

I. CULTURAL AND PALEONTOLOGICAL RESOURCES

This section describes the baseline conditions for cultural and paleontological resources in the Truckee Railyard Draft Master Plan Area (Master Plan Area); identifies potentially significant impacts to such resources that would result from implementation and buildout of the Draft Master Plan; and recommends mitigation to avoid, reduce, or offset significant impacts. The findings of this section are based on the more detailed analysis included in the Cultural Resources study which is available for review at the Planning Department.

Cultural resources are sites, buildings, structures, objects, and districts that may have traditional, historical, or cultural value. In planning, these values are manifested through a process of significance assessment guided by the regulations that implement the CEQA. Cultural resources can include a broad range of resources, with examples ranging from archaeological deposits, to historic roadways and railroad tracks, to buildings of architectural significance. Generally, for a cultural resource to be considered a historical resource under CEQA it must be 50 years or older.¹

Paleontological resources include fossil plants and animals, and evidence of past life such as trace fossils and tracks. These resources may also include plant imprints, petrified wood, and animal tracks.

CEQA requires that effects to cultural and paleontological resources be considered in the planning process for discretionary projects.

1. Cultural Resources Setting

The following describes the regulatory setting, methods of the analysis, and an overview of the area's cultural and paleontological setting, including identified cultural and paleontological resources.

a. Regulatory Context. The regulatory context for cultural and paleontological resources within the jurisdiction of the Town of Truckee (Town) is described below.

(1) California Environmental Quality Act (CEQA). As defined by the CEQA Guidelines,² a "historical resource" is a resource which meets any of the following criteria:

- Listed in, or eligible for listing in, the California Register of Historical Resources (California Register);

¹ California Office of Historic Preservation, 2006:3. *California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register)*. Technical Assistance Series No. 6. California Department of Parks and Recreation, Sacramento.

² California Code of Regulations [CCR] Title 14(3) §15064.5(a)

- Listed in a local register of historical resources (as defined at Public Resources Code [PRC] §5020.1(k));
- Identified as significant in a historical resource survey meeting the requirements of PRC §5024.1(g); or
- Determined to be a historical resource by a project's lead agency.

A substantial adverse change in the significance of a historical resource is a significant effect on the environment. A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.³

CEQA requires a Lead Agency to determine if an archaeological cultural resource meets the definition of a historical resource, a unique archaeological resource, or neither.⁴ Prior to considering potential impacts, the Lead Agency must first determine whether an archaeological cultural resource meets the definition of a historical resource in CCR Title 14(3) §15064.5(c)(1). If the archaeological cultural resource meets the definition of a historical resource, then it is treated like any other type of historical resource.⁵ If the archaeological cultural resource does not meet the definition of a historical resource, then the lead agency determines if it meets the definition of a unique archaeological resource as defined at PRC §21083.2(g). Should the archaeological cultural resource meet the definition of a unique archaeological resource, then it must be treated in accordance with PRC §21083.2. In practice, most archaeological sites that meet the definition of a unique archaeological resource will first meet the definition of a historical resource.⁶ If the archaeological cultural resource does not meet the definition of a historical resource or a unique archaeological resource, then effects to the resource are not considered significant effects on the environment under CEQA.

(2) California Health and Safety Code. California Health and Safety Code §7050.5 states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours

³ CCR Title 14(3) §15064.5(b).

⁴ Ibid.

⁵ CCR Title 14(3) §15064.5(c)(2).

⁶ Bass, Ronald E., Albert I. Herson, and Kenneth M. Bogdan, 1999:105. *CEQA Deskbook: A Step-by-Step Guide on how to Comply with the California Environmental Quality Act*. Solano Press Books, Point Arena, California.

of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

(3) Public Resources Code. PRC §5097.5 provides for the protection of cultural and paleontological resources. This section prohibits the removal, destruction, injury, or defacement of archaeological and paleontological features on any public lands under the jurisdiction of State or local authorities.

(4) Town of Truckee General Plan. The Town's General Plan contains goals, policies, and actions that are pertinent to cultural resources in the Plan Area. These goals, policies, and actions occur in the Community Character Element, and are listed below.

Goal CC-18. Preserve and enhance the town's historic and cultural resources.

Policies

P18.1: Require evaluation of impacts to historic resources for projects which involve substantial site disturbance, or demolition or alteration of known historic buildings.

P18.2: Encourage appropriate reuse of historic structures for housing, including affordable housing, public recreation and commercial uses that does not compromise their historic character.

P18.3: Encourage and cooperate with the private sector in the implementation of innovative strategies to preserve all of Truckee's identified historic buildings and sites, including Native American and ethnic group sites. Preservation strategies could include by gift, establishment of private conservancies, and easements.

P18.4: Provide incentives and technical assistance to property owners to apply for federal, State, local and private grants, loans and tax credits to preserve and rehabilitate historic buildings.

P18.5: Work with California State Parks, the Tahoe-Donner Recreation and Parks District, the Truckee Donner Historical Society, the Truckee Donner Land Trust and other entities to maintain and increase opportunities for public recreation and access to historic sites, including Native American and ethnic group sites. In the case of Native American sites, any increased access should be developed in close consultation with local tribes, and due respect accorded to the potential cultural or spiritual significance of these places.

P18.6: Support all efforts to document and preserve Truckee's rich historic legacy, including its Native American and ethnic history, and to educate residents and visitors about the town's historic buildings and sites.

P18.7: Encourage adaptive re-use of historic structures in accordance with federal, State and local guidelines.

Actions

A18.1: Implement the Historic Preservation Program that seeks to protect and preserve the historic quality of the Downtown Historic District and other historic structures in Town.

A18.2: Develop a local awards program to recognize outstanding efforts to preserve, conserve, rehabilitate, or provide education about, the elements of Truckee's historic past.

A18.3: Work with the Truckee Donner Historical Society, Downtown Merchants Association, and Chamber of Commerce to develop and promote a self-guided or docent-led walking tour of historic sites in Truckee, including development of interpretive signage and literature that explains the role and significance of these cultural resources.

Goal CC-19: Identify and protect archaeological and paleontological resources that enrich our understanding of Truckee's early history and the early cultures and environment of the region.

Policies

P19.1: As part of the development review process, require proper archaeological or paleontological surveying, testing, research, documentation, monitoring and safe retrieval of archaeological and cultural resources.

P19.2: Require an archaeological survey by a qualified professional whenever there is evidence of an archaeological or paleontological site within a proposed project area, is determined to be a high likelihood for occurrence of such sites, or where a project involves substantial site disturbance.

P19.3: Consult with representatives of the Native American community whenever necessary to ensure the respectful treatment of Native American sacred places.

Action

A19.1: Prepare guidelines concerning surveying and treatment of subsurface cultural resources, and for consultation with Native American tribes during planning processes, in accordance with applicable State regulations.

(5) Historic Preservation Program. The Town established procedures in its development code for the comprehensive review of discretionary permits to implement the requirements of the Historic Preservation Overlay District, which encompasses a small portion of the Plan Area. A historic resource inventory for Downtown Truckee was completed by Nevada County in 1981, and updated by the Town in 2004.⁷ Based on the results of the inventory, which contributed to the identification of a series of nine historical "character areas" in the Downtown, the Town adopted a comprehensive Historic Preservation Program in 2003.⁸ The Program works in concert with the proposed Commercial Row/Brickelltown Historic District, a district that was defined during the architectural inventory work in 2004. The Historic Preservation Program established a local register as defined by PRC 5020.1 (k) and includes a comprehensive series of standards and guidelines concerning preservation and demolition of historic structures, design guidelines for

⁷ Christensen, Teri H., Robert Kautz, Mark Hufstetler, and Monique Kimball, 2004. *Town of Truckee: Historic Resources and Architectural Inventory*. Kautz Environmental Consultants, Inc. Volumes 1, 2A, and 2B. Reno, Nevada.

⁸ Truckee Town Council Resolution No. 2003-17.

rehabilitation and new construction, and guidance in the application of historic preservation standards.⁹

Development within the Plan Area would be subject to the design guidelines and development standards of the Master Plan. In connection with adoption of the Master Plan, an amendment to the Historic Preservation (HP) Overlay to remove this small portion of the Plan Area from the HP Overlay.

b. Methods. Background research for this cultural resources analysis included a records search, literature review, archaeological and architectural field surveys, an architectural significance evaluation, and consultation with the Native American Heritage Commission and historical organizations. This research was conducted to identify cultural resources studies of, or cultural resources within or immediately adjacent to, the Plan Area. The results were also used to understand the archaeological, ethnographic, and historical setting of the Plan Area. The cultural resources study includes details on the methods, results, and recommendations of the analysis. The study can be reviewed at the Town of Truckee Community Development Department.

(1) Records Searches. A records search (File #NEV-06-92) was conducted on November 16, 2006, by staff at the North Central Information Center (NCIC) of the California Historical Resources Information System, California State University, Sacramento. The records search covered the Plan Area and a ¼-mile radius. The NCIC, an affiliate of the State of California Office of Historic Preservation, is the official state repository of cultural resources records and reports for Nevada County.

As part of the records search, LSA reviewed the following State of California inventories for cultural resources in and adjacent to the Plan Area:

- *California Inventory of Historic Resources* (California Department of Parks and Recreation 1976);
- *Five Views: An Ethnic Historic Site Survey for California* (California Office of Historic Preservation 1988);
- *California Historical Landmarks* (California Office of Historic Preservation 1996);
- *California Points of Historical Interest* (California Office of Historic Preservation 1992);
- *Directory of Properties in the Historic Property Data File* (California Office of Historic Preservation September 18, 2006). The directory includes the listings of the National Register of Historic Places, National Historic Landmarks, the California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest.

⁹ Adapted from *Truckee 2025 General Plan, Community Character Element*.

On October 23, 2006, LSA faxed a letter describing the project and a map depicting the Plan Area to the Native American Heritage Commission (NAHC) in Sacramento requesting a review of their Sacred Lands File for any Native American cultural resources that might be affected by the proposed project. The NAHC is the official state repository of Native American sacred site location records. Ms. Debbie Pilas-Treadway, environmental specialist III at the NAHC, faxed a response on October 26, 2006 stating that the search “failed to indicate the presence of Native American cultural resources in the immediate Plan Area.”

(2) **Literature Review.** LSA reviewed prehistoric, ethnographic, and historical literature and maps for information about the Plan Area. Materials reviewed are listed in the cultural resources technical report available for review at the Town of Truckee Community Development Department.

(3) **Consultation.** Consultation was conducted with the Truckee-Donner Historical Society and the Nevada County Emigrant Trail Museum (part of Donner Memorial State Park).

Truckee-Donner Historical Society. On October 23, 2006, LSA sent a letter describing the project and a map depicting the Plan Area to the Truckee-Donner Historical Society (Society) requesting information or concerns regarding historical sites in the Plan Area. On November 10, 2006, Mr. Gordon Richards, Research Historian with the Society, responded by letter to LSA’s inquiry. In addition to correspondence by mail, LSA architectural historian Judith Marvin met with Mr. Richards on November 21, 2006. Mr. Richards’ comments and concerns regarding the Plan Area are topically summarized below.

