Desktop Cultural Resources Assessment

Proposed Twin City Substation
7212 Pioneer Highway
Stanwood, Snohomish County, WA
December 21, 2017
Terracon Project No. 81177629

Prepared for:
Snohomish County PUD No. 1
Everett, Washington

Prepared by:
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1.0 INTRODUCTION

Terracon Consultants, Inc. (Terracon) was retained by Snohomish County Public Utility District No. 1 (client) to perform a desktop cultural resources assessment on approximately 18.3 acres of undeveloped land located in Stanwood, Snohomish County, Washington, hereafter referred to as the project area. The majority of the project area generally consists of slightly cleared land with some wooded areas located on the project parcel. The project area can be seen on Exhibit 1 in Appendix A attached to this report. It is Terracon’s understanding that the study area is currently owned by TBD, LLC.

As discussed below, the purpose of Terracon’s review is to assist the client in evaluating and complying with requirements relative to Section 106 of the National Historic Preservation Act (NHPA), defined in Code of Federal Regulations, Chapter 36, Part 800 (36 CFR 800), as well as Washington’s State Environmental Policy Act (SEPA) (Chapter 43.21C of Revised Code of Washington, [RCW]), as applicable. This report is a cursory review of the project with regards to potential impacts to recorded historic properties, and is based solely on research and was not informed by archaeological fieldwork.

The Desktop Cultural Resources Assessment included the following tasks:

- Perform a records search using the Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) to identify known cultural resources or historical properties within the area of potential effect (APE) for the project.

- Review soils and geomorphological information, development history of the project area, General Land Office (GLO) maps, the National Register of Historic Places (NRHP), previously published reports, if any, and other available pertinent data.

Brief histories of the city of Stanwood and Snohomish County are presented along with a summary of findings from historic map and aerial imagery reviews as well as WISAARD search results and NRHP data. The project area is proposed to be the site for the Twin City Substation.
2.0 STUDY AREA

The proposed study area consists of approximately 18.3 acres of undeveloped land consisting of a mixture of former gravel pit, open grassy areas, and wooded land. As provided to Terracon, the proposed development location and associated approximate acreage for the project area is provided in the table below. An area of potential effect cannot be defined at this time, because specific project details that would help delimit horizontal and vertical impacts are not yet available. However, for the purposes of this review the entire approximately 18.3 acres were considered in this review. Details of the property are found in Table 1.

<table>
<thead>
<tr>
<th>County</th>
<th>Project Location</th>
<th>Tax ID Numbers</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Snohomish</td>
<td>7212 Pioneer Highway</td>
<td>32042900201100 and 32042900300700</td>
<td>~ 18.3</td>
</tr>
</tbody>
</table>

3.0 NATURAL AND CULTURAL CONTEXT

The study area is in the city of Stanwood, Snohomish County, in the northwestern part of Washington, a region of the western slopes of the Cascade Mountains. The project area is within the Eastern Puget Riverine Lowlands (EPA 2010). Project vegetation includes a mix of coniferous and deciduous trees along with various shrubs and grasses. To the west, wetlands have been previously identified, as noted during the research for Terracon’s Phase I Environmental Site Assessment task. Because they are within a Natural Growth Protection Area and based on the proposed site development plans, it is Terracon’s understanding that the wetlands will not be disturbed during the proposed activity. The project area is north of Church Creek, a tributary of Stillaguamish River. General photographs of the project area can be found in Appendix B.

3.1 Soils and Geomorphology

Four soils are mapped for the project site (USDA NRCS):

- Bellingham silty clay loam, 0 to 3 percent slopes (BoC): The natural drainage class for this soil is poorly drained. These deep soils are silty clay or silty clay loams derived from alluvium over lacustrine deposits;
- Pits, 100 percent slopes (CbE): The natural drainage class for this soil is well drained. This soil designation consists of gravel, sand, or rock pits and the site is a former gravel/quarry pit;
- Puget silty clay loam, 0 to 2 percent slopes (KgC): The natural drainage class for this soil is poorly drained. These deep soils are derived from alluvium; and
- Tokul-Winston gravelly loams, 25 to 65 percent slopes (KfC): The natural drainage class for this soil is moderately well drained and consists of gravelly loams or fine sandy loams derived from volcanic ash over basal till. It is the state soil of Washington.
The geologic formation for the project area is Older Alluvium (Qoal). The sediments are well-bedded of sand and gravels and these deposits form terraces north of the Stillaguamish River.

