

CULTURAL RESOURCES SURVEY COVER SHEET

Author: James Chatters AMEC Earth and Environmental

Title of Report: Archaeological Assessment, MJB South Dock, Anacortes,
Washington

Date of Report: October 23, 2008

County (ies): Skagit Section: 19 Township: 35N Range: 2 E
Quad: Anacortes North Acres: 1

CD submitted? Yes No

Does this replace a draft? Yes No (replaces a cultural resources technical
memo for an EA)

Archaeological Sites Found or Amended? Yes No

TCP(s) found? Yes No

Does this report fulfill a DAHP permit requirement? Yes # No

DAHP Archaeological Site #:

REPORT CHECK LIST

Report should contain the following items:

- Clear objectives and methods
- A summary of the results of the survey
- A report of where the survey records and data are stored
- A research design that:
 - Details survey objectives
 - Details specific methods
 - Details expected results
 - Details area surveyed including map(s) and legal locational information
 - Details how results will be fed back in the planning process



**ARCHAEOLOGICAL ASSESSMENT
MJB South Dock, Anacortes, Washington**

Submitted by

James C. Chatters, Ph.D., R.P.A.

AMEC Earth & Environmental, Inc.

11810 North Creek Parkway North
Bothell, Washington 98011

Under Contract To:

MJB Properties

October 23, 2008

8-915-16557-0

EXECUTIVE SUMMARY

AMEC Geomatrix, Inc retained AMEC Earth & Environmental, Inc to conduct an archaeological assessment for the MJB South Dock Project. The study area for this project occupies the marine shoreline between 26th and 27th streets in Anacortes, Washington (SW ¼, Section 19, T 35N, R2E). MJB Properties proposes to construct a marine dock and associated boat ramp at this site. The project will entail disturbance of less than one acre of land.

AMEC conducted an archaeological assessment for the project to help MJB and the US Army Corps of Engineers comply with Section 106 of the National Historic Preservation Act. Work consisted of a literature and records review and a surface survey of the project area. The land was found to be entirely disturbed by construction of industrial facilities followed by filling and leveling. Although the site, which is situated between two small freshwater streams, might once have had the potential for a Native American archaeological site, that potential has been eliminated by activities during the post- European contact period.

The proposed project will have no effect on archaeological resources. No further work is necessary.

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1.0 PROJECT BACKGROUND

MJB Properties (MJB) of Seattle, Washington has submitted a Joint Aquatic Resources Permit Application to the US Army Corps of Engineers for construction of a new commercial dock facility in the city of Anacortes, Washington (MJB South Dock). Pursuant to that application, the Corps of Engineers has required MJB to complete an archaeological assessment of the affected property. MJB contacted AMEC Earth and Environmental, Inc. (AMEC) conduct that assessment. Cultural resources professionals from AMEC conducted that assessment in October, 2008. The work included a literature and records search and field investigation of the project footprint. This brief report presents the results of that investigation.

1.1 Regulatory Context

The MJB South Dock project, by virtue of its situation on navigable salt water, requires Section 404 and Section 10 permits from the US Army Corps of Engineers. This requirement makes construction of the dock a federal undertaking as defined in the National Historic Preservation Act of 1966, as amended. The Corps of Engineers, as the lead federal agency, must, therefore, comply with Section 106 of that act. Section 106 requires federal land managers to take into account the impact of an undertaking on historic properties. The Corps of Engineers has directed MJB to conduct an archaeological assessment of the project to assist with Section 106 compliance.

Section 106 requires an inventory of historic properties in the project's Area of Potential Effects (APE). If a historic property (site, structure or object eligible for inclusion on the National Register of Historic Places) is present in the APE, the responsible agency or designee is required to determine the effect of the undertaking on that property. If a determination of "effect" is made for a given property and that effect is potentially adverse, measures to mitigate or reduce the effect are developed, agreed upon, and implemented.