- *Overarching Concern.* The Society, as a predominant theme, is concerned with the ability of the new development to co-exist with the old part of Truckee, primarily Commercial Row, and that it not overwhelm the historical residences on Church Street, Trout Creek Road, and East River Street.
- *Roundhouse.* A granite roundhouse was built in 1883 to replace an earlier wood-frame building. The granite roundhouse ceased operations in 1940, and its above-ground elements were removed in 1955 to allow the use of the site as a sawmill. The roundhouse foundation could be seen from the air for many years and is likely extant beneath the former lumber yard. The Society recommends that the roundhouse foundation be incorporated in the project to commemorate Truckee’s railroad history.
- *Lincoln Highway.* The route of present Glenshire Drive overlies the Lincoln Highway (later called the Victory Highway and Highway 40), assembled coast to coast from various existing roadways in the 1920s. The road has been improved and widened over the ensuing years. The Society has no concerns about its modification, but would like it mentioned in the cultural resources study.
- *Ice House.* The Trout Creek Ice Company, which operated from the 1890s through the 1910s, was located on the site of the present PG&E substation on Church Street. The Society formerly had concerns that subsurface features associated with these operations

may be impacted by the project. The location, however, is currently excluded from the Plan Area.

- *Residences.* Six historical residences are located within the Plan Area on Church Street, East River Street and Trout Creek Road: two (10320 Trout Creek Road and 10130 East River Street) are noted as individually eligible for listing in the National Register and five of the six (including the two eligible for the National Register) are contributors to the proposed Commercial Row/Brickelltown Historic District.¹⁰ The remaining residence that is not a contributor to the district nor eligible for the National Register nevertheless meets the definition of a historical resource under CEQA. The residences along the south side of East River Street date from the 1880s and, although they are outside of the immediate Plan Area, are of concern to the Society because of their proximity to the new development.
- *Lumber Mill.* The lumber mill operated within the Plan Area from the mid-1950s to 1989. Previously, the fill dirt used during the 1950s-1960s conversion of the site from rail to lumber operations was obtained from the nearby quarry. The Society has no concerns about the facilities or archaeological features relating to this operation.
- *Recommendations Summary.* The Society made the following recommendations: (1) more research should be conducted on the railyard, the roundhouse, and the other features in the Plan Area; (2) archaeological study should be conducted to identify features that may have historical and archaeological significance; (3) the roundhouse foundation should be identified and preserved for interpretation; and (4) interpretive signage, with historic photographs, should be installed within the Plan Area.

Nevada County Emigrant Trail Museum. On October 23, 2006, LSA sent a letter describing the project and a map depicting the Plan Area to the Nevada County Emigrant Trail Museum requesting information or concerns about the Plan Area. No response to LSA's letter has been received as of the publication date of this EIR.

(4) Archaeological and Architectural Field Surveys. LSA archaeologist Andrew Pulcheon and LSA architectural historian Judith Marvin surveyed the Plan Area on November 6 and 21, 2006, respectively. No intact archaeological deposits or features that had not been previously noted in other studies were identified during the archaeological survey. The architectural survey identified several historical residences and railroad-related structures in the Plan Area. The Existing Conditions section discusses the archaeological and architectural features or buildings present in the Plan Area. Please see the cultural resources study for a more detailed description of the methods and results of the archaeological and architectural surveys.

¹⁰ This district has been documented by prior study, but has not yet been listed in the National Register.

(5) Historical Significance Evaluations. Research for the historical significance evaluations included: (1) research at local archives, historical societies, and museums, as well as interviews with knowledgeable local residents; (2) a records search at the North Central Information Center, California State University, Sacramento (already described); and (3) a field review of the resources in the Plan Area.

Documentary Research. Archival research for the Plan Area was conducted at repositories in Nevada and Sacramento counties, including the Truckee-Donner Historical Society, the personal files of local archaeologist Susan Lindström, PhD., the Town of Truckee, and the California State Railroad Museum in Sacramento. Other major sources of information consulted include the following:

- Town of Truckee Historic Resources Inventory (March 1999);
- Town of Truckee Historic Preservation Program, Draft Environmental Impact Report (November 2002);
- Town of Truckee Historic Preservation Program Final Environmental Impact Report (June 2003);
- Town of Truckee Historic Preservation Design Guidelines (2006);
- Town of Truckee Historic Resources and Architectural Inventory (2004);
- Truckee Railyard Building Types Study (September 2005);
- Trout Creek Restoration Project Heritage Resource Inventory (February 2002);
- Historic Resource Evaluation Report and Finding of Effect for the State Route 267 Truckee Bypass (1997); and
- Miscellaneous local histories, maps, and official records (for a complete list, see the References Consulted section of the cultural resources study).

c. Cultural and Paleontological Settings. This section summarizes the prehistoric, ethnographic, and historical background of the Plan Area and its vicinity. A brief description of the paleontological setting follows.

(1) Prehistoric Background.¹¹ The current project is located in the “heartland” of two archaeological complexes: the Martis Complex and the Kings Beach Complex. Initial characterizations of the Martis Complex highlighted a preference for basalt in the production of bifaces and large, roughly chipped, heavy projectile points that are variable in form; expanded base finger held drills or punches; the rare use of chert and obsidian for tool production; the use of the mano and metate; and an economy that appeared to

¹¹ Adapted from Pacific Municipal Consultants, (2002). *Town of Truckee Historic Preservation Program Draft Environmental Impact Report*. Pacific Municipal Consultants, Chico, California.

emphasize hunting of large game.¹² The Martis Complex has been believed to be connected with prehistoric cultures in Central California and the Great Basin, but it also may represent a widespread cultural pattern along the western slopes of the Sierra Nevada.^{13,14,15} Initial characterizations of the Kings Beach Complex highlighted a preference for obsidian in the production of small projectile points; the rare use of basalt; an absence of drills; bedrock mortars; and an economic emphasis on seed processing and fishing. At about 1,500 B.P., changes evident in technology and subsistence and settlement strategies identify the decline of the Martis Complex and the emergence of the Kings Beach Complex. Early King Beach (1,300-700 B.P.) is thought to represent the initial phase of the Washoe ethnographic pattern.

(2) Ethnographic Background. Lake Tahoe and the Truckee Basin were two focal points of the vast territory held by speakers of the Washoe language prior to historic contact. Their territory extended north to Honey Lake and south to the headwaters of the Tuolumne River; to the east, the valleys at the base of the Sierra range were also Washoe territory. The boundary to the west was more fluid, involving shared use of the upper and lower western slopes with other groups.¹⁶

The primary sociopolitical group among the Washoe was the small extended family, guided by a headman. Permanent villages were inhabited year round, but most able-bodied adults and older children shifted their residence throughout the warmer seasons. A winter settlement would be home to several of these families, who shared a group identity but acted independently in most matters. While areas of settlement were rich in resources, they were relatively small oases within less-usable lands. This “patchiness” of the Washoe environment was best utilized by changing residence often to exploit resources in different zones as they became available, and by keeping populations sufficiently low to assure ample food for all members of the group.

The Washoe regularly convened throughout the year to participate in rabbit drives and large-scale fowling and fishing activities as well as to maintain family contacts. The Truckee River and Lake Tahoe were major year-round fisheries with good locations for villages and

¹² Heizer, R.F., and A.B. Elsasser, 1953. *Some Archaeological Sites and Cultures of the Central Sierra Nevada*. University of California Archaeological Survey Reports 12. Berkeley, California.

¹³ Elsasser, A.B., 1960. *The Archaeology of the Sierra Nevada in California and Nevada*. University of California Archaeological Survey Reports 51. Berkeley, California.

¹⁴ Markley, Richard, 1984. *Sierra Nevada Archaeology: Review and Critique of Present Contributions*. Paper Presented at the annual Meeting of the Society for California Archaeology, Salinas, California.

¹⁵ Zeier, C.D. and R. Elston, 1986. *The Archaeology of the Vista Site (26Wa3017)*. Submitted to the Nevada Department of Transportation, Carson City, Nevada.

¹⁶ d'Azevedo, Warren L., 1986. Washoe. In *Great Basin*, edited by Warren L. d'Azevedo, pp. 466-498. Handbook of North American Indians vol. 11, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

camp, and the Martis Valley was an important gathering place for edible and medicinal roots, seeds, and marsh plants. The Town of Truckee was the location of the large Washoe village of *K'ubuna detde'yi'*, which extended over both banks of the Truckee River.^{17,18}

Washoe lifeways were not directly affected by the earliest historic-period activities in California and Nevada. By the 1850s and 1860s, however, thousands of outsiders had moved through their territory, while ranchers and other settlers restricted Washoe use of lands and resources. Although traditional settlement and subsistence practices were profoundly disrupted, many traditional customs persist among the Washoe people today. They are represented by a variety of organizations such as the Washoe Tribe of Nevada and California.

(3) Historical Background. The following section provides a brief history of Truckee and is synthesized from three previously prepared documents.^{19,20,21} A more specific overview of the Plan Area follows. The significant chronological periods identified for Truckee are the Boomtown Years (1863-1889), the Janus Years (1890-1910), the Gateway Years (1911-1941), and the Modern Era (1942 to present).

The first real influx of Euroamerican people to the Sierra Nevada began in the 1840s. By 1846, California surpassed Oregon as the primary emigrant destination.²² A popular route across the Sierra Nevada Range followed the course of the Truckee River and continued over what has become known as Donner Pass.^{23,24}

¹⁷ Elston, Robert G., Donald Hardesty, and Sheryl Clerico, 1981. *Archaeological Investigations on the Hopkins Land Exchange, Volume I*. Tahoe National Forest Cultural Resources Report No. 9. United States Department of Agriculture, Tahoe National Forest, Nevada City, California.

¹⁸ Lindström, Susan, 2000. *Heritage Resource Inventory, Planned Community-2 Boca Sierra Estates Specific Plan Project, 789 Acres near Truckee, California, Nevada County*. Susan Lindström, Consulting Archaeologist, Truckee, California.

¹⁹ Truckee Donner Historical Society, 1994. *Fire and Ice: A Portrait of Truckee*. Second Edition. Truckee Donner Historical Society, Truckee, California.

²⁰ Meschery, Joanne, 1978. *Truckee: An Illustrated History of the Town and Its Surroundings*. Rocking Stone Press, Truckee, California.

²¹ Adapted from Christensen, Teri H., Robert Kautz, Mark Hufstetler, and Monique Kimball, (2004). *Town of Truckee Historic Resources and Architectural Inventory*. Kautz Environmental Consultants, Inc., Reno, Nevada.

²² Byrd, David S., 1992. *Roads and Trails in the Tahoe National Forest: A Contextual History, 1840-1940*. Tahoe National Forest Heritage Resource Report No. 39. Nevada City, California.

²³ Graydon, Charles, 1984. *The Overland Emigrant Trail Through the Tahoe National Forest*. Tahoe National Forest Cultural Resources Report No. 17. Nevada City, California.

²⁴ Jackson Research Projects, 1982. *History of the Tahoe National Forest: 1840-1940, A Cultural Resources Overview History*. Tahoe National Forest Cultural Resources Report No. 15. Nevada City, California.

The discovery of gold along the western slopes of the Sierra Nevada opened the floodgates to the California Gold Rush.²⁵ While the Lake Tahoe-Truckee region was not a mining area, the Truckee River route was one of several options for entry into the California mines. In 1859, investors formed the Truckee Turnpike Company with the objective of improving the wagon route through Henness Pass, which crossed the Sierra crest north of Donner Summit.²⁶ This area, where the Truckee River begins its eastward descent, served as a springboard for those attempting to make the ascent of another 1,000 feet.

From 1860 to 1868, Henness Pass Road was the second busiest road into California.^{27,28} In 1863, Joseph Gray built a cabin along an ancillary road establishing a stage stop that was known as Gray's Station. The following year Joseph Gray and George Schaffer began the area's first lumber mill partnership. Other people began to settle along the Truckee River, including a prospector named John Keiser and a blacksmith named S.S. Coburn. From 1864-1868, Truckee was known as Coburn's Station.²⁹

By the early 1860s, plans were formulated for a railroad crossing of the Sierra Nevada, but this was preempted by the construction of an improved road through the Sierra.³⁰ By the summer of 1864, the California Stage Company, using the Dutch Flat-Donner Lake Wagon Road, established regular stage connections between west and east, and Coburn's Station grew exponentially with the traffic.^{31,32} Knowing that a railroad was in the works, and with the improved stage line in operation, more lumber mills appeared in and around the area.

