted by Project activities, evaluates the significance and integrity of identified resources that may be eligible for listing on the National Register of Historic Places (NRHP), and provides recommendations regarding treatment of identified resources and other appropriate cultural resources management measures.

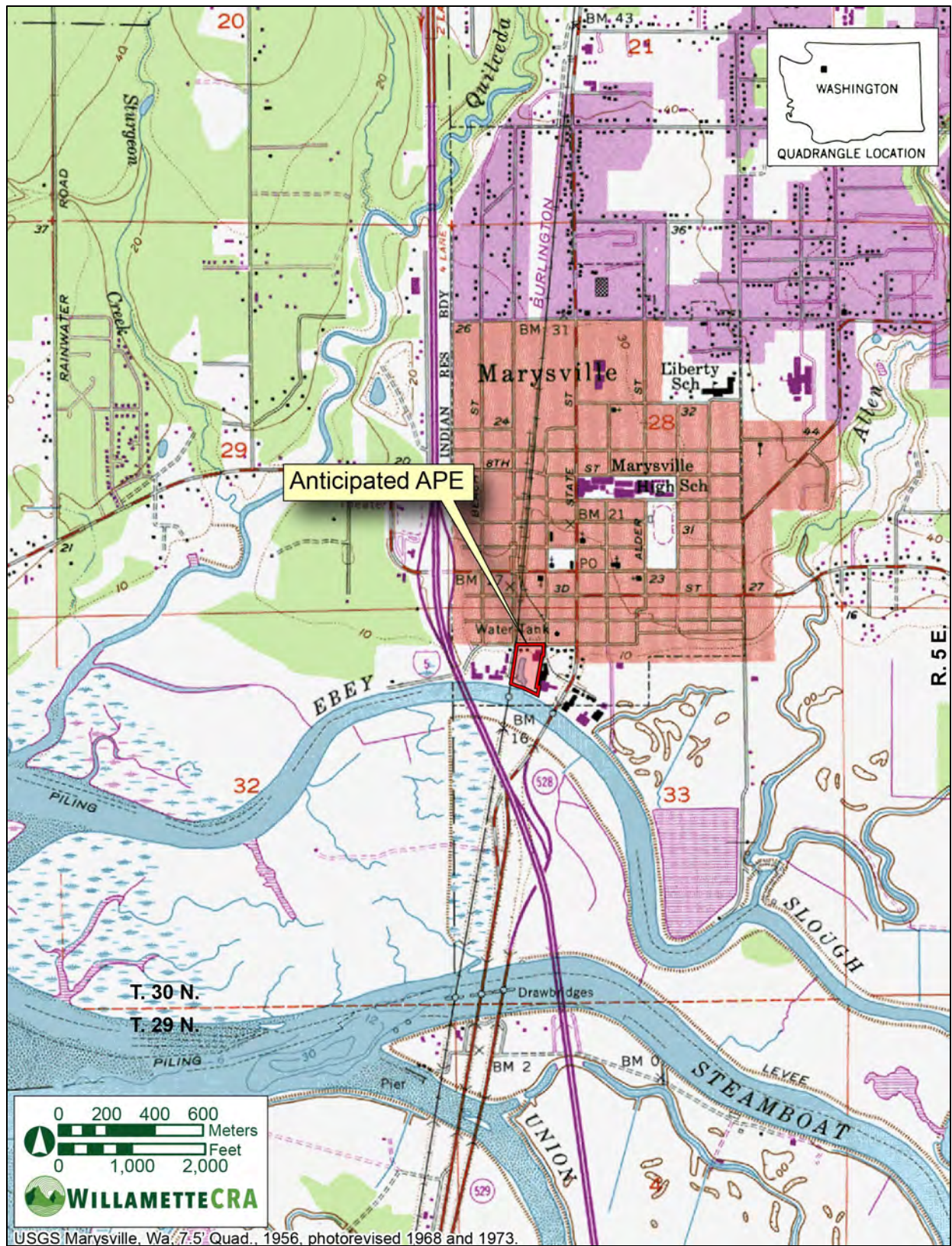


Figure 1. Project location (USGS Marysville, WA 1:24,000 Quad).



Figure 2. Geddes Marina Phase 2 Remediation and DSTP Project areas.

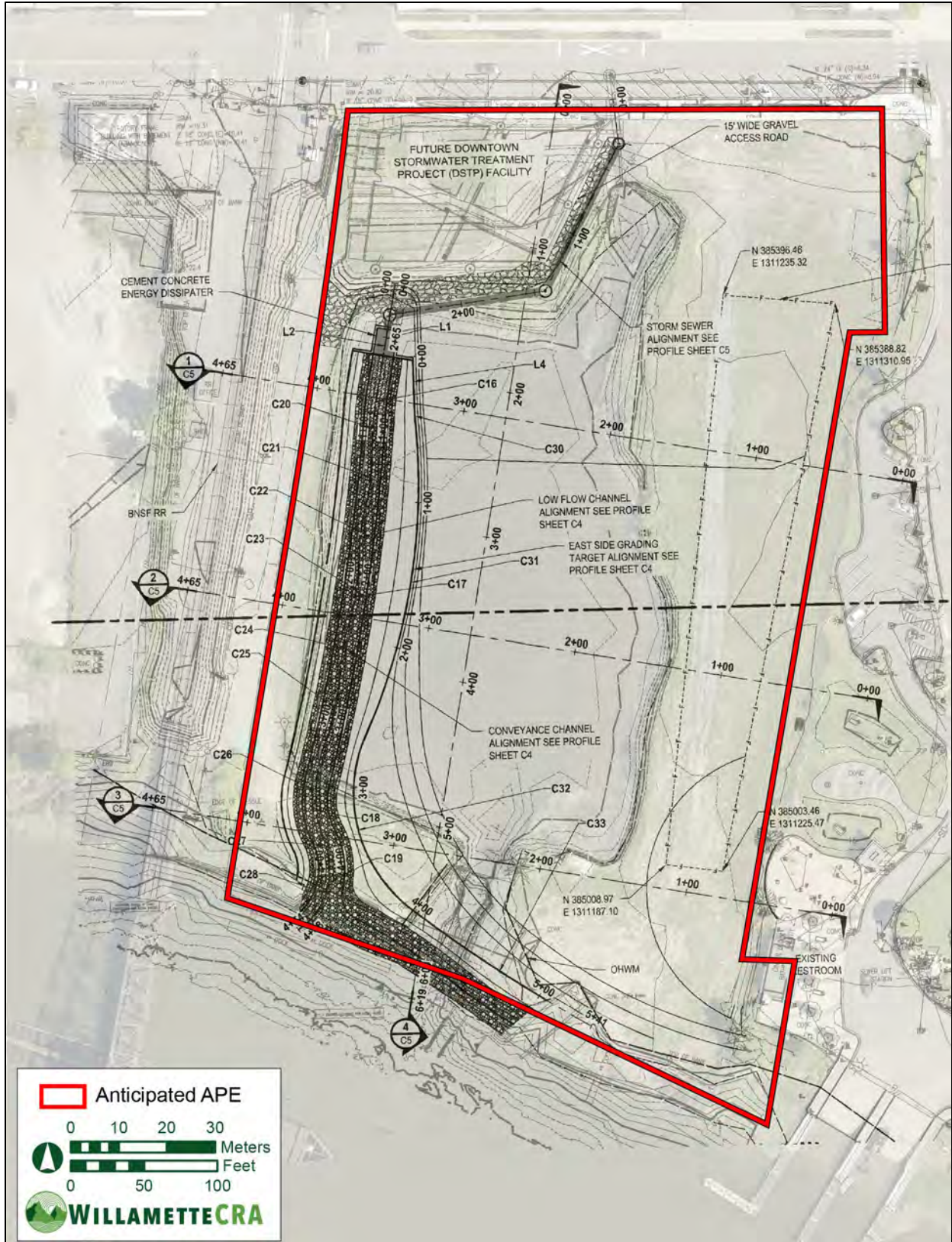


Figure 3. Geddes Marina Phase 2 Remediation design layout (provided by Parametrix).