1.2 Project Description

The MJB South Dock project is located on the east side T Avenue between 26th and 27th Streets in Anacortes (SW 1/4, Section 19, T 35N, R2E)(Figure 1). Its purpose is to provide commercial moorage and a boat launching facility that allows self-propelled trailers to launch boats up to 60 feet in length and a self propelled dolly system to launch yachts up to 150 feet in length. The proposed work will consist of the following actions (Figure 2):

1. Construction of a new 350-foot long floating pier with light-permeable grating, galvanized steel guide piles, and a shore-attached gangway;
2. Construction of a new commercial boat ramp with a floating staging pier and shore-attached gangway;
3. Dredging of approximately 1500 cubic yards of bottom materials for the boat ramp from an area of approximately 0.25 acres, with upland disposal;

4. Excavation of approximately 1,600 cubic yards of upland materials for the boat ramp, with upland disposal;
5. Installation of approximately 160 cubic yards of rock riprap for the boat ramp;
6. Relocation of approximately 28 lineal feet of an existing City of Anacortes storm water drainpipe;
7. Shoreline and intertidal restoration along 150 lineal feet of project shoreline;
8. Construction of a gravel driveway connecting T Avenue with the boat ramp and associated parking area.
9. Extension of onshore utilities to offshore improvements.
10. Construction of fencing and a curb and side walk along 150 feet of T Avenue.

Upland excavations will cover an area 120 feet wide and 140 feet long, expanding an existing notch in the shoreline. Spoil from upland and bottom excavations may be disposed of on adjacent land owned by MJB; that land is already composed of dredge spoils. However, it is possible that some of the spoils will require disposal at a controlled landfill. Altogether, the project will affect less than one acre of uplands.

1.3 The Project Area

The new MJB South Dock will be situated on the shore of Fidalgo Bay in an industrialized portion of Anacortes (Figure 1). To the northward are boatbuilding factories and a large marina set against the approximate natural shoreline of the bay. To the south is a broad flat built up since the 1970s of spoils from dredging of the adjacent boat channel. The entire land surface appears to have been leveled; banks have all been modified. There is no natural land surface or shoreline in the immediate vicinity. West of the project area, across T Avenue are additional industrial lots showing similar degrees of surface modification.

2.0 ENVIRONMENTAL AND CULTURAL SETTING

2.1 Environment

The project area is located along the west shore of Fidalgo Bay on Fidalgo Island, which lies off the Skagit River Delta near the confluence of Puget Sound and the Strait of Georgia. The adjacent land consists of glacial till deposited by the Puget Lobe of the Pleistocene-aged Fraser Glaciation. It slopes gently from uplands south of Anacortes toward the salt water shore. As near-level glacial till, it had lain stable for more than 15,000 years before its early 20th century modification for industrial purposes. There was no secondary source of more recent sediment. If archaeological materials existed at this locality, they would lie at or near the modern ground surface.

Fidalgo Bay is a saltwater inlet and as such contains, or formerly contained, a diversity of resident and transient species of invertebrates, fish, and birds. Sandy and gravelly beaches produced mussels and varieties of chitons, clams, crabs, and gastropods. Flatfish, sculpin and surfperch are among the larger common resident fishes of the near-shore environment; salmon,

herring, and dogfish appear in the area seasonally, often in dense schools. Diving waterfowl occupy the area year-round, but are most numerous during spring and fall migration.

The nearest source of freshwater in pre-settlement times would have been two tiny creeks, which appear on a General Land Office map dated 1884 (based on notes taken in 1872). The larger of these, located in the north half of the northwest $\frac{1}{4}$ of Section 30, flowed from a small lake located in the hills south of the city and is reported to have supported a small salmon run. The smaller stream flowed from a seep within $\frac{1}{4}$ mile of shore in the south half of the southwest $\frac{1}{4}$ of Section 19. Neither is visible today. The larger stream was covered in 1968 (Slotemaker, personal communication). The project area is located between the two streams, nearer the smaller of the two.

In pre-settlement times, the land supported a variant of the western hemlock zone, which locally would have also included such species as cedar, madrona, alder, and lodgepole pine (Franklin and Dyrness 1988). A small prairie near the head of Fidalgo Bay was a well known camas meadow (Anonymous ND).

2.2 Cultural Background

The prehistory of Western Washington has been divided into three periods designated simply Early, Middle, and Late. The Early Period, which lasted from approximately 12,000 to 7,000 years ago, includes the Proto-Western and Old Cordilleran traditions (Matson and Coupland 1995). Sites left by these traditions typically occur on high marine and river terraces, sometimes at significant distances from modern water courses. They consist of concentrations of cobble cores; flakes; large, ovate knives; and broad-stemmed and leaf-shaped projectile points (Wessen 1990). Peoples of this period are thought to have focused their subsistence efforts on terrestrial resources, although the few faunal collections dating to this period have indicated extensive use of marine resources from the earliest occupations of the region (Carlson 1996).