The year 1868 was pivotal in Truckee's history, marked by the Central Pacific conquering the Sierra summit, pulling its first locomotive into town and linking Truckee to the West Coast by rail. One month later, the settlement witnessed its first great fire, which destroyed all of Coburn's Station except for Gray's cabin and lumber mill.^{33,34} The town quickly rebuilt, slightly to the east, and took on a new name – Truckee. The Dutch Flat-Donner Lake Wagon

²⁵ Paul, Rodman, W., 1974. *California Gold: The Beginning of Mining in the Far West*. University of Nebraska Press, Lincoln.

²⁶ Jackson Research Projects, op. cit.

²⁷ Byrd, op. cit.

²⁸ Howard, Thomas Frederick, 1998. *Sierra Crossing: First Roads to California*. University of California Press, Berkeley, California.

²⁹ Coates, Guy H., (n.d.). *Truckee's Notable Townspeople and Memorable Characters*. Manuscript on file with the author. Truckee, California.

³⁰ Myrick, David F., 1963. *Railroads of Nevada and Eastern California, Vol. 2*. Howell-North Books, Berkeley, California.

³¹ Jackson Research Projects, op. cit.

³² Byrd, op. cit.

³³ Coates, Guy H., 1995. Uncle Joe's Cabin: Truckee's First Building. *Sierra Heritage*, May/June 1995.

³⁴ Truckee Donner Historical Society, op. cit.

Road became Main Street, and by 1869, the Central Pacific spanned the entire continent. Truckee, near the Sierran summit, became an important juncture between coasts.

As a transportation link, the Truckee area benefited not only by moving goods and people across the mountains, but by sending out its own products to market. The lumber mills, which now numbered in the dozens, were inundated with orders to supply wood to the burgeoning Comstock Lode in Nevada, and other areas in California.³⁵ Truckee's alpine environment and new transportation link provided another opportunity – ice production. Lumber companies capitalized on their frozen mill ponds, and soon other companies formed exclusively to produce ice.^{36,37} Ice was shipped by rail throughout the west; it was sent to cool the mines in the Comstock, as well as to keep California produce fresh on its journey to eastern markets.

Agriculture was also a significant part of early Truckee history, as the region provided rich summer pasturage for herds brought in from central California. In earlier years there were reportedly 15-20 dairy farms near Truckee, which yielded enormous quantities (60,000 pounds) of “premium quality” butter that was in turn sold at “premium” prices throughout the west's urban markets.³⁸ One such operation, the Von Fluee dairy was originally located on the south side of the Truckee River.

By the 1890s the resources that fueled Truckee's growth had begun to decline. The surrounding forests were becoming depleted, causing many mills to cease operation by the turn of the century.³⁹ The ice industry was facing competition from new refrigeration technology. The Boomtown period was marked by several disastrous fires; besides the 1868 fire that destroyed Coburn's Station, massive fires swept through Truckee's residential and commercial districts in 1871, 1875, 1881, and 1883. Consequently, very few buildings remain from the earliest years of the Boomtown period.

The Janus Years (1890-1910) was a period of uncertainty for Truckee. The lumber and ice industries' days were numbered, and the railroad began to face competition from the automobile as a primary transportation source. Despite this, the town found a new identity as a tourist destination. By the mid-1890s Truckee was hosting ice carnivals, encouraging people from California and Nevada to enjoy the mountain winters. During this period, recreational “ski-sport” was beginning to advance across the county. Truckee residents formed their own “Sierra Skiing Club” around 1909.⁴⁰

³⁵ Wilson, Dick, 1992. *Sawdust Trails in the Truckee Basin: A History of Lumbering Operations*. Nevada County Historical Society, Nevada City, California.

³⁶ Coates, Guy H., (n.d.). Hilltop Lodge. Manuscript on file with the author. Truckee, California.

³⁷ Jackson Research Projects, op. cit.

³⁸ Meschery, op. cit., p. 48.

³⁹ Jackson research Projects, op. cit.

⁴⁰ Truckee Donner Historical Society, op. cit.

Residential neighborhoods continued to grow in response to increasing numbers of Italian immigrants. Though fires still claimed some of Truckee's large and important properties during this period, the destruction of entire neighborhoods appears to have been avoided. Most of Truckee's historic neighborhoods, including the River Neighborhood and the Church Street/Italian Quarters Neighborhood adjacent to the Plan Area, are from this period.

The Gateway Years (1910-1941) marked the transition of Truckee to a major tourist destination and gateway to year-round recreation.⁴¹ Development of the Hilltop area for winter sports began in 1910, and the Truckee Ski Club and others built a lodge there around 1928. In 1926, the Southern Pacific leased the Lake Tahoe Railway, formerly a tourist railroad linking Lake Tahoe and Truckee, and offered Pullman through-service from Oakland to Lake Tahoe via Truckee.⁴² Summer fishing, camping, boating, and picnics began to attract tourists year round. The tourism industry became an important component to Truckee's growing economy.

During this time period fire again destroyed numerous buildings, particularly in the commercial district in 1913 and in the 1920s. For this reason the commercial district has a later historical feeling than the surrounding residential areas, with the exception of older brick businesses. Additionally, the Truckee Lumber Company, in existence since the 1860s, finally ceased operations due to a fire. By the 1930s, the last remaining ice companies shut down, no longer able to compete with modern refrigeration technology.⁴³

The Modern Era (1942-present) began with the onset of World War II. Due to restrictions on non-essential travel, Southern Pacific's Lake Tahoe Branch was torn up for scrap in 1943. At the end of the war logging made a brief resurgence, but the local economy's reliance on tourism grew.⁴⁴ Truckee's role in Sierra recreation was strengthened in 1960 with the competition of Interstate 80 and the Winter Olympics in nearby Squaw Valley. Despite its new face, the historical imprint of the railroad and logging boomtown is still very apparent in Truckee and its environs.

Project Area-Specific History.⁴⁵ The Truckee Railyard played an important role in the long and significant history of the transcontinental railroad, with the first through Central Pacific train entering Truckee on June 19, 1868. This line was originally known as the Central Pacific Railroad (CPRR), later as the Southern Pacific Railroad (SPRR), and is currently

⁴¹ Ibid.

⁴² Pacific Municipal Consultants, op. cit.

⁴³ Coates, Guy H., (n.d.). *The Richardson Brothers: A Truckee Legacy*. Manuscript on file with the author. Truckee, California.

⁴⁴ Pacific Municipal Consultants, op. cit.

⁴⁵ Adapted from Gordon Richards, 2007. *Truckee Railyard Millsite History*. <http://truckeehistory.tripod.com/history29.htm>, Accessed on February 13, 2007.

owned by the Union Pacific Railroad (UPRR). During construction of the CPRR line, Truckee served as the dominant supply point and as a major staging point for the rails and rolling stock that were brought over the mountains by wagons. During that period, the railyard was a huge stockpile, as 40 miles of track were constructed down the Truckee River to the Nevada state line. As noted:

Truckee flourished as did other railroad towns. A brisk lumbering and ice business added to her fortunes. The town was for many decades the only readily accessible leisure time mecca for lumber-jacks, railroaders and miners who patronized the scores of saloons, eating and gaming houses. Perhaps Truckee's greatest attraction was the profusion of bordellos. . .⁴⁶

After the line was completed, Truckee became important as a division point and as a maintenance and operations facility. The focus of operations was the railyard and the roundhouse. During January of 1869, over 40 engines a day passed through the yard, with 20 engines housed in the first frame roundhouse, completed in 1868. The roundhouse was consumed in a fire on March 29, 1869, but within months construction had commenced on a new roundhouse.

In 1870, the CPRR and SPRR came under the same ownership, with the company names used interchangeably until the late 1900s, and eventually reorganized under the SPRR name.⁴⁷ Other changes throughout the years included the replacement of the original iron with heavier steel, double-tracking from 1906-1925, and the periodic replacement of rails, ties, and ballast.⁴⁸

With its proximity to the Sierra Nevada summit and its vast forests, and as a natural transfer point for passenger and freight traffic, Truckee was assured of its continued importance as a railroad town. In fact, during the 1870s Truckee shipped more freight than any other point on the CPRR.

By 1872, the railyard had a repair and machine shop, a wrecking train, a fire train (the Samson), two immense snow plows, and huge piles of cordwood to supply engines all along the railroad. The repair shop could fix cars or locomotives, assist in getting rolling stock back on track when derailed, and perform all forms of maintenance. The shop also had a backup hand-powered fire pump that could shoot a stream of water over the entire building.

⁴⁶ Signor, John R., 1985. *Donner Pass, Southern Pacific's Sierra Crossing*. Golden West Books, San Marino, California.

⁴⁷ Clement, Dorene, 1997, p. 105. *Historic Resource Evaluation Report and Finding of Effect for the State Route 267 Truckee Bypass, Truckee, Nevada County*. California Department of Transportation District 03, Marysville, California

⁴⁸ Clement, op. cit.

The second roundhouse, also a frame structure, contained four stalls that held four engines each. This time, however the railroad installed an impressive fire protection system, with a 150-foot-tall water supply that provided water to hydrants and hoses at each stall. In addition, water barrels were placed on the roof, and arrangements made to move the engines quickly in and out by hand in case of fire.

Work continued apace as rail traffic grew; in 1875 a new larger outdoor turntable and more sidings were added, and tracks were raised in the yards to allow for the easier removal of snow. In 1880, a 600-foot-long wood shed capable of holding several hundred cords of 4-foot-long locomotive wood was constructed.

Granite Roundhouse. A third Truckee roundhouse was erected beginning in the fall of 1882, due to the strain of larger engines and more rail traffic on the old roundhouse. This facility had 24 stalls, and was constructed of Rocklin granite; the only wood used was for the decking on the turntable pit. The roof was covered with galvanized sheet iron, which absorbed enough heat from inside so that snow slid off the roof. The floor was also constructed of granite blocks, and wood stoves were installed in each stall to keep the water pipes on the locomotives from freezing.

Two other similar roundhouses were built in Houston, Texas, and Algiers, Louisiana. The walls were 23 feet high and several feet thick, with pillars erected away from the walls with the turntable in the center, held up by steel rods and braces. The facility was designed and supervised by George Washington Barnhart, hired by Mark Hopkins for the project.

Although fireproof, this roundhouse did not last to the present. Originally the engines went into the stalls headfirst, with each stack parked beneath a chimney to remove the smoke. When engines became larger, however, they had to back in to keep from hitting the braces and chimneys, and, with condensation, the sulphur fumes in the smoke turned to sulphuric acid and ate away at the steel rods and braces. The building was condemned, the roof removed in 1939, and the walls and turntable torn down in 1955. The granite blocks were disbursed around Truckee, many ending up in gardens and walkways.

In 1885, the CPRR ceased to exist and the cars and locomotives were renamed and repainted to reflect the SPRR ownership. Truckee, however, still continued its place as a major operation, employing hundreds of railroad workers.

Sawmills. The immense forests along the railroad line led to the construction of sawmills in Truckee and along its routes and spurs. The first of these, erected by George Shaffer and Joseph Gray in 1867, was built across the river from Truckee. The following year Elle Ellen built a sawmill along Trout Creek, northwest of town (present site of Catholic Church and Tahoe-Truckee Lumber Company), and side tracks were extended to the mill so rail ties and bridge timbers could be loaded directly onto rail cars. The mill burned twice, so in 1878 Ellen built a new mill 3 miles up Trout Creek (now Tahoe Donner). A V-flume was

built to float rough lumber, timbers, and cordwood down to the railroad tracks, and was in use until about 1904.