Natural Setting

The former marina property is 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 between fill deposits that compose the entire Project surface and the 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.

Geology and Geomorphology

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 numerous 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). Figure 5 shows the distribution of these mapping units. 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

YOUNGER ALLUVIAL AND ESTUARINE DEPOSITS (HOLOCENE)

Qyal: These deposits lie in and along the present streams near the water table, and they are partly subject to seasonal flooding; they consist mostly of stream-laid stratified sediment. The sediment is largely sand, silt, and clay with considerable amounts of organic matter. Tidal flat mud and sand, local peat deposits, and disturbed land and fill in the Snohomish River flats are all included in the map unit. Rock particles are a heterogeneous mixture representative of the many deposits and rocks through which the streams flow. Thickness of the younger alluvial and estuarine deposits probably exceeds 30 m.

VASHON DRIFT (FRASER GLACIATION)

Qvrm: Marysville Sand Member - These deposits fill the broad, flat, north-south valley in the quadrangle. The deposits consist mostly of well-drained, stratified to massive outwash sand, a little fine gravel, and some beds of silt and clay. The sediments were deposited by meltwater flowing south from the stagnating and receding Vashon glacier. Clast composition is similar to the undivided recessional outwash. The Marysville Sand Member is bordered by till along most of the western side of the valley and part of the east side. The till underlies much of the Marysville Sand Member at increasing depth toward the middle of the valley. The member ranges from 1 m to possibly 30 m thick. The sediments are finer toward the south and silt and clay are common in the vicinity of the town of Marysville.

J.P. Minard. 1985. Geologic Map of the Marysville Quadrangle, Snohomish County, Washington.

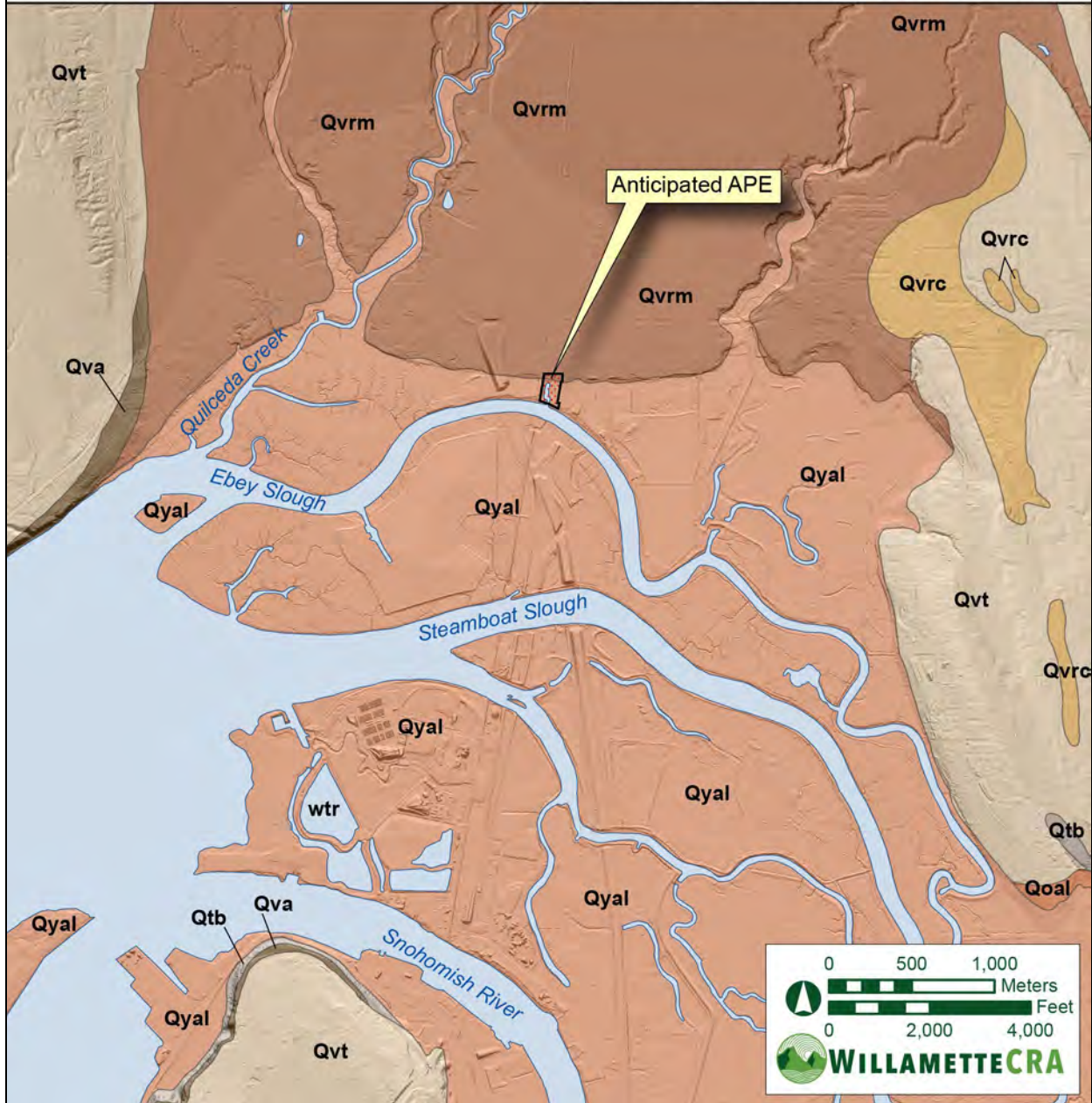


Figure 5. Surface geology in project vicinity.

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 boat basin, 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 (Gillie and Schlitt 2021a, 2021b; Mather and Arthur 2015). A more detailed discussion of the geotechnical studies that provide information about the subsurface stratigraphy of the APE is given later in this report.

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 that condition growth of 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.

Pre-contact Culture History

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. 2020). 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). Large semi-sedentary populations occupied cedar plank houses at river mouths and confluences and on protected shorelines (Ames and Maschner 1999; Matson and Coupland 1995; Moss 2011). European contact in the late 18th century led to drastic changes in Native American populations and

community structures, primarily caused by disease pandemics, as well as major changes in native economies and the ways in which they managed the land (Boyd 1999a, 1999b).

