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HERITAGE RESOURCE INVENTORY REPORT

County Club Heights Erosion Control Project, El Dorado County, California

U.S. Forest Service Report:

County of El Dorado
Department of Transportation
Community Development Agency
Transportation Division
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ADMINISTRATIVE SUMMARY

The County of El Dorado, Community Development Agency, Transportation Division – Tahoe Engineering Unit proposes to plan, design, and implement a project that will improve water quality and achieve natural resource objectives within the Country Club Heights development located southwest of South Lake Tahoe, California. The proposed project area, referred to as the County Club Heights Erosion Control Project, is bounded on the west by Highway 50, on the north by an east-west powerline, on the east by Skyline Drive, and on the south approximately by Oflyng Drive. The survey area within the project area consists primarily of County rights-of-way (ROW), but other landowners include the California Tahoe Conservancy, the State of California, the U.S. Forest Service (USFS), private land, and one County parcel.

Urban development in the County Club Heights residential area has resulted in concentrated urban stormwater flows from the County of El Dorado Transportation Division rights-of-way. Stormwater currently flows from roadways to adjacent roadside ditches, depressions, and indirectly to surface waters that discharge to Lake Tahoe with little infiltration or treatment. This indirect connectivity between the County roads and Lake Tahoe can result in the delivery of fine sediment to the lake. Proposed project improvements will complement existing Best Management Practices (BMPs) within the watershed and these improvements will have a positive impact on water quality and directly align with the goals and objectives of this project.

Within the project area limits, current sediment sources may include tracked sediment from vehicles originating from a variety of unpaved surfaces, accumulation of road sand/cinder onto the main arterial and collector roadways in the subdivision, and eroding cut slopes, drainages, and roadside ditches. Project improvements may include infiltrating and/or treating of stormwater from County rights-of-way, stabilizing eroding cut slopes with vegetation and/or rock protection, stabilizing existing drainages with rock, and where feasible, with bio-engineering techniques, and disconnecting existing storm drain conveyance systems from directly discharging into adjacent surface waters. Sediment trapping devices may be used to capture road sand, cinders, and sediment and infiltration basins used to reduce the overall stormwater volume discharging to Lake Tahoe.

The USFS has provided funds to the County for the planning and construction of the project and a portion of the survey area also fall on lands administered by the USFS. Currently, the County is not planning on proposed improvements on USFS land; however, compliance with Section 106 of the National Historic Preservation Act (NHPA) is still required. Compliance with Public Resource Code (PRC) Section 21083.2 of the California Environmental Quality Act (CEQA) and Section 29 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances is also required for this project. This report describes an archaeological inventory of approximately 67 acres conducted by NCE as the initial step in that process. All work was designed to comply with current federal (USFS), state, and local requirements. Those requirements state that the goals of an intensive archaeological inventory (maximum 15 m transect interval) are to:

- Establish an Area of Potential Effect (APE);
- Identify prehistoric, ethnographic, and/or historic period archaeological resources in the study area;
- Evaluate identified resources as to their eligibility to the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR);
- Provide management recommendations for those properties considered eligible to the NRHP and CRHR

This information will be used during preparation of future environmental documents in compliance with the National Environmental Policy Act (NEPA) and other state, regional, and local regulations.

Work conducted as part of the project consisted of an archival review, an intensive surface inspection, documentation of identified resources, and evaluation of those resources. Given the absence of standing structures within the survey area, an architectural inventory was determined unnecessary for the project. The age of nearby buildings and structures was not determined, none of those structures were formally recorded, and architectural resources are not considered further herein. The present report addresses only archaeological resources that date to the prehistoric and historic periods.

TABLE OF CONTENTS

ADMINISTRATIVE SUMMARY i
TABLE OF CONTENTS iii
LIST OF TABLES iv
LIST OF APPENDICES iv
1.0 PROJECT DESCRIPTION 1
1.1 Project Background 1
1.2 Legal Description 1
1.3 Map Reference 1
1.4 Area of Potential Effect Definition 1
2.0 ENVIRONMENTAL BACKGROUND 3
2.1 Environmental Setting 3
2.2 Geology 3
2.3 Soils 4
2.4 Flora 4
2.5 Fauna 5
3.0 BACKGROUND OVERVIEW 6
3.1 Archival Review 6
3.1.1 Previous Inventories 6
3.1.2 Previously Recorded Resources 8
3.2 Prehistoric Overview 9
3.3 Ethnographic Overview 10
3.4 Historic Overview 11
3.4.1 Early Development and Transportation 11
3.4.2 Settlement and Agriculture 13
3.4.3 Logging 13
3.4.4 The Early Twentieth Century 14
3.4.5 The Post War Years 15
4.0 NATIVE AMERICAN CONSULTATION 16
5.0 INVENTORY METHODS 17
5.1 Expectations 17
5.2 Field Methods 17
5.3 Project Personnel and Dates of Field Examination 18
6.0 INVENTORY RESULTS 19
6.1 Site 05190000481/P-09-003805: Lake Valley Utility Line (Segment from Santa Fe Road to Sawmill Road) 19
6.2 Site 05190001042/P-09-003898: Old Highway 89 (Segment 5) 20
6.3 Site 05199901275: Road Segment 20
6.4 Site 05199901276: Fence Line 20
6.5 Site 05199901278: Trash Scatter 21
6.6 Site 05199901279: Road Segment 21
6.7 Site 05199901280: Trash Scatter 21
6.8 Other Observations 21
7.0 ELIGIBILITY RECOMMENDATIONS 23
7.1 National Historic Preservation Act 23
7.1.1 National Register of Historic Places 23
7.2 California Environmental Quality Act 24
7.3 Tahoe Regional Planning Agency Code of Ordinances (Chapter 67.6) 25
7.4 Integrity 26
7.5 Linear Resources 27
7.6 Current Site Evaluations 28

7.6.1 Site 05190000481/P-09-003805: Lake Valley Utility Line (Santa Fe Road to Sawmill Road Segment) - Unevaluated 28
7.6.2 Site 05190001042/P-09-003898: Old Highway 89 (Segment 5) - Unevaluated 29
7.6.3 Site 05199901275: Road Segment – Not Eligible 29
7.6.4 Site 05199901276: Fence Line – Not Eligible 29
7.6.5 Site 05199901278: Trash Scatter – Not Eligible 29
7.6.6 Site 05199901279: Road Segment – Not Eligible 30
7.6.7 Site 05199901280: Trash Scatter – Not Eligible 30
8.0 SUMMARY & RECOMMENDATIONS 31
REFERENCES CITED 33

LIST OF TABLES

Table 1. Survey Acres by Landowner. 1
Table 2. Inventories within 0.25 Miles of the Project Area. 6
Table 3. Previously Recorded Sites within 0.25 Miles of the Project Area. 8
Table 4. Tribal Representatives Identified by the NAHC. 16
Table 5. Status of Identified Sites. 19
Table 6. Current Site Evaluations. 28

LIST OF APPENDICES

Appendix A: Figures
Appendix B: Draft Design
Appendix C: Project Photo Log
Appendix D: NCIC Records Search Results (redacted for public distribution)
Appendix E: Native American Consultation
Appendix F: Sensitive Map (redacted for public distribution)
Appendix G: Site Forms (redacted for public distribution)

1.0 PROJECT DESCRIPTION

1.1 PROJECT BACKGROUND

The project area is located in the County of El Dorado and situated southwest of South Lake Tahoe, California (**Figure 1**). The project area is bounded on the west by Highway 50, on the north by an east-west powerline, on the east by Skyline Drive, and on the south approximately by Oflyng Drive (**Figure 2**). The Lake Tahoe Golf Course is directly west of the project area on the west side of Highway 50. The survey area consists of County ROW, state-owned lands administered by the California Tahoe Conservancy, State of California lands, USFS lands, and privately-owned parcels.

The County of El Dorado proposes to address erosion and water quality issues within the project area, the goal of which is to identify and implement local erosion control and water quality measures that will reduce the discharge of sediment and pollutants into Lake Tahoe. To achieve this goal, the County wishes to maximize opportunities for source control and provide for treatment of surface flows where feasible within the existing storm drain system. Project improvements may include infiltrating and/or treating of stormwater from County ROW, stabilizing eroding cut slopes with vegetation and/or rock protection, stabilizing existing drainages with rock, and where feasible, with bio-engineering techniques, and disconnecting existing storm drain conveyance systems from discharging into the Upper Truckee River. Sediment trapping devices will be used to capture road sand, cinders, and sediment and infiltration basins on publicly owned parcels will be used to reduce the overall stormwater volume discharging to the Upper Truckee River. None of the proposed improvements will be constructed on USFS lands.

The draft design of proposed improvements as of July, 2016 are available in **Appendix B**.

1.2 LEGAL DESCRIPTION

The project area is located in Sections 20, 21, 28, and 29 of Township 12 North, Range 18 East of the Mount Diablo Baseline and Meridian. The majority of the project area is within Sections 20 and 21 with lesser amounts in Sections 28 and 29.

1.3 MAP REFERENCE

U.S. Geological Survey (USGS) 7.5 minute quadrangle maps for which the project area intersects includes Emerald Bay (1992), South Lake Tahoe (1992), Freel Peak (1992), and Echo Lake (1992).

1.4 AREA OF POTENTIAL EFFECT DEFINITION

The APE includes the survey area identified in **Figure 2** on which the County proposes erosion control improvements. The survey area consists of County ROW, California Tahoe Conservancy lands, State of California lands, USFS lands, and privately-owned parcels. Table 1 lists survey area acres per landowner within the project area.

Table 1. Survey Acres by Landowner.

Landowner	Acres
County of El Dorado	48.77
California Tahoe Conservancy	9.46
State of California	8.50
USFS	0.34
Private	0.12
Total	**67.19**

Streets within the survey area include (from south to north): Southern Pines, Crystal Air, Skyline, Meadow Vale, Thunderbird, Pebble Beach, Coto, Boca Raton, Gallo, Merion, Tam O Shanter, Apple Valley, Yqui, Waverly, Elk's Club, Bel Aire, Cherry Hills, and Glen Eagles. In general, a 26-foot wide roadway dominates each ROW, leaving a narrow ribbon of land approximately seven feet wide on either side. Archaeological examination along the streets within the survey area was limited to this approximate seven foot strip on either side of the road. For survey area parcels located adjacent to the County ROW, these areas were surveyed in their entirety.

Appendix C contains overview photos of the survey area.

2.0 ENVIRONMENTAL BACKGROUND

2.1 ENVIRONMENTAL SETTING

The project area is located just south of Lake Tahoe, overlooking the Lake Tahoe Golf Course and the Washoe Meadows State Park to the west. The confluence of Angora Creek, Meyers Creek and the Upper Truckee River occurs near the northwestern margin of the project area, on the west side of Highway 50.

Topography in the area consists of moderately dissected, stream cut, riverine terraces. The western portion of the project area is comparatively flat with an elevation of about 6,320 feet, whereas the eastern half is situated on steeper ground (maximum elevation approximately 6,520 feet). From Skyline Drive, the approximate eastern boundary of the project area, Lake Valley can be seen to the east. The landscape of the project area has been impacted substantially over the last 150 years. Agents of change have included logging, grazing, residential development, utility construction, and highway construction.

