Attachment 12.A

CULTURAL RESOURCES REPORT COVER SHEET

DAHP Project Number: 2020-12-07564 (Please contact the lead agency for the project number. If associated to SEPA, please contact SEPA@dahp.wa.gov to obtain the project number before creating a new project.)

Author: Nicklas de Vry, Edgar Huber, and Sarah Amell

Title of Report: Cultural Resource Desktop Review of the West Bay Yards Project, Olympia, Washington

Date of Report: October 26, 2020

County(ies): Thurston Section: DLC59 Township: 18N Range: 01W

Quad: Olympia Acres: 7

PDF of report submitted (REQUIRED) ☒ Yes

Historic Property Inventory Forms to be Approved Online? ☐ Yes ☒ No

Archaeological Site(s)/Isolate(s) Found or Amended? ☐ Yes ☒ No

TCP(s) found? ☐ Yes ☒ No

Replace a draft? ☐ Yes ☒ No

Satisfy a DAHP Archaeological Excavation Permit requirement? ☐ Yes # ☒ No

Were Human Remains Found? ☐ Yes DAHP Case # ☒ No

DAHP Archaeological Site #:

_____
_____
_____
_____
_____
_____
_____

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

Attachment 12.A

Cultural Resource Desktop Review of the West Bay Yards Project, Olympia, Thurston County, Washington

Prepared for:
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ATCRC Project No: TH-01-20

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Cultural Resource Desktop Review of the West Bay Yards Project, Olympia, Thurston County, Washington

Introduction

Milestone LLC contacted ATCRC to assist with a cultural resource assessment of Thurston County Tax Parcel Numbers 72600200100 and 91013100000. The property is located in Township 18 North, Range 02 West, and is encompassed within the 1857 Donation Land Claim (DLC) No. 59. The property consists of 7 acres of surface concrete and gravel. All preexisting structures have been demolished, and a large portion of the soil present within the area was excavated or significantly disturbed to remove chemical contaminants. The proposed project will occur in three phases and the plans and design are currently preliminary. The preliminary proposal is to excavate and construct a parking lot and mixed-use space to include commercial and residential facilities. The project is subject to the State Environmental Policy Act (SEPA), and a SEPA application will be forthcoming and submitted to the City of Olympia for review. The project may also require future United States Army Corps of Engineers (USACE) permitting, thereby requiring compliance with Section 106 of the National Historic Preservation Act (NHPA).

The project property is historically significant. It has a long history of industrial use that figures largely in the history of Olympia's development economically and socially. Before documented historical usage, the entire shoreline was frequented by Native Americans, and this location near a freshwater stream and close to the Deschutes River may have been occupied. While it is likely that the later industrial uses erased any evidence of that presence, significant earth moving at the site could reveal archaeological or cultural resources. The area is designated as "very high risk" for such discovery by the State Department of Archaeology and Historic Preservation (DAHP). For these reasons, Tribal consultation will be essential before moving forward and prior to any soil disturbance. In addition, a Monitoring and Inadvertent Discovery Plan will be required for this project.

Background research indicates extensive industrial use throughout the history of Olympia. By the 1920s, the land had been converted into a logging and lumber hub-

> *Between 1924 and 1951, the property was occupied by the Henry McCleary Timber Company, Olympia Harbor Lumber Company, Olympia Towing, and West Side Log Dump. From 1951 through 1996 the Property was occupied by Hardel Mutual Plywood Corporation as a plywood manufacturing facility. Hardel Mutual Plywood Corporation ended operations after a fire in 1996 severely damaged buildings on the Property. All buildings were subsequently demolished (Pioneer 2020, ES-1).*

However, due to hazardous chemicals after a modern fire, the remaining structures were demolished, the majority of soil present across the property was excavated and replaced with clean imported soil, and the property was covered with crushed concrete-

> *In 2010, approximately 28 tons of stained concrete and 23,331 tons of petroleum- and PAH-impacted soil and debris was removed from three areas of the property and disposed of at the Weyerhaeuser Regional Landfill. Excavations ranged in depth from six to 16 feet below ground surface (Pioneer 2020, Page 3-4).*

ATCRC completed a pedestrian survey and photo documentation of the property on June 17, 2020. During the reconnaissance, it was observed that the entire API was covered by either concrete pads

or crushed concrete, confirming the previous mapping of the property. No standing structures or archaeological materials were observed. Remnants of a partially submerged historical period alignment of pilings, possibly of an original pier, is located off the eastern edge of the property. The City of Olympia (the City) and the Squaxin Island Tribe Cultural Resource Department (the Tribe) have requested cultural resource monitoring during any future ground disturbing activities for the project. ATCRC recommends that future ground-disturbing activities associated with the project continue as planned with the presence of a cultural resource monitor. A Monitoring and Inadvertent Discovery Plan (MIDP) is attached in Appendix A.

Regulatory Compliance

This survey and report were completed, in part, to satisfy the regulatory requirements of SEPA. SEPA requires that impacts to cultural resources be considered during the public environmental review process. Under SEPA, the DAHP is the sole agency with technical expertise regarding cultural resources. It provides formal opinions to other state agencies and local governments regarding a property's significance and the potential impact of proposed projects upon such properties.

A property's significance is assessed on a series of criteria based on the category that it falls into, i.e., building, structure, archaeological site (Part E). That categorization is then provided depth through the assignment of broad historical contexts through which the property is significant (Part F). The property's significance within these contexts is then advocated for through statements of description, which includes its condition and integrity, and of significance before an assessment of significance by the DAHP.

In addition, the State of Washington requires compliance with the cultural resources management laws and regulations under the Revised Code of Washington (RCW) 27.53 Archaeological Sites and Resources, RCW 27.44 Indian Graves and Records, and RCW 68.50.645 Skeletal Human Remains—Duty to Notify. The latter regulation provides a strict process for notification of law enforcement and other interested parties in the event of discovering any human remains, regardless of inferred cultural affiliation.

Project Description and Area of Potential Effects

The API for this undertaking was established based on the SEPA permit development area, which is comprised of Thurston County tax parcel No. 72600200100 (Figure 1 & 2), located within Section DLC59, Township 18N Range 02W, at 1210 W Bay Dr. NW, Olympia, Washington.

The filled and elevated property is constructed on piles and juts out into Budd Inlet east of West Bay Drive N.W., over former tidelands. It has no existing structures and was previously disturbed by the excavation and removal of chemical contaminants. The property was originally used for industrial manufacturing and utilities, including water pipes, power cables, culverts, and abandoned railroad tracks across the property. Large remnants of concrete structures, including train docks, mechanical vaults, and other industrial structures, remain on the adjacent property, which was in use from at least 1941 to 2009 by BMT Northwest/Reliable Steel. These structures were used for boat building, steel fabrication, and welding (Pioneer 2020:3-8).

Hazardous material cleanup was completed to remove chemical contaminants left by the various industrial use, and the areas in which remediation occurred were excavated, filled with clean

sediments, and covered with crushed concrete. Geotechnical boring was completed in 2012 and will be redone in 2020. The 2012 bores recorded fill, marine sands, and varying amounts of wood from 0 to 25 feet below the ground surface (Pioneer 2020:3-5).

The project proposes to excavate and construct a ground-level parking lot and then construct a mixed-use space that will include commercial and residential facilities. The ground disturbance will consist of excavations for utility trenches, ground leveling, and landscaping. The ground disturbance proposed will reach depths of approximately 20 feet below the modern ground surface (bmgs).

Background Review

ATCRC completed an initial electronic record search and literature review for the project area using the DAHP Washington State System for Architectural and Archaeological Records Database (WISAARD). The record search was completed to determine the presence or absence of previously documented architectural, archaeological, and historic resources within or near the API and to establish a historical and cultural context for resource identification and significance. Archaeological site forms, cultural resource assessments, historic property inventory forms, General Land Office maps, and NRHP nomination forms were reviewed.

