Heritage Resource Inventory Report

North Tahoe Shared-Use Trail Project, Segment 1
Placer County, California
November 2021

NCE
Stateline, NV
P.O. Box 1760
Zephyr Cove, NV 89448

Placer County Department of Public Works and Facilities
Tahoe Engineering Division
P.O. Box 336
Kings Beach, CA 96143

Collaboration. Commitment. Confidence.℠

Heritage Resource Inventory Report

North Tahoe Shared-Use Trail Project, Segment 1

Placer County, California

November 2021

Prepared for:

Placer County Department of Public Works and Facilities
Tahoe Engineering Division
P.O. Box 336
Kings Beach, CA 96143

Submitted To:

USDA Forest Service
Lake Tahoe Basin Management Unit
35 College Drive
South Lake Tahoe, CA 96150-4500

Prepared by:
Molly Laitinen, Staff Archaeologist
Michael Baldrica, Project Archaeologist
Charles Zeier, Senior Archaeologist
Jeremy Hall, Cultural Resources Manager
NCE
P.O. Box 1760
Zephyr Cove, NV 89448

NCE Project No. 501.36.25

This Page Intentionally Left Blank

Administrative Summary

The North Tahoe Shared-Use Trail (NTSUT) – Segment 1 project (Project) will construct a regional trail connecting the communities of Tahoe Vista and Carnelian Bay, California. The trail will preserve open space and provide public access to existing recreational trails in the North Lake Tahoe area. The trail will enhance accessibility to public land, provide educational, and recreational opportunities, and provide a non-motorized transportation alternative linking the North Tahoe Regional Park to Carnelian Bay.

Environmental review of the Project must comply with the Tahoe Regional Planning Agency (TRPA) Code of Ordinances, California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Because the Project is located on United States Forest Service (USFS) lands, compliance with the National Historic Preservation Act (NHPA) is required. Placer County will act as the lead agency under CEQA and the Project proponent under TRPA. The North Tahoe Public Utility District's (NTPUD) will be involved as the responsible agency under CEQA, as they have discretionary authority over this Project as a result of land ownership and easement rights. The USFS will act as the lead federal agency under NEPA and subsequent Section 106 compliance of the NHPA.

This report describes a heritage resource inventory conducted by NCE on behalf of the Project. All work was designed to comply with current federal (USFS), state, and local requirements. Every reasonable effort was made to identify any surface expression of cultural resources within the present project area or Area of Potential Effect (APE). Archival research indicated one previously recorded heritage resource was present within the APE. The present inventory resulted in the recordation of three additional resources.

- It is recommended that a portion of the Carnelian Bay Cut-Off Road (P-31-003386, 05-19-733), revisited as part of the present inventory, would not contribute to the National Register of Historic Places (National Register) or California Register of Historical Resources (California Register) eligibility of the larger transportation corridor of which it is a part. Also, the road does not meet TRPA significance criteria.
- It is recommended that site P-31-006430 (CA-PLA-002768H, NTT-01), an historic ditch, not be evaluated as a historic property. This recommendation is consistent with Section 2.3(b) of Appendix F of the Forest Service programmatic agreement with the California SHPO (USFS 2013) in that isolated historic ditches are identified as a site type that may qualify as an "isolated site."
- It is recommended that site P-31-006431 (CA-PLA-002769H, NTT-02), an historic road, not be evaluated as a historic property. This recommendation is consistent with Section 2.3(b) of Appendix F of the Forest Service programmatic agreement with the California SHPO (USFS 2013) in that minor roads and associated features, not part of identified systems or historically significant roads, are identified as a site type that may qualify as an "isolated site."
- It is recommended that site P-31-006432 (NTT-07) is not eligible for the National or State registers, nor does it meet TRPA significance criteria. This recommendation is consistent with Section 2.1 of Appendix F of the Forest Service programmatic agreement with the California SHPO (USFS 2013) which states that isolated historic refuse deposits are not eligible for listing on the National Register.

- The Project alignment will overlap or utilize some of the historical roads discussed in the report. This use of existing disturbed areas will minimize potential environmental impacts. While the road corridors in question are not historically significant, travelling along history-based corridors enhances the user experience. It is recommended that some of the interpretive panels proposed for the Project focus on the history of the roadways.

In summary, it is recommended that no heritage resources are present within the Project's APE that are listed on or are eligible for listing on either the National Register or California Register. As a result, the Project will not impact properties listed on or eligible to the National Register or California Register, 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 defined in 36 CFR Part 800.4(d)(1).

Table of Contents

List of Tables

List of Appendices

List of Abbreviations

AASHTO	American Association of State Highway Transportation Officials
ADA	Americans with Disabilities Act
ADI	Area of Direct Impact
AII	Area of Indirect Impact
APE	Area of Potential Effect
Basin Area Plan	Placer County Tahoe Basin Area Plan
California Register	California Register of Historical Resources
CEQA	California Environmental Quality Act
CTC	California Tahoe Conservancy
DPR	Department of Parks and Recreation
GLO	General Land Office
LTBMU	USFS Lake Tahoe Basin Management Unit office
MUTCD	California Manual on Uniform Traffic Control Devices
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NCIC	North Central Information Center
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NLTRA	North Lake Tahoe Resort Association
NTBT	North Tahoe Bike Trail Project
NTPUD	North Tahoe Public Utility District
NTSUT	North Tahoe Shared-Use Trail
OHP	California Office of Historic Preservation
PRC	Public Resource Code
SEZ	stream environment zone

SHPO	State Historic Preservation Office
SLF	Sacred Lands File
SOI	Secretary of Interior
SSBMI	Shingle Springs Band of Miwok Indians
THPO	Tribal Historic Preservation Officer
TRPA	Tahoe Regional Planning Agency
UAIC	United Auburn Indian Community
USGS	United States Geological Survey
USFS	United States Forest Service
Washoe Tribe	Washoe Tribe of Nevada and California

1 Project Description

1.1 PROJECT BACKGROUND

The Lake Tahoe Bikeway project is a core component of the regional transportation improvement strategy headed by the Tahoe Regional Planning Agency. The intent is to balance the existing motorized transportation system with a sustainable, cost-effective non-motorized paved trail circumnavigating Lake Tahoe. Completion of the North Tahoe Shared-Use Trail (NTSUT) Segment 1 (Project) is part of this vision. The NTSUT Project is also a component of the Placer County Resort Triangle Trail Network (North Tahoe Tourism Master Plan 2015) which identified the goal of connecting the three major north shore communities of Kings Beach, Tahoe City and Truckee with a trail system. The Project is a 2.52-mile paved trail, providing independent utility from possible future trail segments in the North Tahoe area, connecting the North Tahoe Regional Park to the community of Carnelian Bay.

The Project will provide public access to existing recreational trails, enhance accessibility to public land, provide educational and recreational opportunities, and provide a non-motorized transportation alternative for visitors and residents. Additionally, the Project will enhance safety of bicyclists and connect residential neighborhoods to commercial, tourism and recreational facilities.

1.1.1 Project Purpose and Objectives

The Project is needed to provide a non-motorized transportation linkage between Tahoe Vista and Carnelian Bay and is a segment link within the larger regional trail system. The North Tahoe Shared-Use Trail will close a critical gap in the active-transportation system in North Lake Tahoe by providing pedestrians and cyclists with a continuous path between communities on Lake Tahoe's north shore. Currently, there is an 8-mile gap between the Pine Drop Trail on the east and the Dollar Creek Trail to the west.

The primary purpose of the Project is to construct a paved facility that can be used by bicyclists, hikers, commuters, and other recreationalists. This path will provide a new access point into the Regional Park from Carnelian Bay and will create a new way to explore the existing trails and open space surrounding the Regional Park.

The Project objectives are to:

- Construct an accessible and continuous shared-use trail that establishes a convenient non-auto transportation alternative to SR28 in the east-west direction.
- Provide a high-quality recreational experience for residents and visitors.
- Establish neighborhood community connectivity with existing recreational trails (Tahoe Rim Trail, FS06) and public easements to provide access to public land.

1.1.2 Existing Conditions

Currently, there is no organized link between Tahoe City and Tahoe Vista suitable for pedestrians, bicyclists, and cross-country skiers. Through previous efforts by the North Tahoe Public Utility District's (NTPUD) and the California Tahoe Conservancy (CTC) dating back to 1992, the NTSUT – Segment 1 trail segment was included as part of the larger North Tahoe Bike Trail Project (NTBT), which planned to link an existing Class I trail at Dollar Hill/Dollar

Point in Tahoe City to the Regional Park in Tahoe Vista. The vision of this Project was to provide continuous connection for the north shore through the communities of Tahoe City, Carnelian Bay, and Tahoe Vista.

The effort to construct a bike trail between Tahoe City and Tahoe Vista in north Lake Tahoe has been on-going for over twenty years. A bike trail that links the network of trails around Tahoe City with the Tahoe Vista area is a route featured in the Tahoe Regional Planning Agency (TRPA) Regional Plan, in the long range plans of the CTC, in the NTPUD Recreation and Parks Master Plan, in the North Lake Tahoe Resort Association (NLTRA) Tourism Master Plan, as well as Placer County Community Plans.

The NTSUT – Segment 1 Project will be a step forward in creating a system of linked bike trails around the perimeter of Lake Tahoe, a stated goal in the TRPA Lake Tahoe Regional Bicycle and Pedestrian Master Plan, that directly and indirectly addresses issues of public health, community connectivity, traffic, water quality, and air quality.

1.2 PROJECT LOCATION

The Project is located in the North Lake Tahoe area of Placer County, California (**Appendix A, Figure 1**). The Project area encompasses 2.7 miles of the paved trail. The trail will begin at Carnelian Bay Avenue on the west end and terminate near the northeast corner of the NTPUD's managed North Tahoe Regional Park in Tahoe Vista, California (**Appendix A, Figure 2**).

The Project is in the North Lake Tahoe area of eastern Placer County, California. The area of potential effect (APE)/Project area established for the Project identifies 2.52 miles of trail alignment, including a 60-foot buffer on either side of the trail centerline, construction staging, and the central construction access off Regency Way for a total size of 39 acres. Western and eastern construction access will be along existing County Road rights of way and are not included in the APE.

The trail will begin at Carnelian Bay Avenue on the west end and will terminate at a junction with the existing Pine Drop Trail within the North Tahoe Regional Park in Tahoe Vista. The regional park is managed by the North Tahoe Public Utility District (NTPUD), and has recreational amenities including restrooms, ball fields, a playground, tennis courts, hiking trails and frisbee golf. The Park is open to cross-country skiing and operates a sledding hill in the winter. The existing Pine Drop Trail connects the regional park west to SR 267 in Kings Beach.

Enhancements to upgrade current trailhead facilities within the North Tahoe Regional Park are currently being designed and will be implemented by the NTPUD and are not part of this Project.

The Project trail alignment exits the park through a series of switchbacks to control grade and user speed. The alignment continues west and southwest through a private parcel, utilizing a public easement held by Placer County. The Rutter-Shaffer easement was granted to Placer County in 1994 and established a "bicycle path, pedestrian path, and general recreation" easement through the private property. This easement is approximately 1,800-feet in length and 120-feet wide. The apex of the trail alignment traverses across a rocky knoll, offering excellent lake views to the south, winding around the knoll through US Forest Service (USFS)

parcels to terminate onto Carnelian Bay Avenue. Carnelian Bay Avenue is an existing, unpaved Placer County maintained ROW that terminates at SR267 at Brockway Summit to the north, and at Carnelian Woods Avenue to the south.

In the immediate vicinity of the Project area, there are residential single-family homes to the north and south, the regional park on the eastern trail terminus and additional federal forest managed by the USFS to the west.

The survey area established for the Project includes a corridor that extends from 30 to 60-feet on either side of the trail centerline with a wider corridor where the trail terminates at the North Tahoe Regional Park to accommodate a paved pad with a kiosk; the total area of this survey area is approximately 39 acres (**Appendix A, Figure 3**).

1.2.1 Legal Description

The Project area is located in Sections 10, 11, 12, 14 and 15 of Township 16 North, Range 17 East of the Mount Diablo Baseline and Meridian.

1.2.2 Map Reference

The Project corridor is depicted on the Kings Beach (1992) and Martis Peak (1992) U.S. Geological Survey (USGS) 7.5-minute quadrangle maps.

1.2.3 Landuse and Ownership

The Project is within the limits of the Placer County Tahoe Basin Area Plan (Basin Area Plan). The Basin Area Plan is a component of the Lake Tahoe Regional Plan and the Placer County General Plan and includes portions of Placer County located within the Lake Tahoe Regional Planning Area, including the north and west shores of Lake Tahoe. Land use designations comply with the TRPA Code of Ordinances; the Basin Area Plan designates the Project area as Recreation land use, and similarly zoned for Recreation by the TRPA. There is no mapped stream environment zone (SEZ) (TRPA land capability district 1B) associated with the trail alignment.

The trail will be on federal forest lands managed by the United States Forest Service (USFS), open space parcels managed by the California Tahoe Conservancy and NTPUD and will utilize one existing public easement through a private parcel. The Rutter-Shaffer easement was granted to Placer County in 1994 and establishes a “bicycle path, pedestrian path, and general recreation” easement through the private property. This easement is approximately 1,800-feet in length and 120-feet wide and is found within the middle of segment 1. NTPUD purchased lands, including the “Turner Parcel” near the trail alignment, through a Conservancy-funded acquisition grant in 1990. At this time, the trail does not enter the Turner Parcel; however, Placer County may choose to pursue a Conservancy Board Action to authorize the transfer of this parcel to Placer County. If the County pursued this transfer, the NTPUD board of directors would also be required to approve. The Turner Parcel is approximately 20,857 square feet in area and is at the western end of the Rutter-Shaffer easement.

1.3 INVENTORY PURPOSE AND SCOPE

The Project requires compliance with Public Resource Code (PRC) Section 21083.2 and 21084.1 of the California Environmental Quality Act (CEQA), Section 29 of the TRPA Code of Ordinances and National Environmental Policy Act (NEPA). Because the Project is located on USFS-owned lands, compliance with Section 106 of the National Historic Preservation Act (NHPA) is required. Placer County will act as the lead agency under CEQA and the Project proponent under the TRPA. The NTPUD will be involved as a responsible agency under CEQA, as they have discretionary authority over this Project as a result of land ownership and easement rights. The USFS will act as the lead federal agency under NEPA.

This report describes a heritage resource inventory of approximately 39 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 heritage resource inventory are to:

- Establish an APE
- Identify prehistoric, ethnographic, and/or historic period heritage resources in the APE utilizing 15-meter transects
- Evaluate identified resources as to their eligibility to the National Register and/or the California Register
- Provide management recommendations for those properties considered eligible to the National Register and/or California Register

Given the absence of standing structures within the study area, an architectural inventory was determined unnecessary. The age of nearby (outside the APE) buildings and structures was not determined. None of the nearby 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.

1.4 PROJECT FEATURES

The trail begins at Carnelian Bay Avenue on the west end and terminates at a junction point to the existing Pine Drop trail near the northeast corner of the NTPUD-managed North Tahoe Regional Park for a total linear distance of 2.52 miles of new paved trail. The trail will measure a minimum of 10-feet and a maximum of 12-feet in width with one-foot aggregate base shoulders on either side.

At this time, Placer County is not proposing to maintain the trail for public winter use; however, snow removal or cross-country ski grooming during the winter months may be conducted in the future should operations and maintenance funding be secured. Placer County will maintain the public easement year-round.

The educational component of the Project includes installation of interpretive signage describing important historical, cultural, ecological, and/or other points of interest. The trail alignment will include a stunning 180-degree viewpoint at the trail apex with views to the south overlooking Carnelian Bay.

The trail design is based on American Association of State Highway Transportation Officials (AASHTO) design guidelines for a shared-use path, as well as Class I Caltrans design

standards, where possible. Shared-use paths are the most common type of paved facility provided for shared users in areas with rugged terrain, steep slopes, and rural areas. Applying ASSHTO design standards to this Project accomplishes implementation of the Project while reducing overall footprint by minimizing switchbacks and eliminating the need for specialized engineered solutions and construction methods. Ultimately, use of AASHTO design guidelines results in a reduction of trail length required to construct the Project. The trail will include Americans with Disabilities Act (ADA) accessible pullouts where the slope exceeds 5-percent. Pullouts will be constructed every 200-feet at locations with grades up to 8.31 percent, per AASHTO guidelines. Users will be able to access the trail from Carnelian Bay Avenue, an existing unpaved access road from Regency Way and at the North Tahoe Regional Park parking lot. No new parking will be constructed as part of the Project.

1.4.1 Site Drainage and Erosion Control

The trail will be constructed to prevent erosion using a variety of techniques. These include (but are not limited to) armoring of flow paths along steep slopes, use of retaining walls to stabilize cut slopes, revegetation of disturbed areas, use of pavement for an armored and stabilized trail surface, and non-paved shoulders to allow for runoff infiltration.

Existing APE area drainage patterns will be maintained in post-construction conditions. As mentioned, the trail does not cross any drainages or sensitive habitat, such as wetlands or SEZ areas. Construction of a culvert or swale to facilitate existing drainage patters may be required, pending final design of finished grades. Final placement of these features will be decided as part of the final design phase.

1.4.2 Construction Access and Staging

Construction access will be from either end of the trail alignment including Carnelian Bay Avenue from SR 267 and the North Tahoe Regional Park from Donner Road. It is possible additional access can be gained from an existing unpaved access road through a USFS parcel on Regency Way. A previously used, currently disturbed, construction staging area within the North Tahoe Regional Park has been identified for contractors' use, under direction and agreement of the NTPUD. Clearing and grubbing, and linear construction work will occur within the APE established for the Project, demarked by temporary construction fencing along the alignment.

1.5 AREAS OF POTENTIAL EFFECT DEFINITION

While a preliminary alignment of the NTSUT has been identified, minor changes in its location will likely occur through the design process. Rather than define a narrow ADI based on the preliminary alignment footprint, a broader APE was selected. The approximately 39-acre Project area consists of a 60- to 120-foot-wide corridor (30- to 60-foot buffer to each side) centered on the current NTSUT alignment centerline (**Appendix A, Figure 3**). Proposed improvements would follow existing paths/trails and within existing non-native fill soils wherever possible to minimize disturbance to vegetation, cultural resources, and impacts to adjacent land use. Most of the surface in the APE has been previously disturbed.

As noted in the project description, it is anticipated that the NTSUT would be a 12-foot-wide paved path with one-foot aggregate base shoulders on either side. Given the moderately steep terrain present along some portions of the alignment, some cut-and-fill may be required. These activities would serve to define the ultimate ADI.

Construction of the trail would require only limited excavation - that necessary for clearing brush and creating a level construction surface. It is anticipated that excavation would not exceed two feet in depth. No utility relocation or installation is anticipated as a part of the NTSUT construction.

Above-ground vertical elements would be limited in number and scale. Signage and interpretive panels may be installed in key locations along the trail. Lighting would not be installed. Vegetation in areas surrounding much of the NTSUT alignment would screen the trail from most adjacent land uses. As a result, it is proposed that the AII is coincident with the ADI.

2 Literature Review

For purposes of archival research, a quarter-mile buffer was drawn around the currently NTSUT alignment (this search area is referred to as the archival study area). Archival research was conducted through the North Central Information Center (NCIC) and at the USFS Lake Tahoe Basin Management Unit office (LTBMU). The NCIC provided information regarding nearby resources listed on the National Register, the California Register, the California Inventory of Historic Resources, and the list of California Historical Landmarks. The NCIC and the LTBMU office provided information regarding previous heritage resource inventories and sites within a quarter mile of the APE. Various historic maps (e.g., General Land Office [GLO] plat maps, county and state maps), and historic aerial imagery were also examined.

NCIC search results (File Numbers PLA-18-32 and PLA-19-84) and USFS search results are in **Appendix B**.

2.1 PREVIOUS INVENTORIES

Archival research indicates that 33 inventories have been conducted within the archival study area (**Table 1**, see **Appendix B** for a listing of inventories as provided by the NCIC). Four of the previous inventories extend into the APE (highlighted in **Table 1**). Only seven of the inventories were conducted within the last 10 years. A majority of inventories were conducted more than 10 years ago, including all of those that extend into the APE. A review of these previous reports indicates that comparatively little of the Project corridor has been examined previously.

Table 1. Previous Inventories within 0.25 Miles of the APE.