2.2 GEOLOGY

Information on local geology was derived from Bonham (1969), Stewart (1980), Fiero (1986), and Saucedo (2005). The Sierra batholith was formed during the late Jurassic and early Cretaceous periods due to the collision of tectonic plates. Materials from the subducting oceanic plate melted as it moved under the continental margin, forming volcanic or plutonic masses that slowly worked their way toward the surface. Intrusions and compressions caused a composite plutonic mass to form, that was some 75 miles wide running the entire length of California. The continental margin swelled upward and large amounts of overlying rock were removed by erosion. In time, the uplifted roof of the batholith was exposed and subjected to erosion.

The Tahoe Basin is an intermountain basin formed by faulting within the Sierra batholith. In the Lake Tahoe Basin and nearby areas, major landforms developed due to faulting, warping, or a combination of both processes. Lake Tahoe occupies a down-dropped block bordered by steeply dipping faults. The major north-south fault zone which separates the eastern edge of the Sierra Nevada Mountains from the sequence of parallel fault block mountains of Nevada and Utah is located about six miles east of the Lake Tahoe Basin. The east front of the Carson Range is a large fault scarp more than 4,000 feet high. Faults along the lake margins have not been delineated in detail, but the presence of steep, near vertical drop-off areas along the shoreline clearly suggest that faults are present. Numerous other north and northeast-trending faults have been identified and are associated predominantly with Basin and Range tectonics and the emplacement of intrusive igneous rocks. Numerous fault lines are depicted in the vicinity of the project area. Most are roughly north-south trending.

Pleistocene glaciation played a major role in shaping the landscape visible today. Birkeland (1964) recognized four glacial episodes, evidence of which is common in most portions of the basin. The most easily recognized features are moraines that formed along the edges of glacial lobes as they advanced away from the mountains.

The project area is comprised of a single geologic map unit (Saucedo 2005). Pleistocene till deposits (Qta), consisting of unconsolidated boulder till with a distinct yellow-brown weathered matrix, is found throughout the project area. These deposits are preserved as large moraines with rounded and broad crests.

2.3 Soils

Soils found within the project area fall within nine categories as defined by the Natural Resource Conservation Service (Soil Survey Staff 2016).

- Tahoe Complex, 0 to 2 percent slopes (Map Unit 7041): this soil is typically found on flood plains and valley flats and consists of alluvium derived from granitic and volcanic rock. The soil is moderately deep and is very poorly drained. Typical vegetation consists of seasonally flooded basins dominated by sedges. This soil is represented in a small area along the northern margin of the project area.
- Celio loamy coarse sand, 0 to 5 percent slopes (Map Unit 7431): this soil is typically found on outwash terraces and consists of alluvium or outwash material. The soil is moderately deep and is somewhat poorly drained. This soil is located in the lower elevations of the project area, adjacent to Highway 50.
- Christopher loamy coarse sand, 0 to 9 percent slopes (Map Unit 7441): this soil is typically found on hillslopes on outwash terraces and consists of outwash derived from granodiorite. The soil is moderate deep and is somewhat excessively drained. Within the project area, this soil unit is located along the eastern margin of the project area along the ridgeline.
- Christopher loamy coarse sand, 9 to 30 percent slopes (Map Unit 7442): this soil has the same characteristics as the Christopher soils described above, just on steeper slopes. It is located along the midslope of the project area running northeast-southwest.
- Gefo gravelly loamy coarse sand, 2 to 9 percent slopes (Map Unit 7451): this soil is typically found on hillslopes on outwash terraces and consists of outwash derived from granodiorite. The soil is moderately deep and somewhat excessively drained. It is represented in a small area along the northern margin of the project area.
- Jabu coarse sandy loam, 0 to 9 percent slopes (Map Unit 7461): this soil is typically found on hill slopes and outwash terraces and consists of outwash derived from granodiorite. The soil is moderately deep and exhibits very slow permeability. In the project area, this soil is located along the US 50 corridor in the southern extent.
- Jabu course sandy loam, 9 to 30 percent slopes (Map Unit 7462): this soil has the same characteristics as the Jabu soils described above, just on steeper slopes. The soil is located at the lower elevations of the project area.
- Marla loamy coarse sand, 0 to 5 percent slopes (Map Unit 7471): this soil is typically found on valley flats and outwash terraces. It consists of alluvium derived from granodiorite, is moderately deep, and is poorly drained. In the project area, this soil occurs in the northwest corner where the Upper Truckee River passes through.
- Ubaj sandy loam, 0 to 9 percent slopes (Map Unit 7541): this soil typically occurs on lake terraces and outwash terraces. It consists of alluvium and/or colluvium derived from granodiorite over lacustrine deposits. This soil is represented in a small area along the northern margin of the project area.

2.4 Flora

A Jeffrey pine woodland dominates most of the project area. Most of this area has been altered as evidenced by development and, in places, the presence of seeded plant species. Jeffrey pine was the dominant conifer with an occasional white fir. The shrub layer varied in density with mountain big sagebrush appearing dominant. Other common shrub species encountered were antelope bitterbrush, greenleaf manzanita, and tobacco brush. Typical herbaceous plants observed in more open sites included wooly mule's ears and bottlebrush squirreltail. Seeded grass species included California brome, fescue, creeping wild-rye, and slender wheatgrass.

Lodgepole pine is observed fairly continuously at the meadow/Jeffrey pine interface. Seeded species noted in association with Jeffrey pine were also evident in lodgepole pine dominated vegetation. The tree canopy was intermittent to open with a sparse understory composed of bushes and some grasses. A thick pine needle duff layer was noted.

A willow-alder wetland shrub habitat is present along the Upper Truckee River as intermittent canopy cover confined to a narrow band along the stream banks. It was dominated by mountain alder and willow species including Scouler's willow, sandbar willow, and shining willow. Representative herbaceous vegetation included starry false solomon's sea, Nevada goldenrod, and assorted grasses like fowl bluegrass.

The montane meadow vegetation type is present in areas along the Upper Truckee River. A component of the montane meadow is the wet meadow vegetation type found in topographic lows. It was composed of sedges and grasses with some forbs. Dominant vegetation included rusty sedge, Nebraska sedge, creeping spikerush, rush species and aster. Drier portions of the meadow harbored additional plant species like slender wheatgrass, Nelson's needle grass and mat muhly.

Road shoulders were colonized by plant species that tolerate disturbed conditions. Common species encountered included white goosefoot and prostrate knotweed.

2.5 FAUNA

Black bear occur throughout habitat types found within the study area. Mule deer are known to occur in the Jeffrey pine habitat located within and adjacent to the study area. Wildlife species known to occupy undeveloped Jeffrey and lodgepole pine habitats have adapted to the urban/interface areas. Some of those urban adapted species include the brown creeper, dark-eyed junco, mountain chickadee, pygmy nuthatch, red-breasted nuthatch, Douglas' squirrel, and chipmunks. The Lodgepole pine habitat is used by both the marten and red fox. Numerous rodent species reside in the meadow and provide a prey base for wildlife species including the coyote.

The regional streams support fish species including brook trout, amphibians, and reptiles. The California tree frog and western aquatic garter snake are expected to occur in and along the river corridor.

Many of these plant and animal species were of economic importance to the prehistoric and historic inhabitants of the area. However, it is doubtful that modern plant and animal communities closely resemble conditions that existed prior to the onset of historic activities such as logging, road construction, and residential development.

3.0 BACKGROUND OVERVIEW

This section provides a brief historic context for the immediate, project-related APE and a slightly more expansive archival study area, comprising the vicinity within one-half mile of the study area. Summaries of the prehistoric, ethnographic, and historic periods were compiled by Zeier (2012) and reiterated here. This context is based on archival search results from the North Central Information Center (NCIC), a records search conducted at the USFS Lake Tahoe Basin Management Unit office, historic maps, and readily available published historic and archaeological sources.

3.1 ARCHIVAL REVIEW

Prior to the field survey, a records search was requested from the NCIC (see **Appendix D** for results). In addition, in 2015 a records search was conducted at the USFS Lake Tahoe Basin Management Unit in South Lake Tahoe for a project directly adjacent to the present project (Hall 2015a). The 2015 USFS records search completely overlaps the present project area and therefore was incorporated into the archival review to fill any potential data gaps.

As a result of the archival review including results from the NCIC and the USFS, 33 inventories and 22 sites have been recorded within 0.25 miles of the project area. Seven sites have been mapped within the project area including 05199901275, 05199901276, 05199901278, 05199901279, 05199901280, 05190000481 (P-09-003805), and 05190001042 (P-09-003898). Each of these sites is discussed in more detail below.

Historic maps reviewed as part of the present study included the following:

- A General Land Office (GLO) survey plat map (dated 1866) on file at the North Central Information Center for Township 12 North, Range 18 East.
- A 1879 map of Lake Tahoe and Vicinity on file at the Keck Earth Sciences and Mining Research Information Center, University of Nevada, Reno.
- A 1896 USGS 15 minute Pyramid Peak quadrangle map (reprinted 1932) on file at the Keck Earth Sciences and Mining Research Information Center, University of Nevada, Reno.
- A 1955 version of the Echo Lake 7.5 minute USGS quadrangle map available from the USGS National Map Viewer website.

3.1.1 Previous Inventories

Table 2 provides the previous inventories that have been conducted within 0.5 miles of the project area.

Table 2. Inventories within 0.25 Miles of the Project Area.

Report Number	Title	Author	Year	Source
NCIC Rpt 002724	Archaeological Survey and Site Recording for the Pioneer Timber Sale, with a Contextual History of the Lake Valley Railroad	Lindstrom, Susan G. and Jeffery T. Hall	1998	NCIC
NCIC Rpt 002856	First Addendum Historic Property Survey Report for Three Bridges within the Lake Tahoe Basin on State Route 50: El Dorado Co., CA.	--	1991	NCIC
NCIC Rpt 006930	New Tower Submission Packet FCC Form 620 Project Name: Meyers Project Number: 36301464.01464	--	2005	NCIC
NCIC Rpt 007136	Addendum: Cultural Resource Report CRR No. 05-19-170 B Project Name: Heavenly Valley 8&9 Forest Health Project	--	1993	NCIC
NCIC Rpt 007210	A Cultural Resources Evaluation of the Meyers Bike Trail, South Lake Tahoe, CA El Dorado County	Consulting Archaeologist	1991	NCIC

Table 2. Inventories within 0.25 Miles of the Project Area.