As discussed in Section 5.0, the site was historically used as a gravel mine, likely from the 1960s or 1970s until the late 1990s or early 2000s. The gravel pit appears to have been backfilled to bring the majority of the site to its current elevation. Within the limits of the former gravel mine, fill depths range from one to two feet to greater than 15 feet. Therefore, the majority of the soil on-site is non-native. The approximate limits of the former gravel mine is depicted in Exhibit 2.

3.2 Brief History of Snohomish County, Washington

Snohomish County was created and organized out of Island County on January 14, 1861 and was named for the Snohomish tribe. Snohomish County originally was the home of the Snohomish, Stillaguamish, Skykomish, Sauk-Suiattle, and Snoqualmie tribes. These tribes all spoke Lushootseed and lived by a traditional cycle of fishing, hunting and gathering (Riddle 2006).

In 1792, British Captain George Vancouver landed on the beach of today's Everett peninsula and claimed the area and nearby Puget Sound, Port Gardner Bay, and Port Susan Bay for King George III. On January 22, 1855, eighty-one tribal leaders met at Point Elliott (now Mukilteo) to meet with Governor Isaac Stevens to sign a treaty between the U.S. government and regional tribes, signing away their lands in exchange for cash, hunting/fishing rights, and a reservation established at Tulalip (Riddle 2006).

Early white settlement coincided and settlers settled towns along the Snohomish River from 1855-1860. As the population grew in numbers, settlers petitioned to develop a separate county from the current Island County to Snohomish County and the motion was granted in 1861. Easy water access and enriched farmland attracted settlers and soon settlements began at Monroe, Lowell, Edmonds, and Stanwood. Snohomish County continued to grow with the Pacific Northwest as the railroad arrived in the region (Riddle 2006).

The county's economy was developed around various industries such as logging and railroading. Lumber would continue to be the county's leading industry until about mid-1940s when other industries started to stake their claim in the county. The biggest change to the county's industrial trade would come with the arrival of Boeing Aircraft Company. Since then Snohomish County's economy has become more diverse with its mix of technology, aerospace, building trades, and tourism (Riddle 2006).

3.3 Brief History of Stanwood, Washington

In 1866, a settlement was formed near the mouth of the Stillaguamish River, called Centerville. The original settlement has a saloon and trading post and served the area as a trading post along the river. A post office was established and designated Centerville in 1870. Seven years later the
postmaster of the post office, D. O. Pearson, gave the town a new, less common name, "Stanwood," after his wife’s maiden name (Prasse 2008).

In 1891, the Seattle & Montana Railway ran its tracks one mile east of Stanwood and passed the town by, but despite that and an 1892 fire that destroyed 13 buildings in Stanwood, the area continued to grow. As the Bank of Stanwood was incorporated in 1904, so too was the H & H Railroad Co., which was used to connect Stanwood one mile east to the Great Northern. While Stanwood was growing, a new town deemed East Stanwood was also growing nearby and the two towns eventually became one in 1960 (Prasse 2008).

4.0 RECORDS REVIEW

The Washington Information System for Architectural & Archaeological Records Data (WISAARD) as well as the National Register of Historic Places (NRHP) informed this records review. Review of the WISAARD indicated the project area has not been previously surveyed, and there are no recorded archeological sites within the property area boundary. Four eligible properties, resource ID 60616-Hevly General Store (Craig Francis house), 40923-Hevly Cash Store, 47281-Agnes Anderson House, and Edith M. Peterson House 47280, are recorded within 1-mile of the project boundary. There are eight additional historic properties within 1-mile of the project boundary. These eight sites are historic-period sites, which were determined ineligible for the NRHP listing. There are two archaeological sites recorded within 1-mile of the project area. Site SN00064 (45SN64), recorded approximately 0.6 mile to the southwest, consists of buried fire cracked rock, charcoal, and clam shell and has an unknown eligibility determination, and site SN00461 (45SN461), recorded approximately 0.7 mile to the north, is a potentially eligible farmstead (Anderson/Kwant Farm) from the early 1900s.

5.0 HISTORICAL RESOURCES REVIEW


Historical aerial photographs from 1947 and 1955 depict the project area as undeveloped land, portions of which are wooded. Historical aerials from 1965-1995 indicate disturbance where the land was cleared and appears to be a gravel pit quarry that is also indicated on the 1978 topographic map. By 2005, the aerials show that the gravel pit quarry is no longer extant and the project area is beginning to naturalize. Historical aerials from 2005-2015 depict the project area as an undeveloped area, portions of which are wooded and others are cleared with one two-track road along the northwest border of the area. From the historical aerials and topographic maps, it
appears no structures to have ever been built within the project area. There are no Sanborn Maps for this area.