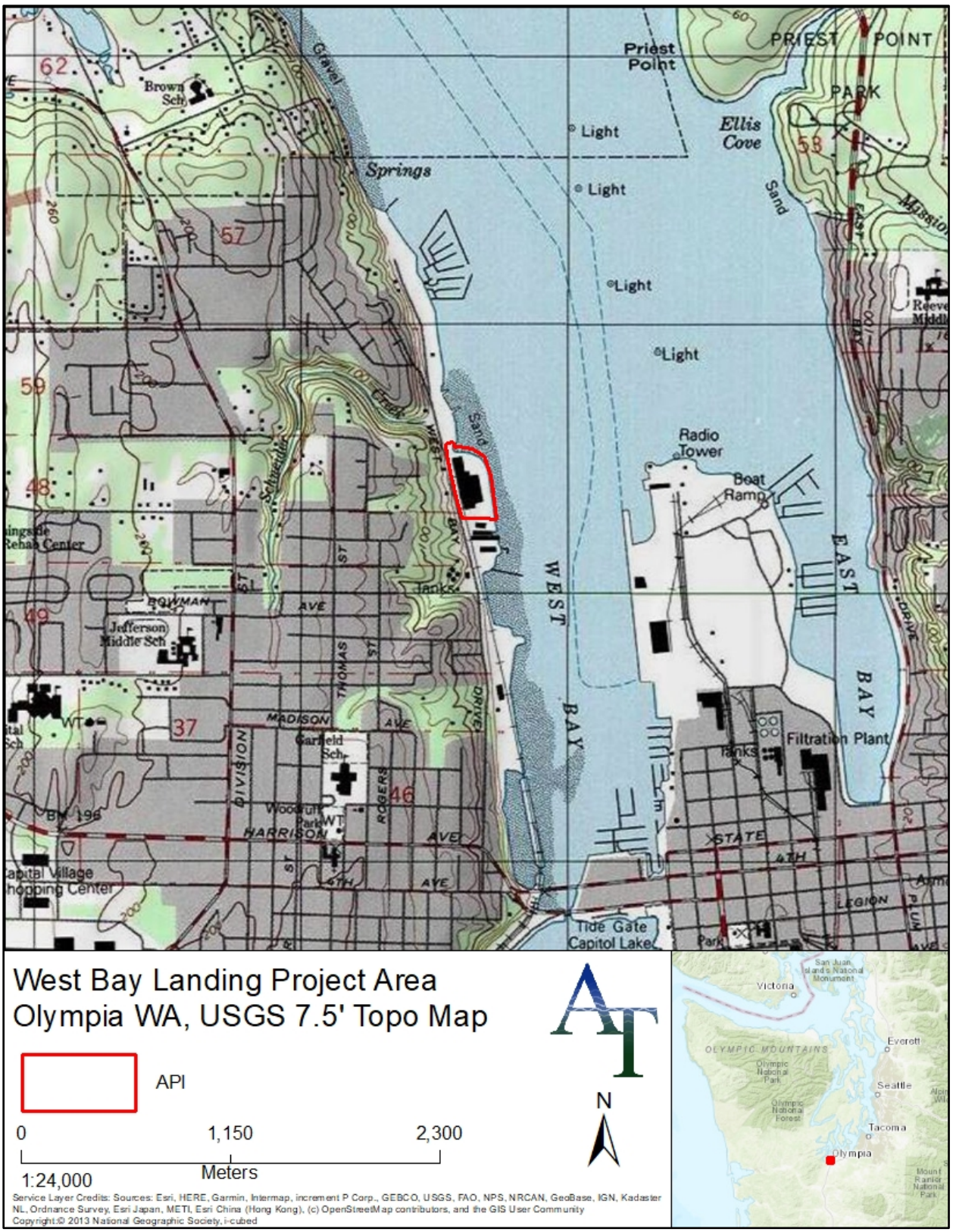

Figure 1. Project API, USGS 7.5 Min Olympia, WA Quadrangle.

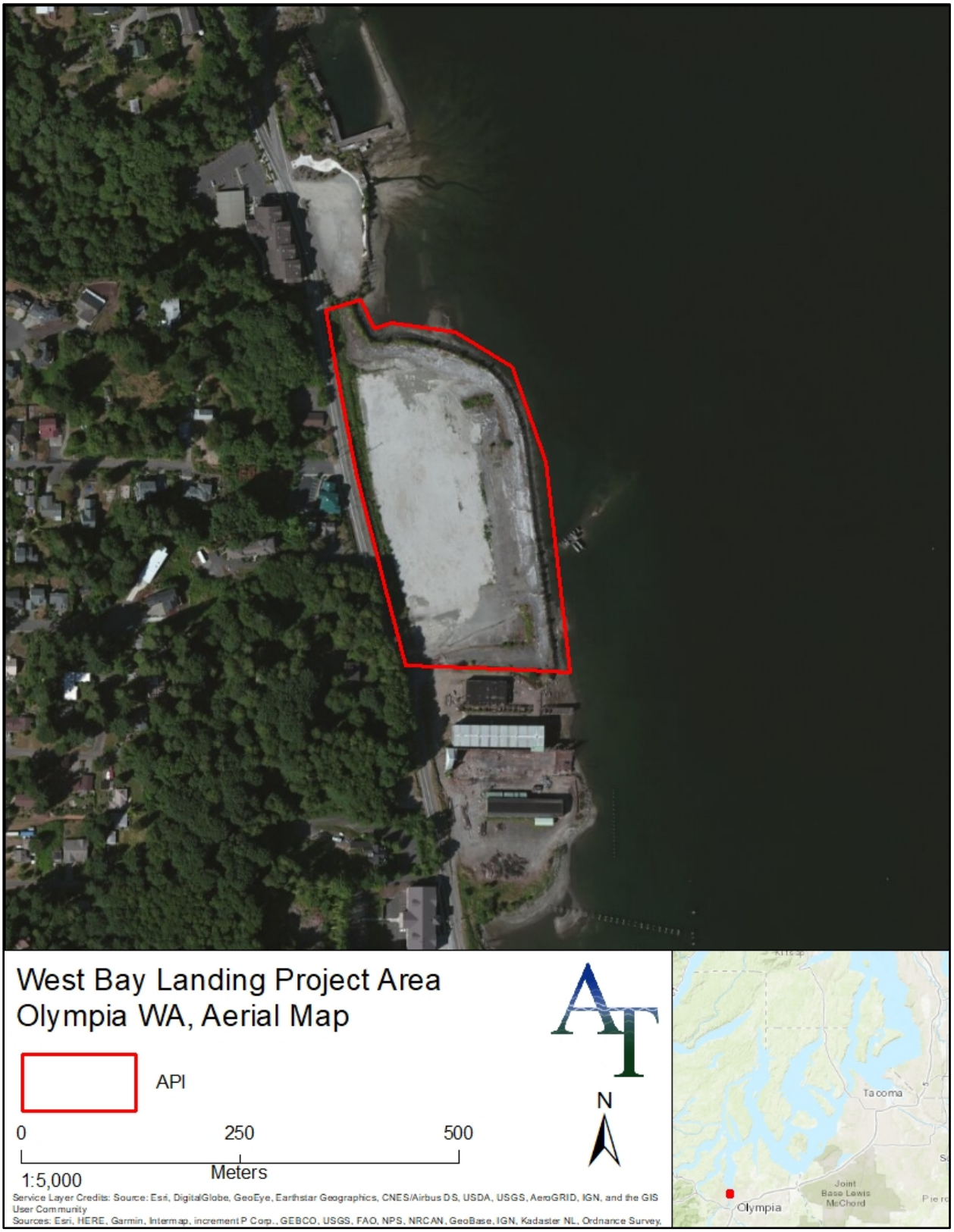

Figure 2. Project API aerial.

Environmental Setting

The API is located near the southernmost extent of the Puget Sound, in the southern Puget Lowland. The Puget Lowland is a physiographic province between the Olympic and Cascade mountains, extending from the San Juan Islands in the north past the southern extents of the Puget Sound. The area is tectonically active, experiencing primarily SSW-NNE compression from the subduction of the Juan de Fuca plate at the Cascadia Subduction Zone (CSZ) to the west. Multiple active fault zones extend into the Lowland region with evidence of at least 5 surface-rupturing earthquakes in the last 3500 years. The CSZ produces periodic high magnitude earthquakes with an average recurrence interval of 400-600 years (Graehl et al. 2015; Troost 2016).

During the Pleistocene, the Puget Lowland experienced multiple ice sheet glaciations and warmer interglacial periods, which created many of its geologic features; the most recent of these was the Vashon Stade of the Fraser glaciation when the Cordilleran Ice Sheet (CIS) advanced to 25 km south of Olympia and covered the province in up to 1.8 km of ice, thinning to the south. The later Sumas Stade of the Fraser Glaciation deposited glaciomarine sediment in the area, but the CIS did not reach the Puget Lowland (Booth et al. 2015; Easterbrook 1992, 2003; Thorson 1980). More recent landscape evolution within the Puget Lowland is dominated by mass wasting, fluvial and coastal processes, and sporadic deformation from seismic activity in the multiple associated fault zones (Booth et al. 2015; Troost 2016).

Modern surface morphology in the Puget Lowland province is primarily the product of the intruding CIS of the Fraser glaciation, which reworked the majority of the landscape left by previous events and depressed the covered area, with relatively limited Holocene modification by fluvial, marine, and tectonic processes (Booth et al. 2015; Easterbrook 1992; Troost 2016).

According to a 1992 article by Don Easterbrook, the advance of the CIS removed at least 75 m of material in some locations, including its own outwash and pre-glaciation deposits. (Easterbrook 1992) This removed records of previous topography from most areas, although large-scale tendencies were most likely the remnant of more than a million years of previous glacial cycles and thus qualitatively similar to current landscape features (Troost 2016). The scour created the region's current north-south ridgelines and troughs and, based on lithological changes in isolated pre- and post-Fraser deposits is probably responsible for the current split channels of the Puget Sound (Booth 1991; Booth et al. 2015; Easterbrook 2003; Troost 2016).

This seems to have persisted until the glacial maximum around 16,900 BP, after which the deposition of glacial till indicates a change in subglacial conditions promoting deposition rather than scour. The retreat of the CIS, between 16,850 and 14,500 BP, left many small, scattered segments of end moraines and kame-kettle complexes instead of a single well-defined terminal moraine and allowed marine water to fill the Puget Sound (Easterbrook 1992).

The remainder of the Fraser glaciation was characterized by widespread marine and glaciomarine deposition, with isostatic rebound of previously covered areas interacting with the global sea-level rise to produce a detailed record of relative sea-level until the Holocene, when the two appear to have reached approximate equilibrium (Easterbrook 1969, 1992; Thorson 1980). Holocene modifications to topography are generally localized, including fluvial incision, marine deposition, mass wasting events, and features produced by seismic activity in the regions active fault zones (Booth 1991; Troost 2016).

The regional strata is mostly characterized by widespread but largely discontinuous glacial and interglacial sediments to a depth of more than 300' below current sea level, frequently bounded by unconformities marking the removal of more recent deposits by subsequent glacial advances (Booth et al. 2015; Troost 2016). The most recent deposits from the decline of the Fraser glaciation include glacial till and lacustrine deposits from proglacial lakes prior to the intrusion of seawater into the Sound, followed by several layers of glaciomarine drift separated by the nonglacial fluvial Deming sands and terrestrial glacial outwash from the small Sumas Stade glacial re-advance. The details of this pattern suggest rapid disintegration and floating of the CIS during the end of the Vashon Stade, followed by a rapid isostatic rebound that occasionally exceeded eustatic sea-level rise and a period of tectonic subsidence from 12,000 to 11,000 BP (Thorson 1980; Easterbrook 1992).