Report Number	Title	Author	Year	Source
NCIC Rpt 007213	Cultural Reconnaissance Report For Re-Location of CA-ELD-24 & CA-ELD-25. (CRR #05-19-244) (FS Report R1990051900009)	Davis, Herschel	1990	NCIC
NCIC Rpt 007216	Lake Tahoe Basin Management Unit Heritage Resource Report ------URBAN FRINGE MANAGEMENTPROJECT------- (California Portion)	--	1995	NCIC
NCIC Rpt 007217	Short Form Archaeological Reconnaissance Report ARR NO. 05-19-178 PROJECT NAME: SANTE FE ROAD EROSION CONTROL PROJECT (FS Report R1988051900004)	--	1988	NCIC
NCIC Rpt 007222	A Determination of Eligibility and Effect on Cultural Resources Within the Angora Creek and Washoe Meadows Wildlife Habitat Enhancement Project.	--	1995	NCIC
NCIC Rpt 007578	Lands Department Urban Lot Management Project	--	--	NCIC
NCIC Rpt 009388	Heritage Resource Inventory South Tahoe Public Utilities District A-Line Export Pipeline Relocation Project	Consulting Archaeologist	1994	NCIC
NCIC Rpt 009411	South Tahoe Public Utility District A-Line Pipeline Relocation Extension Project	Harland Bartholomew & Associates	1995	NCIC
NCIC Rpt 009412	Cellular Communications Skyline Drive Site Heritage Resource Inventory Meyers, California, El Dorado County	Consulting Archaeologist	2001	NCIC
NCIC Rpt 009413	Negative Archaeological Survey Report For The Proposed Erosion Control Project Along State Route 50 in El Dorado County	Caltrans	1999	NCIC
NCIC Rpt 009426	Lake Country Estates Land Exchange (FS Report 05-19-162)	Forest Archaeologist	1983	NCIC
NCIC Rpt 009429	Upper Truckee River Reclamation Project Upper Reach, Planning and Design Heritage Resource Study Phase 1 (FS Report TB-2004-007)	Lindstrom, Susan G.	2003	NCIC
NCIC Rpt 009647	Survey of the lake Tahoe Community College (FS Report 05-19-237)	--	1992	NCIC
NCIC Rpt 009865	Sawmill Phase 2 Bike Bath and Erosion Control Project	--	2008	NCIC
NCIC Rpt 009881	Historic Property Survey Report for: US 50 Meyers Road and Incline Road	Caltrans	2008	NCIC
NCIC Rpt 010007	Heritage Resource Inventory Meyers Lot	Consulting Archaeologist	2008	NCIC
NCIC Rpt 010724a	HISTORIC PROPERTY SURVEY REPORT	El Dorado County DOT	2010	NCIC
NCIC Rpt 010724b	HERITAGE RESOURCE INVENTORY REPORT SAWMILL PHASE 2 BIKE PATH AND EROSION CONTROL PROJECT EIP PROJECTS #706 AND #10034 JN 95165	Zeier & Associates; Caltrans	2010	NCIC
NCIC Rpt 010724c	Results of an Extended Phase I Inventory at CA-ELD-24, CA-ELD-532, and CA-ELD-534 Conducted on behalf of The Sawmill Phase 2 Bike Path and Erosion Control Project, El Dorado County, California. Project Federal Identification Number: CML 5925 (063)	Zeier & Associates	2010	NCIC
NCIC Rpt 010724d	FINDING OF NO ADVERSE EFFECT WITH STANDARD CONDITIONS/ESA ACTION PLAN FOR THE SAWMILL BIKEPATH PROJECT EL DORADO COUNTY, CALIFORNIA	Caltrans	2010	NCIC
NCIC Rpt 011096	Results of an Extended Phase I Inventory at CA-Eld-24, CA-Eld-532, and CA-Eld-534, Conducted on Behalf of The Sawmill Phase 2 Bike Path and Erosion Control Project, El Dorado County California	Zeier & Associates	2010	NCIC
NCIC Rpt 011679	Archaeological Survey Study of the Skyline Drive & Crystal Air Drive Project AT&T Mobility Site No. CNU6214 1697 Skyline Drive South Lake Tahoe El Dorado County, California 96150	Historic Resource Associates	2014	NCIC
R1986051900016	Cultural Resources Inventory of Washoe Meadows State Park and Lake Valley State Recreation Area	Nesbitt, Paul E., et al.	1989	USFS
R1987051900007	Lake Country Estates land Exchange	Hardy, Kathy	1987	USFS
R1991051900011	Cultural Resources Evaluation of the Meyers Bike Trail	Lindstrom, Susan G.	1991	USFS

Table 2. Inventories within 0.25 Miles of the Project Area.

Report Number	Title	Author	Year	Source
R1995051900003	Urban Lot Management Project Heritage Resource Report	Dexter, Sean D.	1995	USFS
R1997051900004	Lands Department Urban Lot Management Project Heritage Resource Report	Davis, Herschel	1997	USFS
R1998051900009	Urban Lots Treatment Projects Cultural Resources Report 1998-99	Weichman, Michael	1998	USFS
R1998051900010	Urban Lots Treatment Projects Cultural Resources Report – Upper North Truckee	Weichman, Michael	1998	USFS
R2004051900095	Upper Truckee Reclamation Project	Weichman, Michael	2004	USFS
R2004051900096	Urban Lots Survey – CA Various Location FY2004	Weichman, Michael	2004	USFS
R2015051900030	HERITAGE RESOURCE INVENTORY REPORT: Meyers Erosion Control Project – Expanded Area, El Dorado County, California (JN 95179)	NCE	2015	NCE

3.1.2 Previously Recorded Resources

Table 3 provides the previously recorded sites that have been identified within 0.25 miles of the project area. Highlighted rows indicate resources that are depicted within the project area.

Table 3. Previously Recorded Sites within 0.25 Miles of the Project Area.

Primary Site #	Other Site #	Age	Description	Last Recorded	Eligibility Status	Project Area Proximity	Source
--	05190000026	Historic	Old Placerville Road (aka Pioneer Trail, Old Emigrant Trail, Johnson's Cutoff, Bonanza Road)	1991	Eligible	Outside	USFS
--	05190000090	Historic	G.W. Chubbuck Narrow Ga. Railroad	2007	Unevaluated	Outside	USFS
--	05190000860	Historic	Possible segment of the Pioneer Trail	2008	Unevaluated	Outside	USFS
--	05190000867	Historic	Historic fences	1996	Unevaluated	Outside	USFS
--	05190001199	Historic	Historic dump	2009	Unevaluated	Outside	USFS
--	05199901275	Historic	Road segment	2008	Not Eligible	Inside	USFS
--	05199901276	Historic	Fence line segment	2008	Not Eligible	Inside	USFS
--	05199901278	Historic	Trash scatter	2008	Not Eligible	Inside	USFS
--	05199901279	Historic	Ditch segment	2008	Not Eligible	Inside	USFS
--	05199901280	Historic	Trash scatter	2008	Not Eligible	Inside	USFS
P-09-003528	--	Historic	Isolates along US 50	Unknown	Not Eligible	Outside	USFS
P-09-000112	CA-ELD-000024/H	Prehistoric	Cathedral Rock Site	2002	Unknown	Outside	NCIC
P-09-001917	CA-ELD-001379H	Historic	Lake Valley Railroad	2007	Unknown	Outside	NCIC
P-09-003394	--	Historic	Foundation	2005	Unknown	Outside	NCIC
P-09-003398	CA-ELD-002208	Prehistoric	Bedrock milling feature	2007	Unknown	Outside	NCIC
P-09-003473	CA-ELD-002246	Historic	Accident Cabin - logging camp site	1992	Unknown	Outside	NCIC
P-09-003477	CA-ELD-002250	Historic	Suitchute Site - road/railroad grade	1992	Unknown	Outside	NCIC
P-09-003528	--	Historic	Trash scatter	1991	Unknown	Outside	NCIC
P-09-003530	CA-ELD-002290	Prehistoric	Lithic scatter and bedrock milling	1990	Unknown	Outside	NCIC

Table 3. Previously Recorded Sites within 0.25 Miles of the Project Area.

Primary Site #	Other Site #	Age	Description	Last Recorded	Eligibility Status	Project Area Proximity	Source
P-09-003805	05190000481	Historic	Lake Valley Utility Line	2006	Unevaluated as a whole	Inside	NCIC
P-09-003898	05190001042	Historic	Old State Highway 89	2015	Unevaluated as a whole	Inside	NCIC
P-09-004531	CA-ELD-002784	Historic	Sunset Ranch	1994	Unknown	Outside	NCIC

The NCIC records search did not identify any sites or districts on the California Inventory of Historical Resources, the Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility, or the OHP Historic Properties Directory.

Site 05190000026, a segment of the Old Placerville Road, has been determined eligible for listing on the NRHP/CRHR. This segment however, is located outside the project area. Seven sites have been mapped within the project area including 05190000481 (P-09-003805), 05190001042 (P-09-003898), 05199901275, 05199901276, 05199901278, 05199901279, and 05199901280. Each of these sites is discussed in more detail in the results section of this report.

3.2 Prehistoric Overview

Elston (1982, 1986) and Lindström et al. (2000) provide recent summaries of western Great Basin and eastern Sierra prehistory. These studies focus on adaptive strategies consisting of technological, subsistence, settlement, and ideological elements that were expressed over broad regions. Four such strategies are recognized for the Western Great Basin, including eastern Sierra basins such as the Lake Tahoe Basin. Those strategies include the Pre-Archaic (prior to 7,000 years before present), the Early Archaic (4000 to 7000 B.P.), the Middle Archaic (1500 to 4000 B.P.), and the Late Archaic (time of historic contact to 1500 B.P.).

The Pre-Archaic strategy prevailed from about 7000 to 11,500 B.P., a period marked by cool, moist conditions which fostered an abundance of surface waters. Subsistence revolved around lakeshore-marsh resources and the taking of large game; the use of processed seeds and nuts was not prevalent. Population density was quite low, and groups were highly mobile. Originally thought to represent an adaptation to pluvial lakeshore environments, Pre-Archaic sites have increasingly been recognized in a variety of riverine and upland settings. Environmental conditions changed gradually toward the end of the Pre-Archaic period; temperatures increased, moisture patterns changed, and the amount of available surface water decreased. Eventually, these changes caused a shift in adaptive strategy. Early Archaic patterns are markedly different from those of the Pre-Archaic period. Seed processing tools make their first appearance, indicating that the resource base had become more diversified. Hunting remained a prevalent activity. The variety of site types increases during this period, suggesting again the diversity of the resource procurement strategy. Initially, the population density was less than during the Pre-Archaic, but gradually increased.

Within the Tahoe Basin, Sierran glaciers retreated between 8000 and 9000 B.P. making it possible for people to occupy the area. Pre-Archaic sites have been identified along the Truckee River. Early Archaic sites have been recorded near Spooner Lake and in other locations within the Lake Tahoe Basin. These data suggest only a limited use of the Sierra Nevada during early times. Lindström et al. (2000) suggests that during Pre-Archaic and Early Archaic times, the level of Lake Tahoe may have been considerably lower than at present; upper reaches of the Truckee River may have been dry for centuries at a time. If this was

indeed the case, Pre-Archaic and Early Archaic sites would have been located adjacent to the lake then present, but were subsequently submerged as the lake level increased.

At the onset of the Middle Archaic, about 4000 B.P., environmental conditions again changed. Increases in effective precipitation caused the expansion of resources associated with lakes and marshes. For example, Lake Tahoe presumably returned to its current configuration. Prehistoric populations increased, and pronounced cultural elaboration occurred, as evidenced by an abundance of textiles and other perishables, and more elaborate houses. Subsistence practices continued to emphasize large game hunting, but the use of seed expanded. Also, the use of upland resources increased notably. These trends are apparent in the archaeology of the Lake Tahoe Basin and the Sierra Nevada in general. The local manifestation of this adaptive strategy is the Martis Complex.