According to GLO survey map on the BLM website, the area symbolism seems to indicate that the project area may have been a resource for a quarry since the 1870s (GLO 1873). A 1927 Snohomish County plat map showed the land was owned by the Great Northern Railroad (Figure 1). Records obtained by Terracon during the preparation of a Phase I Environmental Site Assessment (ESA) indicated that various railroad companies owned part of the project area from at least 1924 until it was sold to the current land owner in 1997. Much of the project area was used as a quarry/gravel pit for several decades. The other parcel was owned by private individuals from at least 1938 until it was sold to the current landowner in 2000. It was also used as a quarry/gravel pit.

There is a cemetery (Anderson Cemetery) located adjacent to the project area to the north but there is no evidence that the project area parcels were part of the cemetery. It is unlikely that cemetery graves are present within the project area boundary.

Figure 1. 1927 Plat map for Snohomish County. Note ownership in SW ¼, Section 29, T32N, R4E.
Conclusions and Recommendations

This review relied primarily upon public and nonpublic sources of information, as well as information from the client. Review of the WISAARD indicates the project area has not been previously surveyed. Accordingly, there are no previously recorded archaeological sites within the study area. Historical maps, aerial photographs, and Terracon’s Phase I ESA data indicate that the vast majority of the project area was a gravel pit that had been owned by various railroad companies and other entities that quarried the area. Afterwards, according to geotechnical records from the Phase I ESA, the quarry was filled in with materials after use of it ceased in the 1990s. Fill material depths range from one to two feet to greater than 15 feet below grade surface. There is a bermed area adjacent to the cemetery and some wetlands are present to the west.

At this time, there is no apparent nexus for federal regulatory oversight under National Historic Preservation Act. It is understood that the proposed project will not involve funding or permitting from federal entities, which would provide a nexus for federal oversight. If funding or permitting from a federal entity, such as the US Army Corps of Engineers, is required for this project, Terracon understands that a cultural resources investigation may be required by DAHP in compliance with Section 106 of the NHPA.

It is understood that while the study area is privately owned, the proposed project will involve municipal entities. Compliance with Washington’s State Environmental Policy Act (SEPA) (Chapter 43.21C of Revised Code of Washington, [RCW]) may be likely. However, given the extensive disturbance of the project area due to decades of quarrying efforts and presence of wetland marshes precluding a pedestrian and shovel testing program, an archeological survey appears to be unnecessary because it is unlikely that intact, archeological deposits are present within the project boundary. It is Terracon’s recommendation that no archeological survey is necessary for this project. At the request of the client, this report will be submitted to DAHP for review under SEPA requesting concurrence with our findings and recommendations.

General Comments
The services performed as discussed in this report were performed in accordance with generally accepted scientific and engineering evaluation practices of this profession undertaken in similar studies at the same time and in the same geographic area. In conducting the limited scope of services described herein, certain sources of information and public records were not reviewed. This report has been prepared for the exclusive use and reliance of Snohomish County PUD No. 1 and any other relying government entities. Use or reliance by any other party is prohibited without the written authorization of Snohomish County PUD No. 1 and Terracon. Reliance on the report by Snohomish County PUD No. 1 and all authorized parties will be subject to the terms, conditions, and limitations stated in the proposal, executed agreement, and report. No warranties, either expressed or implied, are intended or made.
Appendices
Appendix A: Exhibits 1.0 and 2.0
Appendix B: Photographs
Appendix C: Historical Aerials

References Cited


Geologic map of the Stanwood quadrangle, Snohomish County, Washington; USGS MF-1741; 1985

Prasse, Karen

Riddle, Margaret


Terracon Consultants Inc. Phase I Environmental Site Assessment, December 2017.

USDA-NRCS Web Soil Survey, Snohomish County, WA area, November, 2017

APPENDIX A
Exhibit Map
APPENDIX B
Photographs
View of the property entrance from Pioneer Highway facing south.

View from the project area trail towards the adjoining cemetery facing northwest.
View from the southwest portion of the project area of the wetland area facing northwest.

View from the southwest portion of the project area facing east.
Project No. 81177629
Date Photos Taken November 17, 2017

Twin City Substation Stanwood, Washington

Photo 5 View from the center of the project area facing west.

Photo 6 View from the southeast corner of the project area facing northwest.
View of the north-adjoining multi-family residential properties (7301-7327 Pioneer Highway) from Pioneer Highway facing north.

View of the east-adjoining property (7212 Pioneer Hwy) from the southeast project area boundary facing northeast.
View of the south-adjoining property from the southern project boundary facing south. Note BNSF railroad in the center of the picture.

View of the west-adjoining cemetery (7630 Pioneer Hwy) from the entrance of the project area facing west.
APPENDIX C
Historical Aerials