Tulalip Ethnohistory and Ethnography

Marysville and the project area were within the area traditionally occupied by the *s'dohobc*, 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 1975; 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). 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 1999a; 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, and one encampment on Smith Island shown on some of the earliest land survey maps (Figure 6). Considered by some to be the principal village of the Snohomish people, the palisaded *Hibu'³ub* [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 *Tcɛ!a'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 1869 General Land Office (GLO) map of the township south of the Project notes an “Indian Camp” near the west end of Smith Island, about 2 miles southwest of the Project across Steamboat and Union Sloughs. 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 (Lane 1975; Tweddell 1974; Waterman 2001). Most pertinent to the project is *qʷilcidəʔ*, 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 *dxʷqʷtaccədəb*, 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*. Upstream from that confluence, the narrow isthmus of Smith Island between the sloughs was called *stəxʷgʷit*, translated as “plowing through with a canoe” (Waterman 2001:334). Figure 6 shows several of these places closest to the Project overlaid on 1872 and 1875 GLO plat maps.

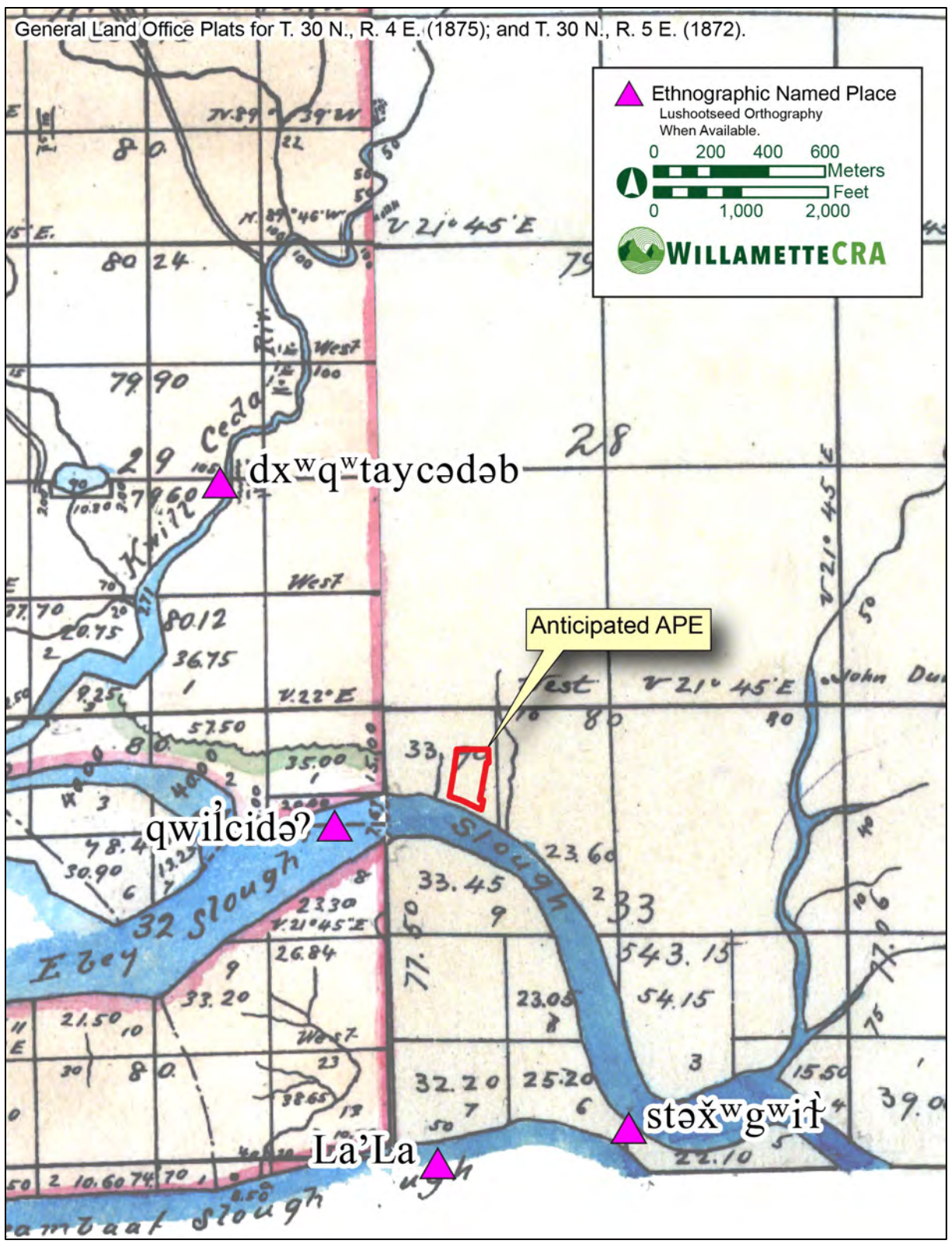


Figure 6. Government Land Office (GLO) survey maps from 1869 (south portion) and 1872 (north portion), showing project vicinity and “Indian Camp” on Smith’s Island to the south.

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 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 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 representing a small farmstead (Figure 7). 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 (Caldbeck 2012) along the line that today is owned and operated by the BNSF Railway Company, along the western edge of the APE. 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