The Middle Period, lasting from 7,000 to 3,500 years ago, incorporates a continuation of the Old Cordilleran Tradition until around 4,500 years ago, but few sites can be attributed to this time interval (Morgan 1999; Boas, Inc. 2001). Sites dating after 4,500 years ago are more common, technologically more complex, and more diverse. They often include tools and ornaments of bone and antler, along with chipped stone (although preservation may be a major factor in the difference). The lifestyle is interpreted as highly mobile and oriented to foraging for seasonally available foods, with little emphasis on mass harvesting or food storage (Larson and Lewarch 1995). The oldest shell midden sites in the Puget Sound region date to this period.

Human lifeways changed radically in the Late Period (3,500 to 150 years ago), as people focused even more strongly on aquatic resources; the number and diversity of sites increased markedly. People maintained permanent villages on the coast and along the lower reaches of inland rivers. They used these as home bases and storage warehouses for fish, shellfish, game, and plant foods systematically amassed during the warm seasons. Huge shell middens built up in saltwater settings. Cemeteries and petroglyph sites are often associated with villages, midden

sites, and fishing camps. Small open camps—left by hunters, fishers, plant gatherers, and traders—have been found from the lowlands well into the subalpine zone of the mountains.

At the time of European contact, the west half of Fidalgo Island was occupied by the Samish people (Sampson 1972), who occupied two small villages in and near Fidalgo Bay. Like other Puget Sound peoples, the Samish were semisedentary fisher-hunter-gatherers, who maintained permanent villages of plank houses as their residential bases, following a seasonal round of food harvesting at season of temporary encampments (Suttles and Lane 1990). *Ke-LEH-tsilch* (ironwood) was located to the north, near the present-day ferry dock; *Quh-hwulh-AW'k-awl* (camas) was of the eastern shore, near the head of Fidalgo Bay (Anonymous, ND). Seasonal camps were established for shellfish gathering, fishing, hunting, and root and berry gathering. *Quh-hwulh-AW'k-awl* was reportedly abandoned as a village during the early 19th century, but continued to be used as a camas gathering camp.

Europeans first came to the Anacortes area, which they called Ship Harbor, in the 1860s. The name was changed to Anacortes by Andrew Bowman, who claimed 168 acres in 1876, established a store, and built a commercial wharf. By the late nineteenth century, the town had developed into an important factory town, which specialized in producing lumber, cedar shakes, and processed fruit and fish (Interstate Publishing 1906). Shingle mills were an important part of the local economy. Between 1903 and 1972, ca 1,325,000 shingles were cut per year (Slotemaker 2007). The western shore of Fidalgo Bay, within Anacortes, remains dedicated to industrial uses.

3.0 LITERATURE AND RECORDS REVIEW

On October 5, 2008, Emily Scott of AMEC conducted a records review and literature search for this project at the Washington Department of Archaeology and Historic Preservation in Olympia, Washington. James Chatters visited the Anacortes Historical Museum on October 13 to review maps of the project area and read accounts on the history of the project area.

A review of previously recorded archaeological sites did not locate any sites within the APE, but found no sites within a 1-mile radius of the MJB South Dock project area. No historic buildings have been recorded in the immediate vicinity of the study area, although the city itself contains numerous historic structures. Most of the nearby buildings are industrial; all were constructed less than 40 years ago.

3.1 Previous Archaeological Investigations

Five archaeological projects have been conducted in and around Fidalgo Bay (Table 1), although none have addressed the marine shoreline in the city of Anacortes. These projects have documented one historic and three prehistoric archaeological sites in Fidalgo Bay. The prehistoric sites, 45SK42, 45SK43, and 45SK45 provide some insight into the sort of site that might occur in the project area. All are middens containing marine shell, bone, fire-cracked rock, and stone and bone implements, first documented by Alan Bryan in 1954 (Bryan 1963). 45SK45

consists of five midden patches scattered along nearly a mile of the bay's eastern shore. The other two sites, situated near Weaverling Spit, are more geographically restricted. 45SK43, which has been most intensively investigated, appears to have been occupied during the Locarno Beach Phase of Strait of Georgia prehistory, or as long as 4000 years (Schalk 2004). A scatter of lithic material (chipped stone) inland of the midden may indicate even earlier occupation. 45SK42 is thought to be less than 2500 years old (Wessen 2008).