George Shaffer then built another sawmill 3 miles from town in Martis Valley and constructed a box flume to float the lumber to the railyards. The flume crossed the Truckee River on a 50-foot-high trestle and landed the lumber in a yard on the south side of the tracks, next to present East River Street.

The Hobart Mills complex, built on Prosser Creek by the Sierra Nevada Lumber & Wood Company, was erected in 1897. The company connected with the SPRR main line with a 7-mile standard gauge railroad, and built dozens of miles of narrow gauge logging railroads in the forests to the north. Much of this lumber was used to build the towns and houses of the interior West, with millions of board feet passing through the Truckee Railyard.

The Hobart Southern Railway, as it was known from 1930 to 1937, commenced operations as a common carrier, with two trains operating daily until 1937. In 1946, the Fibreboard Company built a new standard gauge railroad on the old right-of-way in order to transport its mill products between Hobart Mills and Truckee.

Ice and Cattle. In addition to the timber industry, the California agricultural industry relied on the Truckee Railyard to get its fresh produce to distant points east. Icing was first done at Boca, Prosser Creek, Polaris, and Donner Creek, but as early as 1877 an ice house was built in the railyard to store and transfer ice to cooler cars that kept the fruits and vegetables fresh. In 1906, a new Pacific Fruit Express icing shed had been built in the railyard and was icing 10,000 refrigerator cars a year, using 50,000 tons of Tahoe Basin ice. Nearby, the former Ellen sawmill factory site was transformed into the Trout Creek Ice Company pond and warehouse (now occupied by the PG&E substation, with the ice ponds on the flat near the present mortuary). By 1920, the icing was shifted to stations at Roseville and Sparks that supplied man-made ice.

The railyard was also used by the local cattle and dairy industry as a transfer point. Each spring cows were brought up from the Sacramento Valley and unloaded, then driven to high country pastures; the procedure was reversed in the fall. Local butchers also shipped cattle from Nevada to their slaughterhouses in Truckee, all utilizing the stockyards located at the east end of the railyard.

Balloon Track. The balloon track was built in 1901 to facilitate the turning of snowplow trains, as before this time individual engines and plows had to be turned on the roundhouse turntable for another run up Donner Pass. When larger cab-forward engines were put into service in 1909, the balloon track was improved and strengthened to handle the heavier and longer locomotives. As these locomotives used more water, an additional water supply was acquired on Trout Creek and new water tanks were built at the roundhouse. The radius of the balloon track was then extended.

Power. At first, steam locomotives were powered by the huge stacks of 4-foot cordwood cut locally and loaded onto the trains to fire the boilers. In 1886, however, a large coal shed was built to supply passing engines. Two years later most locomotives were changed back to wood fired boilers, and the wood cutting helped keep the economy of Truckee rolling along.

Beginning in 1905, the railroad started switching its engines to oil fuel, and the following year a large oil tank was built east of the roundhouse. An even larger one was built in 1916. This new fuel was not without its drawbacks, as a 1904 coal fire in the yards burned for four weeks, sending up choking noxious smoke. Twice, circa 1910, oil spilled into the river in large enough quantities that it reached Reno. Waste oil was also dumped into a pit in the railyard.

By the late 1900s, freight traffic had increased to the point that larger and larger locomotives were required. Beginning in 1909, the first Mallet oil-powered compound locomotive was tested on the Donner route and proved large enough to pull the heavy trains up the steep grades. The new design Mallet engines, with cab forwards to prevent the smoke from choking the train crews, began to work the mountain grade in 1910. A modified articulated cab forward was introduced in 1928, and the engines continued in use as long as steam power lasted, necessitating the construction of an engine shed over the main sidings so that waiting helper engines did not have to sit out in the snowstorms.

The first diesel engine over the mountain pass departed Roseville on March 31, 1949, and by July a set of diesels was moving east over Donner Pass. From this point on, the slow dieselization began in the Sierra Nevada, and the last cab forward to operate in the Sierra passed through Truckee on a farewell excursion to Sparks on November 30, 1957. The last official run of a steam locomotive occurred October 19-20, 1958, with a special run from Sacramento to Sparks and back, "closing the door on nearly a century of revenue steam locomotive operation in the high Sierra."⁴⁹

Continued Operations. In 1907, Truckee lost its place as a crew changing point, as the addition of the double track in 1915, and larger engines sped up the trains so that crews could make it from Roseville to Sparks in a single 16-hour shift.⁵⁰ Many jobs were lost in Truckee, and the economy declined.

Despite Truckee no longer being a division point, through-traffic continued to increase and the yard was still important. Helper engines were still needed on the steep grade going west, and maintenance and snow removal crews were still stationed there. In 1923, however, the Truckee fire train was reassigned to Andover, on Schallenberger Ridge. The

⁴⁹ Signor, op. cit., pp. 208-209.

⁵⁰ Signor, op. cit., p. 61.

railyard gained additional staff and responsibilities in 1926 when the SPRR leased the Lake Tahoe Railway & Transportation Company narrow gauge line from Truckee to Tahoe City. Once standard gauging was complete, engines based in Truckee kept traffic moving on that branch.

By 1939, the roundhouse was being phased out in favor of housing engines at Sparks. As diesel engines took over the traffic demands for the SPRR, the importance of the Truckee Railyard diminished. The UPRR, however, still maintained a presence in the yard.

Return of the Lumber Industry. By 1955, modern technology and advancements in logging trucks allowed for another round of lumber production. Several sawmills had sprung up around Truckee, with the vacant railyard site the perfect spot for the largest and longest-lasting of this second round. The Burney Lumber Company built a large sawmill on the site, hauling logs in from the surrounding mountains that had not been logged in the early railroad logging operations. Much of the timber, however, was white and red fir, which are secondary species. Over the ensuing years the Douglas Lumber Company, Fibreboard Corporation, Louisiana-Pacific, and finally Fibreboard again, operated the sawmill. At its close in 1989, the mill was capable of milling 45 million board feet a year.

Project Area Vicinity.⁵¹ A portion of the Plan Area is located in the Historic Preservation Overlay District and entirely within the Downtown Specific Plan Area. The historic area of Downtown Truckee is divided into nine geographic character areas. The Plan Area is partially located within the Church Street and Railroad Character Areas.^{52,53} Character areas that are immediately adjacent to the Plan Area include the Commercial District Character Area, the River Character Area. The Town is currently pursuing National Register of Historic Places listing for two parts of Downtown: Commercial Row and Brickelltown. Character areas within and adjacent to the Plan Area are briefly described below.

- **Commercial District Character Area.** This is the business core of the historic Downtown and is located immediately west of the Plan Area. This character area stretches between Donner Pass Road to the south, High Street to the north, Bridge Street to the east, and Spring Street to the west. Commercial buildings were first constructed in this area in 1868 following the first major fire in Truckee (then Coburn's Station). Proximity to railroad freight and passenger depots immediately to the south spurred business development in this area. By 1885, the district was fully developed and prospering. Portions of the area were frequented by fires and brick replaced wood as the primary building material. Today buildings in this area date from 1870-1940. Architectural details vary, but the row is united by the consistent use of brick masonry

⁵¹ Adapted from Christensen et al., op. cit.

⁵² Winter, Nore V., 2003. *Truckee Downtown Specific Plan, Volume 3: Historic Design Guidelines*. Town of Truckee, Truckee, California.

⁵³ Lord, Paul A. Jr., 1981. *Fire and Ice: A Portrait of Truckee*. Truckee-Donner Historical Society. Truckee, California.

construction. An example of this is the circa 1913-1920, two-story, brick, Vernacular commercial building located at 10104 Donner Pass Road (currently occupied by the Tree House, a children's clothing and gift shop).

- **River Character Area.** This character area occupies a liner area primarily between the railroad and the Truckee River, including the blocks immediately south of the Plan Area. In 1872, Italian immigrants began developing these blocks.⁵⁴ The Chinese briefly occupied portions of this area after being forced to relocate there from other sections of the community. Historically, this area was predominantly residential, but commercial properties are not uncommon. Today, the River Character Area is still dominated by residential architecture dating from 1867-1940. A wide variety of styles are representative of this area and time period, and include Vernacular, Frontier Vernacular, Commercial, Queen Anne, Folk Victorian, Italianate, and Craftsman.
- **Railroad Character Area.** This is a narrow strip of land through which the Central Pacific (now Union Pacific) Railroad tracks pass, adjoining the western edge of the Plan Area. A portion of the Plan Area is within this character area. The dominant feature here is the railroad tracks with buildings remaining along the margins, such as the circa 1900 1.5-story railroad vernacular depot located at 10065 Donner Pass Road. Historical maps indicate that many more buildings were originally present in this area, including freight depots, storage sheds, car sheds, repair shops, workshops, lumber yards, a forge shop, warehouses, ice houses, tool houses, a ticket office, livery, the original Truckee Hotel, and a few small dwellings. The wide variety of functions translated to similar disparities in architectural types and styles.⁵⁵
- **Church Street Character Area.** This character area is located east of the Commercial Character Area and is roughly bounded by Jibboom Street to the north, Bridge Street to the west, and the railroad right-of-way to the south. A portion of the Plan Area is within this character area. Historically, this boomtown neighborhood was dominated by relatively small residential buildings that lined Church Street. Like the rest of Truckee, the architecture was simple, vernacular, front-gable with occasional limited Folk Victorian and Queen Anne detail. Development was densest near the Commercial Area, and thinned out towards the Plan Area. Today, most buildings date from 1890 to 1930, and are both traditional domestic and institutional architecture. On the east end of Church Street (within Plan Area) two historic buildings remain. These are the circa 1890, Vernacular barn converted to a residence at 10144 Church Street, and the circa 1885-1890 Vernacular/Folk Victorian boarding house/hospital converted to a residence at 10160 Church Street.

(4) Paleontological Setting. The Plan Area is in the Town of Truckee, which rests in the Sierra Nevada. The bedrock of the Plan Area is Miocene and Pliocene (25 - 2 million

⁵⁴ Truckee Donner Historical Society, op. cit.

⁵⁵ Winter, op. cit.

years old [ma]) volcanic rocks upon which younger Pleistocene (2 ma – 10 thousand years old [ka]) glacial and alluvial deposits rest.⁵⁶

Miocene and Pliocene Volcanic Rocks (20 – 2 Million Years Ago [mya]). Miocene to Pliocene volcanic rocks form the bedrock in and near the Plan Area.⁵⁷ These rocks are andesite and basalt flows common in the region. Igneous rocks do not generally contain fossils and are therefore not paleontologically sensitive.

Pleistocene Alluvium (40 Thousand Years Ago [ka] -- Recent). Portions of the Plan Area contain glacial and alluvial Pleistocene sedimentary deposits.⁵⁸ These deposits are generally loose gravel, sand, silt and clay. Pleistocene alluvial deposits commonly contain vertebrate fossil resources including, but not limited to mammoth, bison, horse, camel, ground sloth, saber-toothed cats, dire wolves, bear, rodents, birds, and reptiles.^{59,60,61,62}

d. Existing Conditions. This section describes the existing conditions for cultural resources in the Plan Area, followed by those for paleontological resources. The cultural resources existing conditions were derived from archival research, consultation with potentially interested parties, field survey, and historical significance evaluations. The existing conditions consist of the results of the records search, significance evaluations by other evaluators and LSA, and an assessment of Plan Area archaeological sensitivity.

(1) Records Search Results. An overview of the records search results is provided below. A more detailed discussion is provided in the cultural resources study. A review of

⁵⁶ Saucedo, G.J., and D.L. Wagner, 1992. *Geologic Map of the Chico Quadrangle, California*, 1:250,000. Regional Geologic Map Series, San Francisco-San Jose Quadrangle-Map No. 7A. California Division of Mines and Geology, Sacramento.