Report Number	Title	Author	Year	Source
NCIC 000095	An Archeological Survey of the Kings Run Phase III Project.	McIvers, Kenneth	1983	NCIC
NCIC 000348	A Cultural Resource Assessment, Proposed Placer County Administration Center, County of Placer.	Padon, Beth	1987	NCIC
NCIC 001625	Archeological and Historical Resources Survey and Impact Assessment for Regency Timber Harvest Plan.	Scatena, Dan	1992	NCIC
NCIC 001973 USFS 05-19-01	NTUPD Bicycle Trail, Placer County, California.	Cooper, Gary	1976	NCIC USFS
NCIC 001995	North Tahoe Public Utilities District Water Tank	Lindström, Susan	1991	NCIC
NCIC 004381 USFS 1986-05-013	A Cultural Resources Reconnaissance of the North Shore Transit Maintenance Facility Environmental Impact Report, Placer County, California	Lindström, Susan	1986	NCIC USFS
NCIC 007216 USFS 1995-05-003	Urban Fringe Management (California Portion)	Dexter, Sean David	1995	NCIC USFS
NCIC 007411	Carnelian Woods Harvest Plan	McGuire, Joseph	1994	NCIC

Report Number	Title	Author	Year	Source
NCIC 007428	Tahoe Vista Affordable Housing Project	Lindström, Susan	2002	NCIC
NCIC 007431	Lake Tahoe Vista Site No. CA-1884A	Brown, Keith	2000	NCIC
NCIC 007432 USFS 05-19-009	Watson Commercial Timber Sale	Knick, Kristen and Kristen Hauge	1989	NCIC USFS
NCIC 007433 USFS 05-19-227	Lake Tahoe Basin Management Unit, Brockway Salvage Sale	Kraushaar, Richard	1992	NCIC USFS
NCIC 007435	Carnelian Canyon	Dreesman, Kelly	1993	NCIC
NCIC 007436	Carnelian Canyon	Hintz, Thomas	1995	NCIC
NCIC 007437	Carnelian Canyon VMP	Keenan, Kelly	1998	NCIC
NCIC 007439	Vendanta THP	Drews, Michael	1994	NCIC
NCIC 007582 USFS 05-19-326	OHV Road and Spur Improvements and Obliteration, Placer and El Dorado Counties, California	Davis, Herschel	1994	NCIC USFS
NCIC 007791	North Shore Trail ATM Environmental Assessment	Godin, Terry	2006	NCIC
NCIC 008040	Tahoe Estates Project Heritage Resource Inventory Tahoe Vista, Placer County, California	Lindström, Susan	2006	NCIC
NCIC 008958	Heritage Resource Inventory of the Kingswood West Fuels Reduction Project, Placer County, California	Betts, John and Susan Lindstrom	2007	NCIC
NCIC 009312 USFS 05-19-297	North Shore Ecosystems Project Heritage Resource Inventory- California Area	Lindström, Susan, Sharon Waechter, and William Bloomer	1996	NCIC USFS
NCIC 009392	North Tahoe Public Utilities Bike Trail Between Dollar Point and Tahoe Vista	Lindström, Susan	1988	NCIC
NCIC 009606	Watson Creek Project, Proposed Mechanical Treatment of North Shore Units 13-3 and 13-4, LTBMU, Placer County CA	Gustafson, Maribeth	2003	NCIC
NCIC 009654 USFS 05-19-297B	North Shore Ecosystems Heritage Resource Report Vol 2, California Area, Addendum	Berrien, Gay	1996	NCIC USFS
NCIC 010140	Archaeological Survey Report for Kingswood West Fuel Reduction Project	Daugherty, Christy	2009	NCIC
NCIC 010385	Heritage Resource Inventory and Evaluation North Tahoe Public Utility District Three Erosion Control Sites (Placer County)	Lindström, Susan	2009	NCIC

Report Number	Title	Author	Year	Source
NCIC 010620	Kings Beach Tank Project Number 2002012468	Johnson, Erika	2006	NCIC
NCIC 010915	Confidential Archaeological Letter for the Carnelian Woods Forest Fire Prevention Exemption, Placer County, California	Seybold, Bruce	2008	NCIC
NCIC 010916	Confidential Archaeological Letter for the 'Sierra Pacific' Forest Fire Prevention Exemption, Placer County, California	Seybold, Bruce	2010	NCIC
NCIC010917	Confidential Archaeological Letter for the Maloney Fuels Reduction Project Forest Fire Prevention Exemption	McMorrow, Stewart	2010	NCIC
NCIC 011348	North Tahoe Hazardous Fuels Reduction and Defensible Space Project North Tahoe Fire Protection District PDMC-PJ-09-CA-2010-019	Waggoner, Jon	2013	NCIC
NCIC 011623	Historic Property Survey Report and Archaeological Survey Report: Dollar Creek Shared-Use Trail Project Dollar Drive/SR 28 and Fulton Crescent Drive Placer County	Marks, Brian	2012	NCIC
NCIC 012247	North Tahoe Interagency Forest Health and Bioenergy Project, Vedanta Property: Cultural Resource Inventory and Evaluation	Lindström, Susan, William Bloomer, Lizzie Bennett, and Devin Blom	2016	NCIC

2.2 PREVIOUSLY RECORDED RESOURCES

Research indicates six resources have been recorded within the archival study area (**Table 2**). It does not appear that any of the sites have been formally evaluated regarding their historical significance. One of the previously recorded resources extends into the APE (italicized in **Table 2**).

Table 2. Previously Recorded Resources within 0.25 Miles of the APE.

Primary Site Number	Other Site Number	Description	Last Recorded	Eligibility Status	Proximity to APE	Source
P-31-002782	CA-PLA-001948H	Historic, roadway for dump access	2002	Unknown	Outside	NCIC
P-31-002857	05-19-1120/ CA-PLA-001976H	Historic, David's First Can Dump	2006	Unknown	Outside	NCIC USFS
P-31-003349	05-19-699/ CA-PLA-002235	Prehistoric, lithic scatter	1995	Unknown	Outside	NCIC USFS
P-31-003381 P-31-003442	05-19-723/ CA-PLA-002253H CA-PLA-002271H	Historic, collapsed building, structures and trash scatter	1989 1995	Unknown	Outside	NCIC USFS
P-31-003386	*05-19-733*	*Historic, FS Road 16N63, road spurs, and trash dumps*	*1995*	*Unknown*	*Inside*	*NCIC*
P-31-003396 P-31-003678	05-19-775/ CA-PLA-002629H	Historic, Highway 267 and associated trash dumps	2016	Unknown	Outside	NCIC USFS

Site P-31-003386 (USFS 05-19-733) was recorded as part of the North Shore Ecosystem Project (Lindstrom et al. 1996). The site consists of an old roadway that connected Agate Bay to Brockway Summit. This was part of a roadway called the Carnelian Bay Cut-Off that linked Tahoe City to Brockway Summit and on to Truckee. The road is depicted on a series of historic maps beginning in 1865 and extending through the 1960s (Mears 1995:6). The primary roadway, seven secondary roads, 13 refuse scatters, and three isolated artifacts were recorded as elements of the site. The primary roadway is a well-maintained county gravel and dirt public easement road (16N63, formerly 16N02) that is 23 to 27 feet wide. The road extends west from Brockway summit and then down the west side of Hill 7126. Segments of the road are shown on recent maps as Carnelian Bay Avenue (to the south).

2.3 OTHER HISTORIC RESOURCES CONSULTED

Historic maps and aerial imagery reviewed as part of the present inventory are listed below.

- A General Land Office (GLO) survey plat map (dated 1866) on file at the North Central Information Center for Township 16 North, Range 17 East.
- A 1955 version of the Kings Beach and Martis Peak 7.5-minute USGS quadrangle maps available from the USGS National Map Viewer website.
- Aerial imagery from 1969 from Google Earth (2019).
- Aerial imagery from 1948, 1953, 1969, 1992, and 1998 NETR (2020).
- The 1891 and 1940 versions of the USGS Truckee, California 1/125000 series map available from oldmapsonline.org.

3 Consultations

3.1 NATIVE AMERICAN CONSULTATION

Following Assembly Bill 52 (AB-52) as identified in the PRC Section 21080.3.1(b)(2) of the CEQA and Section 106 of the NHPA, Native American tribes (Tribes) identified by the Native American Heritage Commission (NAHC), must be invited to consult on projects.

Native American correspondence was initiated by NCE with a letter and attached maps to the NAHC on September 17, 2019. The letter requested a search of their Sacred Lands File (SLF) and a contact list for regional Tribes that may have knowledge of cultural or tribal resources in the vicinity of the APE. A response was received from the NAHC on September 24, 2019, identifying Tribe representatives from the Washoe Tribe of Nevada and California. SLF results within the present APE were negative.

In addition to the single Tribe identified by the NAHC, it is the County's policy to send an inquiry letter to all Tribes within the County's jurisdiction. An inquiry letter was mailed on County letterhead to individuals listed in **Table 3** below on October 17, 2019.

Table 3. Tribal Representatives Identified by the NAHC and County.

Representative	Title	Affiliation
Antonio Ruiz Jr.	-	Wilton Rancheria
Darrel Cruz	Cultural Resources Department, THPO	Washoe Tribe of Nevada and California
Gene Whitehouse	Chairperson	United Auburn Indian Community of the Auburn Rancheria
Jason Camp	THPO	United Auburn Indian Community of the Auburn Rancheria
Marcus Guerrero	Cultural Resources Manager	United Auburn Indian Community of the Auburn Rancheria
Grayson Coney	Cultural Director	Tsi Akim Maidu
Nicholas Fonseca	Chairperson	Shingle Springs Band of Miwok Indians
Randy Yonemura	Cultural Committee Chair	Ione Band of Miwok Indians

Receipt confirmation of the letters was received by six of the individuals identified in **Table 3** which include the following Tribes: the Washoe Tribe of Nevada and California (Washoe Tribe), the United Auburn Indian Community (UAIC), Shingle Springs Band of Miwok Indians (SSBMI), and Ione Band of Miwok Indians. Letters were not claimed by the Tsi Akim Maidu or Wilton Rancheria. One tribe responded to the County via letter on November 7, 2019:

- Daniel Fonseca, Tribal Historic Preservation Officer (THPO) and Cultural Resource Director of the SSBMI, indicated the Tribe is not aware of any known cultural

resources in the Project. The SSBMI would like to continue consultation as the Project progresses and requested a copy of the records search and completed environmental reports. The Tribe would like to be notified of any inadvertent discoveries during Project implementation.

Tribe consultation is presently ongoing. The NAHC letter and response, certified mail receipts, an example of the inquiry letters, and tribe correspondence are provided in **Appendix C**.

3.2 U.S. FOREST SERVICE

Previous Acting Heritage Program Manager, Miranda Gavalis, was consulted regarding the records search within the Project's archival study area on September 10, 2019 (Personal Communication, Miranda Gavalis, Acting Heritage Program Manager) The present Acting Heritage Program Manager, Michael Hilton, was consulted regarding a review of the APE in November 2019. USFS consultation is presently ongoing.

3.3 PUBLIC OUTREACH

Continued Project coordination has occurred with USFS and the County via email and phone calls. If appropriate, the County and/or USFS may do public outreach in the future.

4 Environmental Background

4.1 CURRENT PHYSICAL SETTING

The Project corridor is located within a block of the Sierra Nevada Range bounded on the west by the Truckee River, on the north by Martis Valley, and on the east by Lake Tahoe and the Martis and Griff Creek drainages. Prominent peaks in this block include, from the north to south, Bald Mountain, Lookout Mountain, Gold Star Peak, Mount Pluto, Mount Watson, and Painted Rock. The area between Mount Pluto and Gold Star Peak was known historically as Sawmill Flat. Two small hills are located to the east of Gold Star Peak. Unnamed on topographic maps, they are referred to herein as Hill 7126 and Hill 7021. The Project corridor curves around the south and east faces of Hill 7126 and the east edge of Hill 7021 before extending across gentler slopes at the north edge of the North Tahoe Regional Park. “Blue line” drainages as depicted on USGS topographic maps are not common. One flows east along the north edge of the Hill 7126/7021 block and then turns south, running along the east edge of the North Tahoe Regional Park. Another drainage flows south along the west edge of the Carnelian Bay townsite. The Project corridor is located mid-slope above the communities of Carnelian Bay and Tahoe Vista. Currently, the corridor is dominated by second-growth woodlands, rocky slopes, and limited residential and recreational development near North Tahoe Regional Park.

4.2 FLORA AND FAUNA

The general Project area is characterized by a mix of urban land cover and uses, and natural habitats subject to high levels of recreation and other disturbances. Vegetation within the Project area is typical of a mixed conifer/ fir type forest. North and east-facing slopes are moderately-to-heavily timbered. Southerly and westerly slopes are typically understocked and can be characterized by continuous stands of mountain shrubs. Wet areas at springs and along intermittent drainages support lush riparian thickets.

The vegetation of the Tahoe region is described in Storer and Usinger (1963), and TRPA (1971a, 1971b). The vegetation of the immediate Project area is described by Lindström et al. (1996). The yellow pine forest occupies a narrow belt around Lake Tahoe between 6,230 and 6,400 feet. Trees common to this narrow strip include *Pinus ponderosa* (ponderosa pine), *P. jeffreyi* (jeffrey pine), *Abies concolor* (white fir), *Pseudotsuga menziesii* (douglas fir), and *Calocedrus decurrens* (incense cedar). The red fir forest comes into its own between 6400 and 9000 feet. This widespread plant association covers much of the Project area and includes *Abies magnifica* (red fir), *Pinus jeffreyi* (jeffrey pine), *Pinus contorta* var. *murrayana* (lodgepole pine), *Pinus monticola* (sugar pine), *Tsuga mertensiana* (mountain hemlock), and *Juniperus occidentalis* (Sierran juniper). Common understory plants are *Lilium parvum*, (lillies) *Amelanchier pallida* (serviceberry), *Spiraea densiflora* (spiraea), *Ceanothus prostratus* (squaw carpet) and *Ceanothus cordulatus* (mountain whitethorn). Typical shrub plants include *Arctostaphylos patula* (green manzanita), *Arctostaphylos nevadensis* (pinemat manzanita), *Ceanothus velutinus* (tobacco brush), *Prunus emarginata* (bitter cherry), *Quercus vaccinifolia* (huckleberry oak), *Ribes* spp. (gooseberry and currant), and *Castanopsis sempervirens* (chinquapin). Riparian communities are dominated by *Populas tremuloides* (aspen) and *Salix* spp. (willow). Wet meadow associations include *Carex* spp. (sedges), *Juncus* spp. (rushes),

and various forbs. Dry meadow associations include *Cares* spp. and other grasses and forbs, especially Wyethia.

No fauna or faunal indicators were observed during fieldwork. Mammals that might utilize the jeffrey pine and riparian communities include chipmunks, golden-mantled ground squirrel, Douglas squirrel, gray squirrel, mice, gopher, vole, marmot, snowshoe hare, porcupine, coyote, mountain lion, mule deer, and brown bear. Birds that might be associated with this habitat include goshawk, sharp-shinned hawk, blue grouse, flammulated owl, California spotted owl, great gray owl, poor-will, common flicker, hairy woodpecker, violet-green swallow, Steller's Jay, mountain chickadee, white-breasted nuthatch, American robin, Townsend's warbler, pine siskin, dark-eyed junco, and chipping sparrow. Further description of local fauna can be found in Grinnell (1933), Hall (1946), Orr (1946), Linsdale (1936), Grinnell and Miller (1944), Storer and Usinger (1963), Orr and Moffitt (1971), and TRPA (1971c, 1991). Recent listings of vertebrate and invertebrate animal species are provided by Schlesinger and Romsos (2000) and Holst and Schlesinger (2000).

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 before the onset of historic activities such as logging, road construction, and residential development.

4.3 GEOLOGIC AND GEOGRAPHIC SETTING

The general Project area is characterized by stream-cut volcanic flow lands, as are most areas along the north and northwest sides of the Tahoe Basin (TRPA 1971d:42). The area is drained by several creeks. Those that bound the Project corridor include Carnelian Canyon and Tahoe Vista. The topography within these watersheds consists of moderate mountain slopes and partially opened valleys. Ridgetops and stream valleys are generally rounded. Slopes are from 2 to 50 percent and elevations range from 6,350 to 7,126 feet.

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.

Lake Tahoe sits in an intermountain basin formed by faulting within the Sierra batholith. In the Lake Tahoe Basin, 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 is located about 6 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 suggests that faults are present.

Several geological units are represented in the immediate area. The oldest strata include Miocene andesite and volcaniclastic sediments (Mva), and Miocene andesite and dacite flows (Mvaf). The strata are found along the upper or north portion of the North Tahoe Regional Park, and in a small area just east of Hill 7126. The most prevalent stratum is Pliocene andesite and basaltic andesite flows (Pva) that makeup Hill 7126 and 7021. Finally, Holocene lake deposits (Ql) are found in the lower or southern portion of the North Tahoe Regional Park and the Tahoe Vista townsite.

Numerous fault lines are depicted in the vicinity of the study corridor and are associated predominantly with Basin and Range tectonics and the emplacement of intrusive igneous rocks. Most are north-south trending (Saucedo 2005). Three active faults occur within the general vicinity of the APE. Major fault systems are located to the west and east of the general Project area - the Dollar Point Fault to the west and the North Tahoe Fault to the east. Several elements of the Agate Bay Fault extended directly through the Project area. For example, both the west and east faces of Hill 7126 appear fault related. Recent studies indicate that all three of these faults have experienced large rupture events within recent geologic time (Dingler 2007; Seitz and Kent 2004).

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.

4.3.1 Soils

Soils derived from local geological units have been classified into the Jorge and Tahoma Series. The Jorge Series comprises gently sloping to steep, well-drained, stony soils that are underlain by basic volcanic rock (andesite, basalt, and latite). These soils are formed on uplands that support mixed conifer stands. The Tahoma Series consists of gently sloping to strongly sloping well-drained soils over volcanic rock. These soils formed in material derived from vesicular latite flows of Quaternary age and andesitic conglomerate, and support mainly fir forest. Soils represented along the Project corridor fall within six categories as defined by the Natural Resources Conservation Service (2019). Information regarding each soil type is provided in **Table 4**.

Table 4. APE Soils.

Soil Name	Map Unit	Slope Range	Landform	Drainage Class	Parent Material
Jorge very cobbly fine sandy loam	7153	30-50%	hill and mountain slopes	well-drained	colluvium derived from andesite
Jorge very cobbly loam	7155	15-50%	hill and mountain slopes	well-drained	colluvium over residuum weathered from volcanic rock
Jorge-Tahoma complex	7156	15-30%	hill and mountain slopes	well-drained soil	colluvium over residuum weathered from volcanic rock

Soil Name	Map Unit	Slope Range	Landform	Drainage Class	Parent Material
Jorge-Tahoma complex	7157	30-50%	hill and mountain slopes	well-drained soil	colluvium over residuum weathered from volcanic rock
Rock outcrop	7191	15-70%	mountainous areas		exposed or weathered bedrock
Tahoma-Jorge complex	7222	2-15%	hill and mountain slopes	well-drained and deep soil	colluvium over residuum weathered from andesite

Map Unit 7155 is found on the west and east flanks of Hill 7126; Map Unit 7191 covers the south flank of the hill. Map units 7156 and 7157 are present along the east flank of Hill 7121; Unit 7156 along steeper upper slopes and Unit 7157 along the tow slopes. Map Unit 7222 is found in the flat saddle area between Hill 7126 and 7121 and within the area of the North Tahoe Regional Park.

5 Historical Overview

5.1 PREHISTORIC OVERVIEW

Human beings have been a part of the Lake Tahoe ecosystem for over 8,000 years. The Tahoe basin archaeological record marks a trend from hunting-based societies in earlier times to populations increasingly reliant upon diverse resources by the time of historic contact (Bettinger et al. 1995; Elston 1982; Elston et al. 1977, 1994, 1995). The shift in lifeways may be attributed partially to factors involving paleoclimate, a shifting subsistence base, and demographic change.

Elston (1982, 1986) provides 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. In the Tahoe Sierra, finer-grained archaeological phases divide local prehistoric sequences (Elston et al. 1977, 1994).

5.1.1 Tahoe Reach Phase

The oldest finds reported for the region suggest occupation at 8,000 to 9,000 years ago ("Tahoe Reach Phase;" Elston et al. 1977), a period marked by cool, moist conditions that fostered an abundance of surface waters. Climates warmed and dried rapidly, although conditions remained relatively cool and moist. Subsistence was based on a foraging economy characterized by high residential mobility, large game hunting, and non-intensive plant food processing and storage. The population density was quite low, and groups were highly mobile. Pre-Archaic sites are rare in the Sierra highlands. Those that are present are thought to reflect the initial influx of people entering the region after the retreat of Sierran glaciers.

5.1.2 Spooner Phase

Environmental conditions changed gradually toward the end of the Tahoe Reach Phase; temperatures increased, moisture patterns changed, and the amount of available surface water decreased. Eventually, these changes caused a shift in adaptive strategy. The Early Archaic period ("Spooner Phase") is correlated with this marked warming and drying climatic trend and dates from 8,000-5,000 years ago. Early Archaic patterns are markedly different from those of the preceding period. Seed processing tools make their first appearance, indicating that the resource base had become more diversified. Hunting remained a prevalent activity. Fishing in highlands lakes and streams was a likely subsistence pursuit, but little trace is left of this perishable technology (Lindström 1992).

