



## Cultural Resource Consultants

### **TECHNICAL MEMO 1705H-2**

DATE: June 25, 2018

TO: Phil Struck  
City of Poulsbo

FROM: Margaret Berger, Principal Investigator/Project Archaeologist

RE: Cultural Resources Assessment for the Finn Hill Road Project, Kitsap County,  
WA

The attached short report form constitutes our final report for the above referenced project. No cultural resources were identified within the project and no further cultural resources investigations are recommended. Please contact our office should you have any questions about our findings and/or recommendations.

# CULTURAL RESOURCES REPORT COVER SHEET

Author: Margaret Berger

Title of Report: Cultural Resources Assessment for the Finn Hill Road Project, Kitsap County, WA

Date of Report: June 25, 2018

County(ies): Kitsap Section: 9 & 10 Township: 26 N Range: 1 E

Quad: Lofall, WA Acres: ~2

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 #:

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

**Cultural Resources Assessment for the  
Finn Hill Road Project,  
Kitsap County, Washington**

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## **Management Summary**

This report describes a cultural resources assessment for the Finn Hill Road Project in Kitsap County, Washington. The project involves construction of road improvements on Finn Hill Road and Rhododendron Lane northwest of State Route 3. This assessment was developed to identify any previously recorded archaeological or historic sites in the project location and evaluate the potential for the project to affect cultural resources. Cultural Resource Consultants (CRC) conducted background research and field survey to identify any recorded archaeological or historic sites within the project and to evaluate the potential for as-yet unrecorded archaeological sites to be present. No previously recorded historic or archaeological sites are located within the project location. Surface survey and limited subsurface testing did not identify any evidence of archaeological or historic sites, or any high probability locations for cultural resources within the project. No further cultural resources investigations are recommended for this project.

## **1.0 Administrative Data**

### **1.1 Overview**

Report Title: Cultural Resources Assessment for the Finn Hill Road Project, Poulsbo, Kitsap County, WA

Author (s): Margaret Berger

Report Date: June 25, 2018

Location: The project is located on Finn Hill Road between Olhava Way and Vinland Elementary School on Rhododendron Lane in the City of Poulsbo and unincorporated Kitsap County, Washington (Figure 1).

Legal Description: The project is located in the NE<sup>1</sup>/<sub>4</sub> and SE<sup>1</sup>/<sub>4</sub> of Section 9 and SW<sup>1</sup>/<sub>4</sub> of Section 10, Township 26 North, Range 1 East, Willamette Meridian.

USGS 7.5' Topographic Map (s): Poulsbo, WA (1992).

Total Area Involved: approximately 2 acres.

### **1.2 Research Design**

This assessment was developed as a component of preconstruction environmental review with the goal of preventing cultural resources from being disturbed during construction of the proposed project by identifying the potential for any as-yet unrecorded archaeological or historic sites within the project area. CRC's work was intended, in part, to assist in addressing state regulations pertaining to the identification and protection of cultural resources (e.g., RCW 27.44, RCW 27.53, RCW 68.60) and compliance with Washington Governor's Executive Order 05-05 (EO 05-05). The Archaeological Sites and Resources Act (RCW 27.53) prohibits knowingly disturbing archaeological sites without a permit from the Washington State Department of Archaeology and Historic Preservation (DAHP), the Indian Graves and Records Act (RCW 27.44) prohibits knowingly disturbing Native American or historic graves, and the Abandoned and Historic Cemeteries and Historic Graves Act (RCW 68.60) calls for the protection and

preservation of historic era cemeteries and graves. Under EO 05-05, construction and land acquisition projects using State capital funds, not otherwise subject to review under Section 106 of the National Historic Preservation Act (NHPA), are required to undergo cultural resources review. This project is funded in part by Washington State Department of Transportation's (WSDOT)'s Safe Routes to Schools program.

Assessment methods consisted of review of available project information provided by City of Poulsbo, local environmental, cultural, and historical information, and records on file at DAHP, as well as field investigations. CRC also contacted the cultural resources department at the Suquamish Tribe to inquire about project-related cultural information or concerns. The Suquamish Tribe Archaeologist replied that the project is in the adjudicated Usual and Accustomed fishing grounds and stations of the Tribe but did not note any specific cultural resources concerns for the project (Attachment A). This assessment utilized a research design that considered previous studies, the magnitude and nature of the undertaking, the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the area of potential effects (APE), as well as other applicable laws, standards, and guidelines (per 36CFR800.4(b)(1)).

### **1.3 Project Description**

The City of Poulsbo (City) proposes to construct a new shared-use path (SUP) adjacent to Finn Hill Road between Olhava Way NW and Vinland Elementary School. The SUP is an element of the WSDOT's Safe Routes to Schools program. Once complete, the project will improve public safety along a currently deficient arterial travel corridor, as well as improve pedestrian and bicycle mobility.

The Finn Hill Road Improvements project will provide a non-motorized SUP that links neighborhoods and schools, and improves safety on Finn Hill Road. The project will improve Finn Hill Road between Olhava Way and Vinland Elementary School on Rhododendron Lane. The improvements will affect approximately 4,800 linear feet of right-of-way within the City and unincorporated Kitsap County. The project will include roadway and shared use path improvements in various configurations through the project limits as shown in Figures 2 – 5. The project also includes on-street parking and stormwater management.

The SUP will be constructed consistent with WSDOT guidelines. It will have a hard surface and be suitable for use by both pedestrians and bicyclists, and will be compliant with the Americans with Disabilities Act (ADA). The SUP will consist of a 10-foot wide section of porous asphalt with 2-foot gravel shoulders on each side. A 3-foot wide landscape strip and concrete curb and gutter will separate the SUP from the motorized vehicle travel lanes. In general, the SUP will be constructed at-grade in areas where slopes are minimal, such that right-of-way and/or construction easements are limited. Native vegetation within the right of way and construction easements will be removed as needed to support SUP installation. A portion of the SUP will be constructed on a boardwalk over wetlands.

To minimize the construction footprint, the elevated portion of SUP will be an 8-foot wide upland boardwalk, typically between 2-feet and 4-feet off the ground. The 8-foot width is measured from inside rail to inside rail and is the minimum that can support both bicycle and

pedestrian use. Over-wetland segments will be constructed by connecting wood, or pre-fabricated steel or aluminum decks on steel or concrete piling supported abutments.

An 8-foot wide on-street parking lane will be added to northbound Rhododendron Lane to provide temporary parking for pick up and drop off at Vinland Elementary School. Existing shoulder area asphalt will be removed and replaced with permeable pavement and concrete curb and gutter.

The new roadway improvements will provide supplemental parking for Vinland Elementary School, and provide a SUP connecting Olhava Way with Vinland Elementary School. The construction area extends along approximately 4,800 linear feet of rights-of-way. A new stormwater management system will be constructed along the north side of Finn Hill Road and will consist of new catch basins and conveyance pipes. Maximum depth of excavation is expected to be approximately 10-feet below the ground surface. The permeable pavement path will have an infiltration layer below the paved surface that extends a maximum of 4-feet below the ground surface.

For purposes of this assessment, the APE (hereafter, “the project location”) to cultural resources is understood to be the locations of all planned ground-disturbing activity as well as any necessary staging or access routes in the locations described above and depicted in Figures 1 – 6.

## **2.0 Background Research**

### **2.1 Overview**

Background research was conducted in January 2018.

Recorded Cultural Resources Present: Yes [ ] No [x]

No cultural resources have been previously recorded within the project location (DAHP 2018b).

Context Overview: Environmental and cultural context information for this project is derived from relevant published reports, articles, and books (e.g., Riddell 1977; Suttles and Lane 1990); historical maps and documents (e.g., United States Surveyor General [USSG] 1858); geological and soils surveys (e.g., Haugerud 2009; McMurphy 1980; USDA NRCS 2018; WA DNR 2018); ethnographic accounts (e.g., Snyder 1968); archaeological and historic data from DAHP and the Washington Information System for Architectural and Archaeological Records Data (WISAARD) records search; and historical maps and documents from Bureau of Land Management United States Surveyor General (USSG) Land Status & Cadastral Survey Records database, HistoryLink, Historic Map Works, HistoricAerials (NETR 2018), University of Washington’s Digital Collection, Washington State University’s Early Washington Maps Collection, and in CRC’s library. The following discussion of project area geology, archaeology, history, and ethnography incorporates context information from CRC’s prior work in the Poulsbo area by reference (e.g., Berger 2009, 2017a; Chambers 2006; Montgomery and Hartmann 2011).