The transition from the Middle to the Late Archaic is marked by changes in technology, subsistence patterns, and settlement. Technologically, the Late Archaic saw the introduction of the bow and arrow, a diversification in ground stone implements, and a greater emphasis on the use of small flake tools. Subsistence and settlement changes appear to reflect increased local and regional population. This prompted an intensification and diversification in subsistence practices not noted previously. Low-ranked resources seldom used during earlier periods were added to the diet. The use of pinyon became pronounced during this period. The Kings Beach Complex is the local manifestation of this adaptive strategy. Sites associated with this complex are common in the basin, especially since the Late Archaic represents populations ancestral to the present day Washoe.

3.3 Ethnographic Overview

As of the mid-1800s, the Washoe inhabited the region of the study area. A Hokan-speaking hunting and gathering group, the Washoe inhabited the chain of valleys along the eastern slope of the Sierra Nevada, from Honey Lake to Antelope Valley. The Pine Nut Mountains and the Virginia Range formed the eastern boundary of Washoe territory, while the western boundary extended several miles beyond the Sierra crest. A plethora of information has been written about Washoe land-use in the Tahoe Basin and their use of the region's resources. Lake Tahoe is the center of the Washoe world, both geographically and socially. Legendary and mythological associations to places within the basin are common. Ethnographic data on the Washoe are contained in d'Azevedo (1956, 1963, and 1986), Barrett (1917), Dangberg (1968), Downs (1966), Fowler et al. (1981), Freed and Freed (1963), Lowie (1939), Nevers (1976), Price (1962, 1980), and Siskin (1941).

While they were an informal and flexible political collectivity, Washoe ethnography hints at a level of technological specialization and social complexity for Washoe groups uncharacteristic of their neighbors in the Great Basin. Semi-sedentism and higher population densities, concepts of private property, and communal labor and ownership are reported and may have developed in conjunction with their residential and subsistence resource stability.

There was a tendency for Washoe groups to move from lower to higher elevations during the summers and then return to lower elevations the remainder of the year (Downs 1966). With the coming of spring, small bands or individual families left their winter base camps to take advantage of ripening plant foods in low-lying valleys. As soon as travel became possible in the spring, several, but not all group members, began leaving winter villages for the lake. White fish and early plants sustained these early arrivals. Extended kin groups returned to established camps located along streams from which they fished, harvest plants, and hunted game. Winter camps were not abandoned. Families at the lake would walk back and forth several times over the summer, bringing fish and other provisions to those that had stayed behind.

By early June, many Washoe were encamped around the shores of Lake Tahoe. Camps of five or six windbreaks (gadu), each gadu housing a family, appeared adjacent to the lake's tributaries. From these encampments, the Washoe took trout, sucker, and white fish that spawned in the streams. Stores of dried fish were developed for later use.

In the late summer and early fall, Washoe began leaving Lake Tahoe and dispersed in small groups to valleys east of the Sierra. Antelope and rabbit were hunted in early fall, both by individuals and in communal drives. Rabbits were dried for winter use. In late fall, collecting pine nuts and deer hunting were important activities along the eastern Sierra and the Pine Nut Mountains to the east. With the coming of winter, Washoe families returned to their favored base camps at lower elevations, where there stores of pine nuts, seeds, and dried meat sustained them.

This general seasonal round was not rigidly adhered to by all Washoe (d'Azevedo 1986). Some trekked to distant places for desired resources, while most circulated in the vicinity of their traditional habitation sites. They were not compelled to cover large expanses of land in their subsistence pursuits, a pattern common to other Great Basin groups. This was due to the large variety of predictable resources that were close at hand. Their relatively rich environment afforded the Washoe a degree of independence and may account for their long tenure in their known area of historic occupancy.

Washoe use of the Lake Tahoe Basin changed radically after the 1850s. The development of transportation corridors, intensive logging, recreational uses, and commercial fishing all affected the resource base on which the Washoe had depended. Traditional lifeways changed. With the decline or demise of their traditional food sources, the Washoe became increasingly dependent upon European resources and means of procurement. Many Washoe individuals and family groups retained links to their ancestral lands around Lake Tahoe by working for loggers, dairymen, fishermen, ranchers, and resort owners. These enterprises made extensive use of Indian labor and, in exchange, the Washoe were paid wages or were given food. Washoe men worked on roads, and cut and hauled firewood and Christmas trees for ranchers and lumbermen. Women performed domestic chores and made baskets to sell to tourists. Over time, some Washoe developed close relationships with their employers.

3.4 Historic Overview

Several general references are available that address the history of the Lake Tahoe Basin and the Comstock. Those used to develop the history that follows included Lord (1883), Knowles (1942), Galloway (1947), Myrick (1962), Scott (1957 and 1973), Goodwin (1971), Lindström and Hall (1998), and Shapiro et al. (2004). Historic themes determined most relevant to the current study area include Early Development and Transportation, Settlement and Agriculture, Logging, the Early Twentieth Century, and the Post War Years.

3.4.1 Early Development and Transportation

During his second expedition, explorer John C. Fremont and his party passed near Carson Pass and above the headwaters of the Upper Truckee River. On Valentine's Day in 1844 Fremont first sighted Lake Tahoe from Red Lake Peak.

For the next 15 years, Lake Tahoe was undisturbed by the great westward migration. This was because routes through the Lake Tahoe basin required a double crossing of mountains - over the Carson Range east of the Lake Tahoe basin and over the main Sierra crest to the west. With the discovery of gold in California in 1848, mining and community development created an instant demand for trans-Sierra freight routes across the Sierra Range. A system of roads soon became established linking eastern portions of the country to California. Major

trails passed through the south end of the Lake Tahoe Basin and over Donner Summit to the north.

The study area is located along the southern route. Early in 1848, while searching for a more direct route over the central Sierra, John Calhoun "Cock-Eye" Johnson of Placerville encountered a large valley (Lake Valley) along the southern shore of Lake Tahoe. A main transportation corridor was established through here, first known as "Johnson's cut-off" and later called the "Placerville Road". This corridor connected California and the Comstock Lode area between the late 1850s and the early 1870s. As shown on the 1866 GLO plat map, the Placerville Road cut across the mountain face from Johnson Pass, and then across the southern end of Lake Valley to Meyers. From Meyers, the road headed northeast along what is today Pioneer Trail. Today, much of the alignment of the Old Placerville Road through Lake Valley is now part of US Highway 50. A major variant of the Placerville Road saw heavy use during the late 1850s and early 1860s. After entering Lake Valley, this route turned south, extended up and over Luther Pass, and then down the Carson River to Carson Valley and on to the Comstock.

Development of the Meyers area began soon after the Placerville Road was opened. Martin Smith and his partner, Jim Muir, rebuilt the Martin Station, which had burnt in the summer of 1855. The new station consisted of several buildings, a corral, and a stable. In 1858, Muir sold his interest to George Douglass and in 1859, Smith and Douglass sold out to Ephraim "Yank" Clement. George Meyers, for whom the area is now known, bought Yank's Station from Clement in 1873. At that time, Clement moved his business from present-day Meyers eight miles north to Lake Tahoe (Scott 1957). The station house at Meyers was a two and one half story building with 13 rooms. Also present at the station were livery stables, corrals, a cooperage, a general store, saloons, barns, and out buildings. Most of those structures were leveled by fire in 1938 (Scott 1973). A 1944 highway map shows a Forest Service ranger station, post office, meat market, hotel and store, garage, service station, warehouse, barn, blacksmith shop, and nine houses situated on both sides of the road.

The establishment of the Lincoln Highway in 1913-1914, the nation's first transcontinental auto road, ushered in the expanding state and national highway system. The southern route followed the segment of Highway 50/89 that traverses east of the project area. The Pioneer Trail was also designated as the Lincoln Highway for a short period of time between 1913-1914 and 1917. Beginning in 1911, portions of the Old Placerville Road were paved and became the Old Alpine State Highway, then subsequently renamed State Route 23. Eventually, portions of the route were subsumed by State Route 89.

In the early 1900s, a roadway was constructed along the west shore of Lake Tahoe connecting Tahoe City with the Old Placerville Road. The new road went north from Meyers along an old wagon road, crossed the Upper Truckee River, and extended through Tahoe Valley before reaching Camp Richardson and points north. This road was eventually designated as State Route 89. Construction of SR 89 occurred at a time when automobiles were making their first appearance in the Lake Tahoe Basin. Automobiles could travel at substantially higher speeds than earlier horse-drawn wagons and heavier, power-driven equipment was now available to assist in construction. As a result, SR 89 was constructed based on a design speed that required broader, more sweeping curves than the earlier trail. This resulted in a roadway that exhibited a greater level of engineering. To some extent the roadway still followed the lay of the land. By the late 1920s, SR 89 was a moderately engineered roadway that was paved to a typical width of 20 feet.

In 1944-46 plans were completed to reconstruct US 50 through the South Lake Tahoe area. The new route for US 50 did not make use of the Pioneer Trail corridor. Rather, it stayed

closer to the Lake, connecting with SR 89 in Tahoe Valley at what is today known as the "Y". From there, the new US 50 extended south along the old SR 89 corridor. By the 1940s, the design speed was higher than had been used during development of SR 89. Some of the shorter radius curves once present along SR 89 were cut off or isolated when US 50 was constructed. The right of way had been obtained in 1937 and construction was completed by 1948. During this time, a new bridge was constructed across the Upper Truckee River near Sawmill Road which replaced the old SR 89 bridge located about 0.2 miles to the west.

3.4.2 Settlement and Agriculture

Martin Smith built a trading post in Upper Lake Valley in 1851. Several other cabins were constructed in 1853, after an article appeared in the Placerville newspaper saying that gold had been discovered in the area. In 1854, Asa Hawley settled in Lake Valley and established a trading post. He owned 160 acres immediately south of Martin Smith. Hawley built what he called "2nd Elkhorn House" some 1,000 feet south of the site where a wooden bridge would later span the Upper Truckee River (Scott 1957). The 1866 GLO plat map shows the Haley House as being located in the northwest quarter of Section 17, Township 11 North, Range 18 East, directly across from where Grass Lake Creek flows into the Upper Truckee.

Carlo Celio, a native of Switzerland, was listed as a milkman in Lake Valley in 1866, although he allegedly did not settle in the valley until 1873 (Scott 1957, 1973). Celio was a dairyman in the Placerville area as early as the 1850s and evidently used Lake Valley for summer pasture. In 1873, Celio bought property from Charles Winstanley. Over the remainder of the century he continued to acquire property, eventually holding title to some 2,600 acres. Agricultural data show that 228 tons of hay was baled in Lake Valley during 1870, while 800 tons of hay was cut in 1880. Butter production in 1870 reached 100,600 pounds. Raising livestock and dairy cattle continued to be primary activities in Lake Valley through the middle of the twentieth century. The Whinstanley house and dairy are shown on the 1866 GLO plat map in the northeast quarter of Section 6, Township 11 North, Range 18 East. The same general location is noted as the Celio Ranch on the 1955 USGS quadrangle map.