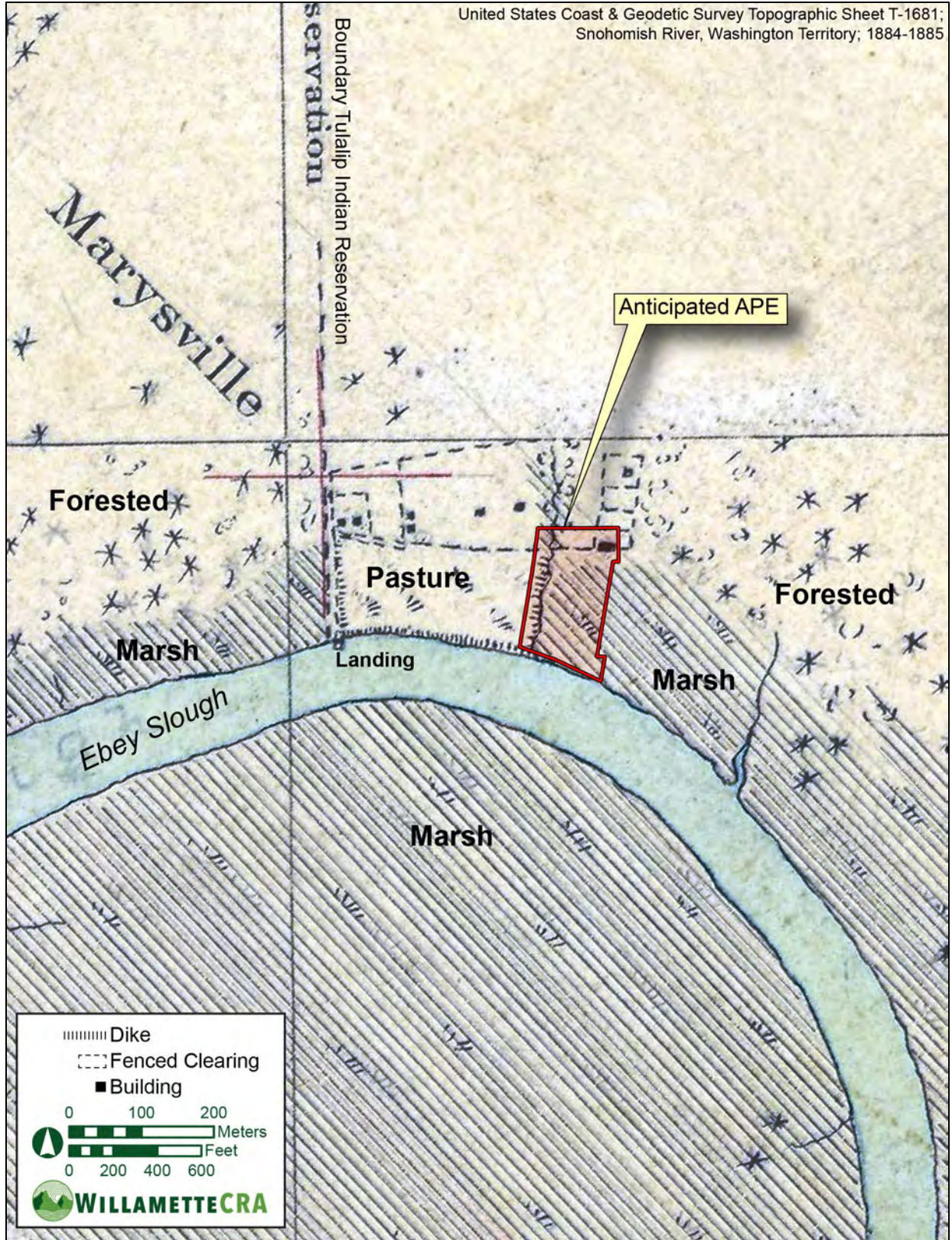


Figure 7. 1884-1884 “T-sheet” map.

Marysville to Everett, now State Route 529, utilized the State Avenue right-of-way through downtown Marysville east of the APE. 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 (Caldbeck 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 8). At that time, the Ebey Mill Company occupied the APE before it became a marina, and the Marysville Mill Company occupied the property immediately to the east at present-day Ebey Waterfront Park. 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 9 shows the APE vicinity 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 First Street and west of State Avenue, and a few other structures. By 1961 (Figure 10), the marina was well-established within the APE. Consolidation of industrial facilities continued through the 1960s east of the APE (Figure 11). Purchased by the City in 2003, it was redeveloped as Ebey Waterfront Park in 2005.

The former marina property 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 boat basin 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 boat basin and along the waterfront up to and shortly after the purchase of the property by the City in 2010 (Boxleitner 2010). Since that time, boathouses 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 boat basin. Today, no standing structures remain on the property. Modular and improvised docks formerly used to access boathouse moorage on Ebey Slough from the south end of the property have been removed, along with the boathouses.

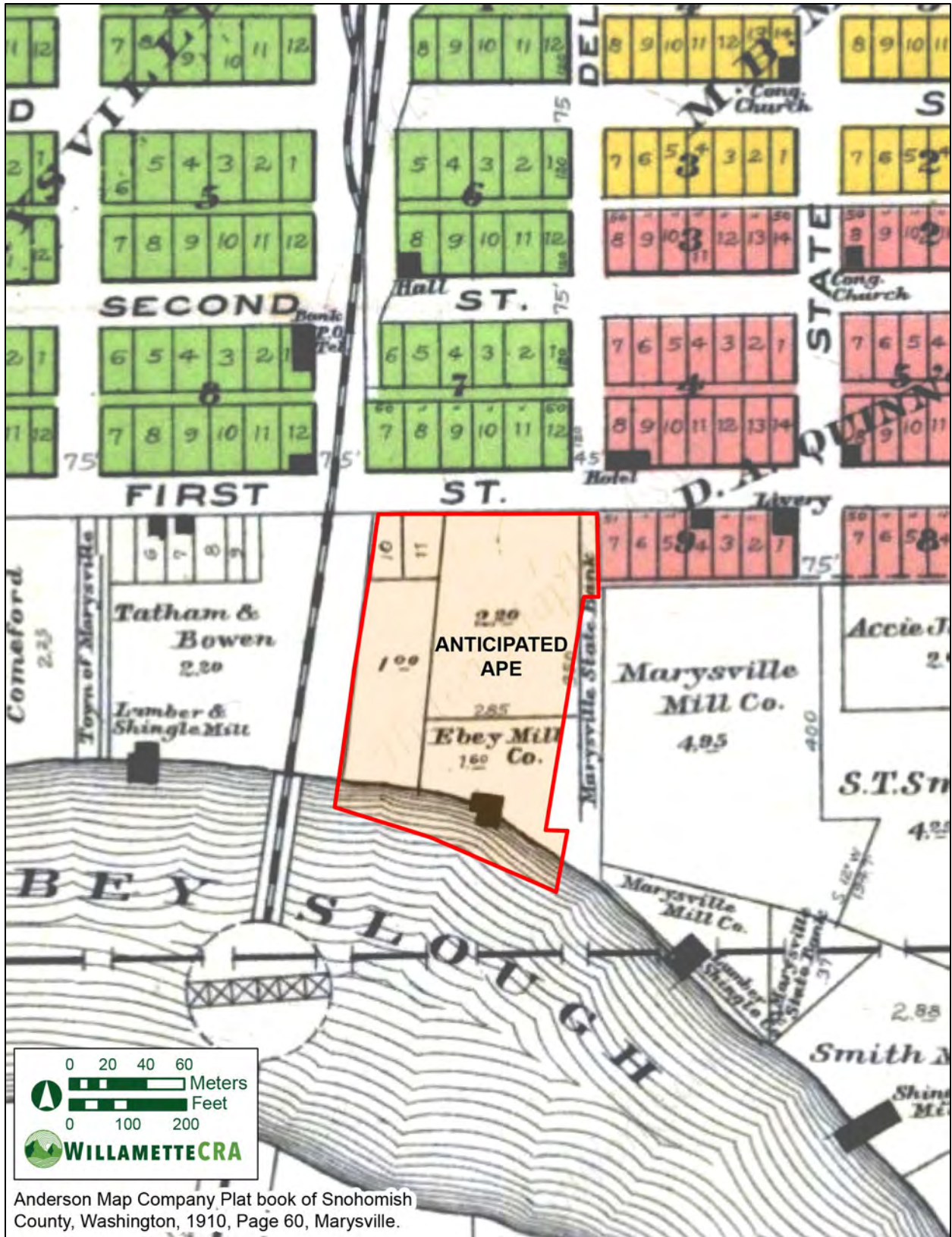


Figure 8. 1910 downtown Marysville map



Figure 9. 1938 aerial imagery.



Figure 10. 1961 aerial imagery.



Figure 11. 1969 aerial.

Previous Cultural Resource 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). The same review of WISAARD was made on January 19, 2022, to determine if there were additions following completion of our previous study. Earliest professional 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).