### **2.2 Environmental Context**

The project is geographically situated within the Willamette-Puget Lowland physiographic province, a province that is characterized by the wide “trough” between the Coast and Cascade

Ranges (McKee 1972:290), in the *Tsuga heterophylla* vegetation zone (Franklin and Dyrness 1973). The project would be built on the flank of a ridge roughly equidistant from Hood Canal and Liberty Bay (Figure 7). Elevation ranges from 400 feet at the north end of the project to 260 feet at the southeastern end (Kitsap County 2018).

The contemporary topography and surface geology of the project were shaped by multiple glaciations that occurred during the end of the Pleistocene (Kruckeberg 1991:12). The most recent glacial event in the Puget Sound, called the Vashon Stade, is largely responsible for the region's contemporary landscape; glacial advance and retreat scoured and compacted underlying geology while meltwaters carved drainage channels into glacial outwash deposits (Downing 1983; Booth et al. 2003). By about 13,600 years ago, the last of the Pleistocene glaciers had retreated as far north as Seattle (Thorson 1980), exposing the predominately north-trending ridges and relatively level uplands characteristic of the Puget Sound region.

Local geological and soil maps indicate that sediments in the project location are derived from late Pleistocene glacial activity. According to the Washington Interactive Geologic Map (WA DNR 2018), the surface geologic unit mapped in the project location is Qgt (Fraser-age continental glacial till), which consists of unsorted, unstratified, highly compacted mixture of clay, silt, sand, gravel, and boulders deposited by glacial ice. The geomorphic map for the local area shows the project as a pockmarked glaciated surface, described as weakly fluted ground with irregular pits and lumps, which in many places appears to be gradational between rippled glaciated surfaces and kame-kettle topography (Haugerud 2009).

The soil units mapped in the project are McKenna gravelly loam; Poulsbo gravelly sandy loam, 0 to 6 percent slopes; and Poulsbo gravelly sandy loam, 6 to 15 percent slopes (USDA NRCS 2018). The McKenna soil forms in depressions and is composed of gravelly ashy loam, very gravelly loam, and very gravelly sandy loam; the water table is typically at ground level (USDA NRCS 2018). The Poulsbo soils form on moraines and terraces in parent material composed of till with volcanic ash in the upper part (McMurphy 1980). A layer of dense material is typically 20 to 40 inches below surface, and the water table is 12 to 30 inches below ground surface (USDA NRCS 2018).

The presence of these soils, landforms, and surface deposits indicate that deposition in the Holocene has been minimal and any archaeological material would be found relatively near the present-day ground surface. If intact archaeological deposits are preserved within the project, they would be found fairly shallowly buried near the surface of glacial till in previously undisturbed locations.

### **2.3 Archaeological Context**

Regional studies have provided an archaeological and historical synthesis of approximately the last 10,000 years of human occupation in Puget Sound (see Carlson 1990; Nelson 1990; Wessen and Stilson 1987). These researchers (and others) have divided the prehistoric record for the Puget Sound region into three broad chronological categories: early (ca. 12,000-5000 BP), middle (5000-1000 BP), and late (1000-250 BP). Each period is characterized by specific cultural changes in habitation sites, tool development and subsistence practices reflected in the archaeological record.

The earliest evidence of a human presence in the region, consisting primarily of a few chronologically diagnostic stone tools and flakes, indicates that humans colonized the Puget Sound shortly after the retreat of ice from the last glaciation at the end of the Pleistocene (Carlson 1990). Archaeologists have identified an early period of occupation dated to between 9000 to 5000 BP based on broad similarities in site and lithic assemblages. Many of the early sites are associated with the Olcott Complex in Western Washington, which are contemporaneous with similar Cascade Phase sites identified east of the Cascade Mountains (Morgan and Hartmann 1999:3.3).

After 5000 BP, archaeological evidence suggests a change in settlement patterns and subsistence economy in the region. From 5000 to 3000 BP an increasing number of tools were manufactured by grinding stone, and more antler and bone raw material was used for tool production. On Puget Sound, evidence of task-specific, year-round, broad-based activities, including salmon and clam processing, woodworking, and basket and tool manufacture, date from approximately 4200 BP (Larson and Lewarch 1995).

Characteristic of the ethnographic pattern in Puget Sound, seasonal residence and logistical mobility occurred from about 3000 BP. Organic materials, including basketry, wood, and foodstuffs, are more likely to be preserved in sites from this late precontact period, both in submerged, anaerobic sites and in sealed storage pits. Sites dating from this period represent specialized seasonal spring and summer fishing and root-gathering campsites and winter village locations. These kinds of sites have been identified in the Puget Sound lowlands, typically located adjacent to, or near, rivers or marine transportation routes. Fish weirs and other permanent constructions are often associated with large occupation sites. Common artifact assemblages consist of a range of hunting, fishing and food processing tools, bone and shell implements and midden deposits. Similar economic and occupational trends persisted throughout the Puget Sound region until the arrival of European explorers.

## **2.4 Ethnographic Context**

The project is located within the traditional territory of the Suquamish Tribe, descendants of people who have lived in the Puget Sound region since antiquity. The Suquamish occupied Kitsap Peninsula (Spier 1936:34), as well as Bainbridge and Whidbey Islands prior to implementation of the Point Elliot Treaty of 1855 (Ruby and Brown 1992:226). Precontact Suquamish settlements were often located on major waterways, and heads of bays or inlets (Suttles and Lane 1990). Traditional local native land use was structured upon seasonal occupation and logistic mobility. In winter, the Suquamish lived at large permanent village settlements, while in summer they spent time at specialized hunting, fishing, or gathering camps located near food resources. The largest winter settlement is known as “Old Man” House, located along Agate Passage (Montgomery and Hartmann 2011), over three miles east of the project location. By the nineteenth century, Old Man House was comprised of a series of conjoined wooden longhouse structures over five hundred feet long, and representing the final residential complex configuration at this site built over two millennia of continuous occupation (Schalk and Rhode 1985).

Ethnographers (Smith 1940, 1941; Snyder 1968; Spier 1936; Waterman ca. 1920, 2001) gathered locations of Suquamish villages and names for resource areas, water bodies, and other landscape features from informants. Several place names in the Poulsbo area were recorded by Waterman (2001:Map 7.2, Table 7.2). Near the north end of the project at the head of Liberty (Dogfish) Bay, there was an “ancient village site” called *Xo'yatcid* (Waterman 2001:51, 199). *Sex<sup>w</sup>i'tcsitc*, translated as “filing” or “grinding a bone” was the name for a sandstone boulder on the beach south of the project (Waterman 2001:199). The Lushootseed orthography for this name is *sax<sup>w</sup>šicšic*, and it is translated as “by means of filing” (Waterman 2001:Table 7.2). *Tcutcu<sup>3</sup>Lats*, or “maple grove,” was the name for a camping area that was once located at present day downtown Poulsbo (Snyder 1968:133; Waterman 1920, 2001). A trail also extended from Old Man House to Liberty Bay in the vicinity of the project (Snyder 1968:134).

## 2.5 Historical Context

Early Euro-American visitors to the area included Vancouver in 1792 and the Wilkes Expedition in 1841. Although Euro-American settlement of the Poulsbo area remained sparse in the following decades it still significantly impacted Native American life ways. By 1854, Catholic missionaries had established St. Peter's Mission at Old Man House, and the Suquamish population included 215 men and 270 women (Gibbs 1967:41). In 1855, following the signing of the Point Elliot Treaty, the Suquamish and other Puget Sound tribes were forced to abandon most of their villages and relocate to reservations. The treaty dissolved Indian title to their traditional and accustomed lands and by 1855-1856 the federal government used military force to contain Indian people dissatisfied with the poor quality of reservation lands. Individuals considered to belong to the Suquamish Tribe were relocated to the Port Madison Indian Reservation (Ruby and Brown 1992; Suttles and Lane 1990).

The Homestead Act of 1862 brought an increase of settlers to the region. Early Euro-American settlement activity focused on easily accessed areas such as shorelines. As previously discussed by Chambers (2006) and others, Jorgen Eliason is credited with founding Poulsbo in 1883. Eliason was Norwegian and is said to have been attracted to the area for the resemblance of Liberty Bay to the fjords of Norway (Prine 2004:48). Other settlers from Norway soon followed, and the town became known as “Little Norway” (Prine 2004:51). Early Euro-American economic opportunities in the Poulsbo area consisted primarily of logging, which attracted other non-Norwegian settlers to the region. During the late 1800s and early 1900s, timber from the Poulsbo area was harvested and shipped to nearby mills (Riddell 1977). Early development in Poulsbo focused on the waterfront but by the early 1900s, lands around the project had been logged off. Subsequent to logging, cleared land was often used for dairy pasture, farming, and orchards (Kvelstad 1986).