⁵⁷ Ibid.

⁵⁸ Ibid.

⁵⁹ Bell, C.J., E.L. Lundelius, Jr., A.D. Barnosky, R.W. Graham, E.H. Lindsay, D.R. Ruez, Jr., H.S. Semken, Jr., S.D. Webb, and R.J. Zakrzewski, 2004. The Blancan, Irvingtonian, and RanchoLabrean Mammal Ages. In *Late Cretaceous and Cenozoic Mammals of North America*, edited by M.O. Woodburne, pp. 232-314. Columbia University Press, New York.

⁶⁰ Hertlein, L.G., 1951. Invertebrate Fossils and Fossil Localities in the San Francisco Bay Area. In *Geology Guidebook of the San Francisco Bay Counties: History, Landscape, Geology, Fossils, Minerals, Industry, and Routes to Travel*, prepared by Olaf P. Jenkins, pp. 187-192. Bulletin 154. California Division of Mines, San Francisco.

⁶¹ Savage, D.E., *Late Cenozoic Vertebrates of the San Francisco Bay Region*. University of California Bulletin of the Department of Geological Science 1951 28(10):215-314. Berkeley.

⁶² Stirton, R.A., 1951. Prehistoric Land Animals of the San Francisco Bay Region. In *Geology Guidebook of the San Francisco Bay Counties: History, Landscape, Geology, Fossils, Minerals, Industry, and Routes to Travel*, prepared by Olaf P. Jenkins, pp. 177-186. Bulletin 154. California Division of Mines, San Francisco.

the North Central Information Center (NCIC) database indicated that two previous cultural resources studies of the Plan Area were done.

Recorded Cultural Resources. Seventeen cultural resources are recorded in the Plan Area. These resources consist of buildings and structures, archaeological sites, and California Historical Landmarks. Each resource is briefly summarized below and Table IV.I-1 provides a summary of the CEQA status for each resource.

Buildings and Structures.

- P-29-1204-H (field designation TC-LF2). This is a 220-foot-long segment of flood water retaining wall along the south side of Trout Creek in the northern portion of the Plan Area. This feature may date to the early 1950s. A previous historical significance evaluation found that P-29-1204-H does not appear eligible for listing in the National or California registers; therefore, P-29-1204-H does not appear to be a historical resource under CEQA.⁶³
- P-29-1205-H (field designation TC-LF3). This is an approximately 470-foot-long and 15-foot-wide semi-circular segment of dirt road that is adjacent to, and north of, the northern half of the balloon track in the Plan Area. A previous historical significance evaluation found that P-29-1205-H does not appear eligible for listing in the National or California registers; therefore, P-29-1205-H does not appear to be a historical resource under CEQA.⁶⁴
- P-29-1199-H (field designation TC-LF4). This is an approximately 550-foot-long, E-W-trending earth ditch measuring an average of 3 feet in depth and 8 feet in maximum width at its top. It is located parallel to Trout Creek in the northern portion of the Plan Area. Past interpretations indicate that it may be the former channelized course of Trout Creek, or possibly associated with mill operations. A previous historical significance evaluation found that P-29-1199-H does not appear eligible for listing in the National or California registers; therefore, P-29-1199-H does not appear to be a historical resource under CEQA.⁶⁵
- P-29-000823/CA-NEV-695H. This is a portion of an approximately 6.5-mile-long right-of-way and inactive railbed associated with the Hobart Southern Railroad, which ran north from Truckee approximately 6.5 miles to Hobart Mills. A portion of the right-of-way crosses the northern portion of the Plan Area. A previous historical significance evaluation found that P-29-000823/CA-NEV-695H does not appear eligible for listing in the National Register (and, therefore, the California Register) because of a lack of

⁶³ Lindström, Susan, 2002. *Trout Creek Restoration Project Heritage Resource Inventory, Truckee, California, Nevada County (Truckee 7.5' Quadrangle)*. Susan Lindström, PhD., Consulting Archaeologist. Truckee, California.

⁶⁴ Ibid.

⁶⁵ Ibid.

Table IV.I-1 CEQA Status of Cultural Resources in the Project Area

Resource	Description	Previous Evaluator	Historical Resource Under CEQA?
P-29-1204-H	creek retaining wall	Lindström	No
P-29-1205-H	dirt road	Lindström	No
P-29-1199-H	ditch	Lindström	No
P-29-000823/CA-NEV-695H	railroad right-of-way	Snyder	No
P-29-1202-H	segment of Hwy 267	Hope	No
P-29-1206-H	Pile of debris	N/A	No
Union Pacific Railroad Warehouse	warehouse	Hufstetler	Yes
10144 Church St	residence	Hufstetler and Christensen	Yes
10160 Church St	residence	Hufstetler	Yes
10130 East River St	residence	Hufstetler and Kimball	Yes
10294 Trout Creek Road	residence	Hufstetler	Yes
10310 Trout Creek Rd	residence	Hufstetler and Christensen	Yes
10320 Trout Creek Rd	residence	Hufstetler	Yes
Rail spurs and balloon track	railroad tracks	N/A	No
Garage	garage	N/A	No
P-29-950-H/CA-NEV-714-H	Lincoln Highway segment	N/A	Yes
CA Historical Landmark #780-6	transcontinental railroad	N/A	Yes
CA Historical Landmark #799	overland emigrant trail	N/A	Yes

Source: LSA Associates, 2008.

integrity; therefore, P-29-000823/CA-NEV-695H does not appear to be a historical resource under CEQA.⁶⁶

- **P-29-1202-H.** This is an approximately 550-foot segment of Highway 267 and associated features, a portion of which is in the western part of the Plan Area. The length of P-29-1202-H is described alternately as 550 or 210 feet. A previous evaluation found that this resource, as well as a 2.18-mile portion of Highway 267 (and associated features) from just north of its intersection with Glenshire Drive to just north of Joerger Road (south of

⁶⁶ Snyder, John, 1998. California Department of Parks and Recreation 523 Series Records for P-29-000823/CA-NEV-695H. On file at the North Central Information Center, California State University, Sacramento.

the Truckee River), is not a historical resource under CEQA. This non-significant segment includes that portion of Highway 267 that will be modified by the project.⁶⁷

- Union Pacific Railroad Warehouse. This is a one-story, rectangular, side-gable warehouse built circa 1900 by the Central Pacific Railroad. The building was originally used as a repair shop, but was later converted to a warehouse, and has been altered over the years. It received a rating of “6L” in the *Historic Property Directory* maintained by the California Office of Historic Preservation, meaning that it was “Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.” The Town’s historic resources and architectural inventory (HRI) identifies this building (THRI #133) as Category B, meaning that it is a “Contributing” building that has been altered, but still retains the ability to convey its significance. Although the building does not appear eligible for listing in the National or California registers either individually or as part of the proposed Commercial Row/Brickelltown Historic District,⁶⁸ it is considered to be a historical resource due to its inclusion in the HRI, which forms the basis for decisions made under the Town’s Historic Preservation Program. Therefore, the Union Pacific Railroad Warehouse is a historical resource under CEQA.⁶⁹
- 10144 Church Street. This is a one-story, vernacular, front-gable residence built circa 1900; the architect is unknown. It is associated with residential development at a time when Truckee’s economy was transitioning from ice manufacturing and lumber production to winter recreation. The building is cited as an example of residential development in Truckee and is a contributor to the proposed Commercial Row/Brickelltown Historic District. It received a rating of “3D” in the *Historic Property Directory* maintained by the California Office of Historic Preservation, meaning that it “Appears eligible for NR [National Register] as a contributor to a NR eligible district through survey evaluation.” The Town’s HRI identifies this building (THRI #125) as Category B, meaning that it is a “Contributing” building that has been altered, but still retains the ability to convey its significance. 10144 Church Street is a historical resource under CEQA.⁷⁰

⁶⁷ Hope, Andrew, 2002. *Historic Resource Evaluation Report for the Relinquishment of a Portion of State Highway 267 in Truckee, Nevada County, California*. California Department of Transportation, Sacramento.

⁶⁸ McQueen, R., T.H. Christensen, and M. Hufstetler, 2003. California Department of Parks and Recreation 523 Series Records for the Union Pacific Railroad Warehouse. On file at the North Central Information Center, California State University, Sacramento.

⁶⁹ McQueen, R., T.H. Christensen, and M. Hufstetler, 2003. California Department of Parks and Recreation 523 Series Records for the Union Pacific Railroad Warehouse. On file at the North Central Information Center, California State University, Sacramento.

⁷⁰ McQueen, R., T.H. Christensen, and M. Hufstetler, 2003. California Department of Parks and Recreation 523 Series Records for 10144 Church Street. On file at the North Central Information Center, California State University, Sacramento.

- 10160 Church Street. This is a 2.5-story, vernacular, front-gable residence built circa 1885-1890; the architect was Dave Cabona. It is associated with lodging and health care in the early 20th century, as it was a hospital and then a boarding house, and helped to meet the needs of a transient working population. The building is cited as an example of residential development in Truckee and is a contributor to the proposed Commercial Row/Brickelltown Historic District. It received a rating of “3D” in the *Historic Property Directory* maintained by the California Office of Historic Preservation, meaning that it “Appears eligible for NR [National Register] as a contributor to a NR eligible district through survey evaluation.” The Town’s HRI identifies this building (THRI #126) as Category B, meaning that it is a “Contributing” building that has been altered, but still retains the ability to convey its significance. 10160 Church Street is a historical resource under CEQA.⁷¹
- 10130 East River Street. This is a two-story, vernacular, side-gable residence built circa 1940; the architect is unknown. The residence is constructed from portions of two railroad cars, both of which were built in 1869. The building is cited as unusual example of railroad-related architecture and is a contributor to the proposed Commercial Row/Brickelltown Historic District. It received a rating of “3B” in the *Historic Property Directory* maintained by the California Office of Historic Preservation, meaning that it “Appears eligible for NR [National Register] both individually and as a contributor to a NR eligible district through survey evaluation.” The Town’s HRI identifies this building (THRI #140) as Category A, meaning that it is an “Essential” building that retains the highest degree of integrity and conveys its significance. 10130 East River Street is a historical resource under CEQA.⁷²
- 10294 Trout Creek Road. This is a one-story residence built on an irregular massed plan circa 1900, with additions in the 1940s and 1960s; the architect is unknown. The building has a long history on its original lot, and is cited as having a “familiar form,” but it has been extensively altered since its construction. Due to its lack of integrity and association with significant events or persons, it does not appear eligible for listing in the National Register. However, it received a rating of “6L” in the *Historic Property Directory* maintained by the California Office of Historic Preservation, meaning that it was “Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.” The Town’s HRI identifies this building (THRI #127) as Category C, meaning that it is a “Supporting”

⁷¹ McQueen, R., T.H. Christensen, and M. Hufstetler, 2003. California Department of Parks and Recreation 523 Series Records for 10160 Church Street. On file at the North Central Information Center, California State University, Sacramento.