Several reports of previous investigations within one 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. Mather and Arthur (2015) completed a survey across the APE 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 boat basin, 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.

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. Reports of Previous Cultural Resources Investigations Within Approx. One Mile.

Report Reference	Type of Investigation and Project	Relation to Project Area	Cultural Resources Identified 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
Kopperl 2018	Survey – Ebey Waterfront Park Expansion	Within	45SN702
Kopperl 2021	Survey – City of Marysville DSTP	Within	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	Adjacent E	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
Syverson and Gargett 2018	Survey – Jennings Park Phase 1 Riparian Restoration Project	1.0 mile NE	None

Table 2. Previously Identified Archaeological Sites Within Approx. One Mile.

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
45SN702	Historic Geddes Marina Features	Historic Maritime Property	Within APE	Not eligible
45SN715	Field Cultivator	Historic Isolate	0.4 mile E	Unevaluated

Additional Data Sources and 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 project design lowered these expectations to some degree. Construction of the existing pier and boat ramp features to boathouses formerly extending south of the marina property and dredging of the marina boat basin removed or substantially altered much of the original Holocene-age native sediments 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 First Street was built in 1955 and is surrounded on three sides by the existing Ebey Waterfront Park. Boathouses that occupied some of the moorage along the waterfront of the former marina property were also excluded from the assessment at the time of the 2018 fieldwork; their ages were indeterminate at that time, and it was clear upon completion of the fieldwork and comparison of aerial photographs over time that they were portable, were frequently moved, and continued to be moved following transfer of property ownership to the City. The boathouses and are no longer present here as of early 2022.

Geotechnical Data

Geotechnical studies within and near the APE were available to help evaluate the potential for subsurface sediments to contain archaeological material at the time of the original assessment (Kopperl 2018). Given the inaccessibility of sediments throughout the project area for conventional archaeological shovel/auger probe survey, such data continued to be important in this regard, and is reviewed here along with geotechnical studies done since then, including boreholes excavated for the City's DSTP (Gillie and Schlitt 2021a) and the Phase 2 remediation project (Gillie and Schlitt 2021b) within the former marina property. Figure 12 shows the locations of these various geotechnical data points within the APE.

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 (Gillaspy 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 boat basin, 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 First Street. 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



Figure 12. Aerial with APE, geotechnical borehole locations, and 45SN702 site boundary.

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.

The geotechnical study for the DSTP by HWA Geosciences included excavations in 2019 of new borings in and near the APE, including three in the northwest corner of the marina property (Gillie and Schlitt 2021a). The stratigraphic information from these boreholes was used for an archaeological assessment specific to the DTSP and its compliance with state historic preservation regulations (Kopperl 2021). Two of the geotechnical boreholes excavated within and adjacent to the DSTP encountered 5 feet of fill above 10 feet of organic rich silt, peat, and woody debris. Ice Age glacially deposited sand was encountered 15 feet below surface (fbs) and continued to over 40 fbs to the base of the boreholes.

The most recent geotechnical study for the Phase 2 remediation, also completed by HWA Geosciences, included borings excavated in 2019 and 2021 along the proposed conveyance alignment on the west edge of the marina property and also synthesized all earlier data on the eastern and southern sides of the former marina boat basin (Gillie and Schlitt 2021b). The borehole excavated along the southern berm of the property closest to the edge of the slough encountered organic-rich silt and woody debris to about 20 fbs, another five feet of variable loose sands, and the top of the older Ice Age sandy deposits at about 25 fbs.

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. All have since been removed.

Archaeological fieldwork was tailored to the parameters of proposed ground disturbing activities at the time when both Ebey Waterfront Park and the former Geddes Marina property were in the same of integrated planning (Kopperl 2018). The fieldwork was also tailored to the expectations for archaeological material based on that 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 APE. Pedestrian survey did not follow formal transects in the APE given the presence of the boat basin that dominated much of the APE and was inundated even at relatively low tide, and given the abundance of thick vegetation in some places. We conducted a thorough survey of the eroding bank to check for shell deposits, checking behind the English Ivy, blackberry thickets, 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 bluff-top.

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, including the APE. 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 in 2018.

Fieldwork Results

Pedestrian survey of the current APE (western half of the 2018 project survey area) involved parallel transects spaced about 5 meters apart around the perimeter of the roughly rectangular boat basin. 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 boat basin (Figure 13). The boat basin 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 14 and Cover Photo).



Figure 13. Overview of former marina property; boat basin in background. View to the west-northwest from the east edge of the marina property.



Figure 14. Overview of southern end of boat basin in former marina property, with existing park in background. View to the east from the southwest corner of the boat basin.

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 boat basin inlet, a makeshift plywood and dimensional lumber ramp and pier extended south into the slough, connecting several floating docks and slips for boathouses. 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 in 2018, were of indeterminate age and ownership and are transitory – they may have been moved from the interior of the parcel after the marina closed. As such, the ramps, piers, and boathouse shelters were not considered historic resources at that time. They are photo-documented in that previous cultural resources assessment report (Kopperl 2018), but are no longer present and not further discussed here.

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.

Inventoried Cultural Resource - Geddes Marina Features (45SN702)

Site 45SN702 is composed 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 boat basin 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 that were present up until recent years 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 12 above.

A small weir partially blocks water flowing from the boat basin through a short inlet entering the Ebey Slough intertidal approximately 60 feet to the south of the weir. The main weir gate is of metal-reinforced timber construction, approximately 15 feet long, several inches thick, and embedded in the boat basin bottom to an unknown depth in a half-open position (Figure 15). 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 weir 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 weir into the inlet. Between about 30 and 45 feet south of the weir within the inlet are four wood pilings, between about 1- to 1½-foot diameter in a roughly square arrangement (Figure 16). This weir, 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 boat basin was created for the marina.

A rectangular concrete pad was observed approximately 50 feet east of the weir, and 30 feet east of a deciduous tree that served as the site datum, above the southeast corner of the I boat basin. It is approximately 20 feet long northwest-southeast, and 12 feet long northeast-southwest (Figure 17). 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 boat basin (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.



Figure 15. Weir feature. View to the west from the east side of inlet.



Figure 16. Piling configuration within inlet channel. View to the south from the east side of weir.



Figure 17. Concrete pad on east side of inlet. Site datum tree in background. View to the west.

Two boat launch features were observed on the east side of the inlet, descending from the surface overlooking the waterfront down towards 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 18). 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 19). 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 20). 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 18. Boat Launch 1, extending over the Ebey Slough on pilings. View to the south.



Figure 19. Southwest extension of Boat Launch 2, embedded in the Ebey Slough intertidal. View to the south.



Figure 20. Two pilings and square cross-beam along embankment edge. Boat Launch 1 rails on pilings in background. View to the west-northwest.

Discussion

The pedestrian survey, coupled with synthesis of background on the natural, Native American cultural, and 20th century historical setting of the project vicinity and project-specific geotechnical data generated over the past two decades, has identified one historic archaeological resource (45SN702). It has also identified subsurface strata that hold archaeological sensitivity for buried Native American archaeological resources that may intersect the vertical limits of Project design.