Scott (1957) notes that Hiram Barton owned and ran a dairy ranch located in the meadow north of Yank's Station. This ranch was likely located in the area of Meyer's Lake Tahoe Golf Course. A dairy building dating to the 1910s to 1920s stood at the present maintenance yard for the golf course. This building, likely related to the later dairy operations of J. Chester Scott, was torn down for construction of the modern facility. Prior to its demolition, the building was recorded, but the documentation has yet to be submitted to the Information Center (Peak 1995:8).

3.4.3 Logging

Rich ore deposits were discovered in the Comstock area of western Nevada in 1859, causing the westward flow of emigrants to California to be reversed. With mining on the decline in California, news of the Comstock discovery caused a "rush to Washoe". Consequences of that rush were to have a profound effect on the Lake Tahoe Basin. Development of the Comstock Lode prompted the need for a variety of wood products. During the early 1860s, this need was met by small operations located within the Virginia Range and along the east front of the Sierra Range. By the mid-1860s, forests in the Tahoe Basin became the primary source of lumber and cordwood for the mines. Cutting began on the east side of the basin, continued to the north and south shores, and finally along the west shore. The timber harvest continued through 1897 when mine production waned and the last major sawmill closed. By the end of the Comstock period, wood products totaling 600 million board feet of lumber and two million cords of firewood had been consumed. The harvest from the Tahoe and Truckee Basins was worth in excess of 80 million dollars.

Lindström and Hall (1998) provide a detailed discussion of logging in Lake Valley. The first lumber mill in Lake Valley was constructed in 1860 as Robert Woodburn's water-powered sawmill. It was located about two miles northeast of Meyers on the Old Placerville Road (Pioneer Trail). Woodburn supplied lumber for many of the local hostelries, barns, and stables that were built along the Old Placerville Road. During those early years, Lake Valley was home to several dairy and hay operations that provisioned the hotels and stables with supplementary feed. During the late 1870s, ranching was replaced by lumbering as the primary industry in the valley; however, the timber business proved prosperous for Lake Valley ranchers.

The Carson & Tahoe Lumber & Fluming Company (CTLFC), formed by Bliss and Yerington in 1873, operated along the east, south, and west shores of Lake Tahoe. During the 1870s and 1880s, timber rights in Lake Valley were sold to the CTLFC and the Eldorado Wood and Flume Company (Galloway 1947). The CTLFC built two railroads into Lake Valley. The first was a standard gauge line from Camp Richardson. This line was abandoned and replaced by the narrow gauge Lake Valley Railroad (LVRR) that extended along the east and south edges of the valley, to Meyers, and then into the upper watershed of the Upper Truckee River. The mainline, spurs, and sidings covered about 13 miles and ran along portions of the Trout Creek drainage and southwest to Meyers. By the 1890s the CTLFC had obtained timber rights totaling over 6,000 acres throughout the south shore of the lake, acquiring rights on Meyers and Barton family holdings, among others. Much of Lake Valley was stripped of its marketable timber by the late 1890s and large scale logging in this region was over. The LVRR was torn up during the summer of 1898, and all salvageable materials and equipment were pooled with those from the Glenbrook railroad operation and taken by barge to Tahoe City for incorporation in the Lake Tahoe Railway and Transportation Company's passenger and freight line to Truckee.

Trees were selectively harvested to suit varying wood markets. Jeffrey, sugar, and ponderosa pines were favored. As a result, timber tracts were not clear-cut at once; rather, stands were re-entered over time for different purposes. The pine-mixed conifer belt (between 6,000 and 6,500 feet) was probably logged first while the red fir conifer belt (6,500 to 9,000 feet) was logged last. Much of the cutting occurred during the winter months. The transport of harvested logs from their extraction point to their final destination was achieved using a variety of methods. Systems of primary, secondary, and tertiary haul roads for wagon transport were constructed. Skid trails and corduroy roads also were constructed for dragging logs with teams of animals. Rapid down slope transport over short distances was accomplished with the construction of gravity chutes. Water transport of material was accomplished with the construction of flumes, ditches, reservoirs, and splash ponds.

During the peak of Comstock era logging, the Celio family opted to retain their timber interest and resisted selling land or timber rights to the CTLFC. Deciding to cut timber on their own holdings in Upper Lake Valley, the Celios incorporated as a lumber company in 1905. In 1910, C.G. Celio and Sons established the first of two sawmills in upper Lake Valley. As was common practice, the initial mill was dismantled with the depletion of marketable timber and in 1927-1928, the Celios built a second and larger sawmill near the junction of present-day Lake Tahoe Boulevard and Sawmill Road. Celio and Sons sold out to the Placerville Lumber Company in 1942, ending 47 years in the lumber business. Operations at the old Celio Sawmill ceased in 1952 when it burned down.

3.4.4 The Early Twentieth Century

Land-use impacts during this period were a pale reflection of Comstock period developments. By the turn of the century, unregulated use of the Lake Tahoe Basin largely came to an end (Beesley 1995). A forest reserve, which included lands within the present Tahoe and El

Dorado national forests, was created between 1893 and 1900 (Markley and Meisenbach 1995). Effective management did not exist until creation of the national forest system in 1907, when the Tahoe Basin was segmented under the jurisdictions of the Tahoe, the Toiyabe, and the El Dorado national forests. Agency control dramatically changed land-use patterns, especially with regard to fire suppression and increased recreation through the promotion of camping, hunting/fishing, winter sports activities, and the construction of summer homes (Beesley 1995).

Another major factor tied to the early twentieth century was introduction of the automobile. The first automobiles traveled to the Lake Tahoe Basin in the mid-1910s. Their increased popularity prompted the improvement of local and regional roadways. Within the study area region, the old "Scott's Route" saw increased use. Access to Reno was enhanced in 1891 when the road over Mount Rose Pass was graded. From 1928 to 1935, the U.S. Bureau of Public Roads maintained federal highways. During that time, improvements were made to most roads in the Lake Tahoe Basin.

Road improvements caused a fundamental shift in the nature of roadways and their use. With greatly improved access, the Tahoe Basin saw more recreational use by the traveling public. The Post-World War I era saw a marked increase in traffic during the summer months. This spawned a new type of development. Private communities of summer homes started to appear in the mid-1920s, such as those at Lakeside Park, Tahoe Meadows, Zephyr Cove, Lincoln Park, Secret Harbor, and Kings Beach. These localized, residential developments appeared through the 1920s and 1930s. With increased accessibility by automobiles and with the increased emphasis on public recreation, the old luxury hotels declined and were replaced by rustic summer cabins, auto court motels, cafes, and service stations.

3.4.5 The Post War Years

The presence of improved roadways, increased availability of automobiles, and local enticements such as the legalization of gambling in Nevada all contributed to the dawning of a new era of tourism at Lake Tahoe. Chilled by traumas associated with the depression and World War II, the lure of Lake Tahoe would not be denied. People visited the lake during the summer, staying at one of many new hotels and motels. Larger gaming establishments were constructed after World War II, thereby prompting an increase in the volume of tourists. To retain more of the tourist's dollars on the Nevada side, the gaming establishments constructed large hotels and elegant restaurants that fronted the lake. Downhill skiing developed as an adjunct to gaming. Increasingly, Nevada's casinos and downhill ski areas became major recreational destinations. The movement towards year-round use of the Tahoe Basin brought more building and development to Tahoe's shores, with the accompanying need to house not only vacationers but employees as well. People moved to the Lake Tahoe Basin in large numbers and several communities came into existence. Tahoe saw the growth of permanent residency and facilities to serve tourists and service workers.

4.0 NATIVE AMERICAN CONSULTATION

On August 11, 2016 a letter was sent to the Native American Heritage Commission (NAHC) requesting a search of their Sacred Lands database and a list of contacts that may have knowledge of cultural or tribal resources within or immediately adjacent to the project area. A response was received September 8, 2016 indicating that the Sacred Lands database search did not reveal the presence of tribal resources within or immediately adjacent to the project area. The NAHC requested that several Native American cultural resource representatives be contacted (**Table 3**). Tribal representative inquiry letters were mailed September 12, 2016. Receipt confirmation of the letters was received from every individual except Don Ryberg. It is believed that the address provided by the NAHC for Mr. Ryberg is not current.

Table 4. Tribal Representatives Identified by the NAHC.

Representative	Title	Affiliation	Inquiry Letter Receipt Status
Darrel Cruz	Cultural Resources Department	Washoe Tribe of Nevada and California	Received 9/14/2016
Crystal Martinez-Alire	Chairperson	Ione Band of Miwok Indians	Received 9/14/2016
Neil Mortimer	Chairperson	Washoe Tribe of Nevada and California	Received 9/14/2016
Don Ryberg	Chairperson	Tsi Akim Maidu	Not received (incorrect address)
Cosme Valdez	Interim Chief Executive Officer	Nashville-El Dorado Miwok	Received 9/16/2016
Gene Whitehouse	Chairperson	United Auburn Indian Community of the Auburn Rancheria	Received 9/14/2016

As of October 27, 2016, none of the tribal representatives contacted have inquired about the project. Pursuant of California Public Resource Code Section 21080.3.1(b)(2) of the CEQA, the 30-day response timeframe for Native American inquiry for a project has expired.

Correspondence related to Native American consultation can be found in **Appendix E**.

5.0 INVENTORY METHODS

5.1 EXPECTATIONS

Archival research conducted on behalf of the current project suggests that prehistoric period heritage resources tend to be located on terraces and benches that overlook meadows associated with the Upper Truckee River. Site characteristics include the presence of large granitic boulders or outcrops and reasonably open views to the meadow. Bedrock mortars and grinding slicks are commonly found on the granitic boulders. Research to date suggests that prehistoric sites in the area do not contain an abundance of surface material (lithic artifacts, ground stone, etc.). Once one moves further up and away from the drainage terrace, the density of prehistoric sites appears to decline. Given that the project area is along, and at times at the edge of terraces situated just out of flood plains associated with the Upper Truckee River, there is a possibility that prehistoric sites may be present within the project area.

Historic period heritage resources appear to be quite common throughout the archival study area. As might be expected, sites associated with agriculture and dairying are concentrated in meadows and on flatter land associated with streams. Logging sites are concentrated in the hills, along meadow margins, and along transportation corridors (roads and railroads). Given the location of the project area, it is anticipated that historic sites associated with transportation (early roadways) and logging are the most likely to be encountered.

Finally, it is noted that the project area consists of a residential area comprised of paved roadways and numerous small, developed parcels. It is not anticipated to encounter cultural resources along the road shoulders of the County ROW. However, as indicated by the previously recorded sites within the project area mentioned above, the potential for discovery is greatest in the open, undeveloped parcels owned by the California Tahoe Conservancy, the State, and the USFS.

5.2 FIELD METHODS

The objective of the investigation was to locate, describe, and evaluate cultural resources present within the project area. Fieldwork was performed in accordance with Federal and State of California standards. Areas were surveyed utilizing 15 meter transect spacing. Much of the project area has experienced some level of disturbance. The most predominant types include disturbance associated with existing streets, disturbance associated with access roads and driveways, landscaping, casual use, and utility construction. Emphasis was placed on the examination of undisturbed or relatively undisturbed ground.