⁷² Hufstetler, M., and Monica Kimball, 2003. California Department of Parks and Recreation 523 Series Records for 10130 East River Street. On file at the North Central Information Center, California State University, Sacramento.

building that has been altered, but may be of local preservation interest. 10294 Trout Creek Road is a historical resource under CEQA.⁷³

- 10310 Trout Creek Road. This is a one-story, vernacular, gabled cross-wing residence built sometime in the late 19th century; the architect is unknown. The building is cited as an example of residential development in Truckee and is a contributor to the proposed Commercial Row/Brickelltown Historic District. It received a rating of “3D” in the *Historic Property Directory* maintained by the California Office of Historic Preservation, meaning that it “Appears eligible for NR [National Register] as a contributor to a NR eligible district through survey evaluation.” A small shed is associated with this building.⁷⁴ The Town’s HRI identifies this building (THRI #128) as Category B, meaning that it is a “Contributing” building that has been altered, but still retains the ability to convey its significance. 10310 Trout Creek Road is a historical resource under CEQA.⁷⁵
- 10320 Trout Creek Road. This is a one-story, vernacular, front-gable residence built sometime in the late 19th century; the architect is unknown. The building appears individually eligible for listing in the National Register under Criterion C as an example of settlement-related architecture in Truckee; it is also a contributor to the proposed Commercial Row/Brickelltown Historic District. It received a rating of “3B” in the *Historic Property Directory* maintained by the California Office of Historic Preservation, meaning that it “Appears eligible for NR [National Register] both individually and as a contributor to a NR eligible district through survey evaluation.” Two small outbuildings are associated with this building.⁷⁶ The Town’s HRI identifies this building (THRI #129) as Category A, meaning that it is an “Essential” building that retains the highest degree of integrity and conveys its significance. 10320 Trout Creek Road is a historical resource under CEQA.⁷⁷

⁷³ Hufstetler, Mark, 2003. California Department of Parks and Recreation 523 Series Records for 10294 Trout Creek Road. On file at the North Central Information Center, California State University, Sacramento.

⁷⁴ In a letter report dated May 26, 2008, Architectural Historian James McCarty, M.L.A., of Kautz Environmental Consulting, Inc., conducted a historical resource eligibility evaluation of this shed and concluded that it does not contribute to the eligibility of the residence at 10310 Trout Creek Road.

⁷⁵ McQueen, R., T.H. Christensen, and M. Hufstetler, 2003. California Department of Parks and Recreation 523 Series Records for 10310 Trout Creek Road. On file at the North Central Information Center, California State University, Sacramento.

⁷⁶ McCarty (2008) reassessed the associative value of the outbuildings to the eligibility of the residence at 10320 Trout Creek Road. McCarty found that the removal of the outbuildings, located across Trout Creek Road from its associated residence, would not negatively affect the eligibility of the residence for the National Register.

⁷⁷ McQueen, R., T.H. Christensen, and M. Hufstetler, 2003. California Department of Parks and Recreation 523 Series Records for 10310 Trout Creek Road. On file at the North Central Information Center, California State University, Sacramento.

- P-29-950-H/CA-NEV-714-H. A portion of this segment of the Lincoln/Victory Highway (Glenshire Drive) is in the northern portion of the Plan Area. The route of this highway closely followed the original route of the Dutch Flat and Donner Lake Wagon Road. Although this segment has not been previously evaluated, it has significant historical associations with coast-to-coast interstate highway development. For purposes of this analysis, this portion of Lincoln/Victory Highway is considered a historical resource under CEQA.

Archaeological Sites.

- CA-NEV-75. This resource is very preliminarily documented at the NCIC. It is described as the archaeological remains of a prehistoric settlement “just below Truckee where Trout Creek enters the Truckee River.” Site location maps place its location within the Plan Area, a supposition supported by a local archaeologist, Susan Lindström, PhD., who stated to LSA that a Washoe archaeological site is located “beneath the gravel in the railyard.”⁷⁸ The location, condition, and legal significance of CA-NEV-75 is unclear at this time.
- P-29-1206-H (field designation TC1). This is the former site of a portion of the Fibreboard Mill. Constructed circa 1955 and torn down sometime between 1989 and 1992, the mill formerly consisted of several large buildings, a mill pond, long decks, and a lumber yard, all of which overlaid an area extensively graded and leveled with fill soil. At the time of its recording, P-29-1206-H was described as “. . . marked by concentrations of decomposing bark and cobble fill, and was associated with concrete building foundations and pads that were outside of the study area at that time.”⁷⁹ A previous historical significance evaluation found that P-29-1206-H does not appear eligible for listing in the National or California registers, and does not appear to be a historical resource under CEQA.⁸⁰

California Historical Landmarks

- California Historical Landmark #780-6 (first transcontinental railroad). The portion of the transcontinental railroad in the Plan Area consists of four sets of main line tracks in the Downtown Railroad Zoning Area. The Central Pacific completed the original Transcontinental Railroad line through Truckee, 119 miles out from Sacramento, on April 3, 1868, and to Promontory Point, Utah, on May 10, 1869, with Truckee serving as a transfer point for passenger and freight traffic. When the California State Park Commission listed the transcontinental railroad as State Historical Landmark #780-6 in 1962, it stated:

⁷⁸ Personal communication with Judith Marvin, November 22, 2006.

⁷⁹ Lindström, Susan, and Lizzie Bennett, 2001. California Department of Parks and Recreation 523 Series Primary Record for P-29-1205-H. On file at the North Central Information Center, California State University, Sacramento.

⁸⁰ Ibid.

The historical significance of the first transcontinental railroad can hardly be overestimated. Our nation was for the first time united with bands of steel. As a result, California and the West were developed economically, politically and socially at a pace not made possible by earlier means of transportation.⁸¹

Although the entire line has not been nominated for listing on the National Register, it was evaluated as eligible in 1997 as part of a California Department of Transportation project located about 1 mile east of Truckee. As stated:

It appears likely that the first transcontinental railroad as a whole could also be found eligible under Criterion C, as an engineering and human achievement in surmounting the Sierra and crossing the desert. The railroad has been called “the greatest engineering accomplishment of its era.”⁸²

This portion of the main line (i.e., the segment of California Historical Landmark #780-6 in the Plan Area) retains significant historical associations. Therefore, because the transcontinental railroad as a whole is listed in the California Register per PRC §5024.1(d)(2), the segment in the Plan Area is a historical resource under CEQA.

- California Historical Landmark #799 (overland emigrant trail). As stated in the Office of Historic Preservation’s register of California Historical Landmarks, “Over a hundred years ago, this trail resounded to creaking wheels of pioneer wagons and the cries of hardy travelers on their way to the gold fields. It is estimated that over thirty thousand people used this trail in 1849.” The historical significance of the overland emigrant trail is unquestioned. It was the primary route for tens of thousands of settlers in the 19th century, aided in the development of commerce and the budding economies of innumerable towns, and provided the route, over many of its segments, that modern transportation systems now occupy. As such, it is likely significant on the national, state, and local levels for its role in the overland settlement of California.

This portion of the overland emigrant trail (i.e., the segment of California Historical Landmark #799) clearly retains significant historical associations, but it is not definitively known if the segment actually passed through the Plan Area. However, because the overland emigrant trail as a whole is listed in the California Register per PRC §5024.1(d)(2), the segment that may be in the Plan Area is a historical resource under CEQA.

(2) Historical Significance Evaluations. LSA conducted archival research and field study to assess the historical significance of built environment and historical archaeological

⁸¹ Clement, op. cit., pp. 1-5.

⁸² Ibid.

features in the Plan Area. The significance evaluations reassessed the previous findings by other evaluators, and addressed one building, one railroad-related structure, and one road segment noted, but not evaluated in previous analyses. The purpose of the evaluations was to determine: 1) whether the resources met the definition of historical resources as defined in CCR Title 14(3) §15064.5(a) or unique archaeological resources under PRC §21083.2(g) and (2) if the resources did qualify as such, whether the project would result in a substantial adverse change in their significance as defined in CCR Title 14(3) §15064.5(b)(1). The significance criteria of the California Register and considerations of historical integrity were used as a basis for the eligibility conclusions.

Based on consultation with the Truckee-Donner Historical Society and archival and field study, LSA concurs with the previous evaluations of the resources listed in Table IV.I-1. As shown in Table IV.1, LSA is of the opinion that the residences at 10144 and 10160 Church Street; the residence at 10130 East River Street; the residences at 10294, 10310, and 10320 Trout Creek Road; the Union Pacific Railroad Warehouse and California Historical Landmarks #780-6 and 799 qualify as historical resources under CEQA. It is likely that P-29-950-H/CA-NEV-714-H, due to its significant historical associations, also qualifies as a historical resource; hence, it is considered a historical resource in this analysis.

LSA Significance Evaluations. LSA evaluated the California Register eligibility of the rail spurs and balloon track in the western and central portions of the Plan Area, as well as a garage located in the southwest quadrant of the intersection of Church Street and Donner Pass Road. A statement is also made about the likely eligibility of P-29-950-H/CA-NEV-714-H. The results of the evaluations and eligibility statement are described below.

Rail Spurs and Balloon Track.⁸³ Within the Plan Area, the railroad consists of three standard gauge spurs (one to the lumber company) and the balloon track, a single standard-gauge spur line that circles eastward from the main line. Based on the architectural field survey, the rail spurs and the balloon track do not retain sufficient integrity to convey any notable sense of engineering or associative significance. Although they are located in their original alignments, routine maintenance and periodic replacement and realignment have compromised their integrity of design, materials, workmanship, and feeling to their period of significance between the late 19th century and the advent of the diesel engines. In addition, and more importantly, the railyard surrounding the tracks has changed dramatically since its construction and period of significance. For these reasons, the rail spurs and balloon track do not appear eligible for listing on the National or California registers under any of the applicable criteria, nor do they appear to be historical resources under CEQA.

⁸³ Historical information adapted from "Truckee Railyard-Millsite History." *Sierra Sun*, March 11 and 25, 2005.

Garage. This architectural resource is a simple one-story frame Craftsman garage with a front-gable roof. The roof is covered with corrugated metal over the original wood shingles, and feature exposed rafters, eave boards, and knee braces. The walls are clad in wood shingles over horizontal board siding, all affixed with cut nails. Double garage doors, constructed of plywood and affixed with strap hinges, are located on the primary façade. A frame window, on the side elevation, is now boarded over. The building is not depicted on the 1907 Sanborn map, and appears to have been constructed in the 1920s. It may be associated with the Methodist Episcopal Church, or some nearby residence.

The garage is not associated with any events that have made a significant contribution to the proposed Commercial Row/Brickelltown Historic District, nor is it associated with any person of local significance. It is a simple Craftsman garage, a typical example of a common resources type, and does not represent the work of a master or important creative individual. It does not possess the ability to answer important questions in history. The building's integrity has been compromised by door replacement and roof coverings. The building is identified as an ancillary structure in the Town's HRI, but due to lack of integrity it a minor building that does not contribute to the significance of the proposed Commercial Row/Brickelltown Historic District. Based on a lack of integrity, the garage also does not appear individually eligible for listing on the National or California registers, and does it appear to be a historical resource under CEQA.

P-29-950-H/CA-NEV-714-H.⁸⁴ This resource is a portion of the Lincoln/Victory Highway (Glenshire Drive) in the northern portion of the Plan Area. The route of this highway closely followed the original route of the Dutch Flat and Donner Lake Wagon Road. The Lincoln Highway concept was conceived by the Lincoln Highway Association in 1913 in concert with the fledgling auto industry and its subsidiaries. The project entailed the assembly of a continuous improved road from the Atlantic to the Pacific, joining San Francisco and New York. In the 1920s, portions of the Lincoln Highway were redesignated as the "Victory Highway." Conceived as a memorial to veterans of World War I, the route extended from San Francisco to Atlantic City. It opened officially on June 25, 1927, the first cross-country road to be completed as a through route. This segment has significant historical associations with coast-to-coast interstate highway development. It retains integrity, and would likely be eligible for listing in the National and California registers on the local level as a portion of the main eastern entry of the Lincoln Highway/Highway 40 into Truckee. For the purposes of this analysis, P-29-950-H/CA-NEV-714-H will be considered to be a historical resource under CEQA.