These strata lie unconformably over multiple older deposits exhumed by scouring during the glacial maximum. The youngest are the Esperance Sand, and Lawton Clay, representing advance outwash and proglacial lake deposits from the early Vashon Stade, and below these are deposits from the Olympia interglaciation, Possession glaciation, Whidbey interglaciation, and multiple older glacial/interglacial cycles. (Easterbrook 1969; Troost 2016) Glacial deposits may be either till or glacial outwash, the former typically being highly compacted and impermeable with very poor sorting while the latter is more often composed of more loose and permeable sand and gravel, although the Fraser glaciation will still have compacted all previous deposits. In much of the Puget Lowland, glacial deposits contain exotic high-grade metamorphic clasts transported south by the glaciers, while nonglacial sediments will be more limited to local sandstones and igneous fragments from the nearby mountains. (Booth et al. 2015)

The API itself is located on the west bank of West Bay of Budd Inlet and is bordered by a 200' N-S ridgeline to the west. Budd Inlet appears to be a glacial feature; however, a poorly constrained high angle dip-slip fault at depth may indicate significant or possibly dominant Pleistocene-age tectonic contribution to its formation. While the fault has not been observed to extend beyond Eocene bedrock, the very thin body of pre-Vashon deposits directly overlying the fault has not been significantly studied. The morphology of Vashon recessional outwash contacts with undifferentiated pre-Fraser deposits in the vicinity of Capitol Lake, near the centerline of Budd Inlet to the north and directly overlying the fault trace, resemble a poorly decayed fault scarp with approximately 300' of relief interrupting a more conventional glacial trough (Walsh et al. 2003).

Pre-Vashon strata in the surrounding ridgelines may also suggest some level of Pleistocene offset, although the inconsistency of deposits in the region make this evidence suspect; near the centerline of the western ridge, Vashon advance outwash is underlain by earlier Fraser glaciolacustrine strata from near 100' elevation to near current sea level, while advance outwash in the eastern ridge is underlain by older sediments interpreted as Olympia interglacial (57-30 kBP) (Walsh et al. 2003). In opposition to these observations, no break has been observed in the bedrock contact in the vicinity of the fault, and the required motion of the fault is directly contradicted by Clement and others (2010) who propose a fault with similar or identical location, age, and orientation and 200m of total vertical throw, but opposite motion (Clement et al. 2010; Walsh et al. 2003). Alternative explanations for the anomaly may include subglacial fluvial incision or preferential glacial erosion within an existing structural low. Insufficient additional literature was found to support any firm conclusions, and stratigraphy in the Puget Lowland is too inconsistent to conjecture further without additional geologic study.

More recently, the area has been extensively modified by the development of the Port of Olympia; according to the National Soil Survey (2020), the property lies entirely on Xerorthents cut-and-fill derived from tidal flat material. The ridge to the west of the property is mantled by Dystric Xerochrepts and Alderwood soils, derived from Vashon advance outwash, Vashon till, and Vashon recessional outwash. (USDA NRCS 2020; Walsh et al. 2003) Older Fraser-age glaciolacustrine and possible Olympia-age interglacial deposits are exposed in a band along the unmodified shoreline to the north of the property and probably underlie most of the API, with the remainder resting on Vashon advance outwash and Holocene-age estuarine deposits (Walsh et al. 2003).

Outwash material will be gray to yellowish gray well-sorted sands, mostly fine-grained with lenses of coarser material. Pre-Vashon Fraser material will be medium gray to olive tan clayey to sandy silt with the possibility of dropstones. Older Pleistocene deposits will likely be dominated by lavender sands with scattered lamina of peat, diatomite, or gravel and will have low to very low permeability. Local bedrock, Eocene-age basalt from the Crescent Formation, is exposed in multiple locations less than 2 miles south of the API and likely lies at a depth of between 200' and 300', decreasing rapidly towards the core of the ridgeline to the west and increasing towards the centerline of Budd Inlet (Walsh et al. 2003).

The project area is in the vegetative area, commonly referred to as the western hemlock (Tsuga heterophylla) zone. Along with western hemlock, Douglas-fir (*Pseudotsuga menziesii*), and western red cedar (*Thuja plicata*), the western hemlock zone is characterized by different species of firs, alders, and maples.

Cultural Setting

Puget Sound lowland archaeology can be subdivided into three phases that include early (end of the last ice age to 5,000 years before present (B.P.), middle (5,000 to 1,000 BP), and late stages of development (1,000 to 250 BP).

Precontact Period Context

Human occupation in the Northwest Coast is believed to have begun following the retreat of glacial ice across the landscape in the Late Pleistocene. To date, the oldest indication of human occupation in Washington State appears at the Manis Mastodon Site in Sequim, which dates to approximately 13,800 years before present (B.P.) (Gustafson and Manis 1984). Here, a bone point was identified embedded in the bone of a mastodon, which provided evidence of hunting and butchering by early humans (Gustafson et al. 1979). Other early archeological sites identified in Washington State include the Clovis / Richey-Roberts Site, located in Wenatchee. Here, several large Clovis points were encountered in situ. Volcanic ash encrusted on the points was dated to about 13,000 years B.P. (Kirk and Daugherty 2007:15). Overall, these archaeological sites indicate that the earliest inhabitants of Washington State were highly mobile and relied heavily upon the large game.

The early period is characterized by an emphasis on the use of flaked stone tools included fluted projectile points, leaf-shaped points, and cobble-derived tools. Camps were frequently established along river terraces or outwash channels and exist today as near-surface scatters or shallowly buried sites.

The middle period coincides with a stabilization of the environment to something similar to today. The broad cultural patterns include a larger suite of tools, including smaller notched points and

groundstone, bone, or antler implements used for working with wood. Shell midden sites first appear during this period indicating a transition to a more maritime-based subsistence pattern.

The late period is dominated by settlement patterns along the coastline and along streams and rivers and far greater specialization of technology. Trade goods also appear, indicating extensive trade networks up and down the coast as well as with inland plateau neighbors. Salmon became a primary food source at this time as sea levels had risen, and riparian environments supported large runs of salmon and provided plentiful food.

Ethnohistoric Period Context

The API is located in the traditional territory of the Squaxin Island Indian Tribe (Spier 1936). The Squaxin had seven autonomous groups who once occupied the seven-inlet region of the southern Puget Sound and surrounding watersheds of Lower Puget Sound. Other local native groups included the Sa-He-Wa-Mish of Hammersley Inlet, the Squi-Aitl of Eld Inlet, the Sawamish/T'Peeksin of Totten Inlet, the S'Hotl=Ma-Mish of Carr Inlet, and the Noo-She-Chatl of Henderson Inlet, where the API is located. Following the Medicine Creek Treaty of 1854, these groups were combined and collectively referred to as the Squaxin Island Tribe (Foster and Ross 2007). The Nisqually Indian Tribe has also been documented as utilizing the area with their primary home range extending along both sides of the Nisqually River from its delta at the southern end of the Puget Sound to nearly 30-miles upstream (Ruby and Brown 1986:150; Suttles and Lane 1990:486).

Precontact Squaxin settlements, like other Coast Salish groups, were often located along major waterways and at heads of bays or inlets, where abundant resources of coastal and estuarine environments supported a relatively rich, diverse, and reliable subsistence base (Kopperl 2005). Coastal Salish groups typically maintained strong social ties to neighboring groups in the precontact period. Ethnographic and archaeological information indicates that local bands established permanent villages near the convergence of protective marine shoreline and freshwater drainage outlets, while temporary camps were established during the warmer months during seasonal food source gathering times. Within a 3-mile radius of the API, seven ethnographic locations have been recorded (Table 1). These are predominantly made up of geographic location place names (Waterman 2001).

Table 1. Ethnographic Locations within a 3-mile radius of the API (n=7).

Location	Waterman Orthography	Waterman Translation	Lushootseed Orthography	Lushootseed Translation	Proximity to API
Budd Inlet: a place in Butler's Cove	Blsq! a'xls	None	bəq̓ax̌is	Uncovered place	2.86 miles
Budd Inlet: a place on the shoreline on the south side of Butler's Cove	Wedwa'a[3]	Cougar	wəwaʔ	cougar	2.85 miles
Budd Inlet: a creek on the western shore where the present western boat channel has been dredged	SqwExlo' x	None	--	--	1.88 miles
Budd Inlet: a small promontory	QwEla' iutsid	Mouth of a creek where there is spray	--	--	1.01 miles
Budd Inlet: a small promontory north of the mouth of Percival Creek	Xweuq!quaku-dup	Where there are white shells on the ground	x̌ʷiqʷəqʷaʔkʷə-dup	White ground	4200 feet
Budd Inlet: Percival Creek	QeXe' bld	Lots of clawing	qa x̌ibəd	Lots of clawing	0.50 miles
Budd Inlet: the falls in the Deschutes river at Tumwater	SpEkwa'L	cascade	--	--	2.78 miles

Historic Period Context

Spanish explorers first visited the Puget Sound area in the early 1600s, and the area was later explored in part by Captain James Cook in the 1700s. European discovery of the far inland portions of the southern Puget Sound occurred in 1792 by Captain George Vancouver, who explored Admiralty Inlet Hood Canal and other areas throughout Puget Sound (Crowley 2003). Not long after European discovery, England established fur trading posts through the Hudson Bay Company, capitalizing on the high demand for beaver pelts and enlisting the services of local Native American trappers. The Nisqually Delta hosted two Hudson Bay Company forts and one associated village. Fort Nisqually was a pastoral and agricultural branch of the Puget Sound Agricultural Company (a subsidiary of the Hudson Bay Company) and shipped supplies to England and other fort establishments (Stilson 2003).

The Donation Land Claim Act of 1850 encouraged non-native settlement in Oregon Territory through 1855, granting up to 640 acres to married couples. The first settlers to arrive in what would become Olympia were Edmund Sylvester and Levi Lathrop Smith, who platted the townsite of Olympia in 1850. Olympia was named the capital of the Washington Territory in 1853, and the local economy relied on timber, maritime trade, and agriculture.