If and when cultural resources were encountered, field personnel more thoroughly examined the immediate area to determine the type and extent of cultural material present. Archaeological components including diagnostic artifacts, artifact concentrations, and features were described in field notebooks, photographed using a high resolution camera, and plotted using a mapping grade, sub-meter accuracy, GPS receiver. At least two overview photographs were taken per site to capture the general surroundings with attention paid to capturing the horizon (if possible) to aid in potential future relocation. If applicable, photos of artifacts contain a scale.

Upon completion of the inventory, GPS field data was differentially corrected using the nearest local base station and then converted to GIS shapefiles. If necessary, a California Department of Parks and Recreation (DPR) site form was prepared for each site identified during the inventory. Each site form includes a USGS 7.5 minute map, photographs of site overviews,

and photographs or drawings of diagnostic artifacts. Isolates were mapped and photographed (if diagnostic) as well. No artifacts were collected during the field survey.

Surface visibility varied considerably across the project area. Previously disturbed areas, and cut and fill slopes were often essentially void of vegetation. In undisturbed areas, vegetation and needle litter was present and restricted ground visibility somewhat. Sufficient clear ground was present to ensure survey adequacy.

A detailed photo log for the project is located in **Appendix C**.

5.3 Project Personnel and Dates of Field Examination

Jeremy Hall, Project Scientist at NCE, conducted the archaeological inventory of the project area and prepared the present technical report. Fieldwork was conducted September 13, 2016.

Mr. Hall has 12 years of experience in historic preservation, archaeological investigation and cultural resource evaluation as part of State, Federal, and local standards in compliance with Section 106 of the NHPA and National Historic Preservation Act and PRC Section 21083.2 of the CEQA.

The report has been reviewed by NCE's cultural resource technical advisor, Charles Zeier with over 40 years of cultural resource experience and again by Dave Rios, NCE's Project Manager for this project.

6.0 INVENTORY RESULTS

As a result of the present cultural resources inventory, seven previously recorded historic resources were revisited. The relocated previously recorded sites include 05190000481 (P-09-003805), 05190001042 (P-09-003898), 05199901275, 05199901276, 05199901278, 05199901279, and 05199901280. No new cultural resources were identified. Several of these relocated, previously recorded sites have been updated as part of the present effort, but a few have not given their adequate mapping, photographs, and descriptions. Table 5 provides the status of each site identified.

Table 5. Status of Identified Sites.

Site Number	Age	Description	Site Form Update Status
05190000481 P-09-003805	Historic	Lake Valley Utility Line (Santa Fe Road to Sawmill Road Segment)	Updated
05190001042 P-09-003898	Historic	Old Highway 89 (Segment 5)	Updated
05199901275	Historic	Road segment	Not updated
05199901276	Historic	Fence line segment	Updated
05199901278	Historic	Trash scatter	Updated
05199901279	Historic	Road segment	Updated
05199901280	Historic	Trash scatter	Not updated

Appendix F contains an overview map of these cultural resources discussed below.

6.1 SITE 05190000481/P-09-003805: LAKE VALLEY UTILITY LINE (SEGMENT FROM SANTA FE ROAD TO SAWMILL ROAD)

Site 05190000481 (P-09-003805) is the historic Lake Valley Utility Line. The site was initially recorded by Berrien (1993) of the USFS based on a course scale map According to subsequent site records (Dexter 2006;Reno and Bennett 2002a; Turner 2007), the earlier version of the utility line roughly paralleled the Johnson Pass/Placerville Road through the Meyers area, then turned northeast along the Pioneer Trail. A second utility line continued north along old highway 89 near to Sawmill Road where it turned northwest toward Fallen Leaf Lake.

The NCIC records search indicates two mapped alignment of the Lake Valley Utility Line within the project area, one that roughly parallels current US 50, and one that takes a more direct northerly route from approximately Pioneer Trail. Since this latter alignment was not reflected in previous site records, plotted locations where it crossed Thunderbird Drive and parallels the northern dirt portion of Southern Pines Drive were examined. Evidence of the utility line was not observed at these locations.

Farther to the north, adjacent to a previously mapped segment of Old Highway 89 (Segment 5), an eyebolt and segment of guy wire were identified (believed to be Feature 3 identified in the Reno and Bennett [2002] site record). The feature matches the description provided in the site record except that the in-line insulator was not observed in the present recording. No other previously recorded features were relocated in the field. The currently mapped alignment is believed to be adequately mapped and described.

The site form was updated to provide a high resolution photo of the identified feature and a location map to supplement the previous updates to the site. A DPR site form continuation

sheet, updated photo, and updated map for the portion of the Lake Valley Utility Line identified within the survey area are provided in **Appendix G**.

6.2 Site 05190001042/P-09-003898: Old Highway 89 (Segment 5)

Site 05190001042 (P-09-003898) consists of several abandoned segments of Old Highway 89. Many of these segments have been recorded or updated over the last couple decades (Dexter 2005, Hall 2015b, and Reno and Bennett 2002b). Old Highway 89 originates near Topaz Lake and extends northwest for about 300 miles, coincides with Highway 50 to Lake Tahoe and then continues north along the west shore of the lake. The alignment crosses I-80 at Truckee and continues through Lassen Park and then terminates at I-5 near Mt. Shasta. The old highway was straightened during the 1940s leaving several abandoned segments along the new alignment. The alignment has not been formally evaluated as a whole; however, individual segments were evaluated for their integrity as part of the 2002 recording.

Segment 5 of the alignment (identified in the 2002 site form) is located within the present survey area. This segment was relocated and found to be adequately described, the overall condition unchanged, but poorly mapped. A DPR site form continuation sheet, updated photos, and updated map for Old Highway 89, Segment 5 is provided in **Appendix G**.

6.3 Site 05199901275: Road Segment

Site 05199901275 is a road segment, originally recorded by Rushing (2004) and updated by Entrix in 2008. The segment is located about 200 feet northeast of the intersection of Meadow Vale Drive and Highway 50. Previous researchers have speculated a possible association between this road and buildings located on the corner of Highway 50 and Meadow Vale, along the east side of the highway. These buildings are visible on the 1955 and 1992 USGS Echo Lake 7.5' quadrangle maps and have since been razed. The road appears to run from these structures northwest across an open field.

As part of the present effort, the road segment was relocated and found to be mapped and described adequately. Given the lack of additional details pertaining to this site, an updated DPR form was not generated.

6.4 Site 05199901276: Fence Line

Site 05199901276 consists of a historic fence line that borders parcel 033-100-24 on the north and west sides. The site is located adjacent to an abandoned segment of Old Highway 89 just south of Meadow Vale Drive. The site was first recorded by Rushing (2004) and updated by Entrix in 2008. The fence is perceived to have been associated with a lot used for grazing.

As part of the present effort, several additional fence posts and downed sections of barbed wire were located helping to square-off the fenced in parcel on all four sides. A probable entrance/gate to the pen is also identified in the southwest corner. The posts are a mix of 4x4 milled posts and larger unmilled posts that have been squared off on the top. This suggests that the fence was repaired at some point replacing the older rough-hewn posts with the newer 4x4 posts. The barbed wire is 12 ½ gauge common round barbed wire with four inch spacing between barbs. Based on the materials, the fence probably dates to the 1950s.

Given the size of the fenced area (approximately 0.5 acres), a possible use of the enclosure was for livestock grazing (e.g., sheep); however, this claim cannot be substantiated given the research conducted to date. A road (05199901279) and a trash scatter (05199901278) extend into the southeast portion of the fence line. Available evidence does not suggest that these sites are related and therefore remain documented and evaluated as stand-alone sites.

Given that additional segments of the fence were identified, the site form was updated. A DPR site form continuation sheet, updated photos, and updated maps for Site 05199901276 are provided in **Appendix G**.

6.5 Site 05199901278: Trash Scatter

Site 05199901278, originally recorded in 2004 and updated in 2008 by Entrix, is a historic trash scatter located near an abandoned segment of Old Highway 89. The artifact assemblage consists of tin cans, bottle glass fragments, and ceramic sherds that date between the 1950s and 1970s. Given the site's location, it is likely due to roadside (Old Highway 89) or residential dumping.

Two other sites cross the boundary of the mapped trash scatter: a fence line (05199901276) and a road segment (05199901279). Available evidence does not suggest that these sites are related and therefore remain documented and evaluated as stand-alone sites.

Several artifacts were identified outside the currently mapped site boundary. As a result, the site form was updated with new photos and maps (provided in **Appendix G**).

6.6 Site 05199901279: Road Segment

Site 05199901279, originally recorded in 2004 and updated in 2008 by Entrix, was interpreted as an irrigation ditch used to flood the meadow/field. When relocated in the field as part of the present effort, the alignment was extended to the south where it intersects with Old Highway 89. The previously mapped portion of the alignment indeed appears to be a ditch as described, but the southern, newly mapped portion of the alignment is a section of raised road with what appears to be a shallow ditch along the eastern shoulder. The shallow ditch becomes deeper and more substantial as one moves north and the road bed becomes less visible. As a whole, this site is currently interpreted as a road rather than a ditch.

Two other sites cross the boundary of the mapped trash scatter: a fence line (05199901276) and a trash scatter (05199901278). Available evidence does not suggest that these sites are related and therefore remain documented and evaluated as stand-alone sites.

Given the new interpretation and mapping, the site form was updated. A DPR site form continuation sheet, updated photos, and updated maps for Site 05199901279 are provided in **Appendix G**.

6.7 Site 05199901280: Trash Scatter

Site 05199901280 is a historic trash scatter located near a segment of old Highway 89. Originally recorded in 2004 and updated in 2008 by Entrix, the site consists of tin cans, car parts, oyster shell, chicken wire, and other material that likely date to the 1920s (based on the presence of a hole-in-cap can).

As part of the present effort, the site was relocated and found to be adequately described and relatively unchanged from the 2008 recording. Therefore, an updated site form was not prepared.

6.8 Other Observations

Cut stumps were observed in the project area which may reflect Comstock era lumbering, or they may reflect later, local lumbering activities by families such as the Celios. Following precedence established in other regional inventories (for example, Lindstrom and Hall 1994), the specific location of each stump was not documented, nor were stumps formally recorded as either sites or isolates. Such activities would be warranted if other elements of a logging

district are represented within the project area or its vicinity. Substantial evidence of a logging district was not encountered within the project area. Elements of timber harvest, conveyance, processing, and transport operations were not recorded.

Modern roadway debris was present along either side of residential streets within the inventoried area. Items noted included aluminum cans, bottles and bottle glass, styrofoam containers and wrappings, and paper. All such items were "recent" (less than 50 years in age) and none were recorded.

7.0 ELIGIBILITY RECOMMENDATIONS

An important component of an intensive inventory is the development of recommendations as to whether or not identified heritage resources are eligible for listing on various registers of historic places. Eligibility is based on a consideration of two site characteristics – significance and integrity. The significance of a heritage resource is evaluated in accordance with set by federal, state, and local entities. Federal standards are defined in the NRHP, specifically in 36 CFR 60.4. California standards are prescribed as part of the CEQA, while local standards are prescribed in Chapter 67.6 of the TRPA Code of Ordinances. Essentially the same significance criteria apply under all three programs.