## 2.6 Historical Records Search

The General Land Office (GLO) surveyed the township surrounding the project in the late 1850s, at which time the landscape was undeveloped and sparsely populated. No trails, structures, clearings, or other cultural features are depicted in the vicinity of the project on the cadastral survey map (USSG 1860). The Homestead Act of 1862 brought an increase of settlers to the region. Early Euro-American settlement activity focused on easily accessed areas such as shorelines. According to an online search of federal land records, patents were filed for lands containing the project in the 1860s to 1890s (Table 1) (BLM 2018). Two of these patents were

filed by individuals associated with lumber companies (Meigs; Pope, Talbot, & Walker), and two were filed by homesteaders (Hansen; Silversake). Meigs owned a sawmill and a shipbuilding company at Port Madison on Bainbridge Island (Parfitt 1977:9-10). Pope, Talbot, and Walker were involved in the Puget Mill Company, which had a lumber mill at Port Gamble (Wilma 2003). Review of published local histories did not identify any details about Hansen or Silversake.

Early twentieth century county atlases show the project as passing through mostly small (20- to 40-acre) tracts owned by individuals as well as a 360-acre tract owned by the Puget Mill Company. Portions of the project coincide with road corridors that had been established by 1909 (Anderson Map Company 1909). Structures are noted on this map but none are marked in the project location; a school was located approximately .5 mile northwest of the project (Anderson Map Company 1909). By 1926, an improved road had been established in the present-day Finn Hill Road corridor (Metsker 1926). By 1940, most lands surrounding the project had been divided into smaller parcels (Kroll Map Company 1940).

Historical topographic maps provide some information about land use in the vicinity of the project. A historical land classification map shows the project location as in a logged or burned off area considered adapted to intensive farming, pasturage, and fruit growing, indicating that the project underwent at least one logging episode (U.S. Bureau of Soils 1910). A 1937 topographic map shows County Road 51 as a loose surface graded “dry weather” road in the approximate alignment of present-day Finn Hill Road (USGS 1937). A 1953 map shows the same road as improved, as well as a road in the approximate alignment of Rhododendron Lane, and a few structures dispersed along the Finn Hill Road corridor (USGS 1953). By 1973, development along the road corridor had increased (USGS 1973).

Historical aerial imagery for the project location is available beginning in 1951. At that time, land surrounding the southern  $\frac{1}{3}$  of the project was cleared and most land along the remainder was forested (NETR 2018). Similar conditions were present in 1969. By 1990, a few more small areas along the corridor were cleared. More clearing for residential development, construction of Vinland Elementary School, and construction of Olhava Road occurred by 2006 (NETR 2018). Presently, the project is characterized by the established road corridors with largely forested buffers, bordered by commercial, municipal, and suburban residential development.

## **2.7 Cultural Resources Database Review**

Several cultural resource assessments have been conducted within one mile from the current project. These projects include multiple investigations along the SR 305 corridor (e.g. Luttrell 2004; Crisson 2008), surveys for park and trail development projects (Berger 2017a; Chambers 2006), surveys for transit improvements (e.g., Chambers and Berger 2008), and historic built environment inventory at Naval Base Kitsap Bangor (Hampton 2010). None of these studies identified any potentially significant cultural resources that would be affected by the current project. No prior cultural resources assessments have been conducted within the project.

Two archaeological sites have been recorded within a one-mile radius from the project (Table 2). Both of these sites date to the historic period. Site 45KP286 is a set of pilings that formerly supported a bridge over Dogfish Creek near its mouth on Liberty Bay (Berger 2017b). Site

45KP287 is another set of pilings that supported a dock associated with the Einar Nelson Shingle Mill (Berger 2017c).

The precontact archaeological site recorded nearest to the project is 45KP273, a precontact burial found in a 5-x-5-meter area at the edge of the steep bank overlooking Liberty Bay in American Legion Park (Tasa and Vogel 2015), approximately 1.3 miles southeast of the project. Materials found at the site consist solely of the remains of a Native American individual. Inspection of the burial location in 2014 did not identify any features, midden, shell, fire-cracked rock, or other archaeological material (Tasa and Vogel 2015). Precontact archaeological sites have also been identified near the Hood Canal shoreline approximately 1.6 to 1.8 miles west of the project. The project will not affect any previously recorded archaeological sites.

Four historic buildings have been recorded within one mile from the project (Table 3). One of these has been listed on the Washington Heritage Barn Register (WHBR) and two were determined not eligible for the National Register of Historic Places (NRHP). The fourth and nearest recorded historic building is the Wool Hat Farm, which was determined not eligible for inclusion on the WHBR (DAHP 2018b). Two historic cemeteries have also been recorded within one mile of the project (Table 4). Both are located in the Vinland area to the northwest and would not be impacted by the project. The project will not affect any previously recorded historic sites.

### **3.0 Archaeological Expectations**

#### **3.1 Archaeological Predictive Model**

The DAHP statewide predictive model uses environmental data about the locations of known archaeological sites to identify where previously unknown archaeological sites are more likely to be found. The model correlates locations of known archaeological to environmental data “to determine the probability that, under a particular set of environmental conditions, another location would be expected to contain an archaeological site (Kauhi and Markert 2009:2-3). Environmental data categories included in the model are elevation, slope, aspect, distance to water, geology, soils, and landforms. Model rankings the project location range from “Survey Highly Advised: High Risk” in the southeasternmost ca. 300 feet, to “Survey Recommended: Moderate Risk,” “Survey Contingent Upon Project Parameters: Moderately Low Risk,” and “Survey Contingent Upon Project Parameters: Low Risk” in the remainder of the alignment (DAHP 2018b). This is generally supported by the topography and geomorphology of the project location overall, and the relative proximity of the southeastern extent of the project to Liberty Bay and related ethnographic and archaeological sites.

#### **3.2 Archaeological Expectations**

Based upon the review of environmental and cultural information about the project location, the project is considered to have a low potential to affect potentially significant cultural resources (i.e. intact archaeological deposits). The project vicinity likely served as a locus of resource procurement activities for Puget Sound peoples in the precontact and historic periods. Potential types of precontact archaeological materials in the project might include lithic scatters, evidence of short-term camps, or other features, which could represent a range of residential and subsistence activities. Historic-period archaeological materials may include objects related to logging, farming, and domestic activities.

Mapped surface geology and soils in the project are derived from parent material deposited and exposed during glacial activity, indicating that archaeology would be present at or near the surface of these deposits and not deeply buried. Historic land use in the project location included logging, indicating that the upper portion of the landscape has undergone disturbance making it less likely that intact (i.e. significant) archaeology may be present in the project location. Development of the roads in the project location would have entailed the removal of all organic overburden to leave mineral soils exposed, and some degree of cut and fill construction, with an end goal of creating a uniform subgrade to reduce the potential of road failure (Schuess and Whitaker 1986:203). As a result, the upper portion of native soils is expected to have been removed.

#### **4.0 Field Investigations**

Total Area Examined: The entire project (ca. 2 acres).

Areas not examined: None.

Date(s) of Survey: January 9, 2018; June 20, 2018

Weather and Surface Visibility: Weather conditions were cool with overcast skies and light rain. Mineral soil visibility in the project location was mostly poor due to vegetation cover and hardened surfaces, but good to excellent in dispersed locations with no vegetation.

Fieldwork conducted by: Margaret Berger and Patrick Garrison. Notes are on file with CRC.

Field Methodology: Fieldwork in January consisted of pedestrian surface survey. Surface survey was conducted in one transect along the proposed path alignment within existing right-of-way. Photographs were taken of representative project conditions.

Fieldwork in June consisted of subsurface testing via hand excavated shovel test probes. Probes measuring 40 centimeters (cm) in diameter were manually excavated with a shovel. All sediments were passed through ¼-inch hardware mesh to screen for artifacts. Probe locations were recorded using a handheld GPS unit.

Field Investigations: Pedestrian survey provided information on the current condition of the project, helped to gauge the potential for as-yet unknown archaeology within the project location, and sought to identify locations with potential for subsurface archaeological deposits. Conditions within the project were observed to include the modern developed roadway and buried utilities with adjacent forested buffers bordered by modern suburban residential, municipal, and educational properties (Figures 8 – 13). Terrain in the project location is characterized by rolling topography sloping down to the southeast overall, that has been graded, cut, and filled in places to support the existing road shoulders, ditches, stormwater facilities, and driveway aprons. Vegetation includes maintained lawns and landscaping, second- or third-growth forest with native and non-native understory, and wetland plants. Sedimentary exposures were small but scattered throughout the project in roadside ditches and recently disturbed surfaces; these consisted of gravelly sand and silt consistent with the locally mapped glacial soils and geology

(Figures 14 and 15). These exposures were examined for archaeological material. Pedestrian surface survey did not identify any locations that had an increased likelihood to contain buried archaeology. No cultural materials (e.g., fire-modified rock, lithic materials, quantities of shell) were observed during the pedestrian survey.