As non-native settlements increased, native settlements were drastically affected. In 1854, negotiations between the Squaxin, the Nisqually, the Puyallup, and the United States government led to the abandonment of most of the southern Puget Sound villages and required the relocation of tribal members to one of three reservations: Puyallup, Muckleshoot, and Squaxin Island (Ruby and Brown 1986). The Medicine Creek Treaty dissolved Indian title to their traditional lands, and by 1855-1856, the federal government used military force to contain the Nisqually, Puyallup, and Squaxin to their reservation lands. Chief Leschi and Quiemuth refused to sign the treaty after learning that the Nisqually reserve was to be established west of the delta and not on the river where people could fish and initiated the Treaty War of 1855 (Carpenter et al. 2008).

During this period, internment camps were established on Fox Island and Squaxin Island. The war ended when Territorial Governor Isaac Stevens agreed to establish reservation lands along the rivers of both the Nisqually and Puyallup and requested that Indian warriors return to the area, which resulted in the hanging of Chief Leschi and murder of Quiemuth. Soon after, a large portion of the reservation was condemned by the U.S. Army for the development of military installations (later to become Fort Lewis), and many displaced Nisqually were forced to relocate to foreign lands on the Quinault River and the Puyallup, Skokomish, and Chehalis reservations, as much of the reservation land remaining had already been divided and allotted into family units (Carpenter et al. 2008).

Bureau of Land Management Donation Land Claim (DLC) records show that the entirety of the project area is included in a DLC granted to Moses Hurd in 1857 under Washington Land Claim 59, in Township 18 North, Range 02 West, Sections 8, 9, 10, pages 172-173 (DOI 2020). By 1864 the land on which the project is located was owned by JM Hurd and John B Dickerson. However, the land was most profoundly altered by later industrial and railroad use.

From 1869 to 1874, Olympia was vying for the choice as the Puget Sound transcontinental railroad terminus. Northern Pacific Railroad Company chose Tacoma instead, leaving Olympia in a shaky economic position. With Tacoma becoming the prime port in the Puget Sound and talks about moving the capital elsewhere, Olympians decided to take matters into their own hands and constructed the Olympia and Tenino railroad through volunteer labor, connecting the Northern

Pacific Railroad in Tenino to Tumwater before it ran along the western shore of Capitol Lake, with the main depot near the 4th Avenue crossing of Budd Inlet, approximately 5000 ft south of the project area (O'Connell 2020).

The effort to build the railroad took years, starting with three separate attempts to start a company to fund the construction. However, after several financial failures and complications, the city asked locals to aid with the effort. With a combination of volunteer labor, immigrant labor, and hired labor, the road was graded, and tracks laid. The rail line was in use until it was passed to the Northern Pacific and decommissioned sometime after 1900 (Miller 1925).

Located immediately to the west of the former depot situated at the western end of the 4th Avenue Bridge is the Iverson House, built by Frederick R. Brown, the president of the Olympia & Tenino Railroad Company. Brown was an early pioneer and involved in railroads and logging in the area. The railroad passed behind his house on pilings and ran north straight through the project area (Olympia Historical Society, 2014). Some of the pilings and the berms constructed for the railroad still exist within West Bay Park and have been turned into an interpretive trail (J.A. Brennan Associates 2019). At a later date, a connecting railroad passed north through the project area where a more recent rail dock was built.

By the early 20th century, the advent of the automobile drastically changed the development of Olympia. Following the 1956 Federal-Aid Highway Act, which created the Interstate Freeway system, Olympia became the hub of two major roadways: The Pacific and Olympic State Highways. These main corridors (north-south and east-west) met in downtown Olympia at Fourth and Main (now Capitol Way).

As dependency on the automobile grew, many businesses along 4th Avenue were rebuilt into auto-related operations until 1958 when the Highway 99 corridor (now Old Highway 99) was rerouted. This resulted in many of the auto-related consumer economies disappearing. By the 1970s, Olympia underwent another substantial growth and changed with new modern buildings for commercial institutions and improvements to infrastructure as dependency on the automobile grew.

Property History

The project area was claimed under the Donation Land Claim Act, in 1857, by Moses Hurd (Figure 3) and remained in his family until at least 1864 (DOI 1864). By the late 1800s, timber harvesting had become the dominant industry on the South Sound, and by the 1890s, numerous sawmills were built along the western and eastern shores of Budd Inlet.

The project property has been used for industrial processing, and it progressed from railroad infrastructure to timber processing in the 1800s. In 1854 only the western portion of the property was above the waterline. By 1924 (Sanborn Map Company) the western upland portion was developed by the Henry McCleary Timber Company. It included offices, sawmills, auto garages, planers, lumber platforms, a blacksmith, an oil house, engine rooms, and a wood bin. Conveyor systems connected a small island to the east of the uplands area labeled "refuse fire" (Pioneer 2020: 3-7).

By 1934 the property housed the Olympia Harbor Lumber Company, Olympia Towing Company, and West Side Log Dump. The previous industrial structures had been removed and rearranged. As shown in a 1937 topographic map, two rail spurs entered the project area by at least 1937 (Pioneer 2020, Pages 3-7).

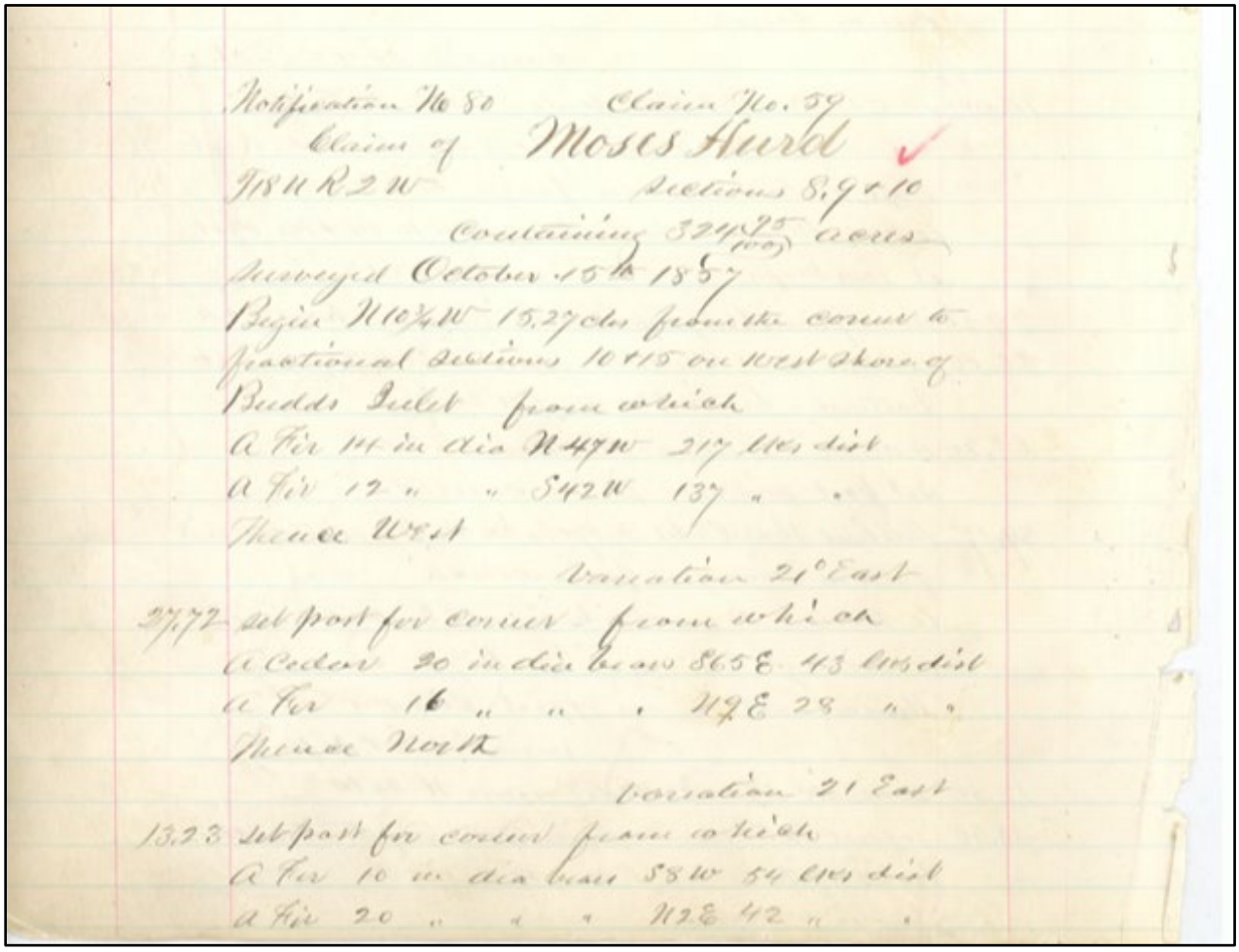
Notification No 80 Claim No. 59
Claim of Moses Hurd
T18N R2W Sections 8, 9 & 10
Containing 324.25 (100) acres
Surveyed October 15th 1857
Begin N10¾W 15.27 chs from the corner to
fractional Sections 10 & 15 on West shore of
Budds Inlet from which
a Fir 14 in dia N47W 217 lks dist
a Fir 12 " " S42W 137 " "
Thence West
Variation 21° East
27.77 set post for corner from which
a Cedar 20 in dia bears S65E 43 lks dist
a Fir 16 " " " N7E 28 " "
Thence North
Variation 21 East
13.23 set post for corner from which
a Fir 10 in dia bears S8W 54 lks dist
a Fir 20 " " " N2E 42 " "

Figure 3. 1857 Donation Land Claim for Moses Hurd for the lands comprising the project area.