The variety of site types increases during this period, suggesting again the diversity of the resource procurement strategy. The prospects for longer-term encampments and year-round use of the high country during this drought have been proposed (Lindström 1978; 1992). During this period, prehistoric populations increasingly exerted their influence in altering the landscape and affecting fauna and flora through a gradual decrease in overall mobility, increased land-use diversity, a broadened diet, and intensified resource procurement. Although the population is thought to have increased during this period, Early Archaic sites are sparsely represented in the Lake Tahoe basin. In part, this may be explained by changes in local conditions. Lindström (1991) 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. As noted by Lindström and Rucks (1995):

> It is conceivable that both Pre-Archaic and Early Archaic archaeological sites, located on the lower and older shorelines of Lake Tahoe and its tributary lakes and streams, may now be lost by erosion, buried by marsh deposits, or inundated by historic, artificially high water levels. Consequently, archaeological site inventories, which by necessity are tied to the contemporary landscape, may under-represent this period in prehistory.

5.1.3 Martis Phase

At the onset of the Middle Archaic (dating from about 5,000-1,300 years ago) environmental conditions again changed. Most notably, increases in effective precipitation caused the expansion of resources associated with lakes and marshes. For example, Lake Tahoe presumably returned to its current configuration. This period is regionally represented by the "Martis Phase" and is marked by Martis Series projectile points. The prehistoric population increased during this time and pronounced cultural elaboration occurred, as evidenced by an abundance of textiles and other perishables, and more elaborate houses. Subsistence practices saw an increase in the diversity of land-use and a broadened diet. While large game hunting continued, there was increased use of gathered foods (seeds, tubers, etc.) and fishing. 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. Middle Archaic occupations are well represented in the archaeological record of the Sierra. This increased archaeological visibility likely reflects increasing seasonal use of highlands environments by larger populations staging from more permanent base camps at lower elevations.

5.1.4 Kings Beach Phase

The Late Archaic period, which dates from about 1,300 years ago to historic contact, is characterized archaeologically by the "Kings Beach Phase" (CA-PLA-09 or P-31-000135, located near the APE served as the “type site” for this phase). 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 groundstone implements, and a greater emphasis on the use of small flake tools. These changes reflect more intensive use of the environment and an increase in dietary variety. Subsistence and settlement changes reflect an intensification and diversification in subsistence practices. Low-ranked resources seldom used previously were added to the diet.

Throughout the Late Archaic, prehistoric populations continued to increase. A dramatic increase occurred during the early, wetter part of this period ("Early Kings Beach Phase") (Elston et al. 1994). Climatic fluctuations over the Late Archaic may have allowed for year-round residence in the Lake Tahoe basin at times and prohibited even seasonal occupation at other times. Such shifts are reflected archaeologically in the location and composition of upland sites. More intensive and long-term use of the Tahoe uplands appears to have occurred during dryer intervals within the last 1000 years. Evidence of this has been documented near

Mt. Rose (Lindström 1982; Lindström and Bloomer 1994). Also, Lindström (1978) has reported house rings, storage facilities, and bedrock mortars and slab milling features in the crest zone (between 8,000- and 9,000-feet elevation) above Lake Tahoe and near Donner Pass. Late Archaic sites are comparatively common in the basin, especially since the period represents populations ancestral to the present-day Washoe.

5.2 ETHNOGRAPHIC OVERVIEW

The following discussion was drawn from Lindström et al. (1996) and Zeier and Reno (2006). Lindström et al. (2000) summarized reports and archival sources about Washoe cultural ecology, prehistory, history, and traditional land use within the Tahoe Basin. Before Euro-American encroachment (ca. 1850) disrupted the aboriginal lifeway, the Washoe homeland surrounded Lake Tahoe in a lozenge-shaped territory that straddled the Sierra Nevada from the southern shore of Honey Lake, south through Antelope Valley and the West Fork of the Walker River (d'Azevedo 1986). Washoe-speakers north of Carson Valley, were *Wélmelti'*, a term meaning "northerner," identified as much by a distinctive manner of speech, as a geographic affiliation. To their east, were two bands of Northern Paiute-speakers, the Tasiget from the lands "right here, in the middle," and the *Kuyuidökadö*, or "cuiui fish-eaters" of Pyramid Lake (Fowler and Liljeblad 1986). Although boundaries between groups were porous and flexible, neighbors generally respected familial use-rights in specific areas and associated resources and observed protocols for gaining access to hunt or collect resources outside their domains.

The economy was based on seasonal resources harvested from catchments tethered to areas associated with specific lineages. Social networks extended visiting rights and resource procurement well beyond these borders. By Contact (the onset of Euro-American encroachment in the 1850s), the pine nut harvest dictated fall movement and winter residence for most Washoe and Northern Paiute people. *Wélmelti'* Washoe are said to have moved south into the Pine Nut Mountains, as *Tasiget* and *Kuyuidökadö* Northern Paiute moved into the Flowery Range, including the environs of Mount Davidson and Virginia City.

Fish, available nearly year-round but most abundant during spawning runs, dictated residential patterns from the spring through the fall. Lake Tahoe in Washoe traditional territory and Pyramid Lake in Northern Paiute territory have sustained both fish and people through several extended droughts over the past 10,000 years. They are the only lakes to withstand periods that desiccated the rest of the Lahontan system, and their profound significance to both groups is undeniable. These lakes may have been their most resilient fisheries and refuge areas.

Family camps and favored fishing spots at Lake Tahoe were allocated according to one's origin or association as *Wélmelti'*, *Páwa'lu'*, [Carson] valley Washoe, or *Hángalelti'*, the "southerners." *Wélmelti'* are said to have concentrated on the northern end of Lake Tahoe, from McKinney's, east to "Sand Point" (Sand Harbor). Sierra Valley people are said to have come into the basin along the Truckee River; those from Truckee and Martis Valley, over Brockway Summit; and those from Eagle Valley (Carson City), up Clear Creek via Spooner Summit to Glenbrook. From Washoe Valley, trekkers moved into Little Valley via Franktown Creek. Another route up Ophir Creek to Lower Price Lake was abandoned after the landslide in 1864, which gave "Slide Mountain" its name, buried the old trail and a camp near Lower

Price Lake. From this lake, the route continued south into Little Valley, or up through Tahoe Meadows, then to Incline Beach.

Routes were not always direct but passed through resource-rich areas as people worked their way up the mountain, camping for days, even weeks at a time. As Clara Frank related to d'Azevedo (1956:46), for instance, Little Valley was good for *bósti* (*Allium companulatem*) and minnows. *Bósti* are among the first greens to emerge, as early as February in lower altitudes, and women would have been gathering onions at the same time fishermen would have been checking the cutthroat spawning runs along local streams.

Manwell Bender, a *Wélmelti?* who provided key information about Lake Tahoe for the Washoe Claims Case, stated it was in late February and early March that the cutthroat began their annual spawning runs, "in countless numbers" up Incline Creek (Wright 90-37/I/23). Washoe tradition relates that it was the young men who first returned to the lake from winter camps and that young women also went, as an opportunity to escape the confines of the winter camp and the scrutiny of their elders.

The first to return to Lake Tahoe reclaimed favored fishing spots and relayed fish back to winter camps. They also began cleaning and preparing summer camps for later arrivals. These camps were occupied as a base of operation until it was time to leave for the pine nut harvest or to harvest acorns. Forays to outlying areas could last days or several weeks and visiting friends and relatives at other camps were common activities, but families did not move en masse from one camp to another, "following a seasonal round," as described by anthropologists.

After initial and sporadic resistance as Euro-Americans began appropriating camping and resource areas by gradual encroachment during the 1860s-1870s, Washoe leaders are said to have advised a strategy of accommodation and negotiation. They distanced themselves from the Pyramid Lake Paiute War of 1860, for instance, and sought assistance from federal agents for the protection of their fisheries, pine nut groves, and other resources (Nevers 1976:52).

The federal government eventually acquired small parcels, beginning in 1917 for the establishment of residential "colonies," for the Washoes, known today as the Carson Colony and the Reno-Sparks Colony, that drew *Wélmelti'* as well as Northern Paiute *Tasiget* families. That same year, Fred Dressler donated acreage in Gardnerville that would become the Dresslerville community. The Washoe tribe achieved federal recognition in 1936 after establishing a government and constitution under the authority of the Indian Reorganization Act of 1934. In 1951, the tribe filed a case with the Indian Land Claims Commission, known as Docket 288. The case dragged on for decades and the eventual settlement was much less than applied for and excluded any compensation for Lake Tahoe itself.

Individuals continued to find work at Lake Tahoe in the summer, often trading their goods and services (baskets, fish, domestic labor, woodcutting, ice harvesting, caretaking, game guiding, etc.) for camping privileges and access to what resources remained. According to Scott (1957:335), the "Indian trail from Martis Valley east over the divide to the lake" was incorporated into the Emigrant trail 1849-1852. By the time industrial logging arrived on the north shore in the 1880s, *Wélmelti'* would have encountered and learned to adapt to whites. Increasingly, as post-WWII development took off, camping privileges and opportunities

withered until most Washoe recall that they occasionally would go to the lake for the day "like other visitors."

5.3 HISTORIC OVERVIEW

Several general references are available that address the history of the Lake Tahoe Basin. Those employed to develop the history that follows included Lord (1883), Knowles (1942), Galloway (1947), Myrick (1962), Scott (1957 and 1973), Goodwin (1971), Lindström (1991), Lindström et al. (1996), Zeier and Reno 2006), and Snyder et al. (2006).

5.3.1 Transportation

The historic period begins with the first sighting of Lake Tahoe by a Euro-American in 1844 when John Fremont and a companion saw the lake while seeking a pass over the Sierra. Little else happened in the basin until the discovery of gold in California in 1848. Mining and community development in California 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. Travelers attempting to cross through the Tahoe Basin on their way to California were discouraged by the steep eastern approach. Major trails bypassed the study area, passing through the south end of Lake Tahoe basin and over Donner Summit to the north.

A minor route, Scott's Route (Placer County Emigrant Road), was used for a short period from 1852 to 1855. This route crossed the main Sierran crest above Squaw Valley and entered the Lake Tahoe Basin at Tahoe City (Lindström 1993a, 1993b). Scott's Route saw little use, but it did establish a corridor that saw later development. In 1874, the road between Tahoe City and Brockway was improved (Goodwin 1971:12). The roadway further upgraded in 1883 (Edwards 1883:94) and by 1889 the old Scott's Route was an established roadway connecting north shore communities including present-day Carnelian Bay and Tahoe Vista. The roadway was designated State Route 28 in the 1920s. Grading and base course surfacing work on the entire route was completed in 1933.

In 1869, George Schaffer and William Campbell began construction of a new wagon road between Truckee and Lake Tahoe (Scott 1957:319). Although motivated by the need for a timber haul road to access stands along the Tahoe Divide, the road provided a direct connection between Truckee and the hot springs at Brockway. This turnpike, known as the Truckee-Hot Springs Road, commenced from Truckee's transcontinental railroad stop and went eastward across the river into Martis Valley, following the present-day route of SR 267.

In 1874, it was improved as a new wagon road connecting Brockway and Tahoe City by way of Observatory Point (Goodwin 1971:12). It was upgraded to a "first-class turn-pike" in 1883 (Edwards 1883:94). As the original "Trail to Carson," it followed the present SR 28 alignment to Kings Beach, then cut due east in the vicinity of 16N87 (to bypass Stateline Point) and joined present SR 28 in the vicinity of Ponderosa Drive at Incline Village. By 1889, SR 28 was an established roadway interconnecting north shore communities; grading and surfacing were completed on the road in 1939.

A road leading southward from Brockway Summit to Carnelian Bay called the "Carnelian Bay Cut-Off," may be part of a Washoe trail noted by Lekisch (1988:133). That trail led from Martis Valley, over the divide and down to Lake Tahoe near Tahoe Vista.

5.3.2 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. The Comstock could not have attained its incredible level of development without sources of water and wood eventually supplied by the Tahoe Basin (Elliott 1973:137). The need for fuelwood and construction lumber for the growing settlements, mines, and mills created an insatiable demand for lumber.

At first, this need was met by small operations located in the Virginia Range and along the east front of the Sierra Range. Dozens of small sawmills sprang up. By 1865 those hills were denuded of timber (State of Nevada 1866:76-77). Harvesting was next directed to the Lake Tahoe Basin. Early operations in the basin also were small in scale. The need for increasing quantities of timber led to the formation of companies with capital to operate at a level sufficient to meet demand. Several major lumber companies began cutting within and around the Tahoe Basin. Each developed a network of sawmills, railroads, tramways, flumes, and rafting operations designed to cut and move lumber to the Comstock and markets served by the Central Pacific Railroad (CPRR).

Cutting began on the east side, spread to the north and south shores, and finally to the west side. The Comstock was the chief consumer of wood and timber from the eastern slopes of the Tahoe Basin (Wilson 1992:11). Before 1866, very little lumber was cut on the California side of the Tahoe Basin (Knowles 1942:14). The onset of lumbering on the California side of Tahoe's north shore was largely coincident with the building of the CPRR and its demand for thousands of ties and timbers for bridges, trestles, tunnels, depots, and snow sheds (Knowles 1942:16). West of the California-Nevada state line at North Shore, lumbering tended to be oriented more towards the demands of the railroad; further east, it was directed towards the mines of the Comstock.

From the 1860s until the turn of the century, there was a steady demand for large sawlogs and cordwood targeted for the mines and the railroad. As timber markets were gradually expanded with the completion of the CPRR, a growing emphasis was placed on the production of other wood products. The expansion beyond sawmilling into such facilities as planing mills, box factories, and sash and door establishments, meant that self-sufficient communities (like Truckee) grew up where the larger mills were situated. In this era, the logistics of timber extraction and transport were accomplished by large lumber companies, whose timber holdings locked up immense blocks of land. Wood contractors, employed by these large firms, carried out much of the harvest.

Several leading lumber companies established logging operations from the 1860s to the 1930s on lands either adjacent to or within the study area; presumably, any one of them could have harvested timber within the Project. Major companies operating in the general area included the Sierra Nevada Wood & Lumber Company, the Carson & Tahoe Lumber & Fluming Company, the Pacific Lumber and Wood Company, the Richardson Brothers, George Schaffer, and the Truckee Lumber Company. Discontinuous land ownership in California promoted the use of a variety of smaller-scale, independent wood contractors, whereas logging of large, contiguous holdings was more efficiently orchestrated through a centralized company system.

The Carson & Tahoe Lumber & Fluming Company may have conducted the earliest and most active logging in the general Project area. Acquisition of timber tracks around Carnelian Bay and at Dollar Point began at least as early as 1875. The company consolidated operations on their somewhat discontiguous land holdings by entering into mutually beneficial business relations with A.W. Pray, who was logging in Sections 10, 28, and 32 (T16N/R17E). These initial business dealings continued as both companies acquired new timberlands around Carnelian Bay and Dollar Point. Lumbering in the general Project area was initiated by small-scale operators and usually in steep terrain; these conditions were not conducive to the expensive and expansive hallmark steam technologies of railroad logging and cable yarding by steam donkey. Rather, operations are best characterized by retention of 19th-century practices of animal logging.

The timber harvest continued through 1897 when mine production had waned, and the last major sawmill closed. By the end of the Comstock period, wood products in the form of 600 million board feet of lumber and 2 million cords of firewood had been consumed. The harvest from the Tahoe and Truckee Basins was worth more than 80 million dollars.

By the turn of the century, lands in the Tahoe Basin were largely stripped of pine, but fir and other species remained; fir had been largely ignored during the earlier harvesting, as it was considered unsuitable for the production of ties and timbers. With the introduction of paper mills, stands were re-entered to harvest fir for use as pulpwood for paper mills. The greater "digestibility" of fir species (over pine) now made them the targets of harvest. Also, growing communities in the region created a demand that was supported by localized sawmills and shingle mills, sawing pine, and cedar, respectively. Early 20th-century logging operations were conducted on a much smaller scale and carried out on a more limited land base than during the prior Comstock Era.

By the 1950s, second-growth pine woodlands cut in the 1800s were now mature enough for harvest. Stands were re-entered and lumber harvest continued on a reduced scale through the 1970s. By the 1980s, the forests around Lake Tahoe were of more value as recreational rather than timber resources, and so the large-scale logging that occurred elsewhere in the northern Sierra was curtailed in the Basin.

5.3.3 Settlement

Between the 1860s and 1890s settlement across much of the Lake Tahoe Basin followed the pattern dictated by lumbering. Towns popped up in areas adjacent to mills and, as the mills "devoured their birthrights," most withered and died. A handful built a future primarily on tourism; these communities survived and continued to prosper, initiating a trend towards increased urbanization and year-round residency (Wilson 1992:48).

During the early 1920s, settlement in the general study area was sufficiently sparse that it did not warrant note or place names on most maps. This was the end of a long period of economic stagnation for the Tahoe Basin, following the demise of industrial-scale logging operations. This was due to change, as noted by Jackson and Pisani (1973:1):

> A case can be made for 1924 as the year in which the modern, or contemporary, history of Lake Tahoe began. At that time there was only a small community at the south shore and scattered clusters of home sites and resorts along the north and west shores. The handful of year-round residents were snowbound in the

> basin from November to June each year; only in the summer months did a few hardy campers and summer home owners venture over the tortuous roads to the Lake. Tahoe's modern development awaited dependable automobiles, construction of a good, all-weather highway, and entrepreneurs who saw the potential for turning the Lake into an all-year tourist playground.

It was somewhere between 1923 and 1925 that Joe King started to obtain control of the commercial core of Kings Beach from Robert P. Sherman (Sherman, along with Harry O. Comstock controlled interests in the land throughout what is now Tahoe Vista, Kings Beach, and Brockway – interests formerly consolidated by Frank Brockway Alverson in the 1890s).

During the 1920s, some of the earliest subdivisions in the Lake Tahoe basin were established along the north shore. Much of the street and property layout of Kings Beach and adjacent Tahoe Vista dates from the 1920s. Individual subdivisions were characterized by restrictive covenants, conditions, and restrictions (Lindström et al. 1996:59). Lots were quite small (only 25 feet wide, locally called "slices") since they were intended primarily as seasonal automobile campsites that would support no more than a small cabin. These and other developments gradually merged to make a nearly unbroken, dispersed, residential pattern from Carnelian Bay, through Tahoe Vista and Kings Beach, to Brockway.

Throughout the Tahoe Basin, little new development occurred during the Second World War (Jackson and Pisani 1973). The onset of modern development along the north shore was sparked by the selection of nearby Squaw Valley as the location for the 1960 winter Olympic Games. This represented a change in focus from fairly small resorts of the 1930s to huge complexes drawing patrons of winter sports from across the world. Many buildings present in the area today were constructed or remodeled to support crowds attending the games.

At a more specific level, D. W. Wright, a wood contractor from Douglas County, Nevada, established Pine Grove Station in the summer of 1865. Located at the intersection of the road along the north shore and the Truckee-Brockway Road, the 1865 plat map shows a house next to the beach and another located along the road to Brockway. That map identifies the occupant of the station (the westernmost house) as D. H. Wright. The place soon became associated with another wood contractor, George W. Wiggins. Wiggins (in business with Nat Stein), who controlled a sizeable block of land at the head of Agate Bay built a mill known as Davis and Scott's Shingle Mill. Wiggins was continually assessed on this property until 1885. However, Scott (1957:331) reports that in 1872 Wiggins' Station was taken over by John Griffin, a lumberman from the Truckee Basin. Griffin cut saw logs and cordwood on the mountainous slopes of north Lake Tahoe. Griffin's sawmill was located on Griff Creek near where the creek enters the lake. It is unclear whether this is the same mill as the one built by Wiggins. This settlement is identified by the single name "Griffin" on two historic maps Wheeler (1877a, 1877b, 1877c). Pine Grove Station became a marine terminal for saw logs chuted down from the high country near Martis Peak and the headwaters of Griff Creek. From here logs were rafted to Crystal Bay (Scott 1957:336).

Although not a settlement by definition, Agate Bay as a generic place name has a certain historical prominence. In 1855, George H. Goddard, a member of Marlette and Day's California Wagon Road and Boundary Survey party, used the shore of the bay for signal fire markers to determine state and territory boundary bearings (Scott 1957:341). The expedition found "agate and crystals on the water's edge" and named the bay Agate. The name "Agate Bay"

appears on the von Leicht-Hoffmann map of 1874 and the Wheeler maps of 1876. During the early 1860s, Agate Bay sprang to life for a few short months each summer, supplying trout and wild hay to the mining camps bordering Middle Martis Creek. Stone from the mountainside north of the bay was used by the miners for their fireplaces and cabin foundations (Scott 1957:341); rock quarrying at the Agate Bay Quarry continued into 1957 (Scott 1957:495). The sheltered inlet remained largely undeveloped. The spring of 1881 saw the onset of extensive logging operations by independent wood contractor H. E. Casey and others (Scott 1957:342). Wagon roads and logging chutes were run deep into the canyons and up the mountains to the north and west. Casey assembled V-booms (log booms) and loaded his barges in the protection of Agate Bay, towing them to Sand Harbor (Scott 1957:342). Sheep and cattle were grazed seasonally in the Agate Bay uplands. The regional dairy business flourished on a large scale from the 1860s until about 1930. Families such as the Joergers, Cavitts, and Wheelers grazed cattle and sheep in the upper reaches of Griff Creek. Descendants of these dairying dynasties continue to own and maintain ranches that bear prominent names in regional grazing history.