Three probes were excavated within the project (Figure 16). Probes were excavated to observe subsurface conditions within the project and gauge the potential for significant archaeological deposits to be present. Probe locations were selected to avoid steep slopes, existing buried utilities, ditches, hardened surfaces, and other obstructions or evidence of prior disturbance. Few such locations were found within the project. Sediments in the probes were primarily sandy loam, with gravel content increasing with depth (Figures 17 and 18; Table 5). The probes were excavated to depths ranging from 75 to 82 cm below surface, and terminated in glacial till. Sediments in the probes were consistent with the location's glacial till upland setting. Only probe 1 had modern refuse (glass and plastic) in the first 10 cm below surface. No archaeological materials or evidence of buried archaeological sites was found in the probes. Probes were backfilled immediately following documentation.

## **5.0 Results and Recommendations**

### **5.1 Results**

Cultural Resources Identified within the Project: None.

### **5.2 Conclusions and Recommendations**

This assessment was conducted to determine potential effects of this project on cultural resources. Observed sediments were consistent with those mapped for the location. No previously recorded or unrecorded cultural resources were identified, nor was any evidence found to suggest a high potential for archaeological deposits to be contained within the project. Conditions observed during fieldwork suggest a low potential for archaeological deposits to be preserved due to the project's geomorphic setting and impacts of prior logging, clearing, and construction of roads and utilities. Based upon the results of background research and field investigations, the project is considered unlikely to affect as-yet unidentified archaeological sites. CRC therefore recommends that the project be permitted to proceed without further archaeological investigations.

In the event that any ground-disturbing or other construction activities result in the inadvertent discovery of archaeological resources, work should be halted in the immediate area, and contact made with county officials, the technical staff at DAHP, and tribal representatives. A protocol for inadvertent discoveries is provided in Attachment B. Work should be stopped until further investigation and appropriate consultation have concluded. In the unlikely event of the inadvertent discovery of human remains, work should be immediately halted in the area, the discovery covered and secured against further disturbance, and contact effected with law enforcement personnel, consistent with the provisions set forth in RCW 27.44.055 and RCW 68.60.055.

## **6.0 Limitations of this Assessment**

No cultural resources study can wholly eliminate uncertainty regarding the potential for prehistoric sites, historic properties or traditional cultural properties to be 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 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 CRC is not aware and has not had the opportunity to evaluate.

## 7.0 References

### Anderson Map Company

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### Berger, M.

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## 8.0 Figures and Tables

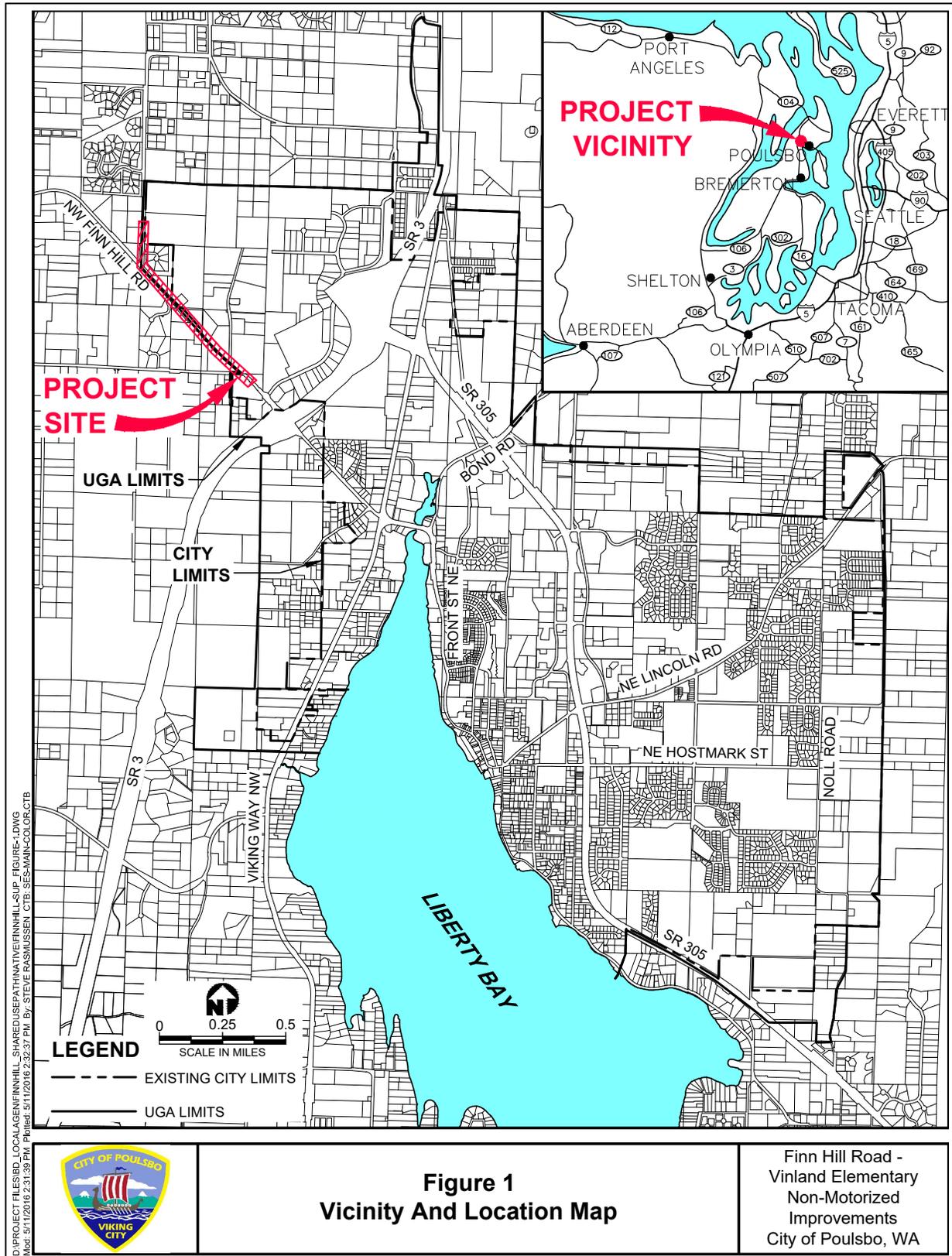


Figure 1. Project overview showing the proposed trail alignment, provided by City of Poulsbo.