(3) Resources in the Project Area Vicinity. The Plan Area is adjacent to, and within portions of, the proposed Commercial Row/Brickelltown Historic District. Specific "character areas" have been identified as representative of a particular historical theme or architectural

⁸⁴ Ibid.

style prevalent in a given area. The south and western-most portions of the Plan Area are within the Church Street and Railroad Character Areas. A description of these character areas is provided earlier in this section.

(4) Prehistoric Archaeological Sensitivity. The gently sloping banks of the Truckee River and adjacent terraces are sensitive for the occurrence of prehistoric archaeological sites. A previous archival and literature study conducted for a gas pipeline expansion project in portions of Truckee found that prehistoric site types in the vicinity can be expected to range from major habitation locations to small resource procurement and processing sites. The study found that “The highest probability for such sites is along the Truckee River and its floodplain. . .”⁸⁵ a setting that includes the Plan Area. The archaeological sensitivity of the Plan Area is supported by reports of a prehistoric site, CA-NEV-75, located “beneath the gravel in the railyard.”⁸⁶ The previous sensitivity assessment and the report of a prehistoric archaeological site indicate that the Plan Area is sensitive for prehistoric archaeological deposits.

(5) Historical Archaeological Sensitivity. A review of maps and historical publications, as well as interviews with persons knowledgeable about the history of Truckee, indicates the likely presence of historical archaeological features and/or deposits in the Plan Area. The project has also been physically transformed as the land changed hands and new uses were crafted from the material remnants of past site activities. This information indicates that subsurface archaeological features not readily apparent during the field review may exist in the Plan Area. Notable buildings and structures that may remain as archaeological features in the Plan Area are discussed below.

Granite Roundhouse Foundation. The stone foundation of the granite roundhouse is located in the western portion of the Plan Area, and is currently obscured by modern development. Until recently, the roundhouse foundation was visible from the air, and its location is depicted on historical maps and photographs of the area.⁸⁷ The Truckee-Donner Historical Society has stated that the roundhouse foundation is a significant feature that represents the history of railroading in Truckee, and considers its consideration in project planning a high priority.

Other Possible Railroad-Related Archaeological Features. Other possible Plan Area features include two roundhouses that predate the granite roundhouse, repair and machine shops, a turntable, oil and water tanks, an ice shed, supply houses and bunkers, coal and

⁸⁵ Gerike, Christian, Suzanne Stewart, and Brian Terhorst, 1994, p. 13. *A Cultural Resources Archival and Literature Study for the Southwest Gas Expansion Project, Nevada, Placer, and Eldorado Counties, California*. Stewart/Gerike Consultants, Mountain Ranch, California.

⁸⁶ Personal communication with Judith Marvin, November 22, 2006.

⁸⁷ The roundhouse is depicted on the Sanborn Fire Insurance Maps for Truckee (1907, 1933), and is shown in historical photos (Truckee-Donner Historical Society 1994).

wood sheds, car repair shops, a car shed, various shop buildings, and other industrial and commercial features. Remnants of raised tracks, sidings and spur tracks may also be encountered. These features span the history of the railyard from 1868 until it was dismantled in the 1950s. As such, they provide a history of continuous construction, alteration, dismantling, burning, rebuilding, and new construction as technological advances or economic shifts changed the nature of land uses in the Plan Area. In consideration of the importance of the railroad to the history of Truckee, such features may be highly significant.

The Sierra Nevada Wood and Lumber Company Railroad narrow gauge line paralleled the western side of the balloon track and terminated at the end of Church Street. Their office and depot was located in the west end of the Plan Area boundary.^{88,89} The present track, although located in the approximate alignment of the Hobart Line, is a modern replacement.

Assumption Catholic Church. The Assumption Catholic Church, founded in 1885, was for many years located on Block F in Truckee, slightly northwest of the roundhouse and within the Plan Area. It was built adjacent to the roundhouse as many of the railroad workers were Irish.⁹⁰ It was moved to Church Street in 1907, and to its present location in 1949 when State Route 267 was constructed.

Frank Kearney's Chicken Ranch. Frank Kearney supplied eggs for Truckee sometime between 1910 and 1938-40. Ranch buildings included a two-story residence, two hen houses, two rock dug-out buildings, and a series of outbuildings, fences, and access roads.⁹¹ This site is located near the east end of the Plan Area, on the hillside across Trout Creek.

Truckee Sewer System. The upper line of the Truckee Sanitary District, formed in 1907 when bonds were voted for a sum of \$16,000, is the oldest sanitary district in the State of California. The system was installed in 1908 and remained basically unchanged until the 1960s. The northern line, which is within the Plan Area, ran east from Church Street and emptied into the Trout Creek floodplain south of the creek and west of the point where the creek closely parallels the railroad. Two cesspools were also located within the Plan Area, on either side of the tracks, but their exact location is unknown.⁹²

⁸⁸ Bliss, W.S., Engineer, 1916. *Map of Railway and Terminals of the Lake Tahoe RY. & Transportation Co. Situated in Placer and Nevada Counties, California.* Scale: 200 feet to 1 inch.

⁸⁹ Signor, John R., op. cit.

⁹⁰ Richards, Gordon, 2005. "Truckee Railyard-Millsite History." *Sierra Sun*, March 11 and 25, 2005.

⁹¹ Lindström, Susan, op. cit., p. 16.

⁹² Personal communication between Gordon Richards (Truckee-Donner Historical Society) and Judith Marvin (LSA Associates), November 21, 2006.

Fibreboard Mill Site. The large sawmill was constructed in 1955 by the Burney Lumber Company, then operated by Fibreboard, Louisiana-Pacific, and finally again by Fibreboard, closing in 1989. The entire site, however, has been demolished and razed and it no longer embodies distinctive methods of construction or possesses sufficient integrity to be a significant cultural resource.

(6) Paleontological Existing Conditions. No recorded paleontological resources are in the Plan Area. The closest recorded paleontological resource to the Plan Area was a vertebrate fossil locality found in Pleistocene alluvium less than 5 miles northeast of the Plan Area. The type of Pleistocene sedimentary deposits that underlie portions of the Plan Area are known elsewhere to contain paleontological resources representative of the Rancholabrean land mammal age, such as mammoth, bison, horse, camel, ground sloth, saber-toothed cats, dire wolves, bear, rodents, birds and reptiles. Vertebrate fossils are significant paleontological resources and geological units that contain such fossils have a high paleontological sensitivity.

2. Relevant Railyard Draft Master Plan Policies

The Draft Master Plan does not include specific polices related to cultural and paleontological resources.

3. Impacts and Mitigation Measures

Implementation of the proposed project has the potential to result in significant impacts to cultural and paleontological resources. Impact avoidance is the most desirable option, but this is not always feasible in areas that are constrained by existing development or physiographic features. If avoidance is not feasible, mitigation measures must be implemented to offset significant impacts or reduce the severity of them to a less-than-significant level. In cases where mitigation does not offset or reduce the impacts to less-than-significant, the project would result in significant unavoidable impacts.

Project activities that have the potential to significantly impact cultural and paleontological resources include: (1) soil excavation and grading for site preparation, foundation construction, and building utilities; (2) demolition of existing buildings; and (3) construction of new buildings and streetscape features.

Potentially-significant project impacts to paleontological and cultural resources are discussed below. Mitigation measures are then provided to reduce impact significance, where possible, to less-than-significant levels.

a. **Criteria of Significance.** Implementation of the project would have a significant impact on cultural and paleontological resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CCR Title 14(3) §15064.5.

Specifically, substantial adverse changes include physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be “materially impaired.” The significance of a historical resource is “materially impaired” when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, a historical resource list.

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CCR Title 14(3) §15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

b. **Less-Than-Significant Cultural and Paleontological Resources Impacts.** The following describes less-than-significant project impacts to cultural and paleontological resources. These impacts are less than significant because either the resource does not possess legal significance, or the level of impact does not meet or exceed the significance threshold.

(1) **Historical Resources within Master Plan Area.** The Plan Area contains ten architectural and built environment resources that qualify as historical resources under CEQA. Of the ten qualifying resources, one historic resources is anticipated to be removed as part of implementation of the Draft Master Plan (see the potentially significant impacts subsection for a discussion on the potential removal of the Union Pacific Railroad Warehouse). The nine resources not anticipated to be removed as part of implementation of the Master Plan include:

- 10160 Church Street. This residence is a contributor to the proposed Commercial Row/Brickelltown Historic District and was rated as a Category B building in the Town’s HRI. It is a historical resource under CEQA.
- 10130 East River Street. This residence appears to be individually eligible for listing in the National Register, and is also a contributor to the proposed Commercial Row/Brickelltown Historic District. The building was rated as a Category A building in the Town’s HRI. It is a historical resource under CEQA.
- 10294 Trout Creek Road. This residence was rated as a Category C building in the Town’s HRI. It is a historical resource under CEQA.

- 10310 Trout Creek Road. This residence is a contributor to the proposed Commercial Row/Brickelltown Historic District. The building was rated as a Category B building in the Town's HRI. It is a historical resource under CEQA.
- 10320 Trout Creek Road. This residence appears to be individually eligible for listing in the National Register, and is also a contributor to the proposed Commercial Row/Brickelltown Historic District. The building was rated as a Category A building in the Town's HRI. It is a historical resource under CEQA.
- 10144 Church Street. This residence is a contributor to the proposed Commercial Row/Brickelltown Historic District and was rated as a Category B building in the Town's HRI. It is a historical resource under CEQA.

Independent of the Draft Master Plan, re-development of any of these properties could be proposed. If that was to occur, development review in these zoning areas would be done in accordance with the Truckee Development Code, and issues relating to historical architectural resources would be governed through the application of the Historic Preservation Overlay requirements. Additionally, if and when removal of any of these resources is proposed, the proposed removal would be subject to CEQA review as their removal is not being considered as part of this Master Plan.

The one resource that is proposed for removal is discussed below in subsection c.

Implementation of the Master Plan would also occur in areas containing three built environment resources including:

- California Historical Landmark #780-6 (transcontinental railroad) lies within, or are documented as lying within, the Plan Area. This landmark qualifies as a historical resources per PRC §5024.1(d)(2).
- California Historical Landmark #799 (overland emigrant trail) lies within, or are documented as lying within, the Plan Area. This landmark qualifies as a historical resources per PRC §5024.1(d)(2).
- P-29-950-H/CA-NEV-714-H (Lincoln Highway segment), lies within the Plan Area. This roadway segment has significant historical association with coast-to-coast interstate highway development. This segment is considered a historical resource under CEQA.

California Historical Landmarks #780-6 and #799 qualify as historical resources, per PRC §5024.1(d)(2), on a broad basis. Some landmarks commemorate a particular building or historic site and are discrete, well-defined resources whose legal boundaries are clearly known. Others, such as the transcontinental railroad and the overland emigrant trail, are extensive linear features that consist of interrelated segments. For this reason, and to facilitate impact assessment under CCR Title 14(3) §15064.5, this impacts analysis considers the integrity of California Historical Landmark #780-6 and #799 to determine whether their individual segments subject to impact actually possess aspects of integrity

that could be materially impaired through project implementation. This is the measure used to determine if a substantial adverse change in their significance, and therefore a significant impact on the environment, would occur.

Based on the nature of the proposed project and land use activities that are anticipated in the Master Plan, California Historical Landmark #780-6 would not be adversely affected by implementation of the Master Plan. The UPRR would retain control of its right-of-way necessary to continue rail operations. This would prevent any actions that would materially impair the main line's integrity, and that are reasonably related to the proposed action, from occurring. The main line's integrity of association would, in fact, be enhanced because of the continuation of rail operations on the original historical alignment of the transcontinental railroad. For these reasons, any potential impacts to California Historical Landmark #780-6 would be less than significant.