7.1 NATIONAL HISTORIC PRESERVATION ACT

Because the proposed project requires Federal involvement, it must comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations found at 36 CFR Part 800. Section 106 requires federal agencies to identify cultural resources that may be affected by actions involving federal lands, funds, or permitting. The identified resource must be evaluated for significance using criteria established in 36 CFR 60.4, as described the National Register of Historic Places section below.

If a resource is determined to be significant, that is, a historic property, Section 106 of the NHPA requires that effects of the proposed project on the resource be determined. A historic property is defined as:

…any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in the National Register of Historic Places, including artifacts, records, and material remains related to such a property…(NHPA Sec. 301[5]).

Section 106 of the NHPA prescribes specific criteria (outlined in 36 CFR 800.5) for determining whether a project would adversely affect a historic property. An impact is considered significant when a historic property is subjected to any of the following:

- physical destruction of or damage to all or part of the property;
- alteration of a property;
- removal of the property from its historic location;
- change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- neglect of a property that causes its deterioration; and
- transfer, lease, or sale of the property.

If the historic property will be adversely affected by implementation of the project, then prudent and feasible measures must be taken to avoid or reduce adverse impacts. The State Historic Preservation Officer (SHPO) must be provided an opportunity to review and comment on these measures prior to project implementation.

7.1.1 National Register of Historic Places

Eligibility for listing in the National Register of Historic Places (NRHP) is determined by evaluating a resource using criteria defined in 36 CFR 60.4 as follows: The quality of significance in American history, architecture, archaeology, and culture is present in districts,

sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, association, and

A (Event): are associated with events that have made a significant contribution to the broad patterns of our history;
B (Person): are associated with the lives of persons significant in our past;
C (Design/Construction): embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D (Information Potential): have yielded, or may be likely to yield, information important to prehistory or history.

To be considered eligible under Criterion A, a property must be associated with events that are important within a defined context. Several distinct cultural periods are described in the cultural overview above. A prehistoric site that exemplifies an adaptive trend associated with a distinctive cultural period might be considered eligible under Criterion 1. An ethnographic period site that is an outstanding example of changing lifeways and Native adaptation might also be considered as significant. Likewise, an historic period site that is considered eligible should represent an important contribution to an event within the associated context.

Criterion B applies to properties associated with individuals whose specific contributions to history can be identified and documented. As such, Criterion 2 usually applies to ethnohistoric and historic period sites because prehistoric sites generally lack associations with known individuals.

Criterion C applies to properties that embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity within a larger "district". Prehistoric site types that meet Criterion 3 are generally distinctive site types that reflect elements of community design, or contribute to larger districts as key elements within a regional land use context.

Criterion D pertains to the information potential a property may contribute toward our understanding of prehistory or history. Research topics or themes presented in a historic context are the mechanism by which properties are evaluated against this Criterion 4.

7.2 California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires that, for projects financed by or requiring the discretionary approval of a public agency, the effects of the project on Historical Resources must be considered (PRC Section 21083.2). Historical Resources are defined for CEQA purposes as "buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance" (PRC Section 50201).

Under the CEQA Guidelines, an effect is considered significant if a project will result in a substantial adverse change to the resource (PRC Section 21084.1). Actions that would cause a substantial adverse change include demolition, replacement, substantial alteration, and relocation. Before the level of impact can be determined and mitigation measures developed, the significance of cultural resources must be determined. The 2000 CEQA Guidelines (Section 15064.5) define four cases in which a property may qualify as a significant historical resource. The criteria follows the NRHP criteria (A, B, C, and D) defined above, but pertain to California rather than National significance.

A. The resource is listed in or determined eligible for the listing in the CRHR. Section 5024.1 defines eligibility requirements and states that a resource may be eligible for inclusion in the CRHR if it:
   1 (Event): Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
   2 (Person): Is associated with the lives of persons important in our past;
   3 (Design/Construction): Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
   4 (Information Potential): Has yielded, or may be likely to yield, information important in prehistory or history.

   Properties listed in or eligible for listing in the NRHP are automatically considered eligible for listing in the CRHR, and thus are significant historical resources for the purpose of CEQA (Public Resources Code section 5024.1[d][1]).

B. The resource is included in a local register of historic resources, as defined in section 5020.1(k) of the Public Resources Code, or is identified as significant in a historical resources survey that meets the requirements of section 5024.1(g) of the Public Resources Code (unless the preponderance of evidence demonstrates that the resource is not historically or culturally significant).

C. The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record.

D. The lead agency determines that the resource may be a historical resource as defined in Public Resources Code section 5020.1(j) or 5024.1.

A substantial adverse change to a historical resource is considered a significant effect on the environment under CEQA. When it is determined that a project may cause a substantial adverse change, alternative plans or measures to mitigate the effects to the resource must be considered.

7.3 Tahoe Regional Planning Agency Code of Ordinances (Chapter 67.6)

Sites, objects, structures, districts or other resources, eligible for designation as resources of historical, cultural, archeological, paleontological, or architectural significance locally, regionally, state-wide or nationally, shall meet at least one of the criteria provided below.

Resources Associated with Historically Significant Events and Sites (67.6.1)

Resources shall exemplify the broad cultural, political, economic, social, civic, or military history of the region, the states, or the nation, or be associated with events that have made a significant contribution to the broad patterns of history, including regional history. Such resources shall meet one or more of the following criteria:

A. Association with an important community function in the past;
B. Association with a memorable happening in the past; or
C. Contain outstanding qualities reminiscent of an early stage of development in the region.

This evaluation criterion is essentially the same as NRHP Criterion A and the CRHR Criterion 1.

Resources Associated with Significant Persons (67.6.2)
Resources that are associated with the lives of persons significant in history, including regional history, such as:

A. Buildings or structures associated with a locally, regionally, or nationally known person;
B. Notable examples, or best surviving works, of a pioneer architect, designer, or master builder; or
C. Structures associated with the life or work of significant persons.

This evaluation criterion is essentially the same as NRHP Criterion B and the CRHR Criterion 2.

Resources Embodying Distinctive Characteristics (67.6.3)
Resources that embody the distinctive characteristics of a type, period, or method of construction that possess high artistic values or that represent a significant and distinguishable entity but whose components may lack individual distinction. Works of a master builder, designer, or architect also are eligible. Resources may be classified as significant if they are a prototype of, or a representative example of, a period style, architectural movement, or method of construction unique in the region, the states, or the nation.

This evaluation criterion is essentially the same as NRHP Criterion C and the CRHR Criterion 3.

State and Federal Guidelines (67.6.4)
Archeological or paleontological resources protected or eligible for protection under state or federal guidelines.

Prehistoric Sites (67.6.5)
Sites where prehistoric archaeological or paleontological resources that may contribute to the basic understanding of early cultural or biological development in the region. This evaluation criterion is essentially the same as NRHP Criterion D and the CRHR Criterion 4.

7.4 INTEGRITY

For a resource to be listed in the NRHP, it must not only demonstrate its significance under the National Register Criteria, but also must have sufficient integrity to convey such significance. Site integrity, or the extent to which potential information is preserved in contexts that are sufficiently intact, represents another consideration for NRHP eligibility. The evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to its significance. To retain integrity, a resource will possess at least several aspects of integrity including location, design, setting, materials, workmanship, feeling, and association.

1) Location: The place where the historic property was constructed or the place where the historic event occurred.
2) Design: The combination of elements that create the form, plan, space, structure, and style of a property.
3) Setting: The physical environment of a historic property.
4) Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
5) Workmanship: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
6) Feeling: A property's expression of the aesthetic or historic sense of a particular period of time.

7) Association: The direct link between an important historic event or person and a historic property.

7.5 Linear Resources

Many historic period resources represent fragments of larger linear resources such as roads and utility lines. There are two issues here. The first is whether the site as a whole is significant under any federal or state criteria. The second issue only relates to sites that are either evaluated as significant or are managed as if they are significant. This issue is whether or not segments recorded within the study area contribute to the eligibility of the larger site. Guidelines have been devised specific to the evaluation of individual segments of linear features. Citing Mikesell (1990), Owen (1991), and Supernowicz (1991), Lindström and Hall (1994) combined historic context with property type requirements to create a framework for the comparative evaluation of "discrete segments of a linear feature." This same framework was subsequently included in a contextual history and evaluation methodology established by the USFS for roads and trails in the Lake Tahoe Basin (U.S. Forest Service 1999). Those evaluation guidelines rely on the review of four specific criteria. Each criterion is described below.

- **Length:** Linear features were intended to connect distant points. The ability to understand the connective role of an individual segment is reflected, in part, by that segment's length. The segment should be of sufficient length to convey the functionality of the linear feature at large, and the segment's relationship to that larger feature. The more the segment conveys that sense of function and relation, the more likely it is to contribute to the overall feature's integrity of association with events or patterns important in history.
- **Distinctive Engineering Features and Associated Properties:** Examples of engineering features include bridges, rock retaining walls, and drainage structures. The presence of such features increases the richness of the resource and contributes to the overall feature's significance as a type or method of construction. Examples of associated properties include way stations, fences, and construction related features or sites. The presence of associated properties also enriches the resource and contributes to their integrity of feeling.
- **Structural Integrity:** The ability to understand the original character and purpose of the segment is reflected, in part, by the feature's integrity of design, material and workmanship. This criterion assesses the extent to which the segment retains those types of integrity. Subsequent natural and man-induced factors such as erosion and abandonment may conspire to diminish these types of structural integrity.
- **Setting:** The final criterion attempts to measure the integrity of the immediate context in which the segment exists. The segment should retain sufficient integrity of setting to convey a sense of place specific to the time when the segment and linear feature at large were in use. Integrity of setting is reduced by the presence of non-related sites or linear features, or alterations in the general landscape.

These criteria were used to assign segments of linear features into one of four integrity levels:

I. Primary feature (grade, flume, ditch, earthwork, etc.) is ***substantially intact***, as are the contour and bed; no major impacts, recent alterations, or significant erosion/deterioration.

II. ***Lightly impacted*** but morphology is intact, with less than 25% altered or significantly eroded; at least half of structural elements, earthworks, or other elements are present.

III. ***Morphology is compromised***, but route/contour still discernable; 25-50% altered, impacted, or significantly eroded; structural or other elements are missing or rare.

IV. ***Route/segment difficult to discern***; over 50% altered, impacted, or significantly eroded; no remaining structural elements, earthworks, or other elements. Grade may be unrecognizable as historic feature, but convincing archival or contextual evidence exists.

In general, levels I or II have sufficient integrity to warrant considering the segment contributing to the significance of a linear site. Levels III and IV are generally judged to be lacking in such integrity and are not judged as contributing. Exceptions to this general rule are possible due to the possible presence of rare and significant elements within segments that have generally poor preservation. Even if a segment is not part of a significant site, characterization using these integrity levels provides a comparative framework for descriptive purposes.

7.6 Current Site Evaluations

Each site identified during the present inventory has been previously recorded and evaluated. Most of the sites have been recorded within the past seven years and their condition appears to be relatively unchanged. **Table 5** lists the current site evaluations.

Table 6. Current Site Evaluations.