Carnelian Bay was named by the Whitney survey party in the summer of 1860 as "Cornelian Bay" after a variety of chalcedony or cornelian stones found in abundance along its shoreline. The bay later gained popularity as a health resort. "Dr. Bourne's Hygienic Establishment" was built in 1871 and was upgraded in 1873 as the "Cornelian Springs Sanatoria." By 1876, the settlement was a regular stop for Tahoe steamers, and the resort became a popular attraction based on the reputed curative properties of Tahoe's air and water. Upon Borne's death, rancher James Cleland acquired most of his holdings. Cleland grew vegetables and had one of the first mechanical hay presses on the north end of the lake, where he baled timothy grass on his meadowland bordering Carnelian Creek (Scott 1957:349). A post office was established at Carnelian Bay in 1883 (Salley 1977:38). By 1889, Carnelian was listed as one of the lake's permanent settlements. By the year 1896, the three Flick brothers (Joseph, Nicholas, and William) had acquired most of the Carnelian Bay land fronting on the water. Their holdings included Dr. Bourne's old establishment, now known as the Carnelian Bay Hotel, the post office, general store, cottages, and wharf. The Flicks, who fished commercially, sold their lakefront property in 1909-1910 (Scott 1957:350). Around this time the Carnelian Bay Company embarked on an extensive subdivision program. The original "Map of Townsite of Carnelian Bay" was filed in 1901.

Development of what would become Tahoe Vista did not start until well after the turn of the century (Scott 1957:336). In 1911, Tahoe Vista officially became a post office stop for mail steamers. Lots were laid out by the Tahoe Development Company that same year, with the Tahoe Vista Hotel serving as a vital part of the real estate promotion. A casino was added in 1913. The hotel burned in 1922-23 (Scott 1957:337), although the casino continued to operate until 1941 (Van Tassel 1985:76). The hotel and casino were a financial success, but the real estate venture was initially a disappointment. The Tahoe Vista Park Subdivisions were built in 1914 (Placer County Records, Subdivision Maps Books B/10, C/73-77). A post office was not established until 1922 (Salley 1977:218).

6 Inventory Methods

6.1 EXPECTATIONS

Archival research suggests the archaeological record of the archival study area is somewhat sparse. Cultural resources most likely to be encountered are historic sites associated with transportation and logging (e.g., early roadways and ditches). The proximity of the Project to regional highways and residential development suggests historic period debris scatters may be encountered.

6.2 FIELD METHODS

The objective of the field inventory was to locate, describe, and evaluate cultural resources present within the APE. Fieldwork was performed in accordance with applicable and accepted Federal and State standards. Some areas of the APE were too steeply sloped or too heavily vegetated to effectively survey. Of the 39-acre APE surveyed, 18-acres were surveyed following intensive level standards utilizing 15-meter transect spacing. Approximately 21-acres of the APE were surveyed following reconnaissance level survey spacing utilizing ad hoc survey spacing generally greater than 15-meter transect spacing. Reconnaissance survey areas include areas with slopes greater than 30 degrees, areas predominantly covered with rock scarp, and areas heavily vegetated preventing complete pedestrian access. **Figure 3** depicts the areas surveyed within the APE.

Surface visibility varied considerably across the APE. Previously disturbed areas along the rights-of-way were often essentially void of vegetation. To varying degrees, thick vegetation and pine needle litter was present throughout the APE, restricting ground visibility. As such, periodically leaf and needle litter was cleared to expose the ground surface. Overall, sufficient clear ground was present to ensure survey adequacy.

When a cultural resource was 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/or features were described in field notebooks, photographed using 10 megapixels or better cameras, and plotted using the ESRI Collector mobile application loaded onto a mobile device and tethered to a sub-meter Eos Arrow Gold GNSS 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 future relocation. If applicable, photos of artifacts contained a scale and all photographs were GPS-plotted. Upon completion of the inventory, field data were downloaded from ESRI ArcGIS Online and converted to GIS shapefiles projected to NAD83 California State Plane Zone 2. Sites were recorded on the Department of Parks and Recreation (DPR) 523 site forms and plotted on USGS 7.5-minute maps. Isolates were mapped and photographed (if diagnostic). No artifacts were collected during the field survey.

A map showing the cultural resources recorded within the APE is in **Appendix D**, and DPR forms are in **Appendix E**.

6.3 DATES OF FIELD EXAMINATION AND PROJECT PERSONNEL

A heritage resource survey was conducted over six days by Molly Laitinen and Michael Baldrica. Portions of the Project were surveyed between October 9 and October 11, 2019. A portion of the Project area was revisited on October 16, 2019 and on October 19 and 21, 2020. Ms. Laitinen and Charles Zeier prepared the present heritage resource inventory report.

Ms. Laitinen, NCE Staff Archaeologist, meets the Secretary of Interior's (SOI) Standards for Archaeology and Historic Preservation (36 CFR Part 61). She has five years of experience in historic preservation, archaeological investigation, and cultural resource evaluation as part of State, Federal, and professional standards in compliance with Section 106 of the NHPA and PRC Section 21083.2 of the CEQA.

Mr. Baldrica, NCE Project Archaeologist, meets SOI Standards for Archaeology and Historic Preservation (36 CFR Part 61). He acted as the primary qualified archaeologist during Phase 1 of the Project. He is a retired U.S.D.A Forest Service Archaeologist with 43 years of professional experience in historic preservation, archaeological investigation, and cultural resource evaluation in compliance with Section 106 of the NHPA.

Charles Zeier, NCE Senior Archaeologist, assisted with report preparation. Mr. Zeier has over 40 years of experience in historic preservation, archaeological and architectural surveys and evaluations, cultural resource management, Section 106 of the NHPA, and NEPA. Mr. Zeier meets the SOI Standards for Archaeology and Historic Preservation and is a Registered Professional Archaeologist.

This report has been reviewed by Jeremy Hall, NCE Cultural Resources Manager, who meets SOI Standards for Archaeology and Historic Preservation (36 CFR Part 61) and is a Registered Professional Archaeologist. He has over 15 years of experience in historic preservation, archaeological investigation, and cultural resource evaluation as part of State, Federal, and professional standards in compliance with Section 106 of the NHPA and PRC Section 21083.2 of the CEQA.

7 Inventory Results

7.1 PROJECT AREA OBSERVATIONS

Approximately 39 acres were surveyed during the inventory. Various forms of disturbance occupy most of the APE including evidence of temporary two-track logging roads and modern cut stumps from recent logging, natural drainages, the former sewage treatment plant, and recreation modifications extending from North Tahoe Regional Park (e.g. trails, ropes course, sports fields, frisbee golf course, picnic areas, etc.). The western half of the APE contains steep slopes ranging from 20-25 degrees with some areas as steep as 30 degrees. Portions of the eastern half of the APE contain similarly steep slopes towards the west transitioning into more moderate to gentle slopes in the east. Such steep slopes present undesirable conditions for habitation prehistorically or historically.

The APE was heavily vegetated by firs and manzanita underbrush which restricted visibility and transects somewhat. The vegetation did not prevent a reasonable and good faith effort when conducting the survey. During the survey, few building rooftops were observed through the trees. However, the NTSUT alignment is considered unlikely to affect building viewsheds in the area due to the forest cover and distance from structures.

7.2 PREVIOUSLY RECORDED RESOURCES

One previously recorded site was revisited as a part of the present study. An updated DPR site form is provided in **Appendix E**.

7.2.1 P-31-003386 (05-19-733)

Primary Road

The present inventory relocated site P-31-003386 (05-19-733) running generally upslope from Tripoli Road. The site is located within a mixed-conifer forest. Ground cover consists of heavy brush including tobacco brush and manzanita. Site P-31-003386 was originally recorded by Mears (1995) as part of the North Shore Ecosystems Project (Lindström et al. 1996). The site consists of a well-maintained historic USFS Road 16N63 (primary) connecting the Agate Bay area with USFS Road 16N73 (Site 05-19-735), at least seven secondary roads (Spurs 1-3, 5-8), one tertiary road (Spur 4), thirteen associated historic dump sites (Features 1-13), and three associated isolated historic artifacts (Artifacts 1-3). It was previously noted that Site 05-19-723, a collapsed historic residential structure, was recorded adjacent to the road, however, no evidence of the structure was observed within or adjacent to the road or APE during the present survey.

Known as the Carnelian Bay Cut-Off, the roadway is speculated to have been a branch of the Emigrant Trail used between 1849 and 1852. Lekisch (1988:133) notes that the route extended from Martis Valley, over the divide, and to Lake Tahoe in the Tahoe Vista area (Mears 1995). The road is depicted on the following maps:

- 1865 GLO Plat
- 1867-68 Map of the Placerville Route
- 1874 Von Leicht and Hoffmann
- 1876 Wheeler

- 1897 USGS Truckee Quad
- 1895 (reprint 1914) USGS Truckee Quad
- 1915 Tahoe National Forest
- 1921 Eldorado National Forest
- 1926 Eldorado National Forest
- 1926 Tahoe National Forest
- 1940 USGS Truckee Quad
- 1944-45 Eldorado National Forest Grazing Allotment
- 1949 Eldorado National Forest
- 1940 (reprint 1951) USGS Truckee Quad
- 1955 USGS Tahoe Quad
- 1961 Lake Tahoe Basin
- 1962 Truckee Ranger District, Tahoe National Forest

Over time, the road was used as a main travel way between Tahoe City and Brockway Summit. Refuse deposits associated with the roadway reflect an extended period of use. Some appear to date to the turn of the century and possibly earlier, indicating the long-term use of the road. Evidence was present of cut-and-fill construction methods and the road measures approximately 25 feet from the top of the cut to the lower edge of the fill. It has been lightly impacted by modern grading to facilitate its use during forest management and logging activities. Although well-maintained, brush was starting to encroach onto the edges of the road. Two secondary roads, Spur 3 (05-19-733-3) and Spur 5 (05-19-733-5), extend into or run adjacent to the APE. Spur 3 is located at the westernmost end of the APE and Spur 5 parallels the southern boundary of the APE. A historic dump, Feature 9 (F9), is located near the junction of Spur 3 and the primary road.

Spur 3

Spur 3 intersects with the primary road at the western tip of the APE. The spur was described by Mears (1995) as splitting off the primary road about 1.15 miles down from the junction of Roads 16N73/16N63 and running to the west about 0.25 mile before terminating. Beginning at its junction with the primary road, the first 100 yards of Spur 3 are well-maintained. The road was created by cut-and-fill and measured about 15 feet wide. At the outer end of the developed section of the roadway, large berms, also referred to as tank traps, have been built up to prevent through traffic (Mears 1995). Beyond the barriers, Spur 3 narrows (approximately 10 feet wide), extends slightly downslope before leveling out, going through a gentle upslope, and continuing into a steeper upslope. Spur 3 terminates in a clump of overgrown manzanita and tobacco brush. Spur 4 located outside of the present survey effort was described as splitting off to the southwest from Spur 3 about 230 yards from the primary road. Several historic dumps were located near Spur 3 and many show evidence of having been used for modern target shooting.

Spur 5

Spur 5 intersects the primary road outside of the APE. It was described by Mears (1995) as a well-maintained gravel and dirt road splitting from the primary road about 1.25 miles down from the junction of Roads 16N73/16N63. When first recorded, Spur 5 ran to the southeast for about 0.2 miles to the Section 10/15 line. Presently, Spur 5 has been closed off from through traffic; a large berm extends across the road about 15 feet from its intersection with

the primary road. Evidence of Spur 5 extends about 200 feet southeast on a gentle upslope before branching to the south for 70 feet and terminating into a cull log deck. No evidence of the road was observed southeast of the cull log deck. A recent skid road branches to the north towards the APE which had a tree dropped across it to prevent vehicle access. The use of Spur 5 was most likely discontinued except for modern logging efforts. Vegetation has reclaimed much of the road.

Feature 9 (F9)

F9 was relocated near the intersection of the primary road and Spur 3, within the westernmost edge of the APE. The refuse scatter was described by Mears (1995) as containing cans, bottles, glass fragments, and lumber (Mears 1995). A milk can was recorded dating from 1950 to the present. Two pieces of aqua glass and one piece of brown glass were recorded and interpreted as a potentially separate, older, dumping event. The site is within the forested area on a moderately steep slope. Re-examination of F9 indicates it is relatively unchanged since it was originally recorded. However, the site's digitized location was found to be inaccurate and has been updated as part of the present effort.

7.3 NEWLY RECORDED RESOURCES

Three newly identified historic archaeological resources were discovered intersecting the APE during the present study. The sites include a ditch, a road, and a can dump. Each site is described below. DPR site forms are provided in Appendix E.

7.3.1 P-31-006430 (CA-PLA-002768H, NTT-01) – Historic Ditch

Site P-31-006430 (CA-PLA-002768H, NTT-01) consists of a ditch (F-01) with two associated historic-era cut stumps (F-02 and F-03). P-31-006430 is located within the southeast portion of the APE on level ground. The ditch trends east-west intersecting approximately 150 feet of the APE. The ditch continues to the west paralleling the southern boundary of the APE, approximately 50 to 90 feet to the south. To the east, the ditch continues for approximately 60 feet. Beyond that, the ditch is not discernable. F-01 is fairly straight and deep with berms built up along either edge. The ditch measures approximately 11 feet wide from the top of each berm and, on average, is two feet deep from the ditch bottom to the top of the berms. The berms measure about 0.5-1 feet above the surrounding ground surface. The ditch is in good to fair condition due to extensive vegetation overgrowth and soil filling in the ditch. The historic ditch may be a skid ditch or dry skid created by a steam donkey. No evidence of cables were found, but those may have been cleaned out when the area transitioned into the North Tahoe Regional Park. F-01 is not depicted on historic maps, nor is it visible on historic imagery.

F-02 and F-03 are located at the eastern end of F-01, between two modern community trails. F-02 is 38 feet north of F-01 and F-03 is 70 feet north of F-01. The two high cut stumps are 35 feet apart from each other. F-02 measures 3.6 feet high and is three feet in diameter and F-03 measures four feet high and is three feet in diameter.

As previously noted, the historic ditch may be a skid ditch or dry skid created by a steam donkey. A steam donkey, or donkey engine, consisted of a wood deck equipped with skids. They were usually fitted with a boiler that powered a winch around which was wound hemp rope or (later) steel cable. Usually, a water tank, and sometimes a fuel oil tank, was mounted

on the back of the sled. In the simplest setup, the cable would be extended out to a log in the woods. The cable would be attached, and the steam donkey would drag, or "skid", the log towards it. From there, the log was transferred to a landing where it could be located for shipping to a mill. If a steam donkey was to be moved, one of its cables was attached to a tree, stump, or another strong anchor, and the machine would drag itself overland to the next yarding location. John Dolbeer, a founding partner of the Dolbeer and Carson Lumber Company in Eureka, California, patented the donkey engine in August 1881. Their use persisted from the 1890s through the 1930s.

In many cases, steam donkey logging created a radial pattern; logs were skidded from the surrounding area across the ground surface toward the engine. This system is most efficient in moderate terrain. In contrast, a skid ditch was created when it was more efficient to move felled logs along an established path. Logs were moved to the ditch and then skidded out of the area. This system was most likely used in steeper terrain were pulling logs up or downslope would have been problematic. Without recorded evidence of the ditch in relation to historic period logging in the area, it is difficult to precisely date the ditch and associated high cut stump features.

7.3.2 P-31-006431 (CA-PLA-002769H, NTT-02) – Tahoe Vista Road

Site P-31-006431 (CA-PLA-002769H, NTT-02) consists of a generally north-south trending, dirt road located centrally within the APE and to the west of the North Tahoe Regional Park. At present, the road connects the Tahoe Vista neighborhood to the south, Regency Way to the north, and the North Tahoe Regional Park to the southeast. Where the northern portion of P-31-006431 intersects the APE, the road briefly trends northeast to southwest situated along a steep ridge. South of the APE, the road extends across a gentle downward slope until terminating at the intersection of Donner Road and Estate Drive. A spur road leads away from P-31-006431, providing access to a water tank.

The segment of site P-31-006431 between the APE and its intersection with the water tank access road measures about 16 feet across from the top of the cut on the north side to the bottom of the fill on the south side. To the south, the road is well-maintained from grading and blading and measures 25 feet across. The eastern segment may have been wider at one point, but eroded material deposited along the cut face and erosion of the roadway's outer edge has reduced its width. A very deep machine-produced cut at the site's intersection with the southern border of the APE appears to reflect recent versus historic road building activities.

The west half of site P-31-006431 has been overgrown with vegetation. Lack of maintenance has resulted in rutting on the eastern side of the road surface that may formerly have been constructed roadside ditches. This portion of the road appears mostly utilized as a hiking trail, a reason why it has been selected as part of the present alignment.

Site P-31-006431 is first depicted on a 1955 1:24,000 scale USGS map for Kings Beach and Martis Peak. It is faintly visible on a 1948 aerial image connecting to a road located further north than the present-day Regency Way; initial road cuts for Donner Road and Estate Drive within the Tahoe Vista neighborhood are also visible (NETR 2020). The road appears more substantial in aerial imagery from 1953 and the neighborhood has become more established with a few homes. Sometime between 1953 and 1969, the southern portion of the road was

shifted slightly to the west to its current alignment indicating continued use. The shift most likely occurred to accommodate the installation of the sewage treatment plant and could have been used as a staging road. The new alignment and sewage treatment plant are depicted on the 1971 editions of the 1955 USGS Martis Peak and Kings Beach maps in purple alongside the old road alignment shown in black dashed lines. The map states these purple revisions completed by USGS were compiled from aerial photographs taken in 1969 and not field checked. The old and new alignment of the road continued to be depicted on USGS maps until the 1992 version. However, the new alignment appears more visible on aerial imagery from 1969 to the present, suggesting that the old alignment had been abandoned.

No evidence was observed of any utilities along the roadway. The road was most likely developed to facilitate logging or for the development of a sewage treatment plant located where the North Tahoe Regional Park is currently situated. The historic road alignment has been heavily impacted and altered by modern grading and blading, converting it to a modern logging haul road. Evidence of the old alignment (i.e., intact, abandoned segments) was not located during the present survey and the new alignment was recorded on a DPR form.

7.3.3 P-31-006432 (NTT-07) – Refuse Dump

Site P-31-006432 (NTT-07) is a historic period can dump located on the east side of the North Tahoe Regional Park in proximity to park trails and a utility access dirt road. The site is situated in a flat area surrounded by a mixed-conifer forest and heavy ground cover, including tobacco brush and manzanita. The site measures approximately 25 feet in diameter and was somewhat clear of vegetation and pine duff. Based on a light scraping of the soil within the site and the relative low density of artifacts visible on the surface the site appears to be a surface expression with no subsurface depth. The site contains 12 to 15 historic cans and has a maximum density of one can per two square meters.

The material observed at P-31-006432 consisted of two condensed milk cans, three beer cans, seven sanitary cans, and mixed modern debris. The hole-in-cap condensed milk cans had stamped ends, lap side seams, and were machine soldering. They measured 2 15/16 inches in diameter by 3 5/16 inches high and are most likely Simonis Type 2, dating them to between 1885 and 1903 (IMACS User Guide 2001). The single-serve, smooth sanitary cans had double rolled end and side seams and were opened with a church-key. Such cans have been in production from 1904 through the present (Mammott 2015). The beer cans had interlocking side seams and no other diagnostic features. The interlocking seams were in production between 1935 and the 1970s. Modern refuse is also present in the assemblage.

The representative range of dates associated with the artifacts makes it difficult to determine when the site was created. Is it unknown whether the site is a result of multiple dumping episodes or one event that contained mixed refuse.

8 Eligibility Recommendations

An important component of a cultural resources investigation is the development of recommendations as to whether or not identified heritage resources are eligible for listing on the National Register for Section 106 considerations and the California Register for CEQA considerations. Eligibility is based on a consideration of two site characteristics – significance and integrity. The significance of a heritage resource is evaluated following set by federal, state, and local entities. Federal standards are defined in the National Register, 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.

8.1 NATIONAL HISTORIC PRESERVATION ACT

Because the Project requires Federal involvement, it must comply with Section 106 of the 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 in the National Register section below.

If a resource is determined to be significant, that is, a historic property, Section 106 of the NHPA requires that the effects of the 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, including artifacts, records, and material remains related to such a property.

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 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 the implementation of the project, then prudent and feasible measures must be taken to avoid or reduce adverse impacts. The State Historic Preservation Office (SHPO) must be provided an opportunity to review and comment on these measures before project implementation.

Eligibility for listing in the National Register 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 maybe 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 A. 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 B 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 C 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 mechanisms by which properties are evaluated against this Criterion D.

8.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The 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 National Register 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 California Register. Section 5024.1 defines eligibility requirements and states that a resource may be eligible for inclusion in the California Register 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 maybe likely to yield, information important in prehistory or history.

    Properties listed in or eligible for listing in the National Register are automatically considered eligible for listing in the California Register, and thus are significant historical resources for 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 the 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.