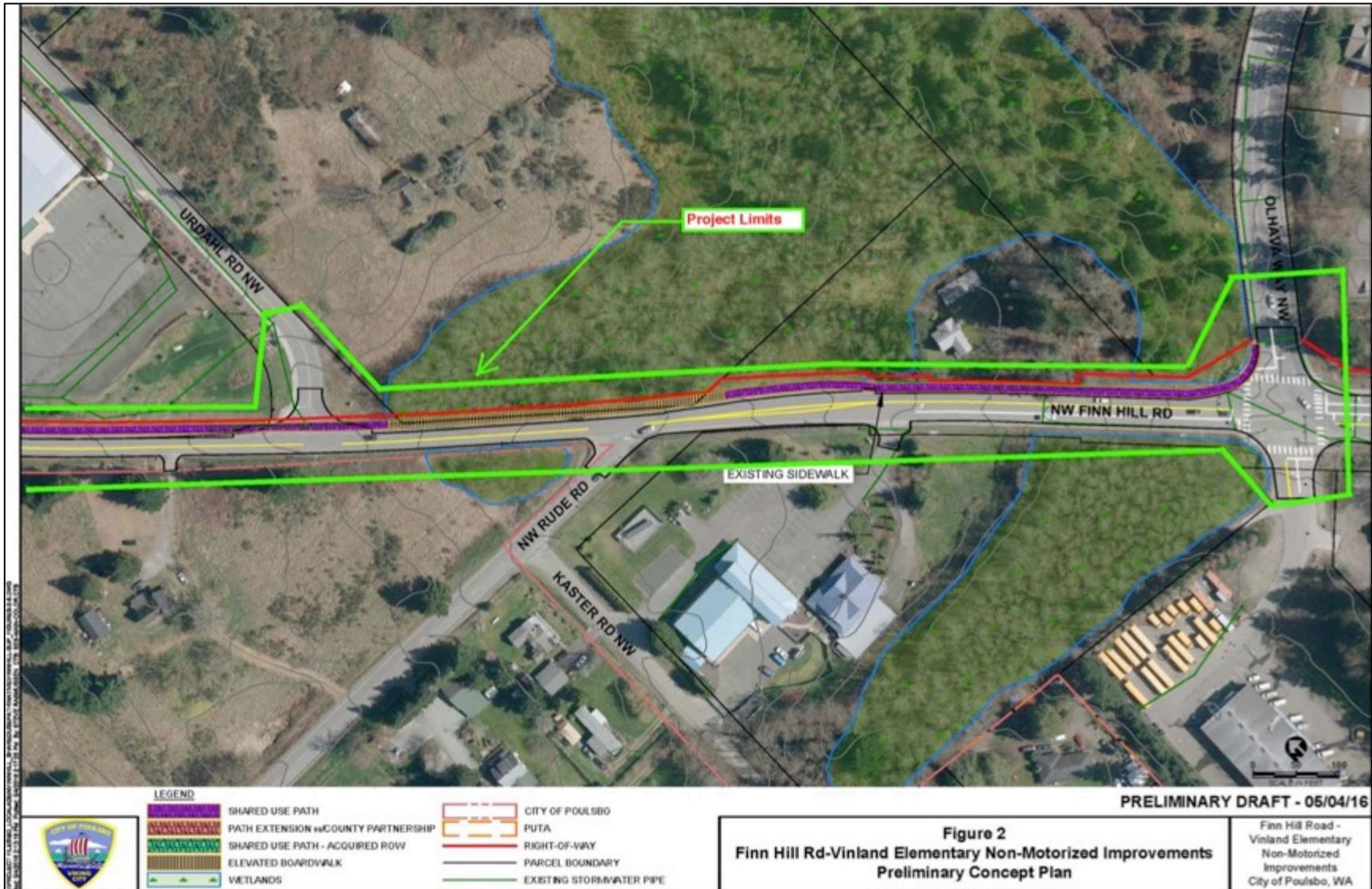


Figure 2. Overview of southern part of the project, provided by City of Poulsbo.

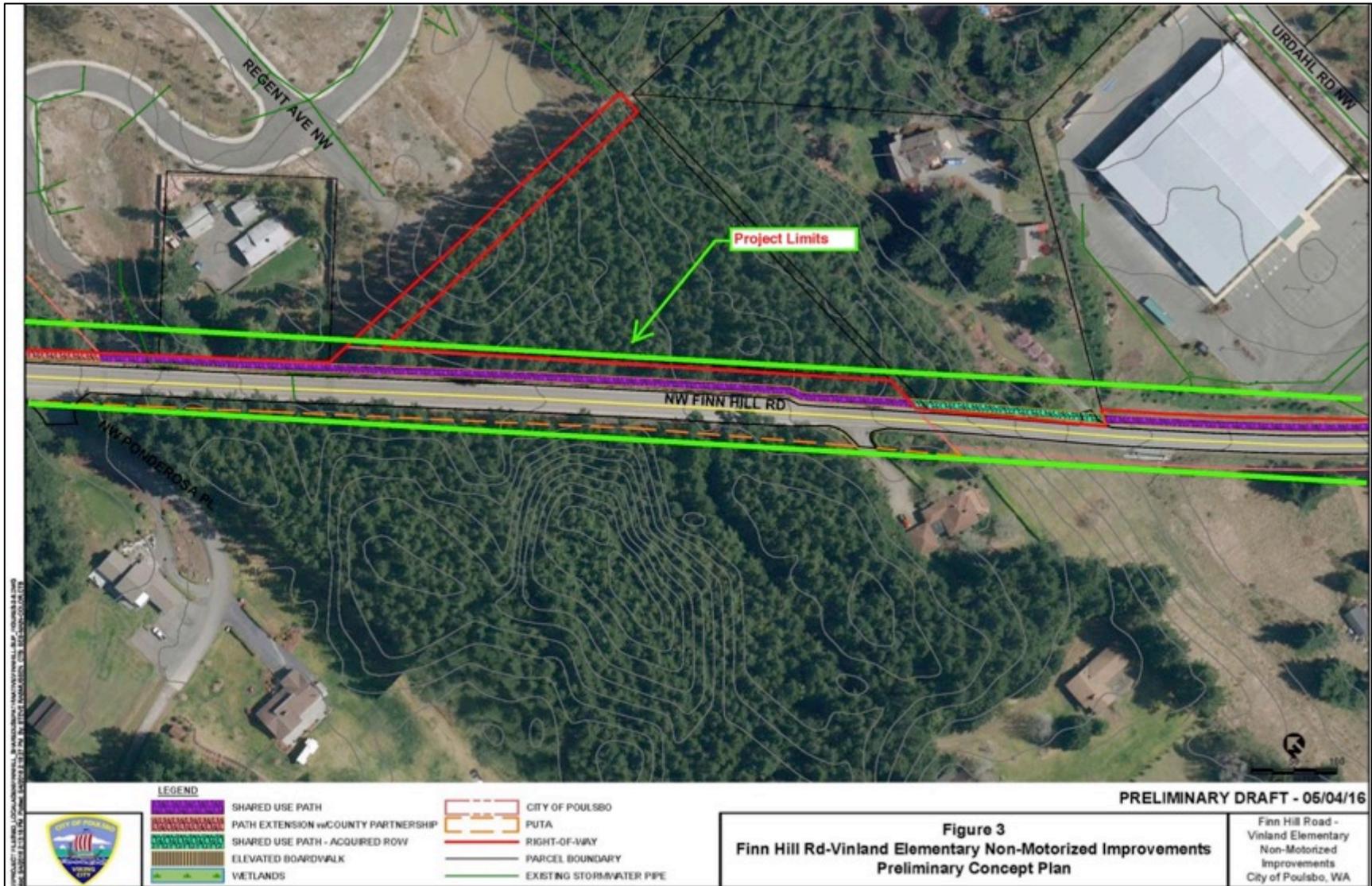


Figure 3. Overview of central part of the project, provided by City of Poulsbo.

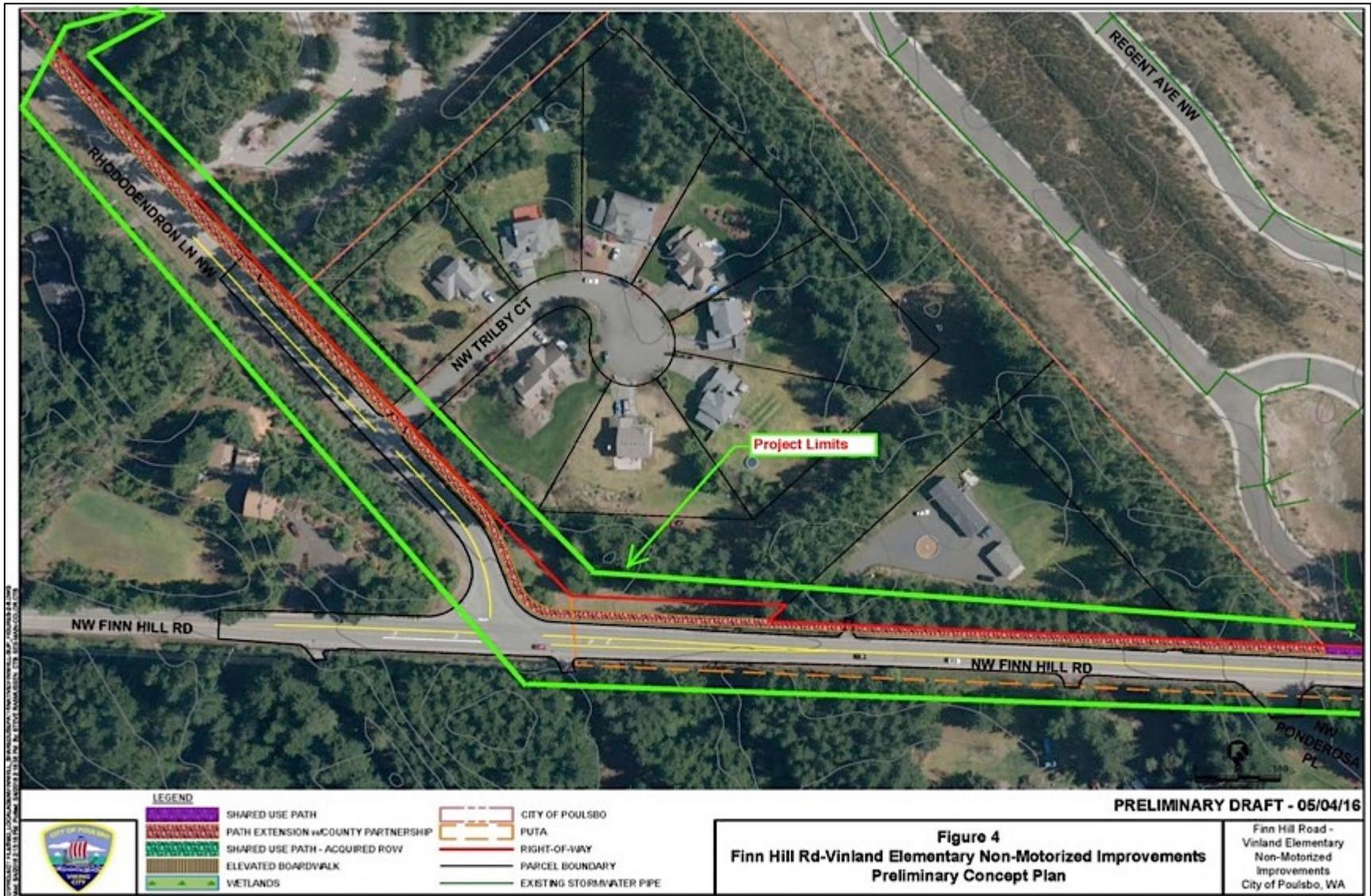


Figure 4. Overview of northern part of the project, provided by City of Poulsbo.