Project APE Stratigraphy and Archaeological Sensitivity

As noted above, the general stratigraphic sequence of subsurface deposits throughout the APE can be generally characterized, from surface to greatest depth, as a) historic and modern fill, b) Holocene-aged alluvium and tide flat sediments, and c) terminal Pleistocene-aged sands. The boat basin is an artificially widened natural drainage from the north to the south into the slough. The geotechnical data indicate the thicknesses of fill and alluvial/tide flat deposits are variable across the APE.

The fill, averaging about 10-14 feet thick but ranging from just a few feet to more than 15 thick in some places, is highly unlikely to contain any significant archaeological material; if either pre-contact or historic-period artifacts are present in fill they would not be found in any primary archaeological context. The underlying natural alluvial and tide-flat deposits host the potential to contain Native American or very early historic European American archaeological material in primary archaeological context. However, the fluvial energy represented by some of the coarser sandy sediments in this stratigraphic range may indicate any such material, if found, would not be in primary depositional context. Lack of shell fragments recorded in any significant quantity in the boreholes suggests a relatively low likelihood of Native American shell midden deposits here. The “Marysville Sand” reflects the final stage of continental ice sheet recession at the end of the last Ice Age. Although the presence of humans during this time has been demonstrated elsewhere in the Puget Lowlands, these higher-energy fluvial deposits are highly unlikely to retain any archaeological materials. In addition, the Native sediments composing the substrate of the artificially enlarged boat basin, representing the margins of a former natural drainage, are considered to have a low likelihood of retaining any archaeological material.

Significance, Integrity, and NRHP Eligibility

The 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 one 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 weir was engineered to control water levels in the boat basin 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 was recommended not eligible for listing on the NRHP or other historic registers during the original cultural resources assessment (Kopperl 2018:36).

Conclusions and Recommendations

WillametteCRA completed a cultural resources assessment of the proposed Geddes Phase 2 Remediation project, which involved archival property and background research, a 2018 field visit and pedestrian survey of the project parcels, synthesis of results of several geotechnical studies, 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, 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. The variable thickness of a surface layer of fill, averaging in most places between about 10 and 14 feet thick, 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; 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. This concern is primarily the excavation of the stormwater conveyance system along the west side of the APE (see Figure 4). The capping of the property and restoration work otherwise is not anticipated to cause any impacts to underlying native sediment.

Therefore, archaeological monitoring is recommended for the project component within the APE entailing anticipated ground disturbance below the depth of fill, with the exception of ground disturbances that do not generate meaningful profile exposures or spoils (e.g., pile driving). 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.

References Cited

AMEC

2008 *Cultural Resource Assessment, SR 529 Ebey Slough Bridge Replacement Project, Marysville, Washington*. AMEC Earth & Environmental report submitted to WSDOT, Seattle, Washington.

Ames, Kenneth L., and Herbert D. G. Maschner

1999 *Peoples of the Northwest Coast: Their Archaeology and Prehistory*. Thames and Hudson, New York.

Baenen, James

1981 Stillaguamish, Snohomish, Snoqualmie, and Duwamish. In, *An Inventory of American Indian Religious Use, Practices, Localities, and Resources*. Institute of Cooperative Research, Seattle, Washington.

Baldwin, Garth L.

2014 *Cultural Resources Review for the AT&T Mobility Project, SN2892 Marysville Grove, Snohomish County, Washington*. Drayton Archaeology letter report dated March 21, 2014 to Adapt Engineering, Seattle, Washington.

Barrett, Maude, and Pat Olsen

1991 *Reflections of Marysville: A Pictorial History*. City of Marysville, Marysville, Washington.

Berger, Margaret

2007 *Cultural Resources Assessment for the Community Transit North Park and Ride – Marysville, Snohomish County, Washington*. Western Shore Heritage Services report 287 submitted to Otak, Kirkland, Washington.

Booth, Derek B., and Barry Goldstein

1994 Patterns and Processes of Landscape Development by the Puget Lobe Ice Sheet. In, *Regional Geology of Washington State*, edited by R. Lasmanis and E. Cheney, pp. 207-218. Washington Division of Geology and Earth Resources, Olympia, Washington.

Booth, Derek B., Kathy G. Troost, John J. Clague, and Richard B. Waitt

2003 The Cordilleran Ice Sheet. *Development in Quaternary Sciences* 1:17-43.

Bortleson, G. C., M. J. Chrzastowski, and A. K. Helgerson

1980 *Historical Changes of Shoreline and Wetland at Eleven Major Deltas in the Puget Sound Region, Washington*. Hydrologic Investigations Atlas HA-617. U.S. Geological Survey, Reston, Virginia.

Boxleitner, Kirk

2010 Marysville purchases Geddes marina for \$1.9 million. August 9, 2010. *The Marysville Globe*.

Boyd, Robert T.

1999a *The Coming of the Spirit of Pestilence*. UBC Press, Vancouver, British Columbia.

1999b *Indians, Fire, and the Land in the Pacific Northwest*. OSU Press, Corvallis, Oregon.

Bruseth, Nels

1949 *Indian Stories and Legends of the Stillaguamish, Sauks, and Allied Tribes*. Arlington Times Press, Arlington, Washington.

Bryan, Alan L.

1955 An Intensive Archaeological Reconnaissance in the Northern Puget Sound Region. Unpublished Masters Thesis, University of Washington Department of Anthropology, Seattle, Washington.

Bureau of Land Management

2018 General Land Office Records - Land Patent, Section 33, Township 30 N, Range 5 E., U.S. Department of the Interior. Online data accessed September 10, 2018, <http://www.glorerecords.blm.gov/search/>

Bush, Kelly R., and Tamela S. Smart

2007 *Archaeological Investigation Report: 6225 23rd Ave NE, Marysville, Washington*. ERCI report prepared for Site Services, LLC, Washington.

Bush, Kelly R., Tamela S. Smart, and Cara Leverett

2007 *Archaeological Investigation Report: Blue Heron Slough Conservation Bank, Marysville, Washington*. ERCI report prepared for Wildlands of Washington, Inc, Washington.

Caldbick, John

2012 Ebey Slough Bridge (1925-2012). HistoryLink.org Essay 10023. Online data accessed September 10, 2018, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=10023.

Cameron, D. A., C. P. LeWarne, M. A. May, J. C. O'Donnell, and L. E. O'Donnell

2005 *Snohomish County, An Illustrated History*. Kelcema Books, Index, Washington.

Chatters, James C., Jason B. Cooper, and Phillippe D. LeTourneau

2020 *Hunters of the Mid-Holocene Forest: Old Cordilleran Culture Sites at Granite Falls, Washington*. University of Utah Press, Salt Lake City, Utah.

Chidley, Michael

2008 Request for Determination of Effects Concurrence, I5-Marysville to Stillaguamish River Vic. Project, Snohomish County, WA. WSDOT letter report dated March 11, 2008 to Allyson Brooks, DAHP, Olympia, Washington.

Cohen, Fay G.

1986 *Treaties on Trial: The Continuing Controversy over Northwest Indian Fishing Rights*. University of Washington Press, Seattle, Washington.