8.3 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 National Register Criterion A and the California Register 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 National Register Criterion B and the California Register 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 National Register Criterion C and the California Register 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 National Register Criterion D and the California Register Criterion 4.

8.4 INTEGRITY

For a resource to be listed in the National Register, 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 sufficiently intact contexts, represents another consideration for National Register 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 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.
7) Association: The direct link between an important historic event or person and a historic property.

8.5 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 specifically for the evaluation of individual segments of linear features. Citing Mikesell (1990) 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 (USFS 1998). 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. The 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 the 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. The grade may be unrecognizable as a 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.

8.6 ELIGIBILITY RECOMMENDATIONS

The intensive archaeological inventory of the Project's APE reveals that four sites and three isolated artifacts are present. Archival research indicates that the one previously recorded site is not listed within California eligibility databases, including the California Inventory of Historical Resources, the California Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility, or the OHP Historic Properties Directory (see **Appendix B**). Eligibility recommendations are provided below.

8.6.1 P-31-003386 (05-19-733)

Site P-31-003386 (05-19-733) consists of a well-maintained road (USFS 16N63) connecting the Agate Bay area with USFS Road 16N73. The site consists of the primary road, at least seven secondary roads (Spurs 1-3, 5-8), one tertiary road (Spur 4), thirteen associated artifact scatters (Features 1-13), and three associated isolated artifacts (Artifacts 1-3). Only a segment of the primary road, spurs 3 and 5, and Feature 9 are located within the present APE. The site was originally recorded by Mears (1995) as part of the North Shore Ecosystem

Project. The report associated with that Project (Lindstrom et al. 1996) did not provide an eligibility recommendation for site P-31-003386 (05-19-733).

The roadway is speculated to have been a branch of the Emigrant Trail used between 1849 and 1852 (Lekisch 1988:133). If such a use could be documented, then the site could be evaluated as representative of the early emigration theme. The roadway saw its greatest level of use during the late 1800s and early 1900s. Known as the Carnelian Bay Cut-Off, the roadway was used by locals as a short cut leading from Carnelian Bay to the Truckee-Hot Springs Road. As such, the site is best evaluated as a representative of the late 19th and early 20th-century transportation theme. The period of significance would extend from the mid-1860s through the 1930s.

As noted by Lindstrom et al. (1996), linear features are often incompletely recorded, with only a general reference made to larger systems of which they are a part. She suggested that additional inventory of contiguous areas would be necessary to fully document the road system and assess its historic associations and integrity in full. Results of the present inventory are a case in point. Only a portion of the entire roadway system was examined. As a result, it is not possible to provide an eligibility evaluation for the roadway as a whole. What is provided is a recommendation of whether the recorded portion might constitute a contributing element of the whole, should the whole be determined eligible.

Based on the following considerations, it is recommended that the portion of the Carnelian Bay Cut-Off Road (P-31-003386, 05-19-733) revisited as part of the present inventory would not contribute to the eligibility of the larger transportation corridor of which it is a part.

Criterion A

A segment of a roadbed and road-related structures may possess significance under Criterion A if it was associated with an important trend in transportation development and if it retains an uninterrupted travel surface of a sufficient length to provide a sense of time and place-specific to the period of significance. The integrity of design, location, association, setting, and feeling are important because they convey function and establish a relationship between the segment and the roadway at large. Essential physical features typically include the travel surface, the embankment, and the overall alignment.

First, was the recorded segment of the Carnelian Bay Cut-Off associated with an important trend in transportation development during the period of significance? While its association with historic events of the day are well established, this in and of itself is not sufficient to warrant eligibility. The road was developed toward the end of a major period in transportation history. Animal power was still the primary means of moving goods cross-country. The end of this period in transportation history was in sight. The railroad and later the automobile would eclipse the horse, mule, and ox. As such, the Carnelian Bay Cut-Off was not a reflection of an important new trend but rather it was a reflection of the status quo in roadway design and construction.

Second, does the Carnelian Bay Cut-Off convey a sense of time and place-specific to the period of significance? The alignment is the only primary physical feature of the road that is essentially the same as during the period of significance. Repeated roadway reconstruction compromised the road prism in many locations, including the embankment and the travel surface. While some short stretches of roadway remain intact, the general loss of travel

surface and embankment limits the ability for uninterrupted travel, impacting the integrity of design, materials, workmanship, and feeling. Residential development has encroached along portions of the roadway, impacting its integrity of feeling and setting in that area.

In summary, it is recommended that the recorded segment of the Carnelian Bay Cut-off does not reflect an important trend in transportation development during either the period of significance and that it has suffered considerable loss of integrity, no longer reflecting essential, character-defining features dating from the period of significance. Based on these considerations, it is recommended that the recorded segment would not contribute to the National Register eligibility of the greater Carnelian Bay Cut-Off Road based on Criterion A.

Criterion B

Based on archival research conducted to date, the recorded segment of the Carnelian Bay Cut-Off Road does not best illustrate the achievements of an individual or individuals during the period of significance. It is recommended that the recorded segment would not contribute to the National Register eligibility of the greater Carnelian Bay Cut-Off Road based on Criterion B.

Criterion C

A segment of a roadbed and road-related structures may possess significance under Criterion C if they exhibit distinctive design features, reflect the evolution in road building practices or construction methods, or reflect an important period of construction. Mere representation of common roadway design standards is not sufficient to possess significance. To do so, a roadway must represent an important design or construction feature that distinguishes it from other roads of the same type and period. The integrity of design, materials, workmanship, association, and location are generally the most important. Essential physical features will typically include the travel surface, the embankment, and may include roadbed-related structures from the period of significance.

During the period of significance, the recorded segment of the Carnelian Bay Cut-Off was a wagon, and later an automobile route that connected two regional roadways. Overall, the recorded segment of the Carnelian Bay Cut-Off and the larger road system of which it was a part were representatives of the primary mode of transportation during the period of significance. The road was established based on standard practices of roadway design and construction representative of the same type during that period. None of those practices were distinctive, evolutionary, or reflective of an important period in roadway design or construction. In summary, it is recommended that the recorded segment of the Carnelian Bay Cut-Off Road does not reflect distinctive patterns in roadway design or construction during the period of significance and would not contribute to the eligibility of the greater roadway system based on Criterion C.

Criterion D

Criterion D is unlikely to apply to segments of roadbed or road-related structures associated with the recorded segment of the Carnelian Bay Cut-Off Road. Roadbed segments and roadbed-related elements are unlikely to yield important information relevant to specific research questions that relate to transportation or roadway engineering during the period of significance that cannot be discerned from archival records.

8.6.2 P-31-006430 (CA-PLA-002768H, NTT-01) – Historic Ditch

Site P-31-006430 consists of a ditch (F-01) with two associated historic-era cut stumps (F-02 and F-03). It is assumed that the site is associated with past logging activities in the area, however, no documentation or artifacts were found to substantiate such a conclusion. Section 2.3(b) of Appendix F of the Forest Service programmatic agreement with the California SHPO (USFS 2013) stipulates that "isolated sites" that consist of ephemeral cultural remains that lack associations meaningful in broader historic contexts will not be evaluated as historic properties and will not constrain management unless recommended otherwise. Isolated historic ditches are identified as a site type that may qualify as an "isolated site." P-31-006430 would appear to qualify in that it is an isolated feature that is of unclear contextual relevance. In keeping with this directive, it is recommended that site P-31-006430 not be evaluated as a historic property.

8.6.3 P-31-006431 (CA-PLA-002769H, NTT-02) – Tahoe Vista Road

Site P-31-006431 consists of a generally north-south trending dirt road located centrally within the APE and to the west of the North Tahoe Regional Park. At present, the road connects the Tahoe Vista neighborhood to the south, Regency Way to the north, and the North Tahoe Regional Park to the southeast. Early archival evidence of the road dates to the late 1940s and early 1950s. The road was most likely developed to facilitate area logging or for the development of a sewage treatment plant once located where the North Tahoe Regional Park is currently. The road has been heavily impacted and morphologically compromised by modern grading and blading.

Section 2.3(b) of Appendix F of the Forest Service programmatic agreement with the California SHPO (USFS 2013) stipulates that "isolated sites" that consist of ephemeral cultural remains that lack associations meaningful in broader historic contexts will not be evaluated as historic properties and will not constrain management unless recommended otherwise. Minor roads and associated features not part of identified systems or historically significant roads are identified as a site type that may qualify as an "isolated site." P-31-006430 would appear to qualify in that it is a comparatively recent road that is of unclear contextual relevance. In keeping with this directive, it is recommended that site P-31-006431 not be evaluated as a historic property.

8.6.4 P-31-006432 (NTT-07) – Refuse Dump

Site P-31-006432 is a historic period can dump located on the east side of the North Tahoe Regional Park. The material observed at P-31-006432 consisted of two condensed milk cans, three beer cans, seven sanitary cans, and mixed modern debris. Date ranges for the various artifact classes extend over a wide time frame. The site is disassociated from other historic remains, lacks a clear source, has no features that might suggest a function, and cannot be associated with a specific historic context. Appendix F of the Forest Service programmatic agreement with the California SHPO (USFS 2013) provides supplemental guidelines for determinations of eligibility. Site P-31-006432 meets the definitional requirements of an "isolated historic refuse deposit" as that term is defined in Appendix F-1 of the programmatic agreement. Section 2.1 of Appendix F-1 states that isolated historic refuse deposits are not eligible for listing on the National Register. Therefore, it is recommended that site P-31-

006432 is not eligible for the National Register or California Register, nor does it meet TRPA significance criteria.

9 Summary and Recommendations

The NTSUT – Segment 1 Project will construct a regional trail connecting the communities of Tahoe Vista and Carnelian Bay, California. The trail will preserve open space and provide public access to existing recreational trails in the North Lake Tahoe area. The trail will enhance accessibility to public land, provide educational, and recreational opportunities, and provide a non-motorized transportation alternative linking the North Tahoe Regional Park to Carnelian Bay.

Environmental review of the NTSUT must comply with the TRPA Code of Ordinances, CEQA, and NEPA. Because the Project is located on USFS lands, compliance with the NHPA is required. Placer County will act as the lead agency under CEQA and the Project proponent under TRPA. The NTPUD will be involved as a responsible agency under CEQA, as they have discretionary authority over this Project as a result of land ownership and easement rights. The USFS will act as the lead federal agency under NEPA.

While a preliminary alignment of the NTSUT alignment has been identified, minor changes in its location will likely occur through the design process. Rather than define a narrow ADI based on the preliminary alignment footprint, a broader APE was selected. The approximately 39-acre APE consists of a 60- to 120-foot wide corridor (30 to 60-foot buffer to each side) centered on the current NTSUT alignment centerline. Proposed improvements would follow existing paths/trails and within existing non-native fill soils wherever possible to minimize disturbance to vegetation, cultural resources, and impacts to adjacent land use. Construction of the trail would require only limited excavation - that necessary for clearing brush and creating a level construction surface. It is anticipated that excavation would not exceed two feet in depth. No utility relocation or installation is anticipated as a part of the NTSUT construction. Above-ground vertical elements would be limited in number and scale. Signage and interpretive panels may be installed in key locations along the trail. Lighting would not be installed. Vegetation in areas surrounding much of the NTSUT alignment would screen the trail from most adjacent land uses. As a result, it is proposed that the AII is coincident with the ADI.

This report describes a heritage resource inventory conducted by NCE on behalf of the Project. All work was designed to comply with current federal (USFS), state, and local requirements. Every reasonable effort was made to identify any surface expression of cultural resources in the present APE. Archival research indicated one previously recorded heritage resource was present within the APE. The present inventory resulted in the recordation of three additional resources and three isolated artifacts.

- It is recommended that the three isolates (ISO-01, ISO-02, and ISO-03) are not historic properties. This recommendation is consistent with Section 2.3(b) of Appendix F of the Forest Service programmatic agreement with the California SHPO (USFS 2013).
- It is recommended that portion of the Carnelian Bay Cut-Off Road (P-31-003386, 05-19-733) revisited as part of the present inventory would not contribute to the National Register or California Register eligibility of the larger transportation corridor of which it is a part. Also, the road does not meet TRPA significance criteria.

- It is recommended that site P-31-006430 not be evaluated as a historic property. This recommendation is consistent with Section 2.3(b) of Appendix F of the Forest Service programmatic agreement with the California SHPO (USFS 2013) in that isolated historic ditches are identified as a site type that may qualify as an "isolated site."
- It is recommended that site P-31-006431 not be evaluated as a historic property. This recommendation is consistent with Section 2.3(b) of Appendix F of the Forest Service programmatic agreement with the California SHPO (USFS 2013) in that minor roads and associated features not part of identified systems or historically significant roads are identified as a site type that may qualify as an "isolated site."
- It is recommended that site P-31-006432 is not eligible for the National Register or California Register, nor does it meet TRPA significance criteria. This recommendation is consistent with Section 2.1 of Appendix F of the Forest Service programmatic agreement with the California SHPO (USFS 2013) which states that isolated historic refuse deposits are not eligible for listing on the National Register.
- The Project alignment will overlap or utilize some of the historical roads discussed in the report. This use of existing disturbed areas will minimize potential environmental impacts. While the road corridors in question are not historically significant, travelling along history-based corridors enhances the user experience. It is recommended that some of the interpretive panels proposed for the Project focus on the history of the roadways.

In summary, it is recommended that no heritage resources are present within the Project's APE that are listed on or are eligible for listing on either the National or State registers. As a result, the Project will not impact properties listed on or eligible to the National Register or California Register, 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 defined in 36 CFR Part 800.4(d)(1).

If cultural resources are discovered during Project implementation, project personnel shall halt all activities in the immediate area and notify the Project Engineer, the Washoe Tribe, and a qualified archaeologist to determine the appropriate course of action. Archaeological resources are not to be moved or taken from the Project site and work should not resume until authorized. 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 County Coroner, Washoe Tribe, California OHP, USFS, and other designated officials. The California OHP office will consult with the tribe on the 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 the 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.

10 References Cited

Bettinger, R., T. Jackson, S. Lindström, and M. Moratto
1995 *Paleoclimate and Archaeology: Sierra Nevada Ecosystem Project*. Report on file USFS Pacific Southwest Research Station. San Francisco.

Birkeland, P.
1964 Pleistocene Volcanism and Deformation of the Truckee Area North of Lake Tahoe, California. *Geological Society of America Bulletin* 74:1452-1464.

Bonham, H.
1969 Geology and Mineral Deposits of Washoe and Storey Counties, Nevada. *Nevada Bureau of Mines and Geology Bulletin* 70-18.

County of Placer
2019 Department of Public Works, Tahoe Engineering Division Memorandum for the North Tahoe Shared-Use Trial Design, June 18, 2019.

D' Azevedo, W.
1956 Washoe Place Names. Manuscript on file at the Department of Anthropology, University of Nevada, Reno.
1986 Washoe. In, *Great Basin*, edited by W. d'Azevedo, pp. 466-498. Handbook of North American Indians, Volume 11. W. Sturtevant, general editor. Smithsonian Institution, Washington, D. C.

Dingler, Jeffery
2007 A high-resolution seismic CHIRP investigation of active normal faulting across the Lake Tahoe Basin, California-Nevada. Geological Society of America Bulletin. 121:1089-1107.

Edwards, W.
1883 Tourists' Guide and Directory of the Truckee Basin. (C. D. Irons, Ed.) Republican Job Print. Truckee.

Elliott, E.
1973 History of Nevada. University of Nebraska Press, Lincoln.

Elston, R.
1982 Good Times, Hard Times: Prehistoric Culture Change in the Western Great Basin. In, Man and Environment in the Great Basin, edited by J. O'Connell and D. Madsen. *Society for American Archaeology Paper* 2.
1986 Prehistory of the Western Area. In, *Great Basin*, edited by W. d'Azevedo, pp. 135-148. Handbook of North American Indians, Volume 11. W. Sturtevant, general editor. Smithsonian Institution, Washington, D. C.

Elston, R., K. Ataman, and D. Dugas
1995 *A Research Design for the Southern Truckee Meadows Prehistoric Archaeological District*. Report on file Toiyabe National Forest. Sparks.

Elston, R., J. Davis, A. Leventhal, and C. Covington
1977 The Archaeology of the Tahoe Reach of the Truckee River. Nevada Archaeological Survey, Reno.

Elston, R., S. Stornetta, D. Dugas, and P. Mires
1994 *Beyond the Blue Roff: Archaeological Survey of the Mt. Rose Fan and Northern Steamboat Hills*. Report on file, Intermountain Research, Silver City.

Fiero, B.
1986 *Geology of the Great Basin*. University of Nevada Press. Reno, Nevada.

Fowler, C. and S. Liljeblad
1986 Northern Paiute. In *The Great Basin*, edited by Warren L. d'Azevedo, pp.435-465. Handbook of North American Indians, vol.11, William G. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Galloway, J.
1947 Early Engineering Works Contributory to the Comstock. University of Nevada Bulletin 5, Geology and Mining Series 45. Nevada State Bureau of Mines and the Mackay School of Mines, Reno.

Goodwin, V.
1971 Historic Land and Resource Use Patterns in the Lake Tahoe Basin and their Effect Upon its Present Milieu. Manuscript on file at the U.S. Forest Service, Lake Tahoe Basin Management Unit, South Lake Tahoe, California.

Google Earth
2019 V 7.3.3.7699. Tahoe Vista, CA. 39°14'57.41" N 120°03'27.83" W, Eye alt 11,449 feet. U.S. Geological Survey 1969. Electronic document, http://www.earth.google.com, accessed 11/20/2019.

Grinnell, J.
1933 Review of the Recent Mammal Fauna of California. *University of California Publications in Zoology* 40:71-234.

Grinnell, J., and A. Miller
1944 The Distribution of Birds in California. *Pacific Coast Avifauna* 27:1-608.

Hall, E.
1946 *Mammals of Nevada*. University of California Press, Berkeley, California.

Holst, E., and M. Schlesinger
2000 Non-Vertebrate Species of the Lake Tahoe Basin. In The Lake Tahoe Watershed Assessment Vol. 2. Pacific Southwest Research Station General Technical Report PSW-GTR-175. USDS, Forest Service, Lake Tahoe Basin Management Unit. South Lake Tahoe, California.

Intermountain Antiquities Computer System (IMACS)
2001 User's Guide: Historic Artifact Introduction, 471. Tin Cans. On file at the Department of Anthropology, College of Social and Behavioral Science, University of Utah.

Jackson, W. T. and D. J. Pisani
1973 From Resort Area to Urban Recreation Center: Themes in the Development of Lake Tahoe 1946-1956. *Environmental Quality Series* No. 15. Institute of Governmental Affairs, University of California, Davis.

Knowles, C.
1942 A History of Lumbering in the Truckee Basin from 1856 to 1936. Works Progress Administration Project 9512373.

Lekisch, B.
1988 Tahoe Place Names. Great West Books. Lafayette, California.

Lindström, Susan
1978 An Archaeological Reconnaissance of the Pacific Crest Trail. Report on file Tahoe National Forest, Nevada City.
1991 Cultural Resource Evaluation, Incline Village Improvement District Timber Management Plan, Washoe County, Incline Village, Nevada. Susan Lindström Archaeological Consultant, Truckee (Nevada State Museum Report 16-517).
1992 Great Basin Fisherfolk: Optimal Diet Breadth Modeling the Truckee River Aboriginal Subsistence Fishery. Unpublished Ph.D. dissertation, Department of Anthropology, University of California. Davis.
1993a Incline Village Hazard Reduction Project, Determination of National Register Eligibility, Sites 05-19-373, 374, 375, and 376. Susan Lindström Archaeological Consultant, Truckee (CRR 05-19-263A).
1993b A Cultural Resource Inventory of the Griff Creek Stream Reservoir and Stilling Basin Restoration Project, 7.5 Acres Near Kings Beach, California, Placer County. Prepared for North Tahoe Public Utility District. Susan Lindström, Archaeological Consultant, Truckee, California.

Lindström, S., and J. Hall
1994 Cultural Resources Inventory and Evaluation Report for the Proposed Spooner Summit and East Shore Project (Big Gulp) Timber Sales. Prepared by Biosystems Analysis, Santa Cruz, California. Forest Service report (TY-93-775, and 05-19-321). Carson Ranger District, Carson City Nevada (NSM report 3-157 and 18-315).

Lindström, S. and M. Rucks
1995 *Sierra Nevada Ecosystem Project: Lake Tahoe Case Study - Human Dimensions*. Report on file USDA Pacific Southwest Region. San Francisco.

Lindström, S., P. Rucks, and P. Wigand
2000 Chapter 2: A Contextual Overview of Human Land use and Environmental Conditions. In, *The Lake Tahoe Watershed Assessment* Vol. 1. USDA Forest Service, Lake Tahoe Basin Management Unit. South Lake Tahoe, California.

Lindström, S., S. Waechter, and W. Bloomer
1996 North Shore Ecosystems Project, Heritage Resource Inventory - California Area: USDA Forest Service, Lake Tahoe Basin Management Unit. Manuscript on file with U.S. Forest Service, South Lake Tahoe, California (HRR #05-19-297). Nevada State Museum report number 16-847.