Site Number	Age	Description	Eligibility Status
05190000481 P-09-003805	Historic	Lake Valley Utility Line (Santa Fe Road to Sawmill Road Segment)	Unevaluated
05190001042 P-09-003898	Historic	Old Highway 89 (Segment 5)	Unevaluated
05199901275	Historic	Road segment	Not Eligible
05199901276	Historic	Fence line segment	Not Eligible
05199901278	Historic	Trash scatter	Not Eligible
05199901279	Historic	Road segment	Not Eligible
05199901280	Historic	Trash scatter	Not Eligible

7.6.1 Site 05190000481/P-09-003805: Lake Valley Utility Line (Santa Fe Road to Sawmill Road Segment) - Unevaluated

Site 05190000481 (P-09-003805) is the historic Lake Valley Utility Line. The site was initially recorded by Berrien (1993) and then updated by Dexter (2006), Reno and Bennett (2002), and Turner (2007).

Overall, little evidence of the Lake Valley Utility Line exists other than the occasional tree-mounted insulator, eyebolt used to support a pole guy wire, or downed section of wire. This segment of utility line is challenging to assign an integrity level. Much of the line was hung in the trees and only infrequently hung from poles. As such, the morphology of the alignment is likely not compromised, but the route is difficult to discern between features (i.e., eyebolts, down sections of line, insulators in trees, poles). Since isolated structural elements area all that still exist, integrity level III seems to be the best fit for this resource.

To date, this site has not been evaluated as a whole for significance. Evaluation of the Santa Fe Road to Sawmill Road segment of the Lake Valley Utility Line is deferred until such time as the segment can be evaluated within the context of the entire linear resource.

7.6.2 Site 05190001042/P-09-003898: Old Highway 89 (Segment 5) - Unevaluated

Site 05190001042 (P-09-003898) consists of several abandoned segments of Old Highway 89. Many of these segments have been recorded or updated over the last couple decades (2002, twice in 2005, and 2015). The highway was straightened during the 1940s leaving several abandoned segments along the new alignment. The old alignment has not been formally evaluated as a whole. However, individual segments were evaluated for their integrity as part of the 2002 recording.

Segment 5 of the alignment (identified in the 2002 site form) is located within the survey area. Segment 5 is a primary feature of the overall alignment and is substantially intact with no major impacts, recent alterations, or significant erosion/deterioration. As such, it can be ranked with an integrity level I. However, given that Old Highway 89 has not been evaluated as a whole to date, the potential eligibility of Segment 5 is deferred until such time as the segment can be evaluated within the context of the entire linear resource.

7.6.3 Site 05199901275: Road Segment – Not Eligible

Site 05199901275 is a road segment, originally recorded by Rushing (2004) and updated by Entrix in 2008. The road appears to run from structures identified on USGS 7.5' quadrangle maps northwest across an open field. However, this association has yet to be substantiated. This site was previously recommended not eligible for inclusion to the NRHP and not considered a historical resource for the purposes of CEQA or TRPA.

The site is not associated with events (Criterion A/1) or persons (Criterion B/2) that have made a significant contribution to our past. It does not embody a distinctive method of construction or work of a master (Criterion C/3). The site consists of a short road segment that is not associated with other, more substantial linear alignments or other sites. Therefore, the site offers little data potential (Criterion D/4) other than its spatial location and description. As such, the site is considered not eligible for nomination to the NRHP or the CRHR under any of the four criteria for eligibility.

7.6.4 Site 05199901276: Fence Line – Not Eligible

Site 05199901276 consists of a historic fence line that borders parcel 033-100-24 located adjacent to an abandoned segment of Old Highway 89. The site was first recorded by Rushing (2004) and updated by Entrix in 2008. The fence is perceived to have been associated with a lot used for grazing. The site was previously recommended not eligible for inclusion to the NRHP and not considered a historical resource for the purposes of CEQA or TRPA.

The site is not associated with events (Criterion A/1) or persons (Criterion B/2) that have made a significant contribution to our past. It does not embody a distinctive method of construction or work of a master (Criterion C/3). The site consists of a deteriorated fence line that offers little data potential (Criterion D/4) other than its spatial location and description. As such, the site is considered not eligible for nomination to the NRHP or the CRHR under any of the four criteria for eligibility.

7.6.5 Site 05199901278: Trash Scatter – Not Eligible

Site 05199901278, recorded in 2008 by Entrix, is a historic trash scatter located near an abandoned segment of Old Highway 89. The artifacts, likely associated with residential or roadside dumping, date from the 1950s to the 1970s. The site was previously recommended not eligible for inclusion to the NRHP and not considered a historical resource for the purposes of CEQA or TRPA.

The site is not associated with events (Criterion A/1) or persons (Criterion B/2) that have made a significant contribution to our past. It does not embody a distinctive method of construction or work of a master (Criterion C/3). The site consists of a small trash scatter associated with residential or roadside dumping and offers little data potential (Criterion D/4) other than its spatial location and description. As such, the site is considered not eligible for nomination to the NRHP or the CRHR under any of the four criteria for eligibility.

7.6.6 Site 05199901279: Road Segment – Not Eligible

Site 05199901279, initially recorded by Rushing (2004) and updated in 2008 by Entrix, was originally interpreted as an irrigation ditch. When relocated as part of the present effort, the alignment was extended to the south where it intersects with Old Highway 89. The previously mapped portion of the alignment indeed appears to be a ditch as described, but the southern, newly mapped portion of the alignment is a section of raised road with what appears to be a shallow ditch along the eastern shoulder. The shallow ditch becomes deeper and more substantial as one moves north and the road bed becomes less visible. The site is interpreted as a road rather than a ditch.

The site was previously recommended not eligible for inclusion to the NRHP and not considered a historical resource for the purposes of CEQA or TRPA.

The site is not associated with events (Criterion A/1) or persons (Criterion B/2) that have made a significant contribution to our past. It does not embody a distinctive method of construction or work of a master (Criterion C/3). The site consists of a short road segment that is not associated with other, more substantial linear alignments or sites. Therefore, the site offers little data potential (Criterion D/4) other than its spatial location and description. As such, the site is considered not eligible for nomination to the NRHP or the CRHR under any of the four criteria for eligibility.

7.6.7 Site 05199901280: Trash Scatter – Not Eligible

Site 05199901280 is a historic trash scatter originally recorded in 2004 and updated in 2008 by Entrix. The site consists of tin cans, car parts, oyster shell, chicken wire, and other material that likely date to the 1920s.

The site was previously recommended not eligible for inclusion to the NRHP and not considered a historical resource for the purposes of CEQA or TRPA.

The site is not associated with events (Criterion A/1) or persons (Criterion B/2) that have made a significant contribution to our past. It does not embody a distinctive method of construction or work of a master (Criterion C/3). The site consists of a small trash scatter associated with residential or roadside dumping and offers little data potential (Criterion D/4) other than its spatial location and description. As such, the site is considered not eligible for nomination to the NRHP or the CRHR under any of the four criteria for eligibility.

8.0 SUMMARY & RECOMMENDATIONS

An APE was defined for the proposed project which consists of County ROW, California Tahoe Conservancy lands, State of California lands, USFS lands, and privately-owned parcels (see **Figure 2**). Streets within the survey area include (from south to north): Southern Pines, Crystal Air, Skyline, Meadow Vale, Thunderbird, Pebble Beach, Cotot, Boca Raton, Gallo, Merion, Tamoshanter, Apple Valley, Yqui, Waverly, Elk's Club, Bel Aire, Cherry Hills, and Glen Eagles. In general, a 26-foot wide roadway dominates each ROW, leaving a narrow ribbon of land approximately seven feet wide on either side. Archaeological examination along the streets within the survey area was limited to this approximate seven foot strip on either side of the road. For survey area parcels located adjacent to the County ROW, these areas were surveyed in their entirety.

The present inventory resulted in the following:

- Seven previously recorded historic period archaeological resources were identified within the project area APE.
- A segment of the Lake Valley Utility Line (05190000481/P-09-003805) was relocated. The site has not been evaluated as a whole. As a result, the potential eligibility of the segment located in the project area is deferred. A DPR continuation sheet with updated photos and maps is provided.
- Segment 5 of Old Highway 89 (05190001042/P-09-003898) was relocated. The site has not been evaluated as a whole. As a result, the potential eligibility of Segment 5 is deferred. A DPR continuation sheet with updated photos and maps is provided.
- Site 05199901275, a previously recorded road segment, was relocated and found to be mapped, photographed, and described adequately. The alignment is recommended not eligible to the NRHP/CRHR. A site form update was not prepared for this site.
- Site 05199901276, an historic fence line, was relocated. It is recommended not eligible to the NRHP/CRHR. A DPR continuation sheet with updated photos and maps is provided.
- Site 05199901278, a previously recorded historic trash scatter, was relocated. The site is recommended not eligible to the NRHP/CRHR. A DPR continuation sheet with updated photos and maps is provided.
- Site 05199901280, a previously recorded historic trash scatter, was relocated. The site is recommended not eligible to the NRHP/CRHR. The site was found to be adequately mapped, photographed, and described so a site form update was not prepared.
- Individual examples of Comstock or later era high-cut stumps were observed but not recorded.
- Recent (less than 50 years in age) roadside debris was observed but not recorded.

Native American consultation consisted of contacting the NAHC to request a search of their Sacred Lands File and a contact list of tribal representatives. After the 30-day response timeframe required of California Public Resource Code Section 21080.3.1(b)(2) of the CEQA, none of the representatives contacted have inquired about the project.

Although significant heritage resources are not identified within the project area APE, two linear resources segments (05190000481/P-09-003805 and 05190001042/P-09-003898) are unevaluated for their potential significance. As a result, these resources must be managed as eligible until they are formally evaluated within the context of their respective complete alignments. Both linear segments are located within parcel 3310024 owned by the California Tahoe Conservancy where no improvements are planned (see **Figure 2** and the draft design in **Appendix B**). Improvements are only proposed within parcel 3310023 (owned by the

State of California), located adjacent to the east but outside of parcel 3310024. Therefore, planned improvements will not impact properties listed on or eligible to the NRHP, historic resources that meet criteria outlined in Section 5024.1 of the California PRC or Chapter 67.6 of the TRPA Code of Ordinances, or properties currently managed as eligible. It is recommended that "no historic properties will be affected," as that phrase is viewed within the context of compliance with Advisory Council on Historic Preservation regulations (36 CFR part 800

Although improbable, it is possible that prehistoric burials might be found in the study area (none were apparent based on an examination of the ground surface). Should human remains be encountered while engaged in construction activities, work must cease in the immediate area and the contractor must immediately report the finding to the State Historic Preservation Office (and USFS representatives, if the find is located on USFS administered lands) and other designated officials. That office will contact the appropriate tribal representatives and consult on disposition of the remains and any associated artifacts.

NCE prepared this report for use by the County as the intended beneficiary of this work. Interpretations, conclusions, and recommendations contained within the report are based in part on information presented in other reports that are cited in the text and listed in the references. This report is subject to limitations and qualifications inherent to the referenced documents.

Techniques and methods used during this investigation were such that existing resources of a prescribed size (15 meters across, and a sample of smaller resources) in the study area that were visible to surface examination have been identified. Every reasonable effort was made to identify cultural resources in the study area. If, however, prehistoric or historic period resources are subsequently discovered that could be adversely affected by project-related activities, all such activities should cease immediately. The State Historic Preservation Office and USFS representatives should be contacted immediately.

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