Collins, Brian D. and Amir J. Sheikh

2005 *Historical Reconstruction, Classification, and Change Analysis of Puget Sound Tidal Marshes*. Washington Department of Natural Resources, Aquatic Resources Division, Olympia, Washington.

Crawford, Victoria, Dyanne Sheldon, Mark Schwartz, and Peter Arcese

1981 *Wetland Plants of King County and the Puget Sound Lowlands*. King County Planning Division, Seattle, Washington.

-
- Debose, Alfonso, and Michael W. Klungland
1983 *Soil Survey of Snohomish County Area, Washington*. USDA Soil Conservation Service, Washington, D.C.
- Dethier, David P., Fred Pessl, Jr., R. F. Keuler, Maria A. Balzarini, and D. R. Pevear
1995 Late Wisconsin Glaciomarine Deposition and Isostatic Rebound, Northern Puget Lowland, Washington. *Geological Society of America Bulletin* 107:1288-1303.
- Dougherty, Phil
2007 Comeford, James Purcell (1833-1909). HistoryLink.org Essay 8309. Online document accessed September 10, 2018, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=8309.
- Dover, Harriette S.
2013 *Tulalip, From My Heart*. University of Washington Press, Seattle, Washington.
- Dragovich, Joe D., Patrick T. Pringle, and Timothy J. Walsh
1994 Extent and Geometry of the Mid-Holocene Osceola Mudflow in the Puget Lowland - Implications for Holocene Sedimentation and Paleogeography. *Washington Geology* 22:3-26.
- Dunnell, Robert C. and John W. Fuller
1975 *An Archaeological Survey of Everett Harbor and the Lower Snohomish Estuary Delta*. University of Washington Department of Anthropology, Seattle, Washington.
- Earley, Amber L., and Brandy Rinck
2010 *Cultural Resources Assessment of the Tulalip Water Pipeline, Snohomish County, Washington*. NWA report WA 09-041 prepared for MWH Global, Broomfield Colorado.
- Easterbrook, Don J.
1993 *Surface Processes and Landforms*. MacMillan Publishing Company, New York.
2003 Cordilleran Ice Sheet Glaciation of the Puget Lowland and Columbia Plateau and Alpine Glaciation of the North Cascade Range, Washington. In *Western Cordillera and Adjacent Areas*, edited by T. W. Swanson, pp. 137-157. The Geological Society of America, Boulder, Colorado.
- Erickson, Eric
2008 *Lumber and Shingle Business Index, 1853 to 2008, Snohomish County, Washington*. Logging and Sawmill History, Anacortes, Washington.
- Frankin, Jerry F., and C. T. Dyrness
1973 *Natural Vegetation of Oregon and Washington*. General Technical Report PNW-8. USDA Forest Service, Washington, D.C.
- Gillaspy, John R., and Leland B. Rupp
2015 *Geotechnical Feasibility Investigation, Proposed Site Redevelopment – Geddes Marina*. Materials Testing & Consulting, Burlington, Washington.
- Gillie, JoLyn, and Sean Schlitt
2021a *Draft Geotechnical Data Report, Marysville Regional Stormwater Treatment Facility, Marysville, Washington*. HWA Geosciences report prepared for Parametrix, Seattle, Washington.

2021b *Draft Geotechnical Data Report, Geddes Marina Phase 2 Remediation, Marysville, Washington*. HWA Geosciences report prepared for Parametrix, Seattle, Washington.

Haeblerlin, Hermann, and Erna Gunther

1930 The Indians of Puget Sound. *University of Washington Publications in Anthropology* 4(1): 1-84.

Haring, Donald

2002 *Salmonid Habitat Limiting Factors Analysis, Snohomish River Watershed Water Resource Inventory Area 7*. Washington State Conservation Commission, Olympia, Washington.

Herkelrath, Megan

2007a *Archaeological Monitoring at the H. D. Fowler Construction Site, Tulalip, WA*. Entrix letter report dated April 10, 2007 to H. D. Fowler Corporation, Tulalip, Washington.

Herkelrath, Megan

2007b *Archaeological Monitoring and Identification of Site 45SN410 at the H. D. Fowler Construction Site, Tulalip, WA*. Entrix letter report dated February 15, 2007 to H. D. Fowler Corporation, Tulalip, Washington.

Indian Claims Commission

1974 The Snohomish Tribe of Indians v. The United States of America, 21 Indian Claims Commission 295, Docket No. 206 (decided 6/30/1969). In, *Coast Salish and Western Washington Indians Volume V, Commission Findings*, edited by D. Horr, pp. 578-619. Garland Publishing, New York, New York.

Ingles, Lloyd G.

1965 *Mammals of the Pacific States: California, Oregon, Washington*. Stanford University Press, Stanford, California.

Johansen, Dorothy, and Paul Gates

1967 *Empire of the Columbia*. Harper and Row, New York, New York.

Juell, Kenneth E., Sharon A. Boswell, and Christian J. Miss

2000 *Cultural Resources Investigations at Two Proposed Wetland Mitigation Sites, Supplemental Report to Cultural Resources Assessment for Proposed Improvements to Marine Drive, 7th Avenue NW to 19th Avenue NE*. NWAA report WA00-08 prepared for Pertee Engineering and Snohomish County Department of Public Works, Everett, Washington.

Kopperl, Robert E. (editor)

2016 *Results of Data Recovery at the Bear Creek Site (45KI839), King County, Washington*. SWCA Environmental Consultants report 15-462 prepared for the City of Redmond, Washington.

Kopperl, Robert E.

2018 *Cultural Resources Survey for the Ebey Waterfront Expansion Project, City of Marysville, Snohomish County, Washington*. WillametteCRA report 18-42 prepared for MacLeod Reckord and the City of Marysville, Washington.

2021 *Washington State Department of Ecology Cultural Resources Review Form, Marysville Downtown Stormwater Treatment Project*. EO21-02 form prepared by WillametteCRA for the City of Marysville, Washington.

Lane, Barbara

1975 *Identity, Treaty Status and Fisheries of the Tulalip Tribe of Indians*. Report prepared for the U.S. Department of Interior and Tulalip Tribe of Indians, Marysville, Washington.

Lane, Robert B., and Barbara Lane

1977 *Indians and Indian Fisheries of the Skagit River System. Mid-Project report on the Skagit Salmon Study, Volume One: Archaeological Background*. Report Submitted to Skagit System Cooperative.

Larrison, Earl J.

1970 *Washington Mammals: Their Habitats, Identification, and Distribution*. Seattle Audubon Society, Seattle, Washington.

Lenz, Brett

2006 *H. D. Fowler Archaeological Survey Report, Parcel No. 300529-004-012-00*. Entrix letter report dated March 21, 2006 to H. D. Fowler Corporation, Tulalip, Washington.

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.

Matson, R. G., and Gary Coupland

1995 *The Prehistory of the Northwest Coast*. Academic Press, San Diego, California.