Linsdale, J.
1936 The Birds of Nevada. *Cooper Ornithological Club Pacific Coast Avifauna* 23.

Lord, E.
1883 Comstock Mining and Miners. U.S. Geological Survey Monograph 4. U.S. Printing Office, Washington D.C.

Mammott, Margo
2015 What Can It Be, A Practical Workshop on Tin Can Identification and Analysis. Paper Presented at the Nevada Archaeological Association 44th Annual meeting, Wendover, Nevada, March 27, 2015.

Mears, T.
1995 P-31-003386 (05-19-733) DPR site form. On file at the North Central Information Center.

Mikesell, S.
1990 Historical Overview of Old US 50, 1895-1940. Manuscript on file at Caltrans. 3-EDJ-50, P.M. 39.7/67.8, 03-910076. Sacramento, California.

Myrick, D.
1962 Railroads of Nevada and Eastern California. Volume I. Howell-North Publishers, San Diego, California.

Nationwide Environmental Title Research, LLC (NETR)
2020 Tahoe Vista, California. In Historic Aerials by NETRonline website. Electronic document, https://www.historicaerials.com/viewer, accessed 7/3/2020.

Natural Resources Conservation Service
2019 Soil Survey Geographic Database for the Lake Tahoe Basin, California, and Nevada. Electronic document, http://websoilsurvey.nrcs.usda.gov/, accessed September 2019.

Nevers, J.
1976 *Wa She Shu: A Washoe Tribal History*. Inter-tribal Council of Nevada, Reno.

Orr, R.
1946 *Mammals of Lake Tahoe*. California Academy of Sciences, San Francisco.

Orr, R., and J. Moffitt
1971 *Birds of the Lake Tahoe Region*. California Academy of Sciences, San Francisco.

Sally, H.E.
1977 History of California Post Offices, 1849-1976. La Mesa, California: Heartland Printing and Publishing Co.

Smith, G. L.
1984 The Flora of the Tahoe Basin and Neighboring Areas and Supplement. The University of San Francisco. San Francisco.

Saucedo, G.
2005 *Geological Map of the Lake Tahoe Basin, California, and Nevada*. California Geological Survey, Department of Conservation, Sacramento, California.

Schlesinger, M., and S. Romsos
2000 Vertebrate Species of the Lake Tahoe Basin. In The Lake Tahoe Watershed Assessment Vol. 2. Pacific Southwest Research Station General Technical Report PSW-GTR-175. USDS, Forest Service, Lake Tahoe Basin Management Unit. South Lake Tahoe, California.

Scott, E.
1957 *The Saga of Lake Tahoe*. Volume I. Sierra-Tahoe Publishing Company, Antioch, California.

1973 *The Saga of Lake Tahoe*. Volume II. Sierra-Tahoe Publishing Company, Pebble Beach, California.

Seitz, Gordon and Graham Kent
2004 Closing the gap between on and offshore paleoseismic records in the Lake Tahoe Basin. Report on NEHRP External Grant Award No: 04HQGR007.

Snyder, John, Ronald Reno, and Charles Zeier
2006 Historical Resources Evaluation Report for the Kings Beach Commercial Core Improvement Project, Kings Beach, Placer County, California. NCIC report number 009607.

State of Nevada
1866 Nevada Surveyor General Annual Report 1865. Nevada State Library, Carson City.

Stewart, J.
1980 Geology of Nevada. *Nevada Bureau of Mines and Geology Special Publication* 4. University of Nevada, Reno, Nevada.

Storer, T., and R. Usinger
1963 *Sierra Nevada Natural History*. University of California Press, Berkeley.

Supernowicz, D.
1991 California Archaeological Resource Identification and Data Acquisition Program: Historic Trails and Roads, A Contextual History, Management Plan and Procedures for Evaluating Historic Roads and Trails on the Lake Tahoe Basin Management Unit. Manuscript on file, El Dorado National Forest, Placerville, California.

Tahoe Regional Planning Agency (TRPA)
1971a Vegetation of the Lake Tahoe Region. Report on file USFS - Lake Tahoe Basin Management Unit, South Lake Tahoe.
1971b Lake Tahoe Vegetation II: Natural Vegetation Zones. Report on file USFS - Lake Tahoe Basin Management Unit, South Lake Tahoe.
1971c Wildlife to the Lake Tahoe Region. Report on file USFS - Lake Tahoe Basin Management Unit, South Lake Tahoe.
1971d Geology and Geomorphology of the Lake Tahoe Region. Report on file USFS - Lake Tahoe Basin Management Unit, South Lake Tahoe.
1991 Wildlife of the Lake Tahoe Region. Report on file USFS - Lake Tahoe Basin Management Unit, South Lake Tahoe.

United States Forest Service (USFS)
1998 Draft Contextual History, Evaluation Methodology, and Management Plan for Prehistoric and Historic Roads and Trails within the Lake Tahoe Basin Management Unit. Manuscript on file at the U.S. Forest Service, Lake Tahoe Basin Management Unit, South Lake Tahoe, California.
2013 Programmatic Agreement among the U.S.D.A. Forest Service, Pacific Southwest Region, California State Historic Preservation Officer, Nevada State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Process for Compliance with Section 106 of the National Historic Preservation Act for Management of Historic Properties by the National Forests of the Pacific Southwest Region (as amended 2018).

Van Tassel, B.
1985 Wood Chips to Game Chips: Casinos and People at North Lake Tahoe. Spilman Publishing Company, Sacramento.

von Leicht, F., and J. Hoffmann
1874 *Topographical Map of Lake Tahoe and Surrounding Country*. San Francisco.

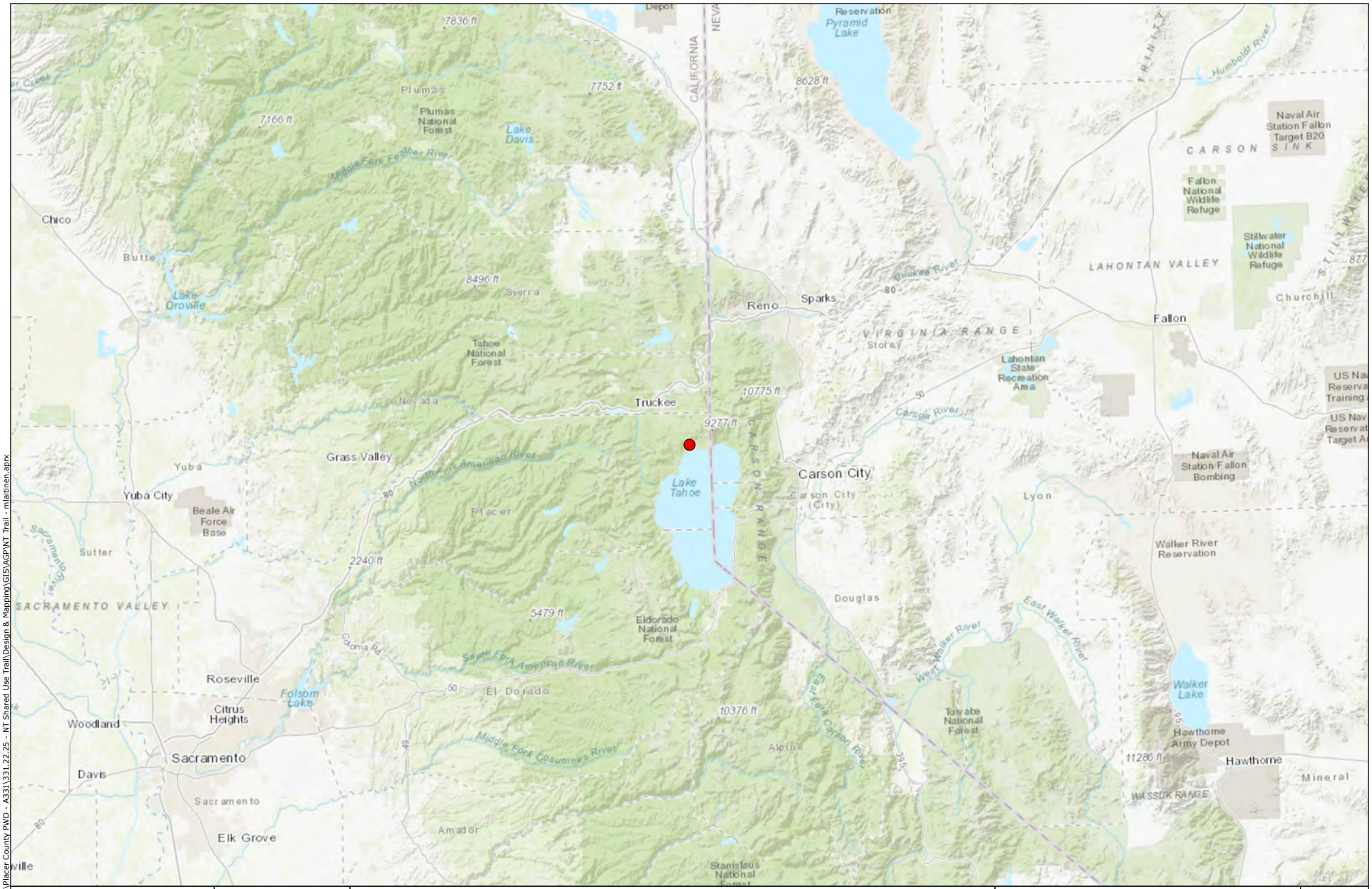
Wheeler, George M.
1877a *Parts of Eastern California and Western Nevada, Atlas Sheets 47(B) & 47(D)*. U.S. Geographical Surveys West of the 100th Meridian.
1877b *Map of the Lake Tahoe Region*. U.S. Geographical Surveys West of the 100th Meridian. 1990 reprint by Historic California Collection, Lake Tahoe.
1877c *Atlas Sheet 47(D)*. U.S. Geographical Surveys West of the 100th Meridian.

Wilson, R.
1992 Sawdust Trails in the Truckee Basin. Nevada County Historical Society. Nevada City.

Zeier, C., and R. Reno
2006 Archaeological Inventory Report, State Route 28, Erosion Control – Storm Water Management Master Plan, Washoe County, Nevada. Prepared by Zeier & Associates, LLC, Minden, Nevada. USFS report number TB-2006-20.

Appendix A

REPORT FIGURES



Legend

- Project Area

NCE

North Tahoe Shared-Use Trail - Segment 1

Project Vicinity Map

N

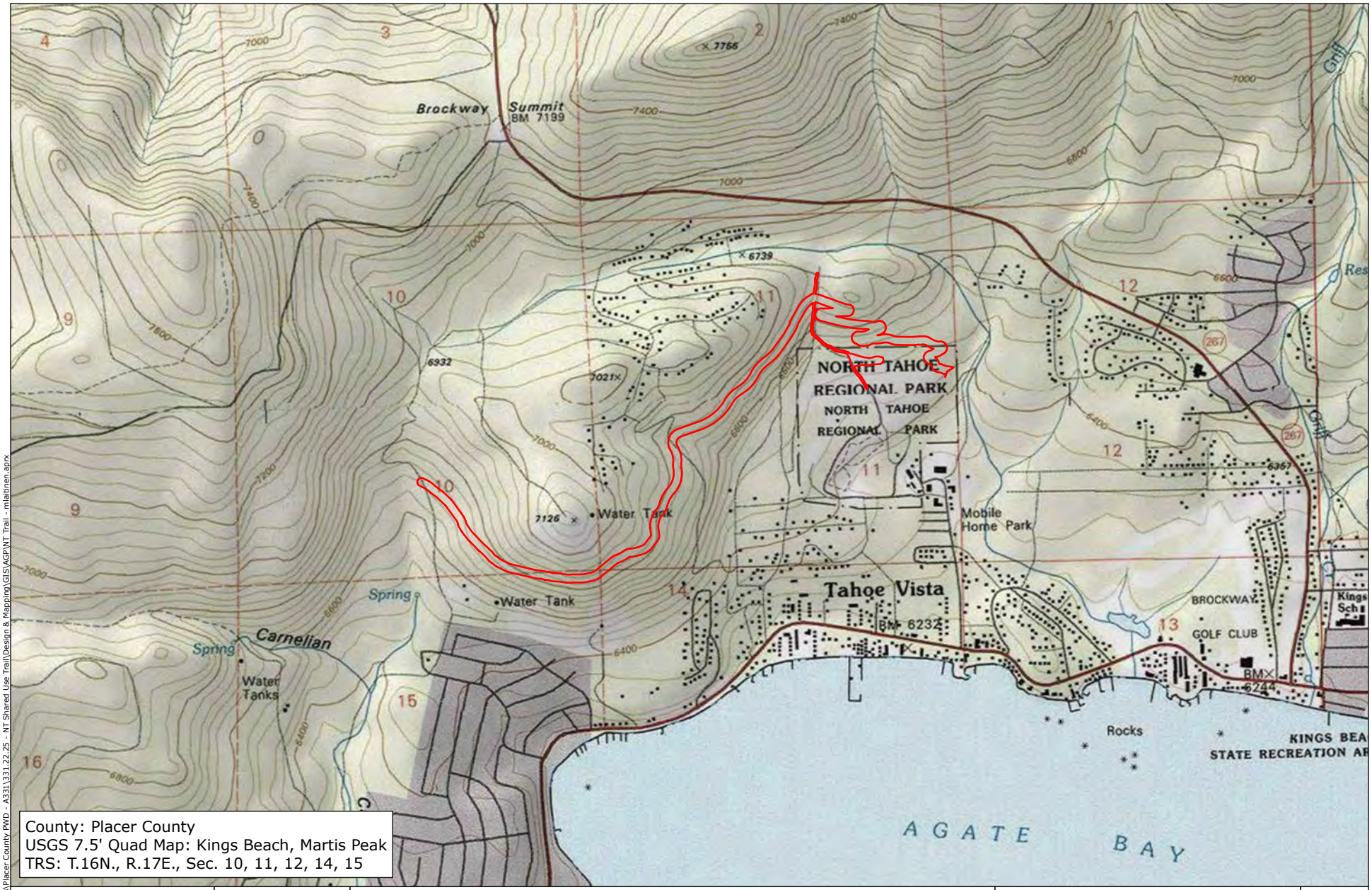
1 in. = 20 mi.

0 10 20 mi.

FIGURE 1

SOURCE	JOB NUMBER	DRAWN	DATE	REVISED	APPROVED
ESRI World Topographic Basemap	331.22.25	mlaitinen	9/12/2019	11/13/2020	sanderson

Document Path: P:\Active Projects\Placer County PWD - A331\331.22.25 - NT Shared Use Trail\Design & Mapping\GIS\AGP\NT Trail - mlaitinen.aprx



Legend

APE

NCE

North Tahoe Shared-Use Trail - Segment 1

Project Location Map

N

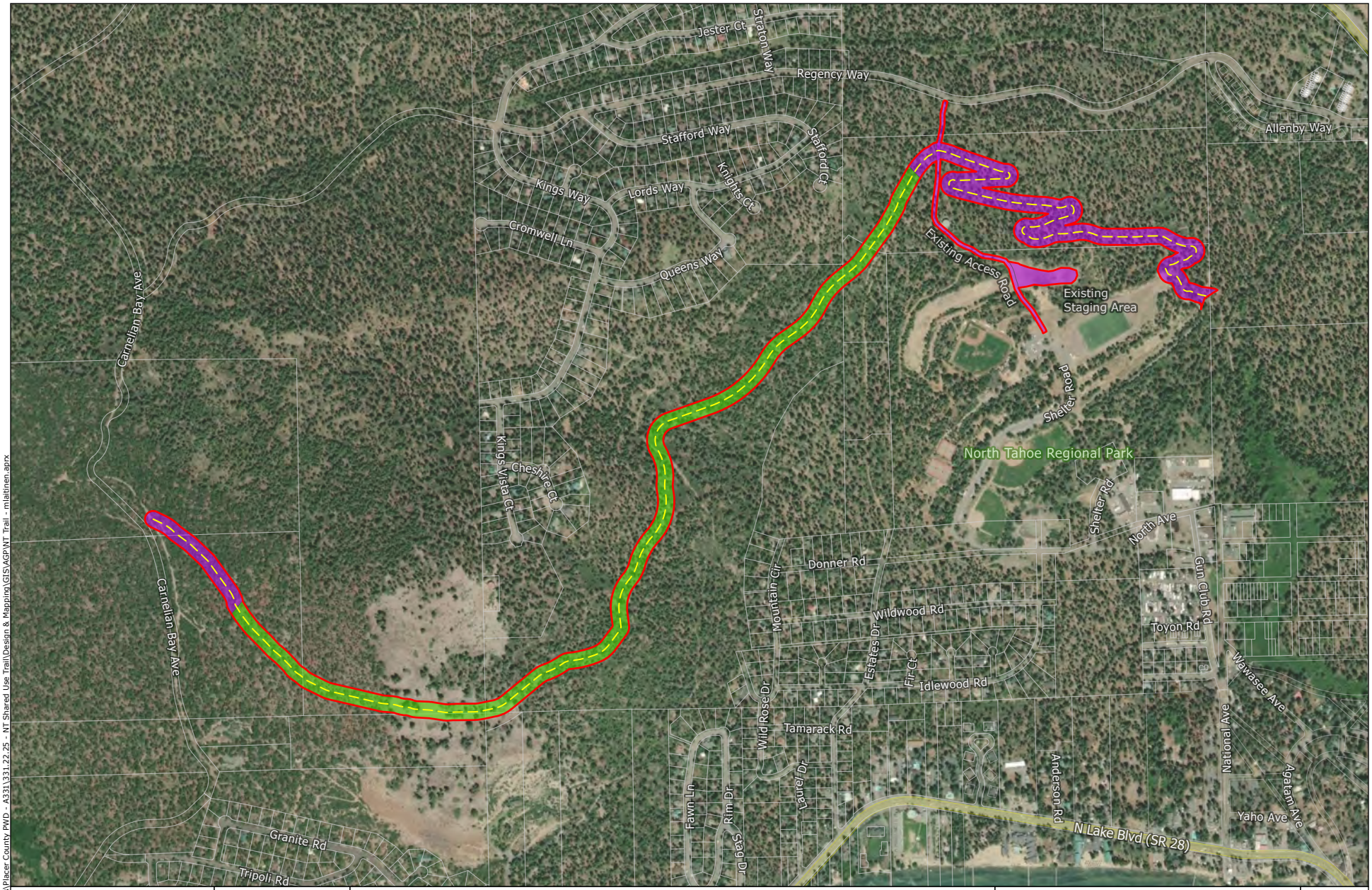
1:24,000

0 1,000 2,000 ft.

FIGURE 2

SOURCE	JOB NUMBER	DRAWN	DATE	REVISED	APPROVED
ESRI USA Topo Maps, Placer County	331.22.25	mlaitinen	9/12/2019	11/4/2021	sanderson

Document Path: P:\Active Projects\Placer County PWD - A331\331.22.25 - NT Shared Use Trail\Design & Mapping\GIS\AGP\NT Trail - mlaitinen.aprx



Legend

- APE
- Intensive Survey
- Reconaissance Survey
- Parcel Boundary
- Trail Centerline

North Tahoe Shared-Use Trail - Segment 1

Area of Potential Effect Map

N

1 in. = 1,000 ft.

0 500 1,000 ft.

FIGURE 3

SOURCE	JOB NUMBER	DRAWN	DATE	REVISED	APPROVED
ESRI World Imagery 2019, Placer County	331.22.25	mlaitinen	7/30/2020	11/4/2021	sanderson

Document Path: P:\Active Projects\Placer County PWD - A331\331.22.25 - NT Shared Use Trail\Design & Mapping\GIS\AGP\NT Trail - mlaitinen.aprx

This Page Intentionally Left Blank

Appendix B

RECORDS SEARCH RESULTS (REDACTED FOR PUBLIC DISTRIBUTION)

California Historical Resources Information System

NORTH CENTRAL INFORMATION CENTER

AMADOR
EL DORADO
NEVADA
PLACER
SACRAMENTO
YUBA

California State University, Sacramento
6000 J Street, Folsom Hall, Suite 2042
Sacramento, California 95819-6100
phone: (916) 278-6217
fax: (916) 278-5162
email: ncic@csus.edu

3/28/2018 NCIC File No.: PLA-18-32

Jeremy Hall
NCE
P.O. Box 1760
Zephyr Cove, NV 89448

Re: North Tahoe Shared Use Trail

The North Central Information Center received your record search request for the project area referenced above, located on the Martis Peak and Kings Beach USGS 7.5' quads. The following reflects the results of the records search for the project area and a 1-4-mi radius.