3.2 MJB South Dock Site History

A review of GLO maps as well as more recent historical maps and photographs of the west shore of Fidalgo Bay shows that the earliest buildings in the vicinity of the APE were lumber and shake mills. There is a passing reference to a saw mill being built at 26th Street and T Avenue, in 1893, but no further record of its existence. The earliest clearly documented mills were the Burke and McLean lumber and shingle Company, built in 1903. To the south J. H. Cavanaugh built a shingle mill the same year (Slotemaker 2007). Figure 3 shows that mill, with an extensive pile of lumber on what was probably the MJB South Dock property.

A series of shingle mills occupied the shoreline between 26th and 27th streets until 1973. The last was the Pioneer Shingle Company, located at 2609 T Avenue. A photograph of this mill (Figure 4) shows a slightly elevated, undeveloped area to its south, which is the probable location of the proposed MJB South Dock.

The area to the south of the MJB South Dock project area was filled after 1974 with spoil from channel dredging. The filled area has not been built upon.

4.0 ARCHAEOLOGICAL SURVEY

4.1 Methods.

The archaeological investigations consisted of a pedestrian survey and shovel testing within the project footprint, conducted by Dr. James Chatters on October 13, 2008. The survey consisted of a through search of the land surface at 5 meter (16 foot) intervals and a careful inspection of the eroding shoreline.

4.2 Observations

The land within the project area has been extensively modified. It appears as an artificially-leveled landscape. There is a broad flat to the south (dredge spoil) and a ship building facility to the north. A narrow notch marks the shoreline between the two; it is into this notch that the planned boat launch will be constructed. The land is unnaturally level, with a 4-foot high berm pushed up adjacent to T Avenue. The notch is lined with shot rock riprap, except for its head, which is bare and eroding. A dirt road connects this notch with T Avenue. Vegetation cover is short grasses and forbs, which have been disturbed recently by heavy equipment. The underlying soils were, therefore, easily visible.

The ground consists of a matrix of gravel, cobbles and sand, which is readily visible in the cut bank. Fragments of brick, concrete, and metal are scattered throughout. No prehistoric archaeological materials were observed; the historic era materials are all in secondary context.

5.0 CONCLUSION AND RECOMMENDATION

No archaeological resources are evident at the proposed site of the MJB South Dock. The location, on the marine shore between two sources of freshwater—one of them a spawning stream, once had a high probability for a Native American encampment. Subsequent development, including use as a log yard by the Cavanaugh shingle mill and subsequent leveling have effectively eliminated that potential. Any archaeological site that might once have existed at the site has certainly been destroyed

In summary, AMEC investigations have determined that no cultural resources exist on this property. There will be no effect to cultural resources; therefore no further work is necessary.