Between 1951 and 1973, the property remained associated with the Olympia Towing Company and West Side Log Dump. By 1973 the Hardel Mutual Plywood Corporation developed a factory and other structures on the property. Hardel Mutual Plywood Corporation continued development, expanding the property into Budd Inlet until 1996 when a severe fire occurred on the property. All but the foundations and an inactive rail line remained after the structures were razed (Pioneer 2020). The property was investigated and impacted soil and groundwater was removed and backfilled with clean material and covered with crushed concrete. It has remained vacant since (Pioneer 2020).

Previous Cultural Resources Studies and Sites

ATCRC reviewed records located in the DAHP's WISAARD database to determine if any archaeological sites, historic sites, cemeteries, and/or inventoried historic properties have been previously recorded in the project area. Information provided by WISAARD indicates that 24 cultural resource surveys were completed within a one-mile radius of the API (Table 2), and no cultural resource surveys have been performed within the project area. Fifteen archaeological sites (Table 3) and 13 registered historic structures have been previously documented within a one-mile radius of the project area (Table 4).

Table 2. Previously conducted cultural surveys within a one-mile radius of the APE.

NADB No.	Citation	Title (Date)	Findings	Distance from APE
1693096	Beckner (2019)	FINAL-Cultural Resource Inventory for the Franklin St. & Legion Way S.E. Improvements, City of Olympia, Thurston County, Washington	No further action is required.	0.78 miles
1692607	Van Galder (2018)	Archaeological Survey of Priest Point Park, Olympia, Washington	Further investigations are needed, and the area should be avoided with ground-disturbing activities.	0.94 miles
1691687	Amell (2018)	Cultural Resource Assessment of the Columbia Place Development Project, Thurston County, Washington	No further action is required.	0.61 miles
1691630	Amell (2017)	Cultural Resource Assessment for the Views on 5th Development Project Olympia, Thurston County, Washington	Recommended adopting an IDP.	0.80 miles
1690208	Kramer (2018)	A Cultural Resources Assessment for the Woodruff Park Sprayground Project Olympia	No further action is required.	0.63 miles
1689854	Munsell (2017)	NRCS Cultural Resources Survey for the Garden Raised Bounty Project, EQIP 2017 Project, Contract No. 7405461713	No further action is required.	0.85 miles
1687399	Dellert (2015)	Cultural Resources Inventory for the East Bay Drive NE Stormwater Retrofit Project, City of Olympia (2015)	No further action is required.	0.92 miles
1686682	Hudson (2008)	Preliminary Cultural Resource Assessment for the Percival Landing Major Rehabilitation Project, Olympia	Recommended completing assessment when project plans are finalized.	0.54 miles
1684590	Chambers (2014)	Cultural Resources Assessment for Intercity Transit's Olympia Center Expansion Project, Olympia	No further action is required.	0.75 miles
1684210	Van Galder (2013)	Archaeological Monitoring for the Port of Olympia's Security and Surveillance Project, Olympia	No further action is required.	0.46 miles
1683926	Major (2013)	Archaeological Inventory Survey Report Mission Creek Restoration Project, City of Olympia	No further action is required.	0.92 miles
1683380	Pineyard (2013)	Olympia #SE03XC301, 410 5th Ave W, Olympia	Historic structures survey.	0.95 miles
1683023	Pineyard (2011)	Letter to John Estrem RE: Olympia #11537 Antenna Installation, 325 Washington Street NE, Olympia	Historic structures survey.	0.74 miles

NADB No.	Citation	Title (Date)	Findings	Distance from APE
1680153	Diveley (2010)	SR 520, 1-5 to Medina: Bridge Replacement and HOV Project; Archaeological Monitoring Report for Geotechnical and Environmental Testing at the Port of Olympia and Port of Tacoma, Washington	Monitoring recommended.	0.46 miles
1353977	Valentino (2009)	Cultural Resources Assessment for the Percival Landing Major Rehabilitation Project, Section A (2009)	Monitoring recommended.	0.74 miles
135889	Trautman (2008)	Cultural Resources. Survey Report Port of Olympia Intermodal Infrastructure Enhancement Project Washington State Department of Transportation Thurston County, Washington	No further action is required.	0.54 miles
1352490	Valentino (2008)	Cultural Resources Assessment of West Bay Park, Phase I	Monitoring recommended.	0.37 miles
1350074	Stevenson (2001)	Historic Survey Report, City of Olympia High-Density Corridors I and II, East and West Olympia	No further action is required.	
1349586	Smits (2007)	Archaeological Survey for the BNSF Olympia Abandonment Project, Olympia	No further action is required.	0.1 miles
1345716	Murphy (2000)	Letter to Tom DeLaat Regarding Archaeological Assessment of the Proposed LOTT Southern Connection Project Changes in Alignment	No adverse effects.	1 mile
1345689	Murphy (2000)	Letter to Tom de Laat Regarding LOTT Capitol Lake Pump Station Upgrade, Pipeline Auger Monitoring and Assessment of Four Additional City Blocks in Downtown Olympia (2000)	No adverse effects.	0.81 miles
1345630	Robbins (1997)	Field Reconnaissance for the Proposed LOTT Capitol Lake Pump Station Upgrade Project	No adverse effects.	0.79 miles
1344804	Murphy (2003)	FINAL: Deschutes Parkway Earthquake Repair Project Archaeological Resources Monitoring Report	Monitoring summary.	0.82 miles
1340573	Murphy (2002)	Letter to Tom de Laat Regarding LOTT Contract 4, Areas Recommended for Archaeological Monitoring	No adverse effects.	0.75 miles

Table 3. Archaeological sites previously recorded within a one-mile radius of the APE.

Citation	Smithsonian Number	Site Name	Findings	Eligibility	Distance from APE
Lewarch and Murphy (2020)	40881	Si Aub Steh-Chass 010920	Precontact habitation/trade route terminus, waterlogged beachfront of shell midden site.	Potentially Eligible	0.94 miles
Kelly (2019)	45TN00511	Historic Bottle Dump	Historic bottle dump	Unknown	1 mile
Jolivette (2018)	45TN00500	Historic Dock Remains	Historic structure.	Eligible	0.91 miles
Jolivette (2018)	45TN00498	Shell Midden	Shell midden.	Unknown	0.98 miles
Jolivette (2018)	45TN00450	Mission Spit Site	Historic scatter, ca. 1848-1885.	Unknown	0.95 miles
Christopherson (2012)	45TN00440	West Bay Log Booming	16 Creosote wood dolphins, nine single creosote wood piles, cable, ca 1939-1990s.	Eligible	0.48 miles
Christopherson (2012)	45TN00441	Industrial Petroleum Piles	Industrial petroleum piles, creosote wood piles, wood crossbeam, ca. 1950-1990.	Eligible	0.26 miles
Christopherson (2012)	45TN00442	Reliable Steel	Creosote wood pile, ca. 1941-1970.	Eligible	0.22 miles
Stevenson (2008)	45TN00380	Garfield Creek Shell Midden	Shell midden.	Unknown	0.55 miles
Valentino (2008)	45TN00381	Tumwater Lumber Mill	Historic pilings, machinery foundation, cribbing, and dock infrastructure, building foundation debris, landscaping, burner platform ca. 1924.	Eligible	0.39 miles
Cole (2002)	45TN00250	Fourth Avenue Bridge Historic Dump	Fourth avenue bridge historic dump, shell midden & historic refuse ca. the 1880s – 1900.	Unknown	0.99 miles
Liddle (2000)	45TN00238	Historic Structural Remains	Wooden structures and pilings ca. 1920s.	Eligible	1 Mile
Liddle (2000)	45TN00239	Historic debris scatter	Household refuse, glass bottles, ceramic fragments, cans, shoes, bricks, ca. 1900s.	Eligible	0.96 miles
Harvey (1985)	45TN00201	Percival's Dump	Ceramic bottles & fragments, liquor & medicinal shaped bottles, cut animal bones, ash, metal nails & stove parts.	Eligible	1 mile
Wessen (1984)	45TN00115	Shell Midden	Shell midden, ccs flakes, FCR, charcoal, bone, chopper, historic debris.	Unknown.	0.90 miles

Table 4. Registered historic properties within a one-mile radius.

Smithsonian Number	Name	Location	Type	Register Type	Build Date	Distance from APE
45TN00297	Zeigler's Welding and Hitch Shop, Inc	322 North Capito Way, Olympia	Commercial	Washington Heritage Register	1910	0.73 miles
45TN00307	The Daily Olympian Building	103 East State, 120-122 North Capitol Way, Olympia	Commercial	Washington Heritage Register	1930	0.83 miles
45TN00311	Security Building – Olympia	203 East Fourth, Olympia	Commercial	National Register	1926	0.92 miles
45TN00299	Sand Man (Tug Boat)	Percival Landing, Olympia	Boat	National Register	1908	0.75 miles
45TN00303	Olympia National Bank	422 South Capitol Way, Olympia	Commercial	National Register	1914	0.92 miles
45TN00192	Olympia Downtown Historic District	Roughly bounded by State Avenue on the North, 8th Avenue on the South, Columbia Street on the West and Franklin Street on the East, Olympia	Historic District	National Register		0.78 miles
45TN00112	Old Olympia City Hall	West State Street and North Capitol Way, Olympia	Government	Washington Heritage Register	1912	0.80 miles
45TN00108	Mottman Building	101-105 North Capitol Way, Olympia	Commercial	National Register	1884; 1910	0.84 miles
45TN00276	Meyer House	1136 East Bay Drive, Olympia	Residence	National Register	1910	0.93 miles
45TN00093	Lane, George B., House	1205 West Bay Drive, Olympia	Residence	Washington Heritage Register	1891	300 feet
45TN00302	Jeffers Studio	500 and 502 South Washington, Olympia	Commercial	National Register	1913	0.75 miles
45TN00092	Giles, Charles, House	727 West Bay Drive, Olympia	Residence	Washington Heritage Register	1885	0.20 miles
45TN00343	Georgia-Pacific Plywood Company Office	600 Capitol Way North, Olympia	Commercial	National register	1952	0.63 miles

Smithsonian Number	Name	Location	Type	Register Type	Build Date	Distance from APE
45TN00306	Capitol Theater and Office Building	202-206 East Fifth and 400 South Washington, Olympia	Commercial	Washington Heritage Register	1924	0.96 miles
45TN00494	Capital Savings and Loan Association	425 Franklin Street, Olympia,	Commercial	National Register	1963	0.96 miles
45TN00305	Capital National Bank Building	402 South Capitol Way, Olympia	Commercial	Washington Heritage Register	1923	0.86 miles
45TN00304	Barnes Building – Knights of Pythias	211 West 4th Ave, Olympia	Social	Washington Heritage Register	1911	0.84 miles
45TN00312	American Legion Hall – Olympia	219 West Legion Hall, Olympia	Social	National Register	1921	0.94 miles

Cultural Resources Expectations

The API is situated on previously disturbed land that was historically used for industrial and railroad purposes. Based on the engineering plans of the proposed project, there are remains of train platform edges and the supports for a gas tank but no other structures. Cleanup activities and deep excavations related to hazardous materials remediation removed or otherwise destroyed all the industrial structures and materials. If cultural resources remain in subsurface contexts within the project area, they are will likely be limited to materials associated with the historic period sawmill and subsequent wood products manufacturing.