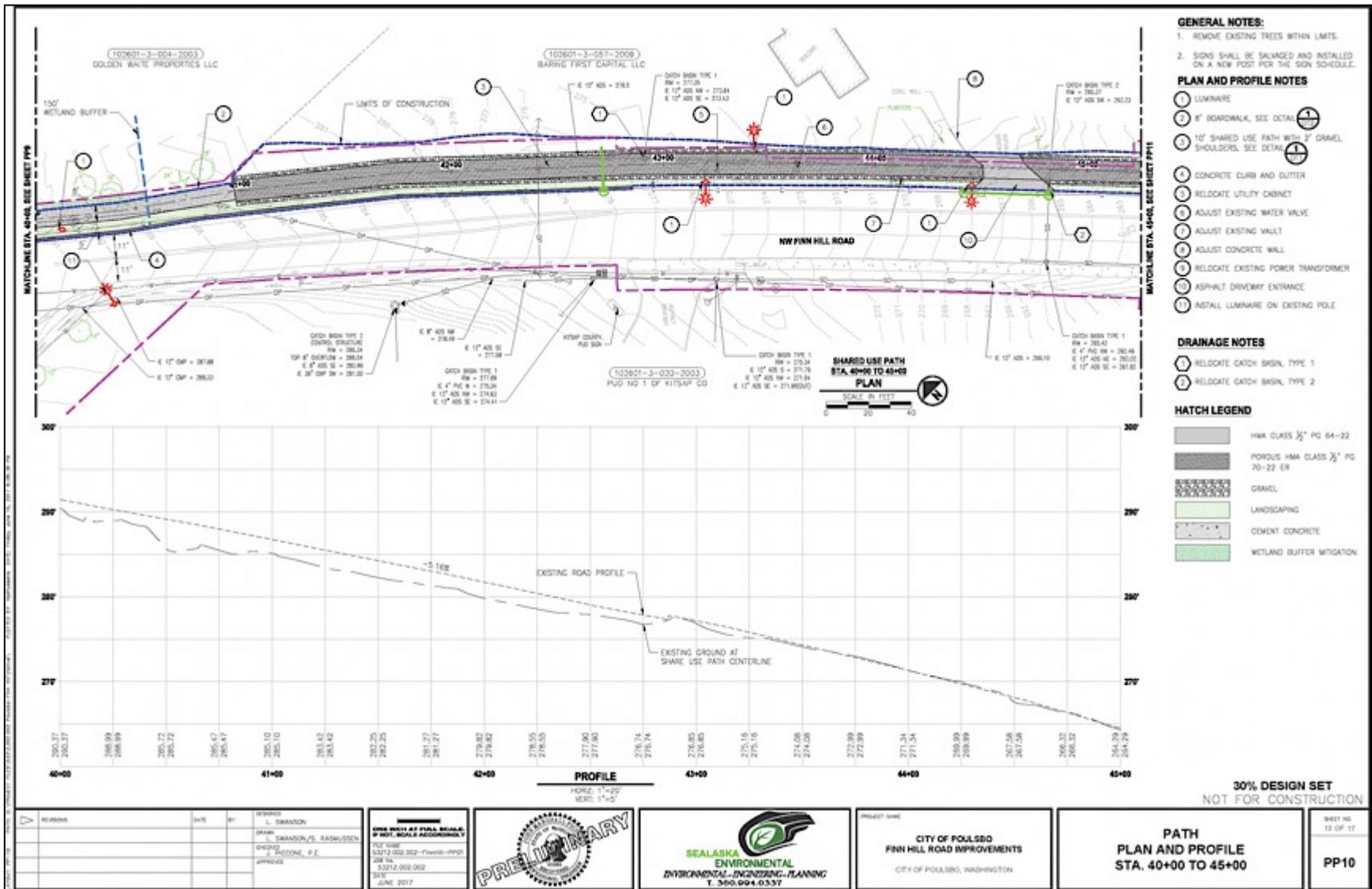


Figure 5. Excerpt from plans provided by City of Poulsbo showing typical proposed work.

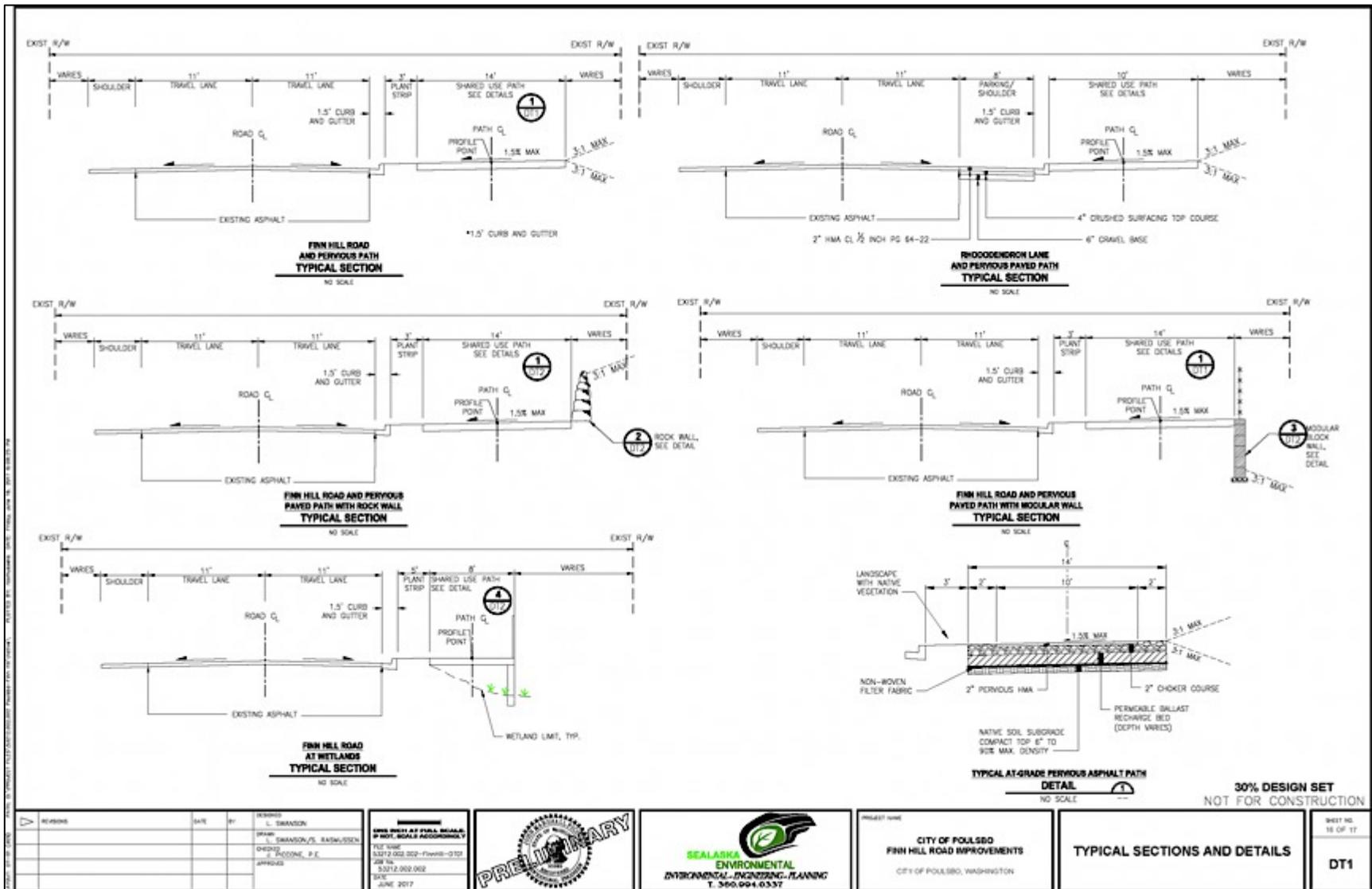


Figure 6. Excerpt from plans showing typical proposed cross-sections, provided by City of Poulsbo.