Meidinger, Brett N., and Garth L. Baldwin

2011 *Archaeological Survey and Assessment for the Marysville Special Care Facility Project, Marysville, Snohomish County, Washington*. Drayton Archaeological Services report 0311C prepared for Urban Innovations Group, Seattle, Washington.

Minard, J. P.

1985 *Geologic map of the Everett 7.5 minute quadrangle, Snohomish County, Washington*. Miscellaneous Field Studies Map MF-1748. U.S. Geological Survey. Reston, Virginia.

Miss, Christian J., and Sarah K. Campbell

1991 *Prehistoric Cultural Resources of Snohomish County, Washington*. NWAA report submitted to Washington State Office of Archaeology and Historic Preservation, Olympia, Washington.

Miss, Christian J., Robert Kopperl, Charles Hodges, Sharon Boswell, and William White III

2011 *Results of Additional Heritage Resources Investigations at the Mukilteo Multimodal Ferry Terminal Project Site*. NWAA and EHC report prepared for WSDOT, Washington State Ferries, Olympia, Washington.

Moss, Madonna L.

2011 *Northwest Coast: Archaeology as Deep History*. Society for American Archaeology, Washington, D.C.

-
- Porter, Stephen C. and Terry W. Swanson
1998 Radiocarbon Age Constrains on Rates of Advance and Retreat of the Puget Lobe of the Cordilleran ice sheet during the last glaciation. *Quaternary Research* 50(3):205-213.
- Rinck, Brandy, and Jessie Piper
2015 *Cultural Resources Assessment for the SR 529/Interstate 5 Expansion Project, Marysville, Snohomish County, Washington*. SWCA report 14-615 prepared for HDR, Bellevue, Washington.
- Robinson, Joan
2003a *A Cultural Resource Investigation of the City of Marysville's Effluent Pipeline Project, Snohomish County, Washington*. Robinson Cultural Resource Services report submitted to TetraTech/KCM, Seattle, Washington.
2003b *A Cultural Resource Investigation of the City of Marysville's Ebey Slough Waterfront Park Project, Snohomish County, Washington*. Robinson Cultural Resource Services report submitted to Hammond Collier Wade Livingston, Seattle, Washington.
- Rooke, Lara
2008 *Archaeological Resource Assessment, Qwuloolt Habitat Restoration Project, Marysville, Washington*. AMEC Earth and Environmental report submitted to the U.S. Army Corps of Engineers, Seattle, Washington.
- Schumacher, James, and Glenn D. Hartmann
2005 *Port of Everett 12th Street Marina Redevelopment: Union Slough Mitigation Area*. Western Shore Heritage Services letter report dated July 12, 2005, to Port of Everett, Everett, Washington.
- Shannon & Wilson, Inc.
2008 *Geotechnical Engineering Report, Ebey Slough Bridge (529/25) Replacement, Marysville, Washington*. Shannon & Wilson report submitted to WSDOT, Olympia, Washington.
- Sheets, Bill
2010 Old Marysville Marina to be Sold. June 20, 2010. *The Everett Herald*.
- Shong, Michael V., and Christian J. Miss
2005 *Cultural Resources Assessment for the Proposed Tulalip Museum Site, Tulalip Indian Reservation, Snohomish County, Washington*. NWAA report WA05-62 prepared for the Tulalip Tribes of Washington, Economic and Community Division, Tulalip, Washington.
- Suttles, Wayne
1990 Environment. In, *Handbook of North American Indians, Volume 7: Northwest Coast*, edited by W. Suttles, pp. 16-29. Smithsonian Institution, Washington, D.C.
- Suttles, Wayne, and Barbara Lane
1990 Southern Coast Salish. In, *Handbook of North American Indians, Volume 7: Northwest Coast*, edited by W. Suttles, pp. 485-202. Smithsonian Institution, Washington, D.C.

-
- Syverson, Laura M. and Robert H. Gargett
2018 *Archaeological Investigation Report: Jennings Park Phase One Riparian Restoration, 6915 Armar Road, Marysville, Snohomish County, Washington*. ERCI report prepared for Snohomish Conservation District, Lake Stevens, Washington.
- Thorson, R. M.
1989 Glacio-isostatic response of the Puget Sound area, Washington. *Geological Society of America Bulletin* 101(9):1163-1174.
- Thrush, Coll
2017 *Native Seattle: Histories from the Crossing Over Place*. Second Edition. University of Washington Press, Seattle, Washington.
- Tweddell, Collin E.
1974 The Snohomish Indian People. In, *Coast Salish and Western Washington Indians Volume II*, edited by D. Horr, pp. 475-694. Garland Publishing, New York, New York.
- Wahl, Terence R., and Dennis R. Paulson
1991 *A Guide to Bird Finding in Washington*. Print Stop, Lynden, Washington.
- Waterman, T. T.
2001 *sda?da? g^wet dibet lešucid ?acacittalbi^w* (*Puget Sound Geography*). Vi Hilbert, Jay Miller, and Zalmai Zahir, contributing editors. Lushootseed Press, Federal Way, Washington.
- Whitfield, William
1926 *History of Snohomish County, Washington*. Pioneer Historical Publishing, Chicago, Illinois.
- Wilkinson, Charles
2000 *Messages from Frank's Landing: A Story of Salmon, Treaties, and the Indian Way*. University of Washington Press, Seattle, Washington.
- Wydoski, Richard S., and Richard R. Whitney
2003 *Inland Fishes of Washington*, second edition. University of Washington Press, Seattle, Washington.
- Zuccotti, Lucy F. and Astrida Blukis Onat
2005 *Results of Archaeological Field Investigations for the Proposed Twin Rivers Confluence Reach Restoration, Snohomish County, Washington*. BOAS report 200306.12 submitted to Snohomish County Parks Department, Everett, Washington.

Appendix A:
45SN702 Washington State Historic Property Inventory Form



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 Determined Not Eligible **Determined On** 6/3/2020

Determined By Stephanie Jolivette

SHPO Comments

SEPA determination

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	650 S. Orcas St. Ste. 201, Seattle, WA 98108		
Date Recorded:	9/11/2018		
Recorded by (Professional Archaeologist):	Robert Kopperl		
Organization:	Willamette Cultural Resources Associates, Ltd.	Phone Number:	206-397-1487
Address:	650 S. Orcas St. Ste. 201, Seattle, WA 98108	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:

Barrett, Maude, and Pat Olsen

1991 Reflections of Marysville: A Pictorial History. City of Marysville, Marysville, Washington.

Boxleitner, Kirk

2010 Marysville purchases Geddes marina for \$1.9 million. August 9, 2010. The Marysville Globe.

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.

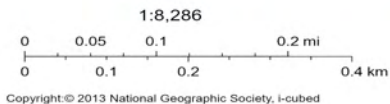
Sheets, Bill

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

USGS MAP



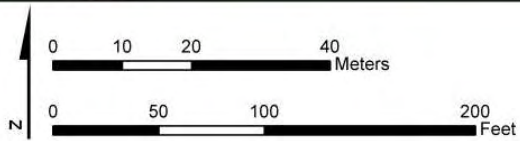
April 7, 2022



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

ARCHAEOLOGICAL SITE INVENTORY FORM

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



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.
Copyright



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.
Copyright