Field Investigations

Field investigation consisted of a visual reconnaissance survey of the API, which included extensive photographic documentation of ground covering and any visible concrete structures. Visual reconnaissance included inspecting the API for evidence of cultural resources and any existing structures.

Pedestrian Survey

A pedestrian survey of the API was conducted on June 17, 2020, by ATCRC Cultural Resource Specialist Nicholas de Vry. The pedestrian survey consisted of surveying the API in its entirety and photography of all features. The property is a wide promontory next to a lot with two industrial sheds. It is primarily covered with a concrete pad (Figure 5) and a concrete roadway and utilities along the water line to the east and north (Figure 6), with a concrete deck overlooking the semi-buried railway alignment at the western edge (Figure 7). The central area of the API has been excavated and covered with crushed concrete (Figure 8; Figure 9). A row of historic period pilings and rectangular concrete support are visible partially submerged east of the API are likely the remains of a pier (Figure 10). Figure 11 provides an overview of the area in which previous remediation excavations occurred and areas covered in concrete pads and crushed concrete.

Figure 4. View west, over concrete pad.

Figure 5. View of common utilities present in API.

Figure 6. View south along the rail platform on the east edge.

Figure 7. View southeast along waterline showing gravel slope with old pilings in adjacent property.

Figure 8. View south over crushed concrete and concrete pads.

Figure 9. View northeast at historic pilings a concrete pier support connected to the parcel at low tide.

Figure 10. Map showing the extent of previous disturbance and ground covering across the API.

Results and Recommendations

Historical background research provided information about the range of historic period industrial activities that occurred on this parcel from the 19th century through its final use as a plywood manufacturing facility ending with its closure in 1991, The property was subsequently investigated to evaluate contaminants resulting from past industrial uses. The entire parcel has undergone environmental remediation activities that resulted in significant removal of subsurface sediments across much of the parcel. The pedestrian survey of the current parcel showed that no surface-level cultural resources exist within the API. Concrete pads still exist on the property and could retain historic fill or native deposits under them. Upright supports of a historic period pier are visible east of the API with large portions that are submerged at high tide levels but are not part of the current project development plan.

Due to the complete historical period disturbance from past industrial use and the significant disturbance caused by recent environmental remediation activities in the API, ATCRC recommends that no NRHP-eligible resources will be affected and that the project be allowed to proceed as planned under the guidance and monitoring of a professional archaeologist as requested by the City of Olympia. The City had requested that professional archaeological monitoring be conducted during ground-disturbing construction activities. A Monitoring and Inadvertent Discovery Plan (MIDP) is attached in Appendix A.

No cultural resources study can wholly eliminate uncertainty regarding the potential for prehistoric sites, historic properties, or TCPs associated with a project. The information presented in this report is based on professional opinions derived from our analysis and interpretation of available documents, records, literature, and information identified in this report and on our reconnaissance-level field investigation and observations as described herein. Conclusions and recommendations presented apply to project conditions existing at the time of our study and those reasonably foreseeable. The data, conclusions, and interpretations in this report should not be construed as a warranty of subsurface conditions described in this report. They cannot necessarily apply to site changes of which ATCRC is not aware and has not had the opportunity to evaluate.

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Appendix A: Monitoring and Inadvertent Discovery Plan

Archaeological Monitoring Plan for the West Bay Yards Project

Project Description

West Bay Development Group LLC intends to construct a residential and commercial property on previously developed Thurston County Tax Numbers 72600200100 and 91013100000, at 1210 West Bay Dr. NW, Olympia, Thurston County, WA (DLC No 59, Township 18 North, Range 2 West). The proposed development will impact the entirety of the 7-acre parcel. Excavation impacts to the parcel are expected to extend at least 12 inches across the site and to a maximum of 20 feet below the ground surface in places.

Project Background

The proposed project will occur in three phases, and the plans and design are currently preliminary. The preliminary proposal is to excavate and construct an underground parking structure and then construct a mixed-use space that will include commercial and residential facilities. The project is subject to the State Environmental Policy Act (SEPA), and a SEPA application will be forthcoming and submitted to the City of Olympia for review. The project may also require future United States Army Corps of Engineers (USACE) permitting, thereby requiring compliance with Section 106 of the National Historic Preservation Act (NHPA). According to the state predictive model, the project area is considered a very high probability for encountering precontact archaeological sites, based on environmental factors and regional archaeological site patterning. ATCRC was contracted by the developer to conduct a desktop review and produce a MIDP. Per the Washington State Standards for Cultural Resources Reporting, a cultural resource desktop review was completed.

Regulatory Context

The City of Olympia requires that cultural resources be protected from damage during construction or development activities. A desktop review of cultural resource probability was completed before the production of this Monitoring and Inadvertent Discovery Plan, at the request of the City of Olympia, the Squaxin Island Tribe, and the Nisqually Indian Tribe to meet the requirements of the site permit review.

Per the City of Olympia Comprehensive Plan, the City prioritizes the protection and evaluation of historic and archaeological sites and seeks to preserve those elements of the community which is unique to Olympia or exemplifies its heritage. The City of Olympia requires that cultural resources, defined as archaeological materials or human remains, be protected from damage during construction or development activities (Olympia Municipal Code 18.12.140A).

In addition, the State of Washington requires compliance with the cultural resources management laws and regulations under the Revised Code of Washington (RCW) 27.53 Archaeological Sites and Resources, RCW 27.44 Indian Graves and Records, and RCW 68.50.645 Skeletal Human Remains—Duty to Notify. The latter regulation provides a strict process for notification of law enforcement and other interested parties in the event of the discovery of any human remains, regardless of inferred cultural affiliation.

Archaeological Monitoring Expectations

Prior to the completion of this MIDP, a desktop review was conducted for the project area, and the information collected for that review was considered during the development of this MIDP. The DAHP archaeological predictive model indicates there is a very high risk for encountering precontact archaeological resources in the project area, and the study of the local landform and

history indicates the probability for encountering precontact- and historic-period archaeological resources is high at this location.

The potential for precontact period archaeological sites is high. The original landform that was historically modified for railroad, logging, and industrial processes was a prime location for precontact habitations and middens similar to those associated with Steh-chass. Although no precontact archaeological resources have been recorded in the immediate vicinity of the project, the impervious surfaces and degree of development have limited access to the Late Holocene shoreline, where archaeological deposits are likely to be found. The long-term Steh-chass occupation, as well as short-term camps and shellfishing activities, occurred across the Olympia peninsula as late as the 1850s. Coast Salish people lived and worked on Budd Inlet's shorelines through at least the 1880s.

The potential for historic-period archaeological sites associated with the historic industrial development of Budd Inlet is high. Although the site has undergone extensive excavations and disturbance during multiple periods of industrial development and environmental remediation, the modern expression of the landform is historic; many areas of the site have the potential to preserve historic archaeological deposits, particularly those associated with the historic sawmill and wood manufacturing. Later period concrete foundations have capped mush of the site, and the precise degree of subsurface disturbance associated with later development is unknown.

The potential for site preservation due to both environmental and cultural factors should be considered moderate for the project vicinity and the location on the natural shoreline and the degree of development potential to preserve archaeological deposits and materials. Further, substantial fill events may have encapsulated any late precontact to early historic period archaeological features that may exist on the property.

Archaeological Monitoring Methodology Plan

The City of Olympia standard Inadvertent Discovery Plan was consulted prior to the development of the Monitoring and Inadvertent Discovery Plan for this project. Archaeological monitoring is to be conducted for all project excavation work with the potential to impact cultural resources. The Project Archaeologist will work with the earthworks contractor to develop a monitoring process that affords the opportunity to closely monitor potential impacts to cultural resources and allows productivity of project construction work. The monitoring process and IDP will be discussed with on-site project staff to prevent work stoppages and communication errors. In the event that archaeological materials or human remains are encountered, the project Inadvertent Discovery Plan will be followed. A daily monitoring log will be maintained by the cultural resource monitor, to include photographs of work areas and descriptions of excavation areas and soil/sediment profiles.

The cultural resource monitor may expressly direct aspects of ground-disturbing work to proceed without continuous archaeological monitoring if the Project Archaeologist has determined these activities do not have the potential to impact cultural resources. These may include:

- The replacement, staging, or loading of materials that have already been closely monitored by the cultural resource monitor and reported to the Project Archaeologist;
- Staging of equipment on, or minor surficial impacts to fill which has been determined to be modern (<50 years old), or to materials which have already been inspected by the cultural resource monitor and reported to the Project Archaeologist.