Figure 7. Location of the Finn Hill Sidewalk Project shown on a portion of the Poulsbo, WA USGS topographic quadrangle.

Table 1. General Land Office land patents containing the project (BLM 2018).

Patentee	Authority	Accession No.	Date	Aliquots in project	Total Acres
Jens C. Hansen	Homestead Entry – Original	WASAA 083352	3/16/1896	SE $\frac{1}{4}$ of NE $\frac{1}{4}$ & NE $\frac{1}{4}$ of SE $\frac{1}{4}$ , Sec. 9; NW $\frac{1}{4}$ of SW $\frac{1}{4}$ , Sec. 10	160
Jacob J. Silversake	Homestead Entry – Original	WASAA 083406	1/30/1899	NE $\frac{1}{4}$ of NE $\frac{1}{4}$ , Sec. 9	160
George A. Meigs	Sale – Cash Entry	WAOAA 078914	10/10/1866	SW $\frac{1}{4}$ of SW $\frac{1}{4}$ , Sec. 10	120
A. J. Pope, W. C. Talbot, & Cyrus Walker	Sale – Cash Entry	WAOAA 082864	8/1/1872	SE $\frac{1}{4}$ of SW $\frac{1}{4}$ , Sec. 10	120

Table 2. Archaeological sites recorded within approximately one mile from the project. No archaeological sites have been recorded in or adjacent to the project.

Site Number	Site Type	Distance from Project	Historic Register Status	Potential Project Impacts
45KP286	Historic bridge	.78 mile SE	Undetermined.	None.
45KP287	Historic water structure	.86 mile SE	Undetermined.	None.

Table 3. Historic structures recorded within approximately one mile from the project. None has been recorded in or adjacent to the project.

Name	Address	Build Date	Distance from Project	Historic Register Status	Potential Project Impacts
Brundage Family Farm	23120 Clear Creek Rd NW	1926	.81 mile NW	Listed on WHBR.	None.
Wool Hat Farm	2182 Rude Rd	1898	.32 mile SW	Determined not eligible for WHBR.	None.
Lord House	20563 Bond Rd NE	1898	.74 mile ESE	Determined not eligible for NRHP.	None.
--	21992 Viking Ave NW	1928	.71 mile NE	Determined not eligible for NRHP.	None.

Table 4. Historic cemeteries recorded within approximately one mile from the project. None has been recorded in or adjacent to the project.

Name	Address	Dates	Distance from Project	Potential Project Impacts
-- (KP00222)	Vinland vicinity, Naval Submarine Base Bangor	Unknown	.79 mile WNW	None.
Vinland Lutheran Cemetery (KP00194)	2750 Finn Hill Rd	Unknown	.4 mile WNW	None.



Figure 8. Typical existing conditions at the south end of the proposed path; view is to the northwest.



Figure 9. Typical conditions in area proposed for elevated walkway in southern part of the project; view is to the southeast.



Figure 10. Typical existing drains in the project as seen at intersection with Urdahl Road; view is to the southeast.



Figure 11. Typical existing conditions in the central and northern parts of the project; view is to the northwest.



Figure 12. Existing conditions at north end of proposed path; view is to the east.



Figure 13. Typical buried utilities within the project; view is to the northwest.

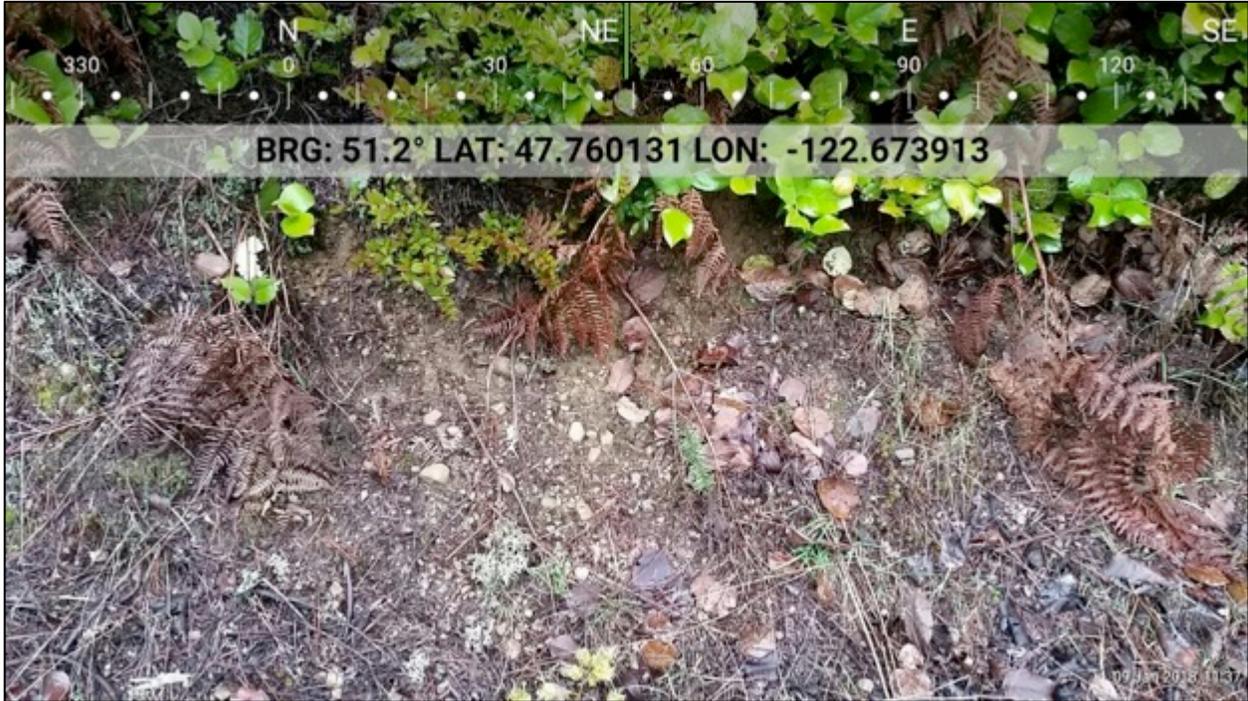


Figure 14. Typical sediments exposed in roadside ditches within the project.



Figure 15. Typical surface soil exposure within the project.