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☒ shapefiles

Resources within project area: Resources outside project area, within radius:	P-31-1132 P-31-2765 P-31-2768 P-31-2770 P-31-2801 P-31-2816 P-31-2818 P-31-3386 P-31-3394 P-31-3395 P-31-3397 P-31-3832 See list below
Reports within project area: Reports outside project area, within radius:	7216 7432 7435 7436 7437 9312 9392 9606 9654 10385 10916 See list below

Resource Database Printout (list): ☒ enclosed ☐ not requested ☐ nothing listed/NA

Resource Database Printout (details): ☒ enclosed ☐ not requested ☐ nothing listed/NA

Resource Digital Database Records: ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Database Printout (list): ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Database Printout (details): ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Digital Database Records: ☒ enclosed ☐ not requested ☐ nothing listed/NA

Resource Record Copies: ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Copies: ☐ enclosed ☒ not requested ☐ nothing listed/NA

OHP Historic Properties Directory:	☒ enclosed	☐ not requested	☐ nothing listed/NA
Archaeological Determinations of Eligibility:	☒ enclosed	☐ not requested	☐ nothing listed/NA
CA Inventory of Historic Resources (1976):	☒ enclosed	☐ not requested	☐ nothing listed/NA
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Ethnographic Information:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Historical Literature:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Historical Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Local Inventories:	☐ enclosed	☒ not requested	☐ nothing listed/NA
GLO and/or Rancho Plat Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Shipwreck Inventory:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Soil Survey Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,

Paul Rendes, Assistant Coordinator
North Central Information Center

Resources outside project area, within radius:

P-31-002756
P-31-002757
P-31-002766
P-31-002767
P-31-002769
P-31-002772
P-31-002773
P-31-002774
P-31-002775
P-31-002776
P-31-002777
P-31-002778
P-31-002779
P-31-002780
P-31-002784
P-31-002785
P-31-002786
P-31-002796
P-31-002797
P-31-002798
P-31-002800
P-31-003381
P-31-003399
P-31-003407
P-31-003442
P-31-006039

Reports outside project area, within radius:

000348
001625
001995
004381
007411
007431
007433
007439
007582
007791
008040
008958
010140
010620
010915
011348
011623
012247

California Historical Resources Information System

NORTH CENTRAL INFORMATION CENTER

AMADOR
EL DORADO
NEVADA
PLACER
SACRAMENTO
YUBA

California State University, Sacramento
6000 J Street, Folsom Hall, Suite 2042
Sacramento, California 95819-6100
phone: (916) 278-6217
fax: (916) 278-5162
email: ncic@csus.edu

9/19/2019 NCIC File No.: PLA-19-84

Molly Laitinen
NCE
P.O. Box 1760
Zephyr Cove, NV 89448

Re: North Tahoe Shared-Use Trail Project (PLA-19-32 Update)

The North Central Information Center received your record search request for the project area referenced above, located on the Kings Beach and Martis Peak USGS 7.5' quads. The following reflects the results of the records search for the project area and a ¼-mi radius (this records search is an update to PLA-18-32).

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☒ shapefiles

Resources within project area:	None
Resources outside project area, within radius:	P-31-2782 P-31-2857 P-31-3349 P-31-3381 P-31-3396 P-31-3442
Reports within project area:	1973
Reports outside project area, within radius:	95 7428 10917

Resource Database Printout (list): ☒ enclosed ☐ not requested ☐ nothing listed/NA

Resource Database Printout (details): ☒ enclosed ☐ not requested ☐ nothing listed/NA

Resource Digital Database Records: ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Database Printout (list): ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Database Printout (details): ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Digital Database Records: ☒ enclosed ☐ not requested ☐ nothing listed/NA

Resource Record Copies: ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Copies:	☐ enclosed	☒ not requested	☐ nothing listed/NA
OHP Historic Properties Directory:	☒ enclosed	☐ not requested	☐ nothing listed/NA
Archaeological Determinations of Eligibility:	☒ enclosed	☐ not requested	☐ nothing listed/NA
CA Inventory of Historic Resources (1976):	☒ enclosed	☐ not requested	☐ nothing listed/NA
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Ethnographic Information:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Historical Literature:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Historical Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Local Inventories:	☐ enclosed	☒ not requested	☐ nothing listed/NA
GLO and/or Rancho Plat Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Shipwreck Inventory:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Soil Survey Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,

Paul Rendes, Assistant Coordinator
North Central Information Center

This Page Intentionally Left Blank

Appendix C

NATIVE AMERICAN CONSULTATION

COUNTY OF Placer

October 17, 2019

Marcos Guerrero
Cultural Resources Manager
10720 Indian Hill Road
Auburn, CA 95603

RE: AB52 California Native American Heritage Consultation

Subject: Formal Notification of Agency Decision to Undertake Environmental Review of a Project and Notification Opportunity pursuant to Public Resources Code § 21080.3.1

Dear Native American Tribal Directors:

The Placer County Department of Public Works Tahoe Engineering Division has initiated environmental review of the North Tahoe Multi-Use Trail in Placer County, California.

Please find herewith a description of the project, project location map, and Placer County project point of contact, pursuant to Public Resources Code (PRC) § 21080.3.1(d).

Description of the Project

The proposed North Tahoe Multi-Use Trail would preserve open space and provide public access to existing recreational trails in the North Lake Tahoe Basin area. The trail will enhance accessibility, educational, and recreational opportunities by providing a paved non-motorized trail linking the North Tahoe Regional Park to the terminus of the Dollar Creek Trail (completed in 2018) in Tahoe City. The vision of the trail is to provide residents and Lake Tahoe visitors a non-motorized transportation alternative for recreation and commuting.

The trail project includes the identification of restoration and habitat enhancement opportunities along the alignment. Restoring eroding or degraded areas to minimize sediment and pollutants from entering the Lake Tahoe will be incorporated into the trail design. The educational component of the project includes interpretive signage describing important historical, cultural, ecological, and other points of interest.

The North Tahoe Multi-Use Trail will be approximately 6 to 7 miles in total length. Design and construction of the trail will be done in segments for constructability.

The proposed multi-use trail would be almost entirely on National Forest System lands managed by the USFS, lands managed by the California Tahoe Conservancy, and within existing easements. The multi-use trail would be designed at variable widths and will likely include

easements. The multi-use trail would be designed at variable widths and will likely include bridges over Carnelian Canyon and Watson Creek. The proposed alignment and possible alignment alternatives were selected to maximize user enjoyment and to minimize private property and environmental impacts. The final alignment will be refined during design based on public input, findings from the environmental review, input from USFS or CTC, and/or engineering constraints.

Project Location

Please refer to the attached figure showing the project location. The segment currently being designed is Segment 1, from the North Tahoe Regional Park west to Carnelian Bay Avenue.

The final alignment for the North Tahoe Multi-Use Trail is not set. Numerous easements and conservation parcels have been acquired over the previous thirty years in anticipation of the North Tahoe Multi-Use Trail connection. As much as possible, these existing easements will be utilized.

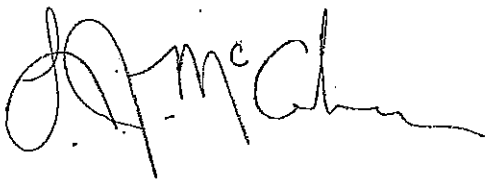
Lead Agency Point of Contact

Kansas McGahan, P.E.

Placer County Department of Public Works and Facilities
Tahoe Engineering Division
P.O. Box 336, Kings Beach, CA 96143
Phone: (530) 581-6217
KMcGahan@placer.ca.gov

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request, in writing, consultation with Placer County.

Regards,



Kansas McGahan, P.E.
Senior Engineer

COUNTY OF Placer

October 17, 2019

Gene Whitehouse, Chairperson
United Auburn Indian Community
10720 Indian Hill Road
Auburn CA 95603

RE: AB52 California Native American Heritage Consultation

Subject: Formal Notification of Agency Decision to Undertake Environmental Review of a Project and Notification Opportunity pursuant to Public Resources Code § 21080.3.1

Dear Native American Tribal Directors:

The Placer County Department of Public Works Tahoe Engineering Division has initiated environmental review of the North Tahoe Multi-Use Trail in Placer County, California.

Please find herewith a description of the project, project location map, and Placer County project point of contact, pursuant to Public Resources Code (PRC) § 21080.3.1(d).

Description of the Project

The proposed North Tahoe Multi-Use Trail would preserve open space and provide public access to existing recreational trails in the North Lake Tahoe Basin area. The trail will enhance accessibility, educational, and recreational opportunities by providing a paved non-motorized trail linking the North Tahoe Regional Park to the terminus of the Dollar Creek Trail (completed in 2018) in Tahoe City. The vision of the trail is to provide residents and Lake Tahoe visitors a non-motorized transportation alternative for recreation and commuting.

The trail project includes the identification of restoration and habitat enhancement opportunities along the alignment. Restoring eroding or degraded areas to minimize sediment and pollutants from entering the Lake Tahoe will be incorporated into the trail design. The educational component of the project includes interpretive signage describing important historical, cultural, ecological, and other points of interest.

The North Tahoe Multi-Use Trail will be approximately 6 to 7 miles in total length. Design and construction of the trail will be done in segments for constructability.

The proposed multi-use trail would be almost entirely on National Forest System lands managed by the USFS, lands managed by the California Tahoe Conservancy, and within existing

easements. The multi-use trail would be designed at variable widths and will likely include bridges over Carnelian Canyon and Watson Creek. The proposed alignment and possible alignment alternatives were selected to maximize user enjoyment and to minimize private property and environmental impacts. The final alignment will be refined during design based on public input, findings from the environmental review, input from USFS or CTC, and/or engineering constraints.

Project Location

Please refer to the attached figure showing the project location. The segment currently being designed is Segment 1, from the North Tahoe Regional Park west to Carnelian Bay Avenue.

The final alignment for the North Tahoe Multi-Use Trail is not set. Numerous easements and conservation parcels have been acquired over the previous thirty years in anticipation of the North Tahoe Multi-Use Trail connection. As much as possible, these existing easements will be utilized.

Lead Agency Point of Contact

Kansas McGahan, P.E.

Placer County Department of Public Works and Facilities
Tahoe Engineering Division
P.O. Box 336, Kings Beach, CA 96143
Phone: (530) 581-6217
KMcGahan@placer.ca.gov

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request, in writing, consultation with Placer County.

Regards,

Kansas McGahan, P.E.
Senior Engineer

COUNTY OF Placer

October 17, 2019

Randy Yonemura
Ione Band of Miwok Indians
PO Box 699
Plymouth, CA 95669

RE: AB52 California Native American Heritage Consultation

Subject: Formal Notification of Agency Decision to Undertake Environmental Review of a Project and Notification Opportunity pursuant to Public Resources Code § 21080.3.1

Dear Native American Tribal Directors:

The Placer County Department of Public Works Tahoe Engineering Division has initiated environmental review of the North Tahoe Multi-Use Trail in Placer County, California.

Please find herewith a description of the project, project location map, and Placer County project point of contact, pursuant to Public Resources Code (PRC) § 21080.3.1(d).

Description of the Project

The proposed North Tahoe Multi-Use Trail would preserve open space and provide public access to existing recreational trails in the North Lake Tahoe Basin area. The trail will enhance accessibility, educational, and recreational opportunities by providing a paved non-motorized trail linking the North Tahoe Regional Park to the terminus of the Dollar Creek Trail (completed in 2018) in Tahoe City. The vision of the trail is to provide residents and Lake Tahoe visitors a non-motorized transportation alternative for recreation and commuting.

The trail project includes the identification of restoration and habitat enhancement opportunities along the alignment. Restoring eroding or degraded areas to minimize sediment and pollutants from entering the Lake Tahoe will be incorporated into the trail design. The educational component of the project includes interpretive signage describing important historical, cultural, ecological, and other points of interest.

The North Tahoe Multi-Use Trail will be approximately 6 to 7 miles in total length. Design and construction of the trail will be done in segments for constructability.

The proposed multi-use trail would be almost entirely on National Forest System lands managed by the USFS, lands managed by the California Tahoe Conservancy, and within existing

easements. The multi-use trail would be designed at variable widths and will likely include bridges over Carnelian Canyon and Watson Creek. The proposed alignment and possible alignment alternatives were selected to maximize user enjoyment and to minimize private property and environmental impacts. The final alignment will be refined during design based on public input, findings from the environmental review, input from USFS or CTC, and/or engineering constraints.

Project Location

Please refer to the attached figure showing the project location. The segment currently being designed is Segment 1, from the North Tahoe Regional Park west to Carnelian Bay Avenue.

The final alignment for the North Tahoe Multi-Use Trail is not set. Numerous easements and conservation parcels have been acquired over the previous thirty years in anticipation of the North Tahoe Multi-Use Trail connection. As much as possible, these existing easements will be utilized.

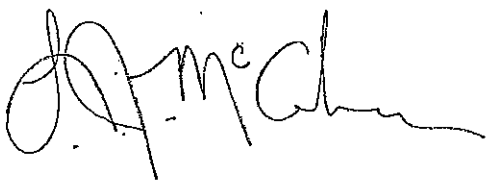
Lead Agency Point of Contact

Kansas McGahan, P.E.

Placer County Department of Public Works and Facilities
Tahoe Engineering Division
P.O. Box 336, Kings Beach, CA 96143
Phone: (530) 581-6217
KMcGahan@placer.ca.gov

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request, in writing, consultation with Placer County.

Regards,



Kansas McGahan, P.E.
Senior Engineer

COUNTY OF Placer

October 17, 2019

Shingle Springs Band of Miwok Indians
Nicholas Fonseca
PO Box 1340
Shingle CA 95682

RE: AB52 California Native American Heritage Consultation

Subject: Formal Notification of Agency Decision to Undertake Environmental Review of a Project and Notification Opportunity pursuant to Public Resources Code § 21080.3.1

Dear Native American Tribal Directors:

The Placer County Department of Public Works Tahoe Engineering Division has initiated environmental review of the North Tahoe Multi-Use Trail in Placer County, California.

Please find herewith a description of the project, project location map, and Placer County project point of contact, pursuant to Public Resources Code (PRC) § 21080.3.1(d).

Description of the Project

The proposed North Tahoe Multi-Use Trail would preserve open space and provide public access to existing recreational trails in the North Lake Tahoe Basin area. The trail will enhance accessibility, educational, and recreational opportunities by providing a paved non-motorized trail linking the North Tahoe Regional Park to the terminus of the Dollar Creek Trail (completed in 2018) in Tahoe City. The vision of the trail is to provide residents and Lake Tahoe visitors a non-motorized transportation alternative for recreation and commuting.

The trail project includes the identification of restoration and habitat enhancement opportunities along the alignment. Restoring eroding or degraded areas to minimize sediment and pollutants from entering the Lake Tahoe will be incorporated into the trail design. The educational component of the project includes interpretive signage describing important historical, cultural, ecological, and other points of interest.

The North Tahoe Multi-Use Trail will be approximately 6 to 7 miles in total length. Design and construction of the trail will be done in segments for constructability.

The proposed multi-use trail would be almost entirely on National Forest System lands managed by the USFS, lands managed by the California Tahoe Conservancy, and within existing

easements. The multi-use trail would be designed at variable widths and will likely include bridges over Carnelian Canyon and Watson Creek. The proposed alignment and possible alignment alternatives were selected to maximize user enjoyment and to minimize private property and environmental impacts. The final alignment will be refined during design based on public input, findings from the environmental review, input from USFS or CTC, and/or engineering constraints.

Project Location

Please refer to the attached figure showing the project location. The segment currently being designed is Segment 1, from the North Tahoe Regional Park west to Carnelian Bay Avenue.

The final alignment for the North Tahoe Multi-Use Trail is not set. Numerous easements and conservation parcels have been acquired over the previous thirty years in anticipation of the North Tahoe Multi-Use Trail connection. As much as possible, these existing easements will be utilized.

Lead Agency Point of Contact

Kansas McGahan, P.E.

Placer County Department of Public Works and Facilities
Tahoe Engineering Division
P.O. Box 336, Kings Beach, CA 96143
Phone: (530) 581-6217
KMcGahan@placer.ca.gov

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request, in writing, consultation with Placer County.

Regards,

Kansas McGahan, P.E.
Senior Engineer

COUNTY OF Placer

October 17, 2019

Wilton Rancheria of Wilton CA
Antonio Ruiz Jr.
9728 Kent Street
Elk Grove, CA 95624

RE: AB52 California Native American Heritage Consultation

Subject: Formal Notification of Agency Decision to Undertake Environmental Review of a Project and Notification Opportunity pursuant to Public Resources Code § 21080.3.1

Dear Native American Tribal Directors:

The Placer County Department of Public Works Tahoe Engineering Division has initiated environmental review of the North Tahoe Multi-Use Trail in Placer County, California.

Please find herewith a description of the project, project location map, and Placer County project point of contact, pursuant to Public Resources Code (PRC) § 21080.3.1(d).

Description of the Project

The proposed North Tahoe Multi-Use Trail would preserve open space and provide public access to existing recreational trails in the North Lake Tahoe Basin area. The trail will enhance accessibility, educational, and recreational opportunities by providing a paved non-motorized trail linking the North Tahoe Regional Park to the terminus of the Dollar Creek Trail (completed in 2018) in Tahoe City. The vision of the trail is to provide residents and Lake Tahoe visitors a non-motorized transportation alternative for recreation and commuting.

The trail project includes the identification of restoration and habitat enhancement opportunities along the alignment. Restoring eroding or degraded areas to minimize sediment and pollutants from entering the Lake Tahoe will be incorporated into the trail design. The educational component of the project includes interpretive signage describing important historical, cultural, ecological, and other points of interest.

The North Tahoe Multi-Use Trail will be approximately 6 to 7 miles in total length. Design and construction of the trail will be done in segments for constructability.

The proposed multi-use trail would be almost entirely on National Forest System lands managed by the USFS, lands managed by the California Tahoe Conservancy, and within existing

easements. The multi-use trail would be designed at variable widths and will likely include bridges over Carnelian Canyon and Watson Creek. The proposed alignment and possible alignment alternatives were selected to maximize user enjoyment and to minimize private property and environmental impacts. The final alignment will be refined during design based on public input, findings from the environmental review, input from USFS or CTC, and/or engineering constraints.

Project Location

Please refer to the attached figure showing the project location. The segment currently being designed is Segment 1, from the North Tahoe Regional Park west to Carnelian Bay Avenue.

The final alignment for the North Tahoe Multi-Use Trail is not set. Numerous easements and conservation parcels have been acquired over the previous thirty years in anticipation of the North Tahoe Multi-Use Trail connection. As much as possible, these existing easements will be utilized.

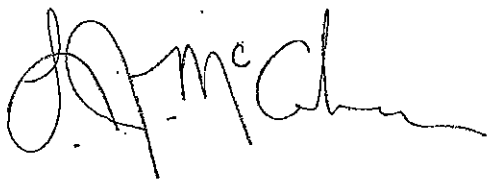
Lead Agency Point of Contact

Kansas McGahan, P.E.

Placer County Department of Public Works and Facilities
Tahoe Engineering Division
P.O. Box 336, Kings Beach, CA 96143
Phone: (530) 581-6217
KMcGahan@placer.ca.gov

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request, in writing, consultation with Placer County.

Regards,



Kansas McGahan, P.E.
Senior Engineer

COUNTY OF Placer

October 17, 2019

Jason Camp, Tribal Historic Preservation Officer
10720 Indian Hill Road
Auburn, CA 95603

RE: AB52 California Native American Heritage Consultation

Subject: Formal Notification of Agency Decision to Undertake Environmental Review of a Project and Notification Opportunity pursuant to Public Resources Code § 21080.3.1

Dear Native American Tribal Directors:

The Placer County Department of Public Works Tahoe Engineering Division has initiated environmental review of the North Tahoe Multi-Use Trail in Placer County, California.

Please find herewith a description of the project, project location map, and Placer County project point of contact, pursuant to Public Resources Code (PRC) § 21080.3.1(d).

Description of the Project

The proposed North Tahoe Multi-Use Trail would preserve open space and provide public access to existing recreational trails in the North Lake Tahoe Basin area. The trail will enhance accessibility, educational, and recreational opportunities by providing a paved non-motorized trail linking the North Tahoe Regional Park to the terminus of the Dollar Creek Trail (completed in 2018) in Tahoe City. The vision of the trail is to provide residents and Lake Tahoe visitors a non-motorized transportation alternative for recreation and commuting.

The trail project includes the identification of restoration and habitat enhancement opportunities along the alignment. Restoring eroding or degraded areas to minimize sediment and pollutants from entering the Lake Tahoe will be incorporated into the trail design. The educational component of the project includes interpretive signage describing important historical, cultural, ecological, and other points of interest.

The North Tahoe Multi-Use Trail will be approximately 6 to 7 miles in total length. Design and construction of the trail will be done in segments for constructability.

The proposed multi-use trail would be almost entirely on National Forest System lands managed by the USFS, lands managed by the California Tahoe Conservancy, and within existing

easements. The multi-use trail would be designed at variable widths and will likely include bridges over Carnelian Canyon and Watson Creek. The proposed alignment and possible alignment alternatives were selected to maximize user enjoyment and to minimize private property and environmental impacts. The final alignment will be refined during design based on public input, findings from the environmental review, input from USFS or CTC, and/or engineering constraints.

Project Location

Please refer to the attached figure showing the project location. The segment currently being designed is Segment 1, from the North Tahoe Regional Park west to Carnelian Bay Avenue.

The final alignment for the North Tahoe Multi-Use Trail is not set. Numerous easements and conservation parcels have been acquired over the previous thirty years in anticipation of the North Tahoe Multi-Use Trail connection. As much as possible, these existing easements will be utilized.