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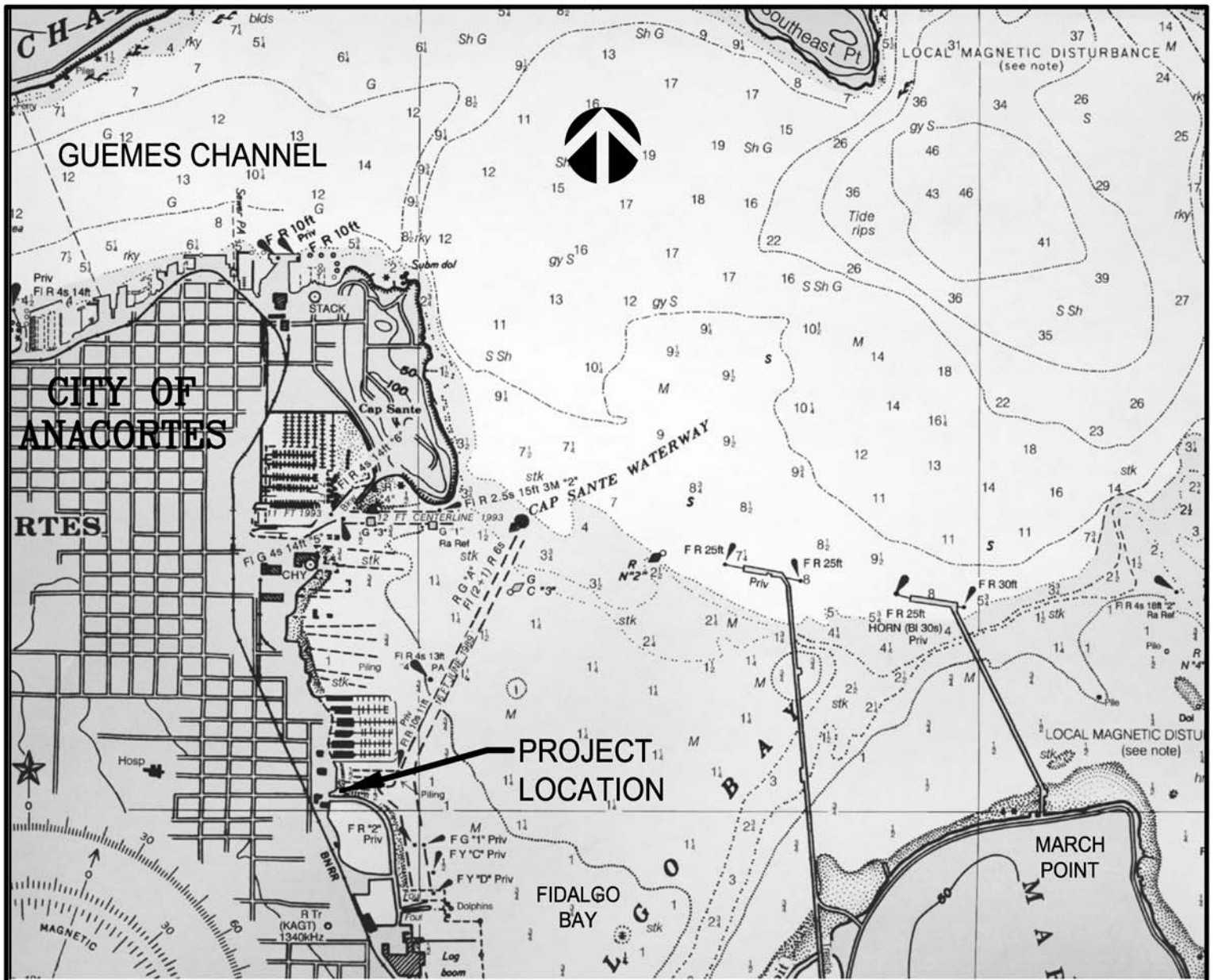
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TABLE

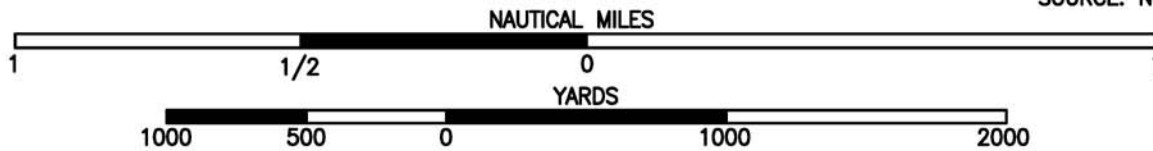
Table 1 Previous archaeological investigations along the shore of Fidalgo Bay.

Project Name	Sites Documented	Reference
Archaeological Survey of Puget Sound	45SK42, 45SK43, 45SK45	Bryan 1963
Anacortes-Fidalgo Marina	45SK42 and 45SK43	Blukis-Onat 1981
Thompson Trail Project	45SK296 (Burlington Northern Railroad Tracks)	Hodges 2003
45SN43 Evaluations	45SN43	Equinox 2003; Schalk 2004; Nelson 2005
Cap Sante Marine Interim Action Project	none	Goetz et al. 2007
45SN42 Evaluations	45SN42	Wessen 2008
Texaco Refinery Spill	45SN45	Buck 1991

FIGURES



SOURCE: NOAA CHART NO. 18427



VICINITY MAP

PROJECT LOCATION: FIDALGO BAY
ANACORTES, WASHINGTON

LAT = 48°30'04"

LONG = 122°36'16"

PURPOSE: PROPOSED SHORELINE IMPROVEMENTS

DATUM: MLLW=0.00'

FIGURE 1 - VICINITY MAP

PROPOSED SHORELINE IMPROVEMENTS

IN: FIDALGO BAY

AT: ANACORTES

COUNTY: SKAGIT

STATE: WASHINGTON

APPL. BY: MJB PROPERTIES

SHEET: 1 OF 12 DATE: 04/04/2008

REV:

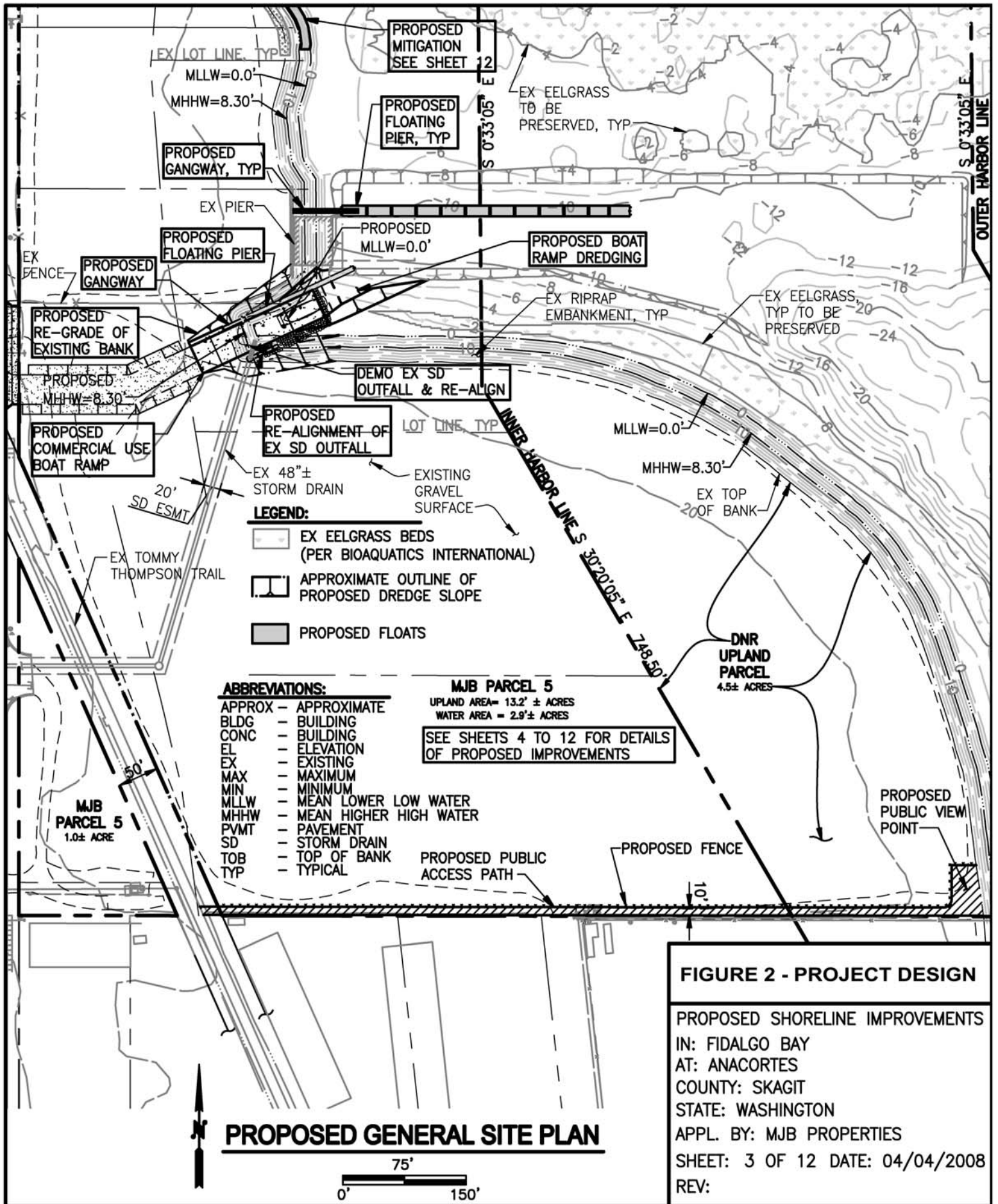




Figure 3 The Cavanaugh Shingle Mill, circa 1927.

Note the piled lumber behind the mill at center left. In the approximate location of the proposed MJB South Dock. Photography courtesy of the Anacortes Museum, Anacortes, Washington (negative D VI 58).



Figure 4 Aerial view of the Pioneer Shingle Mill, circa 1960.

Note the slightly elevated ground at lower right, which is the site of the proposed MJG South Dock. Photography courtesy of the Anacortes Museum, Anacortes, Washington (negative WF 5601).