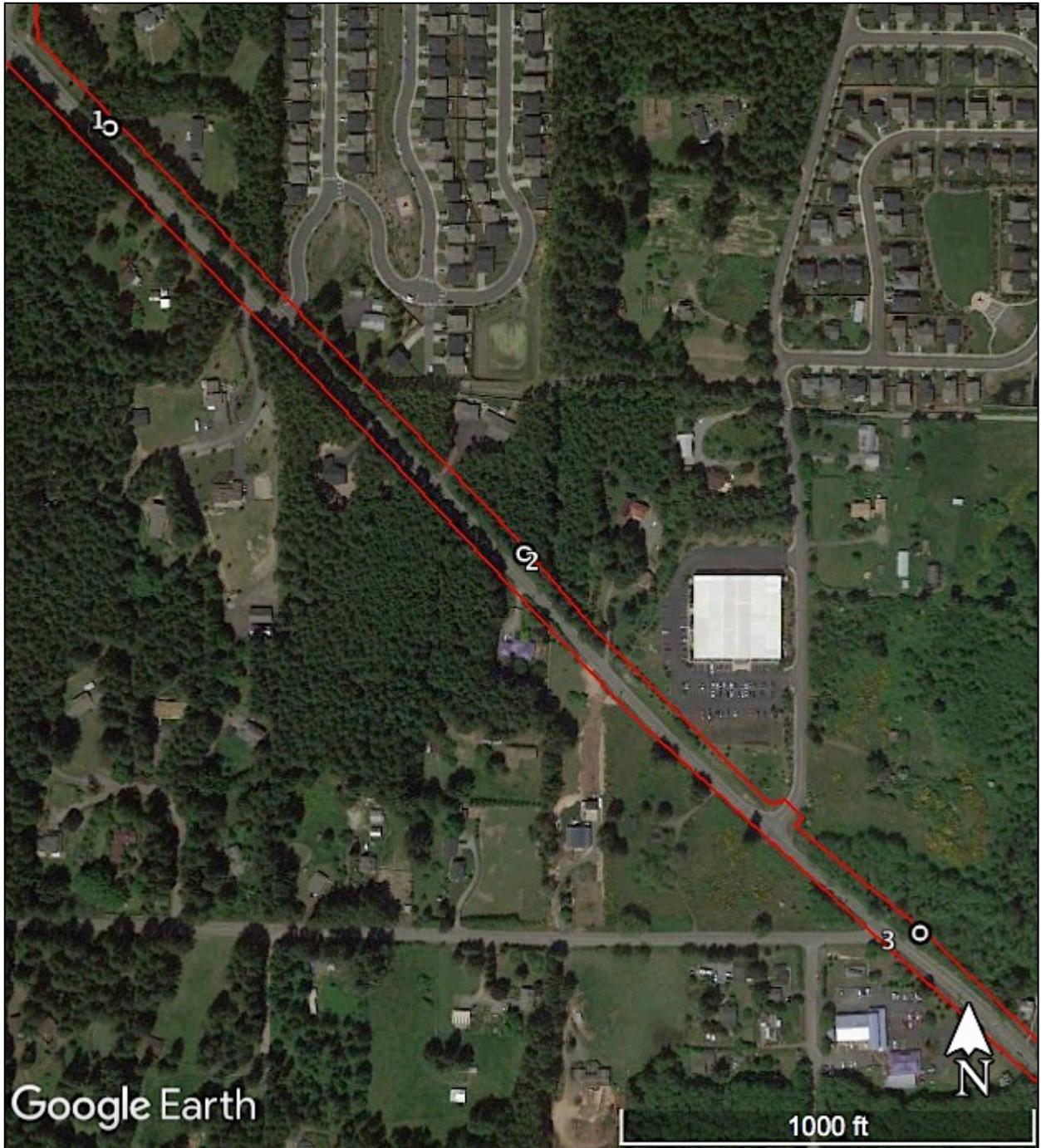


Figure 16. Satellite imagery annotated with the locations of the excavated shovel test probes (base map: Google Earth).



Figure 17. Representative conditions in areas suitable for subsurface testing as seen at probe #2, view is to the northeast.



Figure 18. Subsurface conditions as seen in probe #2; view is to the north.

Table 5. Summary table of shovel probes excavated within the project boundary.

Probe #	Probe Location (WGS84 Zone 10 UTM coordinates, +/- 3 meters)	Stratigraphic Description (depths are centimeters below surface [cmbs])	Archaeological Material Found
1	524363 m E, 5289773 m N	0-18: light brown sand with trace silt, 10 to 20 percent small rounded gravels; 18-54: light orange-brown slit and medium sand, 10 percent small rounded gravels; 54-75: compacted mottled gray-orange sandy silt, 10 percent small rounded gravels (glacial till).	None
2	524668.92 m E, 5289462.13 m N	0-10: sandy cedar duff; 10-32: light to medium brown silty sand with roots and decayed organics and charcoal, rounded gravels and cobbles; 32-82: pale brown silty sand, 10 percent rounded to sub-rounded gravels and cobbles (glacial till).	None
3	524961.57 m E; 5289185.52 m N	0-5: forest duff and decayed organics; 5-34: light to medium brown silty sand, abundant roots (salmonberry and Oregon grape), 10 to 20 percent rounded to sub-rounded gravels and pebbles, a few cobbles; 34-78: pale light brown sand with trace silt, sub-rounded gravels and cobbles (glacial till).	None

## Attachment A. Correspondence between CRC and area Tribes.



Cultural Resource Consultants

December 20, 2017

Suquamish Tribe  
Stephanie Trudel  
PO Box 498  
Suquamish, WA 98392-0498

Re: Cultural Resources Assessment for the Finn Hill Road Project, Poulsbo, Kitsap County, WA

Dear Stephanie:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Section 9 and 10, Township 26 North, Range 01 East Willamette Meridian at Finn Hill Rd, from west side of Olhava Way NW to north side of Rhododendron Lane NW in Poulsbo. The City of Poulsbo is requesting this assessment for the Finn Hill Road Improvements project. Specific improvements include a shared use path, gravel shoulders, and a landscaped buffer strip; a boardwalk elevated over wetlands; curb ramps and crosswalks at two stop controlled intersections; pedestrian signage; lane width reduction, including new pavement markings to encourage traffic calming; and, new curb and gutter on the north side of Finn Hill Rd and east side of Rhododendron Lane to separate the shared use path, control drainage and calm traffic.

We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at [sonja@crcwa.com](mailto:sonja@crcwa.com) or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

Sonja Kassa Kleinschmidt  
Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC. 1416 NW 46TH ST, STE 105 PMB346, SEATTLE, WA 98107  
PHONE 206.855.9020 - [sonja@crcwa.com](mailto:sonja@crcwa.com)



**Tribal Historic Preservation Officer**

Fisheries Department  
360/394-8529  
Fax 360/598-4666

**THE SUQUAMISH TRIBE**

P.O. Box 498 Suquamish, Washington 98392

January 3, 2018

Ms. Sonja Kassa Kleinschmidt  
Cultural Resource Consultants  
1416 NW 46<sup>th</sup> St, STE 105 PMB 346  
Seattle, WA 98107

RE: Finn Hill Road Project, Poulsbo, Kitsap County, Washington  
Request for Traditional Cultural Property Information  
Suquamish Tribe Reference: 18-1-3-2

Dear Sonja:

Thank you for consulting with the Suquamish Tribe regarding CRC's cultural resources assessment for the Finn Hill Road Project in Poulsbo, Washington. The project area is within the adjudicated Usual & Accustomed fishing grounds and stations (U&A) of the Suquamish Tribe, and the project vicinity was used by tribal members. The Suquamish Tribe does not have any specific comments or concerns about the updated project at this time.

Please contact me at 360-394-8533 or via e-mail at [strudel@suquamish.nsn.us](mailto:strudel@suquamish.nsn.us) as additional project information becomes available, and please send us a copy of the finalized report for our records.

Sincerely,

*Stephanie E. Trudel*

Stephanie E. Trudel  
Archaeologist

Cc: Gretchen Kaehler, Local Government Archaeologist, Washington State Department of  
Archaeology and Historic Preservation

## **Attachment B. Inadvertent discovery protocol.**

### **Protocols for Discovery of Archaeological Resources**

In the event that archaeological resources are encountered during project implementation, the following actions will be taken:

In the find location, all ground disturbing activity will stop. The find location will be secured from any additional impacts and the supervisor will be informed.

The project proponent will immediately contact the agencies with jurisdiction over the lands where the discovery is located, if appropriate. The appropriate agency archaeologist or the proponent's contracting archaeologist will determine the size of the work stoppage zone or discovery location in order to sufficiently protect the resource until further decisions can be made regarding the work site.

The project proponent will consult with DAHP regarding the evaluation of the discovery and the appropriate protection measures, if applicable. Once the consultation has been completed, and if the site is determined to be NRHP-eligible, the project proponent will request written concurrence that the agency or tribe(s) concurs that the protection and mitigation measures have been fulfilled. Upon notification of concurrence from the appropriate parties, the project proponent will proceed with the project.

Within six months after completion of the above steps, the project proponent will prepare a final written report of the discovery. The report will include a description of the contents of the discovery, a summary of consultation, and a description of the treatment or mitigation measures.

### **Protocols for Discovery of Human Remains**

If human remains are found within the project area, the project proponent, its contractors or permit-holders, the following actions will be taken, consistent with Washington State RCWs 68.50.645, 27.44.055, and 68.60.055:

If ground-disturbing activities encounter human skeletal remains, then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance. The project proponent will prepare a plan for securing and protecting exposed human remains and retain consultants to perform these services. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to DAHP, which will then take jurisdiction over the remains. DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

## **Contact Information**

### **Suquamish Tribe**

15838 Sandy Hook Road; POB 498, Suquamish, WA 98392-0498

Lead Representative: Dennis Lewarch, Tribal Historic Preservation Officer, 360-394-8529, or  
Stephanie Trudel, Archaeologist, 360-394-8533

### **Washington State Department of Archaeology and Historic Preservation (WA DAHP)**

P.O. Box 48343, Olympia, WA 98504-8343

Lead Representative: Allyson Brooks, State Historic Preservation Officer, 360-586-3066

Primary Contact: Matthew Sterner, Transportation Archaeologist, 360-586-3082

Primary Contact for Human Remains: Guy Tasa, State Physical Anthropologist, 360-586-3534

### **Poulsbo Police Department**

200 NE Moe Street, Poulsbo, WA 98370

Lead Representative: Al Townsend, Chief of Police, 360-394-9890

### **Kitsap County Coroner**

5010 Linden Street MS-17, Bremerton, WA, 98312

Lead Representative: Greg Sandstrom, Coroner, 360-337-7077