Tribal Notification

The Project Archaeologist will notify the Nisqually Indian Tribal Historic Preservation Officer and the Squaxin Island Tribe Archaeologist and/or delegated cultural resources monitoring staff of scheduled project ground-disturbing activities to allow staff to monitor ground-disturbing activities. The Project Archaeologist will also notify these offices if cultural resources are discovered during excavation activities and ensure that the find is protected until staff has had a reasonable opportunity to examine the find.

Archaeological Monitor Qualifications

Project ground-disturbing activities are to be monitored by a cultural resource monitor and Project Archaeologist under the supervision of a Principal Investigator, who is a Secretary of the Interior qualified Archaeologist.

Monitoring Memo Production

Once archaeological monitoring is complete, a monitoring report will be prepared and submitted to the City of Olympia, the Washington State Department of Archaeology and Historic Preservation, the Nisqually Indian Tribe, and the Squaxin Island Tribe. The report will contain a daily log detailing archaeological monitoring and summarize the findings of the archaeological monitoring.

Plans and Procedures for the Inadvertent Discovery of Cultural Resources and Human Skeletal Remains

Introduction

The following Inadvertent Discovery Plan (IDP) outlines procedures to follow, in accordance with city, state, and federal laws, in the event that archaeological materials or human remains are discovered during construction.

Recognizing Cultural Resources

A cultural resource is an object, site, building, or structure that is or may be eligible for local, state, or national registers. These resources are typically more than 50 years old and could be precontact or historic. Examples include:

- An accumulation of shell, burned rocks, or other food-related materials
- Bones or small pieces of bone,
- An area of charcoal or very dark stained soil with artifacts,
- Stone tools or waste flakes (i.e. an arrowhead, or stone chips),
- Clusters of tin cans or bottles, logging or agricultural equipment that appears to be older than 50 years,
- Buried railroad tracks, decking, or other industrial materials.

When in doubt, assume the material is a cultural resource.

On-Site Responsibilities

STEP 1: STOP WORK. If any employee, contractor, or subcontractor believes that he or she has uncovered a cultural resource at any point in the project, all work in the immediate area of the discovery must stop (typically a 10-foot radius but depends on site conditions). The discovery location should be secured at all times.

STEP 2: NOTIFY MONITOR. If the archaeological monitor for the project is on-site, notify that person. If there is a monitoring plan in place, the monitor will follow its provisions. If there is not a monitor on-site contact the archaeological monitor or Principal Investigator.

STEP 3: NOTIFY PROJECT MANAGEMENT. Contact the Project Manager:

If you can't reach the Project Manager, contact the project's alternate point of contact:

Project Manager:	Alternate Contact: Principal Investigator:
West Bay Development Group LLC Brandon Smith Cell: 253-720-2813	Sarah Amell Office: 360-754-2208 Cell: 360-359-6701 Sarah@AquaTerraCRC.com

The Project Manager or the designated Alternate Contact will make all other calls and notifications. If human remains are encountered, treat them with dignity and respect at all times. Cover the remains with a tarp or other materials (not soil or rocks) for temporary protection in place and to shield them from being photographed. Do not call or speak with the media about the remains specifically.

Further Contacts and Consultation

A. Project Manager's Responsibilities:

Protect Find: The Project Manager is responsible for taking appropriate steps to protect the discovery site. All work will stop in an area adequate to provide for the total security, protection, and integrity of the resource. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. Work in the immediate area will not resume until treatment of the discovery has been completed following provisions for treating archaeological/cultural material as outlined in this document.

Direct Construction Elsewhere On-site: The Project Manager may direct construction away from cultural resources to work in other areas prior to contacting the concerned parties.

Contact the Department of Archaeology and Historic Preservation (DAHP): If the DAHP has not yet been contacted, the Project Manager will do so or coordinate with the Project Archaeologist to do so.

Identify Find: The Project Manager will ensure that a qualified professional archaeologist examines the find to determine if it is archaeological. This will either be an archaeological consultant hired by the project or staff from DAHP.

- If the discovery is determined not archaeological, work may proceed with no further delay.
- If the discovery is determined to be archaeological, the Project Manager will continue with notification.
- If the discovery is human remains or funerary objects, the Project Manager will ensure that the DAHP State Physical Anthropologist examines the find. If the discovery is determined to be human remains, the procedure described in Section 5 will be followed.

Notify Project and Agency Contacts: The Project Manager, or Project Archaeologist as directed, will contact the involved federal or permitting agencies. The lead agency should contact the DAHP and interested and affected Tribes.

Project Contacts

Agency Contacts

Lead Agency: City of Olympia

Marygrace Goddu
Historic Preservation Officer
306.753.8031

Department of Archaeology and Historic Preservation

Stephanie Jolivette
Local Government Archaeologist
360.586.3088 office
360.628.2755 cell

Project Contacts

Project Proponent

West Bay Development Group, LLC
Brandon Smith
Cell: 253-720-2813

Contractor

Tribal Contacts

Squaxin Island Tribe, Cultural Resources Department

Shaun Dinubilo, Archaeologist
360.432.3998 office
360.870.6324 cell

Confederated Tribes of the Chehalis Indian Reservation, Tribal Historic Preservation Office

Dan Penn
Tribal Historic Preservation Officer
360.709.1747

Nisqually Indian Tribe, Tribal Historic Preservation Office

Brad Beach
Interim Tribal Historic Preservation Officer
360.456.5221 ext 1277 office
360.528.0680 cell

Proceeding with Work

Under the direction of the Project Archaeologist or Lead Agency, project work outside of the discovery location may continue while documentation and assessment of the cultural resources proceed. A professional archaeologist must first determine the boundaries of the discovery location. Work may continue at the discovery location only after the process outlined in this plan is followed, and the Lead Agency, DAHP, and any affected Tribes determine that compliance with state and federal law is complete.

Documentation of Archaeological Materials

Archaeological deposits discovered during project activities will be assumed eligible for inclusion in local, state, and national preservation registers until a formal determination of eligibility is made. Project staff will ensure the proper documentation and field assessment will be made of any discovered cultural resources. In consultation, the Lead Agency, DAHP, and the Tribes will determine the appropriate level of documentation and treatment of the resource.

All precontact and historic cultural material discovered during project activities will be recorded by a professional archaeologist on a cultural resource inventory form using standard and approved

techniques. Site overviews, features, and artifacts will be photographed; stratigraphic profiles and soil/sediment descriptions will be prepared for subsurface exposures. Discovery locations will be documented in on-site plans and site location maps.

Following the development of a research design, cultural features, horizons, and artifacts detected in buried sediments may require further evaluation using hand-dug test units. Units may be dug in a controlled fashion to expose features, collect samples from undisturbed contexts, or to interpret complex stratigraphy. A test excavation unit or small trench might also be used to determine if an intact occupation surface is present. Test units will be used only when necessary to gather information on the nature, extent, and integrity of subsurface cultural deposits to evaluate the site's significance.

Spatial information, depth of excavation levels, natural and cultural stratigraphy, presence or absence of cultural material, and depth to sterile soil, regolith, or bedrock will be recorded for each probe on a standard form. Test excavation units will be recorded on unit-level forms, which include plan maps for each excavated level, and material type, number, and vertical provenience (depth below surface and stratum association where applicable) for all artifacts recovered from the level. A stratigraphic profile will be drawn for at least one wall of each test excavation unit.

Sediments excavated for purposes of cultural resources investigation will be screened through 1/8-inch mesh, unless soil conditions warrant ¼-inch mesh. All prehistoric and historic artifacts collected from the surface and probes and excavation units will be analyzed, cataloged, and temporarily curated. A technical report describing the cultural resource discovery and any archaeological excavations will be provided to the Lead Agency, who will forward the report for review and delivery to DAHP, the Tribes, and other concerned agencies.

Special Procedures for the Discovery of Human Skeletal Material

Any human skeletal remains, regardless of antiquity or ethnic origin, will at all times be treated with dignity and respect.

If the project occurs on federal lands (e.g., national forest or park, military reservation) or Indian lands (e.g., reservations, allotments, communities), the provisions of the Native American Graves Protection and Repatriation Act of 1990 apply, and the responsible federal agency will follow its provisions. Note that state highways that cross federal and Indian lands are on easements and are not owned by the state.

If the project occurs on non-federal lands, it will comply with applicable state laws, and the following procedure:

A. Notify Law Enforcement Agency or Coroner's Office:

In addition to the actions described in Sections 3 and 4, the Project Manager will immediately notify the local law enforcement agency or coroner's office. The coroner (with the assistance of law enforcement personnel) will determine if the remains are human, whether the discovery site constitutes a crime scene, and will notify DAHP.

Participate in Consultation:

Per RCW 27.44.055, RCW 68.50, and RCW 68.60, DAHP will have jurisdiction over non-forensic human remains.

C. Further Activities:

- Documentation of human skeletal remains and funerary objects will be agreed upon through the consultation process described in RCW 27.44.055, RCW 68.50, and RCW 68.60.
- When consultation and documentation activities are complete, construction in the discovery area may resume as described in Section 7.

Human Remains Discovery Contacts

Thurston County Coroner
Gary Warnock
Thurston County Coroner 360.867.2140

City of Olympia Police Department
360.753.8300

State Physical Anthropologist
Guy Tasa
Department of Archaeology and Historic Preservation
360.586.3534 office
360.790.1633 cell
0600-1630, Monday to Thursday

Assistant State Anthropologist
Juliette Vogel
Department of Archaeology and Historic Preservation
360.586.3075 office
360.890.2633 cell
0900-1730, Monday to Thursday

Examples of Cultural and Historic Resources Addressed in this IDP

Stone Tools and Tool-Making Materials

Notice the regular chips around edges ("flaking") and the unusual shapes of the stone.

Note unusual shapes, perforations, and other carvings, regularity of modifications, and smooth surfaces.