Lead Agency Point of Contact

Kansas McGahan, P.E.

Placer County Department of Public Works and Facilities
Tahoe Engineering Division
P.O. Box 336, Kings Beach, CA 96143
Phone: (530) 581-6217
KMcGahan@placer.ca.gov

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request, in writing, consultation with Placer County.

Regards,

Kansas McGahan, P.E.
Senior Engineer

easements. The multi-use trail would be designed at variable widths and will likely include bridges over Carnelian Canyon and Watson Creek. The proposed alignment and possible alignment alternatives were selected to maximize user enjoyment and to minimize private property and environmental impacts. The final alignment will be refined during design based on public input, findings from the environmental review, input from USFS or CTC, and/or engineering constraints.

Project Location

Please refer to the attached figure showing the project location. The segment currently being designed is Segment 1, from the North Tahoe Regional Park west to Carnelian Bay Avenue.

The final alignment for the North Tahoe Multi-Use Trail is not set. Numerous easements and conservation parcels have been acquired over the previous thirty years in anticipation of the North Tahoe Multi-Use Trail connection. As much as possible, these existing easements will be utilized.

Lead Agency Point of Contact

Kansas McGahan, P.E.

Placer County Department of Public Works and Facilities
Tahoe Engineering Division
P.O. Box 336, Kings Beach, CA 96143
Phone: (530) 581-6217
KMcGahan@placer.ca.gov

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request, in writing, consultation with Placer County.

Regards,

Kansas McGahan, P.E.
Senior Engineer

easements. The multi-use trail would be designed at variable widths and will likely include bridges over Carnelian Canyon and Watson Creek. The proposed alignment and possible alignment alternatives were selected to maximize user enjoyment and to minimize private property and environmental impacts. The final alignment will be refined during design based on public input, findings from the environmental review, input from USFS or CTC, and/or engineering constraints.

Project Location

Please refer to the attached figure showing the project location. The segment currently being designed is Segment 1, from the North Tahoe Regional Park west to Carnelian Bay Avenue.

The final alignment for the North Tahoe Multi-Use Trail is not set. Numerous easements and conservation parcels have been acquired over the previous thirty years in anticipation of the North Tahoe Multi-Use Trail connection. As much as possible, these existing easements will be utilized.

Lead Agency Point of Contact

Kansas McGahan, P.E.

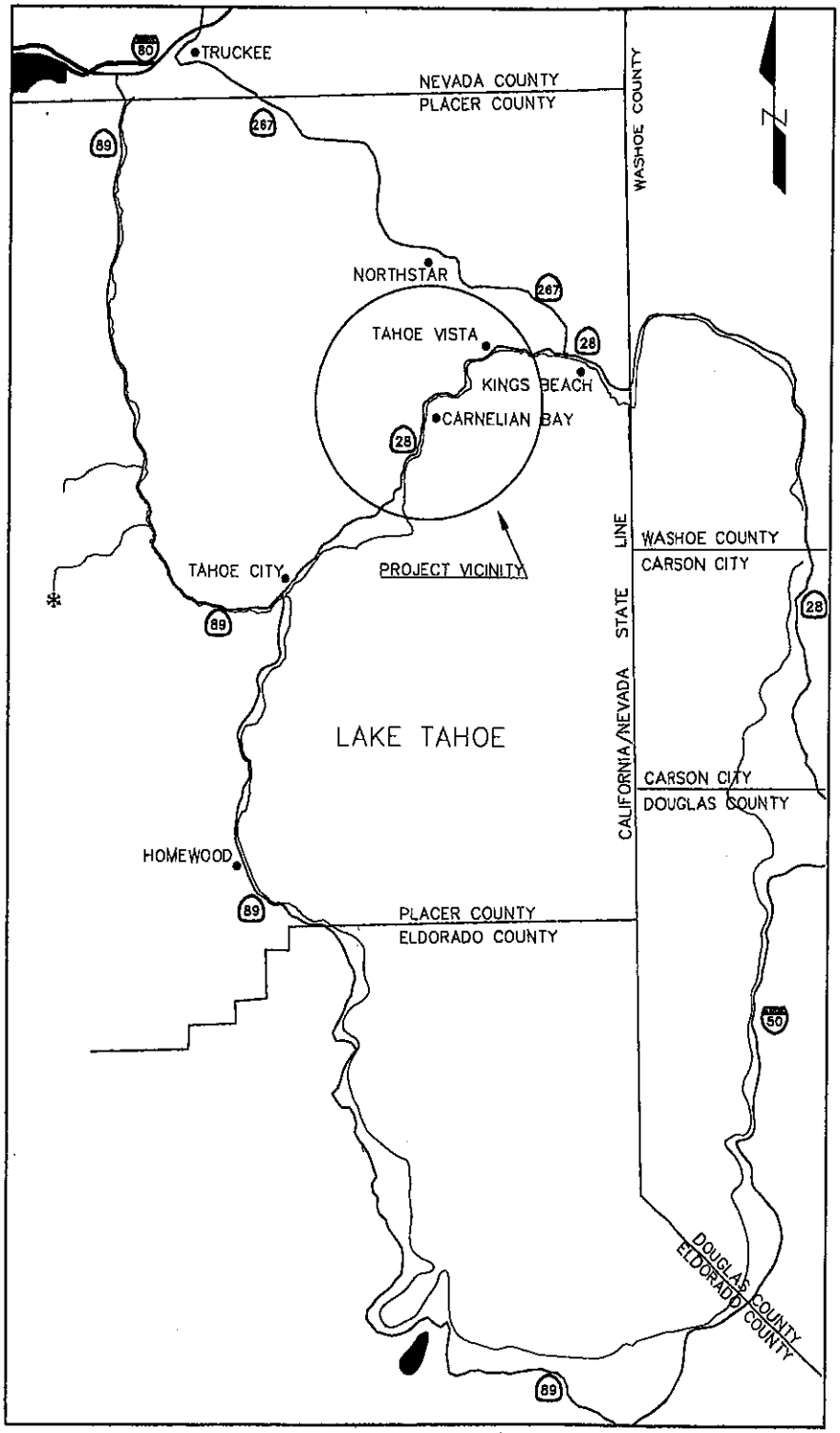
Placer County Department of Public Works and Facilities
Tahoe Engineering Division
P.O. Box 336, Kings Beach, CA 96143
Phone: (530) 581-6217
KMcGahan@placer.ca.gov

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request, in writing, consultation with Placer County.

Regards,

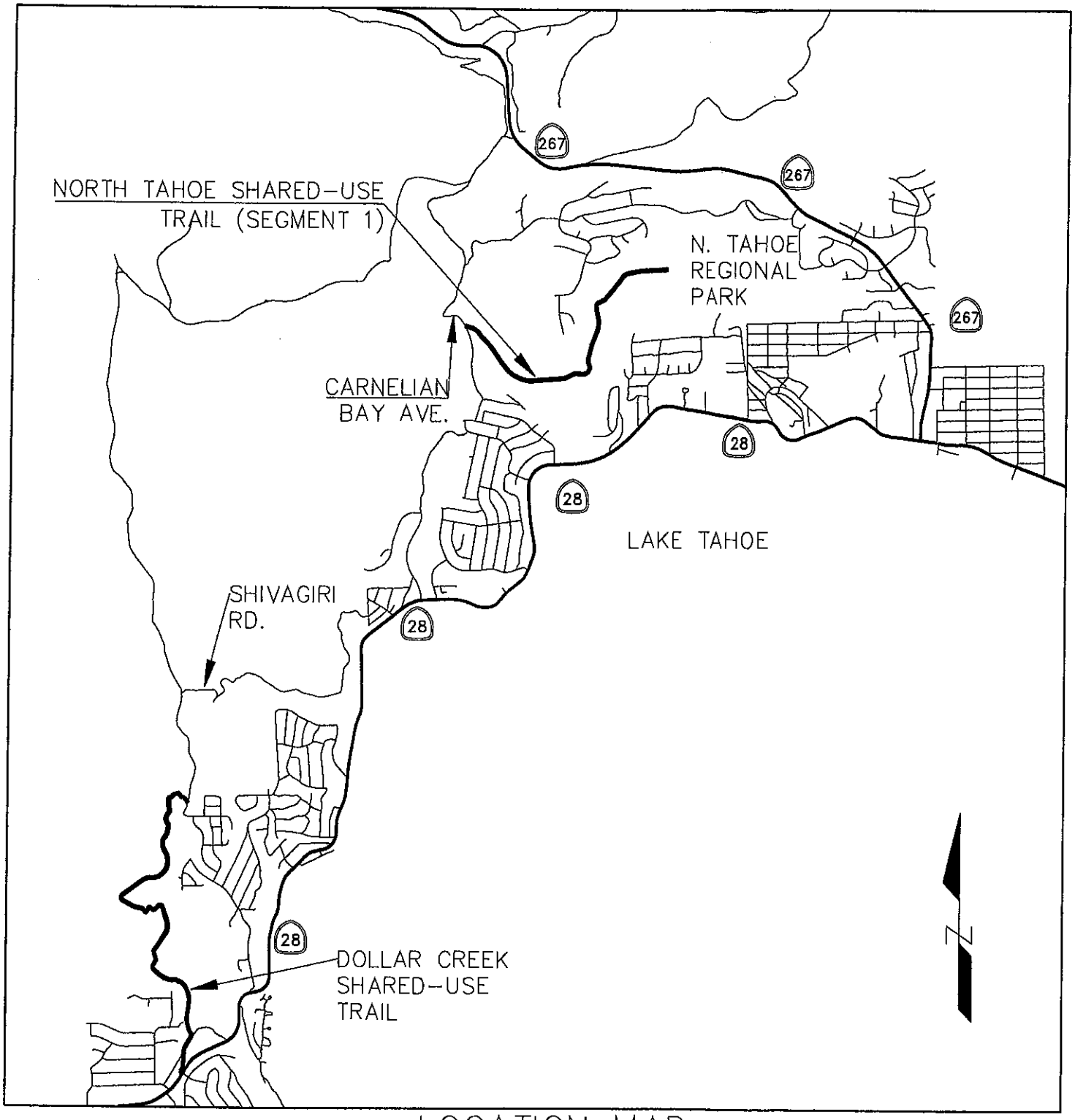
Kansas McGahan, P.E.
Senior Engineer

NORTH TAHOE SHARED-USE TRAIL
PLACER COUNTY DEPARTMENT OF PUBLIC WORKS
TAHOE ENGINEERING DIVISION

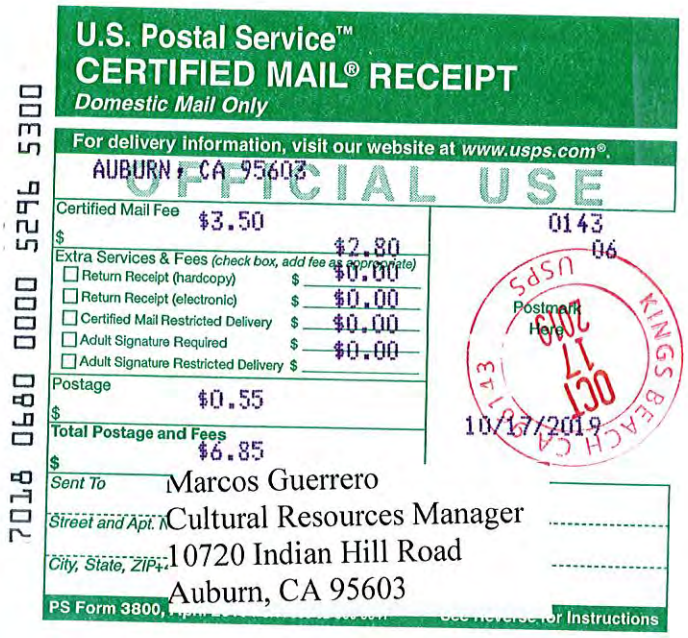


VICINITY MAP
NO SCALE

NORTH TAHOE SHARED-USE TRAIL
PLACER COUNTY DEPARTMENT OF PUBLIC WORKS
TAHOE ENGINEERING DIVISION



LOCATION MAP
NO SCALE



U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

AUBURN, CA 95603

OFFICIAL USE

Certified Mail Fee $3.50
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $2.80
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $0.00

Postage $0.55
Total Postage and Fees $6.85

0143 06

Postmark Here
USPS KINGS BEACH CA 96143 OCT 17 2019
10/17/2019

Sent To Marcos Guerrero
Street and Apt. N Cultural Resources Manager
City, State, ZIP+ 10720 Indian Hill Road
Auburn, CA 95603

PS Form 3800, [illegible] See Reverse for Instructions

7018 0680 0000 5296 5300

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

AUBURN, CA 95603

OFFICIAL USE

Certified Mail Fee $3.50
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $2.80
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $0.00

Postage $0.55
Total Postage and Fees $6.85

0143 06

Postmark Here
USPS KINGS BEACH CA 96143 OCT 17 2019
10/17/2019

Sent To Jason Camp, Tribal Historic
Street and Apt. N Preservation Officer
City, State, ZIP+ 10720 Indian Hill Road
Auburn, CA 95603

PS Form 3800, [illegible] for Instructions

7018 0680 0000 5296 5294

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

AUBURN, CA 95603

OFFICIAL USE

Certified Mail Fee $3.50
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $2.80
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $0.00

Postage $0.55
Total Postage and Fees $6.85

0143 06

Postmark Here
OCT 17 2019
10/17/2019

Sent To Gene Whitehouse, Chairperson
Street United Auburn Indian Community
City 10720 Indian Hill Road
Auburn CA 95603

PS [illegible] April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7018 0680 0000 5296 5225

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

GARDNERVILLE, NV 89410

OFFICIAL USE

Certified Mail Fee $3.50
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $2.80
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $0.00

Postage $0.55
Total Postage and Fees $6.85

0143 06

Postmark Here
USPS KINGS BEACH CA 96143 OCT 17 2019
10/17/2019

Sent To Darrel Cruz, Director
Washoe Tribal Historic Preservation
Street and Apt. Office
City, State, ZIP+ 919 Highway 395 South
Gardnerville NV 89410

PS Form 3800 [illegible] ructions

7018 0680 0000 5296 5287

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

PLYMOUTH, CA 95669

OFFICIAL USE

Certified Mail Fee $3.50
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $2.80
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $0.00

Postage $0.55
Total Postage and Fees $6.85

0143 06

Postmark Here
KINGS BEACH CA 96143 OCT 17 2019
10/17/2019

Sent To Randy Yonemura
Street and Apt. No. Ione Band of Miwok Indians
City, State, ZIP+4® PO Box 699
Plymouth, CA 95669

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7018 0680 0000 5296 5232

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

ELK GROVE, CA 95624

OFFICIAL USE

Certified Mail Fee $3.50
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $2.80
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $0.00

Postage $0.55
Total Postage and Fees $6.85

0143 06

Postmark Here
KINGS BEACH CA 96143 OCT 17 2019
10/17/2019

Sent To Wilton Rancheria of Wilton CA
Street and A Antonio Ruiz Jr.
City, State, 9728 Kent Street
Elk Grove, CA 95624

PS Form 3[illegible] rse for Instructions

7018 0680 0000 5296 5256

7018 0680 0000 5296 5263

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at *www.usps.com®*.

COLFAX, CA 95713

OFFICIAL USE

Certified Mail Fee	$3.50
Extra Services & Fees (check box, add fee as appropriate)	$2.80
☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
Postage	$0.55
Total Postage and Fees	$6.85

0143
06

KINGS BEACH CA 96143
OCT 17 2019
Postmark Here
USPS

10/17/2019

Sent To: Grayson Coney, Cultural Director
Street and: PO Box 1316
City, State: Colfax CA 95713

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7018 0680 0000 5296 5249

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at *www.usps.com®*.

SHINGLE SPRINGS, CA 95682

OFFICIAL USE

Certified Mail Fee	$3.50
Extra Services & Fees (check box, add fee as appropriate)	$2.80
☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
Postage	$0.55
Total Postage and Fees	$6.85

0143
06

KINGS BEACH CA 96143
OCT 17 2019
Postmark Here
USPS

10/17/2019

Sent To: Shingle Springs Band of Miwok Indians
Street a: Nicholas Fonseca
City, St: PO Box 1340
Shingle CA 95682

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS, FOLD AT DOTTED LINE

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
Jason Camp, Tribal Historic
Preservation Officer
10720 Indian Hill Road
Auburn, CA 95603

9590 9402 4141 8092 4447 59

2. Article Number *(Transfer from service label)*
7018 0680 0000 5296 5294

PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by *(Printed Name)* C. Date of Delivery
10/21

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☐ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ Insured Mail Restricted Delivery (over $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Return Receipt for Merchandise
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
Shingle Springs Band of Miwok Indians
Nicholas Fonseca
PO Box 1340
Shingle CA 95682

9590 9402 4141 8092 4448 03

2. Article Number *(Transfer from service label)*
7018 0680 0000 5296 5249

PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Address

B. Received by *(Printed Name)* Marc Copeland C. Date of Delive 10/21/14

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☐ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ Insured Mail Restricted Delivery (over $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restri Delivery
☐ Return Receipt for Merchandise
☐ Signature Confirmatio
☐ Signature Confirmatio Restricted Delivery

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
Marcos Guerrero
Cultural Resources Manager
10720 Indian Hill Road
Auburn, CA 95603

9590 9402 4141 8092 4447 42

2. Article Number *(Transfer from service label)*
7018 0680 0000 5296 5300

PS Form 3811, July 2015 PSN 7530-02-000-9053

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by *(Printed Name)* C. Date of Delivery
10/21

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Adult Signature
☐ Adult Signature Restricted Delivery
☐ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ Insured Mail Restricted Delivery (over $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Return Receipt for Merchandise
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

Domestic Return Receipt

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
Gene Whitehouse, Chairperson
United Auburn Indian Community
10720 Indian Hill Road
Auburn CA 95603

9590 9402 4141 8092 4448 27

2. Article Number *(Transfer from service label)*
7018 0680 0000 5296 5225

PS Form 3811, July 2015 PSN 7530-02-000-9053

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Address

B. Received by *(Printed Name)* C. Date of Delive 10/21

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Adult Signature
☐ Adult Signature Restricted Delivery
☐ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ Insured Mail Restricted Delivery (over $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restri Delivery
☐ Return Receipt for Merchandise
☐ Signature Confirmatio
☐ Signature Confirmatio Restricted Delivery

Domestic Return Recei

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS, FOLD AT DOTTED LINE

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Darrel Cruz, Director
Washoe Tribal Historic Preservation Office
919 Highway 395 South
Gardnerville NV 89410

9590 9402 4141 8092 4447 66

2. Article Number *(Transfer from service label)*

8 0680 0000 5296 5267

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

☐ Agent
☐ Addressee

B. Received by *(Printed Name)*

C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type

- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☐ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Insured Mail
- ☐ Insured Mail Restricted Delivery (over $500)
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Return Receipt for Merchandise
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Randy Yonemura
Ione Band of Miwok Indians
PO Box 699
Plymouth, CA 95669

9590 9402 4141 8092 4448 10

2. Article Number *(Transfer from service label)*

7018 0680 0000 5296 5232

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

☐ Agent
☐ Addressee

B. Received by *(Printed Name)* Debbie Williams

C. Date of Delivery 10-22-19

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type

- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☐ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Insured Mail
- ☐ Insured Mail Restricted Delivery (over $500)
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Return Receipt for Merchandise
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt

REC'D NOV 22 2019

SHINGLE SPRINGS BAND
OF MIWOK INDIANS

Shingle Springs Rancheria
(Verona Tract), California
5168 Honpie Road
Placerville, CA 95667
Phone: 530-676-8010
shinglespringsrancheria.com

CULTURAL RESOURCES

November 7, 2019

Placer County – Public Works Dept.
Kansas McGahan
PO Box 336
Kings Beach, CA 96143

RE: North Tahoe Multi-Use Trail

Dear Kansas McGahan,

Thank you for your letter dated October 17, 2019 in regard to the above mentioned project. Based on the information provided, the Shingle Springs Band Of Miwok Indians is not aware of any known cultural resources on this site. However, SSR would like to have continued consultation through updates, as the project progresses. This will foster a greater communication between the Tribe and your agency.

SSR would also like to request any and all completed record searches and or surveys that were done in or around the project area up to and including environmental, archaeological and cultural reports. If during the progress of the project new information or human remains are found, we would like to be able to go over our process with you to protect such important and sacred artifacts (especially near rivers and streams).

If such finds are made, please contact Kara Perry, Site Protection Manager, at (530) 488-4049 or kperry@ssband.org.
Thank you for providing us with this notice and opportunity to comment.

Sincerely,

Daniel Fonseca
Cultural Resource Director
Tribal Historic Preservation Officer (THPO)
Most Likely Descendant (MLD)

This Page Intentionally Left Blank

Appendix D

CULTURAL RESOURCES MAP (REDACTED FOR PUBLIC DISTRIBUTION)

This Page Intentionally Left Blank

Appendix E

SITE FORMS (REDACTED FOR PUBLIC DISTRIBUTION)

This Page Intentionally Left Blank