Bone & Shell Objects

Look for unusual shapes for bone or shell, smooth surfaces, evidence of carving, and other modifications to create tools.

Watch for tubular shapes, perforations, and evidence of other carvings.

Collections of Shells ("Middens") and Stones

Notice accumulations of shells, often dense, and sometimes found with dark, black soil.

Watch for unusual accumulations of rocks, often into shapes (piles or camp-fire rings) and sometimes containing charcoal, burnt-looking soil, and accumulations of shells, bones, and artifacts.

Historical Structures and Objects

Look out for building materials and structural features that are 50 years old or older, such as foundations, walls, wells, and privies (holes associated with outhouses).

Watch for old infrastructure like wooden and iron pipes and street gutters, wooden, stone, or concrete sidewalks, and bricked or early tarmacked/paved roadbeds.

Look out for collections of old ceramics, bottles, and other household items.

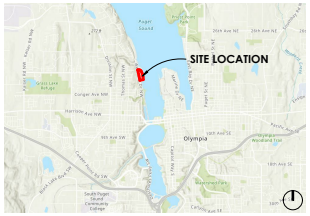
Potential Human and Animal Remains

Watch for animal bones, especially those that look charred or are found alongside other artifacts, as well as human remains.

Photo examples courtesy of the Washington Department of Fish & Wildlife's Inadvertent Discovery Plan, 2018.

Appendix B: Preliminary Design Plan

VICINITY MAP - SITE LOCATION



SITE INFORMATION

PARCEL NO. 72600200100 & 91013100000
ZONING: UW (URBAN WATERFRONT)
LOT AREA: 7.00 ACRES (355 SF)

SITE ADDRESS: 1210 WEST BAY DRIVE NW
OLYMPIA, WA 09502

ABBREVIATION LEGAL: SCHNEIDER LOT 1 BLK 2 LESS S 200F TGW PT HURD DLC DAF: COM SE COR DLC W 95F N18-14W 2.215 CH; E 20F; N16-53W 140.5 F; W 47.5F; N10-45W 120F; W 130F; N10-45W 60F; E 125F; N10-

EXISTING SITE:

TOTAL SITE AREA:	353,006 SF
TOTAL LANDSCAPE AREA:	0 SF
TOTAL HARD SURFACE COVERAGE:	353,006 SF

PROPOSED SITE:

PROPOSED BUILDING FOOTPRINT (IMPERVIOUS):	111,812 SF
PROPOSED PARKING AREA (PLAZA LEVEL, IMPERVIOUS):	62,087 SF
LANDSCAPE AREA (PERVIOUS):	179,107 SF

LOT OCCUPANCY:
BUILDING FOOTPRINT/LOT AREA < 60%
111,812 SF/421,144 SF = 32 % < 60% = OK

VIEW PROTECTION CORRIDOR

VIEW PROTECTION PER OMC 18.06.100.cIii AND HEIGHT RESTRICTIONS

TOTAL HORIZONTAL DISTANCE ALONG WEST BAY DRIVE = **921'**

VIEW BLOCKAGE AND HEIGHT INCREASES
INCLUDED WATERFRONT TRAIL
INCLUDED WATERFRONT PARK

55% VIEW BLOCKAGE =	**507'**
30% REQUIRED OPENNESS=	**276'**
PROVIDED	**310'**

ALLOWABLE HEIGHT INCREASE= **62' NO + 2 STORIES**

BUILDING INFORMATION

BUILDING	AREA	UNITS	COMMERCIAL
1	121,329 SF	88	0 SF
2	146,985 SF	91	8,970 SF
3	153,170 SF	94	2,255 SF
4	178,509 SF	125	0 SF
5	115,568 SF	80	0 SF
TOTAL	**715,561 SF**	**478**	**11,225 SF**

1 SITE PLAN- CONCEPT
1" = 50'-0"

PARKING SUMMARY

VEHICLE REQUIREMENTS PER OMC18.38.100

PHASE 1:

OFF STREET PARKING SPACES REQUIRED PER OMC TABLE 18.38.100

(11,225 SF)RESTAURANT/CAFE @ 10 PER 1,000 SF =	112 SPACES
(25) STUDIOS x 1 =	25 SPACES
(160) MULTIFAMILY DWELLING x 1.5 =	240 SPACES
TOTAL SPACES REQUIRED =	**377 SPACES**

VEHICLE PARKING PROPOSED

OFF STREET PARKING LOWER LEVEL =	265 SPACES
OFF STREET PARKING PLAZA LEVEL =	115 SPACES
TOTAL SPACES PROVIDED =	380 SPACES

30% OF ALL SPACES CAN BE COMPACT

REQUIRED (MAXIMUM) 805 x 0.30 =	113 SPACES
PROVIDED =	114 SPACES

ACCESSIBLE PARKING REQUIRED(OMC18.38.120)

REQUIRED (2% OF ALL SPACES PER 501-1,000)=	8 SPACES
PROVIDED =	10 SPACES

5% OF ALL SPACES SHALL BE ELECTRICAL VEHICLE SPACES=

REQUIRED =	19 SPACES
PROVIDED =	19 SPACES

LONG TERM BICYCLE STORAGE REQUIREMENTS (OMC 18.38.TABLE38.01)

(25) STUDIOS @ 0 STORAGE SPACE PER UNIT=	0 SPACES
(160) MULTIFAMILY DWELLING UNITS @ 1 STORAGE SPACE PER UNIT =	160 SPACES
TOTAL FOR ALL THE SPACES PROVIDED =	160 SPACES

SHORT TERM BICYCLE STORAGE REQUIREMENTS 2 MIN (OMC 18.38.TABLE38.01)

(25) STUDIOS @ 1/10 UNIT=	3 SPACES
(160) MULTIFAMILY DWELLING UNITS @ 1/10 UNIT =	16 SPACES
TOTAL FOR ALL THE SPACES PROVIDED =	19 SPACES

PHASE 2:

OFF STREET PARKING SPACES REQUIRED PER OMC TABLE 18.38.100

(32) STUDIOS x 1 =	32 SPACES
(173) MULTIFAMILY DWELLING x 1.5 =	260 SPACES
TOTAL SPACES REQUIRED =	**292 SPACES**

VEHICLE PARKING PROPOSED

OFF STREET PARKING LOWER LEVEL =	300 SPACES
OFF STREET PARKING PLAZA LEVEL =	0 SPACES
TOTAL SPACES PROVIDED =	300 SPACES

30% OF ALL SPACES CAN BE COMPACT

REQUIRED (MAXIMUM) 292 x 0.30 =	88 SPACES
PROVIDED =	90 SPACES

ACCESSIBLE PARKING REQUIRED(OMC18.38.120)

REQUIRED (2% OF ALL SPACES PER 501-1,000)=	6 SPACES
PROVIDED =	10 SPACES

5% OF ALL SPACES SHALL BE ELECTRICAL VEHICLE SPACES=

REQUIRED =	15 SPACES
PROVIDED =	15 SPACES

LONG TERM BICYCLE STORAGE REQUIREMENTS (OMC 18.38.TABLE38.01)

(32) STUDIOS @ 0 STORAGE SPACE PER UNIT=	0 SPACES
(173) MULTIFAMILY DWELLING UNITS @ 1 STORAGE SPACE PER UNIT =	173 SPACES
TOTAL FOR ALL THE SPACES PROVIDED =	173 SPACES

SHORT TERM BICYCLE STORAGE REQUIREMENTS 2 MIN (OMC 18.38.TABLE38.01)

(32) STUDIOS @ 1/10 UNIT=	3 SPACES
(173) MULTIFAMILY DWELLING UNITS @ 1/10 UNIT =	17 SPACES
TOTAL FOR ALL THE SPACES PROVIDED =	20 SPACES

PHASE 3:

OFF STREET PARKING SPACES REQUIRED PER OMC TABLE 18.38.100

(15) STUDIOS x 1 =	15 SPACES
(73) MULTIFAMILY DWELLING x 1.5 =	110 SPACES
TOTAL SPACES REQUIRED =	**125 SPACES**

VEHICLE PARKING PROPOSED

OFF STREET PARKING LOWER LEVEL =	125 SPACES
OFF STREET PARKING PLAZA LEVEL =	0 SPACES
TOTAL SPACES PROVIDED =	125 SPACES

30% OF ALL SPACES CAN BE COMPACT

REQUIRED (MAXIMUM) 125 x 0.30 =	38 SPACES
PROVIDED =	38 SPACES

ACCESSIBLE PARKING REQUIRED(OMC18.38.120)

REQUIRED (2% OF ALL SPACES PER 501-1,000)=	3 SPACES
PROVIDED =	8 SPACES

5% OF ALL SPACES SHALL BE ELECTRICAL VEHICLE SPACES=

REQUIRED =	6 SPACES
PROVIDED =	6 SPACES

LONG TERM BICYCLE STORAGE REQUIREMENTS (OMC 18.38.TABLE38.01)

(15) STUDIOS @ 0 STORAGE SPACE PER UNIT=	0 SPACES
(73) MULTIFAMILY DWELLING UNITS @ 1 STORAGE SPACE PER UNIT =	73 SPACES
TOTAL FOR ALL THE SPACES PROVIDED =	73 SPACES

SHORT TERM BICYCLE STORAGE REQUIREMENTS 2 MIN (OMC 18.38.TABLE38.01)

(15) STUDIOS @ 1/10 UNIT=	2 SPACES
(73) MULTIFAMILY DWELLING UNITS @ 1/10 UNIT =	7 SPACES
TOTAL FOR ALL THE SPACES PROVIDED =	9 SPACES

WEST BAY YARDS
LUXURY WATERFRONT LIVING
OLYMPIA

SITE PLAN

WEST BAY DRIVE | OLYMPIA, WA
SCHEMATIC DESIGN | 06/01/21

A100

THOMAS architecture studios