Based on the nature of the resource, California Historical Landmark #799 would not be adversely affected by implementation of the Master Plan. The location of the overland emigrant trail, which purportedly runs through the Plan Area, is not confirmed. A report by the California Department of Parks and Recreation states that the segment is "no longer verifiable."⁹³ However, even if the segment's location was known, no physical evidence of it was identified on two separate archaeological surveys of the Plan Area. Further, if its location is accurately depicted in the California Department of Parks and Recreation (1991) report, any traces of the trail segment would most likely have been destroyed by historical and modern development. If this were the case, the segment would no longer possess physical integrity, the diminishment of which is a measure of whether the significance of a resource is materially impaired (CCR 14(3) §15064.5(b)(2)(A)). Because no such aspects of integrity remain to be materially impaired, no substantial adverse change in its significance would occur. For this reason, any potential impacts to California Historical Landmark #799 would be less than significant.

A segment of P-29-950-H/CA-NEV-714-H (Lincoln Highway) is coterminous with Glenshire Drive in the northern portion of the Plan Area. Based on the nature of the project's proposed improvements to Glenshire Drive, it is not anticipated that adverse effects to P-29-950-H/CA-NEV-714-H would exceed the impact significance threshold. The project proposes to realign the route of Glenshire Drive slightly to the north to allow for the relocation of the existing railyard balloon track farther east in the Plan Area. Although the road has been maintained and improved over the years, it remains a two lane roadway whose route has undergone minor alignment changes. The realignment proposed by the project would introduce a slight curve approximately 1,250 feet east of

⁹³ California Department of Parks and Recreation, 1991, p. 4. *Feasibility Study, Truckee Route (Donner Party Trail), a Portion of the California Emigrant Trail*. California Department of Parks and Recreation. Sacramento.

an existing curve of similar magnitude that leads to a 90-degree turn in Glenshire Drive. Despite this realignment, the view corridor would remain substantially the same for motorists traveling east or west on Glenshire Drive, as no visual impediments would obstruct the light of sight along the roadway. This minor change, when considered in the context of the Lincoln Highway's history, would be consistent with the development of the highway as a consolidation of dissimilar road segments that varied in size and linear form. The segment of P-29-950/CA-NEV-714-H that would be realigned would remain a two-lane, improved road, and would retain most aspects of integrity. Its integrity would not be materially impaired because it would remain in substantially the same form as previously, with no discordant changes that would significantly alter perceptions of it as the former Lincoln Highway. For these reasons, any potential impacts to P-29-950-H/CA-NEV-714-H would be less than significant. (LTS)

(2) Nearby Historical Architectural Resources. The project will result in development in the railyard that is different in scale and land use intensity than previous uses of the Plan Area. The project impacts discussion below is organized by character area to conform to the neighborhoods and areas described in the historical setting section.

Church Street Character Area – The Italian Quarters. The bulk of the buildings in this portion of the character area would not be directly affected by implementation of the Draft Master Plan and are expected to remain in private ownership. They are, however, situated directly adjacent to the north side of the Master Plan Area and their setting would be directly affected. As the residences are situated on the hillside, the affects would be primarily visual. While their setting would be impacted, the resulting change will not result in a substantial adverse change because their significance would not be materially impaired. They would still retain their status as historical resources under CEQA because they would remain contributors to the proposed Commercial Row/Brickelltown Historic District. Their setting may even be improved by the proposed design standards and guidelines for the Downtown Extension area included in the Draft Master Plan. For these reasons, this impact would be less than significant.

Church Street Character Area – Church Street District. The Goals & Policies in the *Downtown Truckee Specific Plan*, as reflected in the *Historic Design Guidelines*, for the Church Street District state that development review in the Character Area should emphasize the preservation and restoration of historical structures, when feasible; continue to develop with buildings that relate in mass and scale to the building forms seen historically; continue the use of traditional building materials; encourage the use of residential building forms and the use of front porches; encourage detached garages that are subordinate in character and scale to the primary structure; and to visually reconnect the eastern portion by promoting new infill that draws upon characteristics seen in the west side.⁹⁴

⁹⁴ Winter, 2003, op. cit.

Based on the development standards and guidelines included in the Draft Master Plan, which explicitly call for building design and streetscape improvements that are respectful of historical architecture in the vicinity, the impact to the setting of the contributing properties in the Church Street District would be less than significant. It is likely that the economic stimulus of the development would result in a beneficial impact, as the proposed Downtown Extension area would be constructed immediately east of the district. This area to be developed had historically been occupied by the railyard and sawmill, but has since been virtually vacant for nearly two decades following the removal of the majority of buildings and features associated with those uses. The proposed design is inspired by the Commercial District Character Area to the west of the Church Street District, with buildings built to the sidewalk, and shop windows, awnings, and arcades, as appropriate. As the Church Street District is bounded on the west by the existing Commercial District, the character of the area would not be compromised such that a substantial adverse change in the significance of any contributing properties of the proposed Commercial Row/Brickelltown Historic District would occur.

Commercial District Character Area. The Goals & Policies in the *Downtown Truckee Specific Plan*, as reflected in the *Historic Design Guidelines*, for the Commercial District Character Area state that development review in the Character Area should emphasize the preservation and restoration of historic structures; continue the use of traditional building materials; maintain traditional mass, size, and form of buildings seen along the street; design new commercial buildings with storefront elements similar to those seen historically, but without direct imitation of historic details; design new construction that reinforces the retail-oriented function of the street and enhances its pedestrian character; to promote friendly, walkable streets; and to align the setbacks of new buildings at the sidewalk edge on Front Street.⁹⁵

The Commercial District Character Area, anchored by Commercial Row on Donner Pass Road, is within the viewshed of the project's western boundary. Architecturally, the Downtown Extension area will conform to the development standards and guidelines specifically designed to create a visually compatible and pedestrian-friendly transition from Commercial Row to the new development. As designed, the Draft Master Plan would introduce new development that would alter the setting of Commercial Row, but that alteration would not be sufficient to compromise the qualities that justify the significance of the contributing buildings. The development standards and guidelines for the Downtown Extension area, the Industrial Heritage area, and the Trout Creek area contain specifications for the form, massing, block design, and streetscape of the new development, which would be reminiscent of the diversity of uses and historical appearance of the Downtown Character Area without reproducing existing architectural styles. To develop these specifications, the

⁹⁵ Winter, op. cit.

Draft Master Plan incorporates the findings of a block structure analysis to tailor the new block design for compatibility. The analysis concluded that:

Block structure patterns influence the rhythm and character as well as affect the walkability of a place. This block structure analysis provides a frame of reference for Truckee's historic Downtown and other similarly situated mountain town communities and informs the planning process for the Railyard. Integration of the Railyard redevelopment with Truckee's adjacent historic Downtown will be facilitated through a block level pattern that is appropriate in scale and context to the historic character of the area.⁹⁶

The environmental impact report for the *Truckee 2025 General Plan* concluded that the development of the railyard through the implementation of a master plan would not result in significant impacts, a conclusion supported by the findings of this analysis.

(3) Recorded Archaeological and Built Environment Features. As described in the existing conditions section, the Plan Area contains 17 recorded cultural resources, all of which were evaluated to determine if they qualify as historical resources or unique archaeological resources under CEQA. Seven out of 17 of the resources did not qualify as historical resources or unique archaeological resources due to a lack of integrity or significant historical associations. The resources that did not qualify are:

- P-29-1204-H, creek retaining wall
- P-29-1205-H, a dirt road
- P-29-1199-H, a ditch
- P-29-000823/CA-NEV-695H, a railroad right-of-way
- P-29-1202-H, a segment of Highway 267 (Donner Pass Road)
- Garage
- Rail spurs and balloon track
- P-29-1206-H, a pile of debris

Because none of these features, sites, or buildings qualify as historical resources or unique archaeological resources, their removal by project activities would result in a less-than-significant impact.

(4) Adverse Affects on the Economic Viability of Commercial Row. Truckee has a well-maintained and vibrant mixture of commercial uses represented on Commercial Row. This is the hub of historical architecture in the town, and a primary activity and social center identified by the *Truckee 2025 General Plan* (General Plan) as a key in the economic growth of the town. The project as proposed will enlarge the tax base and bring a community presence to a site that has not seen meaningful use in nearly 20 years.

⁹⁶ Dinsmore Sierra, 2007. *Block Structure Analysis for the Railyard Master Plan Area*. Reno, Nevada.

There is a link between the active use of historic neighborhoods and commercial areas and their sustainability. The concept of heritage tourism⁹⁷ is gaining favor as municipalities seek to improve their economic outlook while maintaining the sense of place conveyed through the uniqueness of the community's historical development.⁹⁸ The General Plan emphasizes the necessity of maintaining those qualities of Commercial Row as a touchstone for future development. Several aspects of the General Plan link the desired goals of the town with the policies and actions designed to bring those goals to fruition. The Community Character Element, in particular, is expansive on the topic of the viability of Commercial Row. Some of the guiding principles in the Community Character Element would be achieved by the project:

- Strengthen Truckee's town centers as vibrant, mixed use hubs of community life.
- Create a diverse, complementary hierarchy of mixed use and neighborhood centers to strengthen Truckee's economic base and provide focal points for the town and its neighborhoods.
- Improve and strengthen connections between the town's neighborhoods and centers.

The Downtown area (anchored by Commercial Row) is designated as a "Commercial/Mixed Use Center" on Figure CC-2 of the General Plan, indicating the Town's desire to enhance this center. The concept of "center" is used in the General Plan as one of four types of "discrete community areas" analyzed in the Community Character Element. As stated in the Community Character Element, mixed-use centers are defined as:

. . . areas that include a mixture of residential, retail and office development. In terms of town design, mixed use centers have come to be recognized as one of the key components of traditional development that makes it vibrant and successful. They not only provide a human presence and support for commercial areas and businesses, but also provide opportunities for people to live in proximity to where they work and shop, reducing dependence on the automobile.

The project would provide mixed-use development in furtherance of the Community Character principles discussed above and, due to the number of live/work and residential units, would increase the residential capacity of the Downtown area. The pedestrian-oriented transition between Commercial Row and the Downtown Extension area would be facilitated by the block and lot design, building density, building setbacks, frontage types,

⁹⁷ The National Trust for Historic Preservation defines heritage tourism as ". . . traveling to experience the places, artifacts and activities that authentically represent the stories and people of the past and present. It includes cultural, historic and natural resources."

⁹⁸ "Through appropriate funding, sensitive development, and promotion, heritage tourism affords a solid foundation that sustains the resource as well as offering a social and economic impact" (Hargrove, 2002). For more information see <http://crm.cr.nps.gov/archive/25-01/25-01-4.pdf>.

and streetwall articulation. Rather than walling off Commercial Row, the project emphasizes a cohesive transition that is sympathetic to existing uses and building styles rather than strictly imitative. Additionally, lodging facilities in the Plan Area would increase the exposure of Downtown Truckee to those who may engage in heritage tourism and seek to shop at, dine in, and enjoy the historical authenticity of, Commercial Row's varied establishments.

In discussing the concept of gateways, the Community Character Element notes that the Plan Area is a key part of the Highway 89 North/Donner Pass Road Gateway. As described, "This gateway delimits the entry into central Truckee from Interstate 80 and Highway 89 to the north, and from Glenshire to the east, traveling along Donner Pass Road. An important feature of this gateway is the perspective upon the Downtown that is gained as one travels downward into the river valley." In developing the General Plan, Truckee residents linked the project with maintaining this gateway by stating that "With development of the Railyard site, this gateway will increase in prominence and importance since it will delimit the east end of Truckee's Downtown main street as it connects through the new Railyard neighborhood to Commercial Row."

One goal in the Community Character Element specifically addresses the redevelopment of the Plan Area, and established the community's wishes as expressed through the General Plan.

Goal CC-7 calls for the Town to "Develop the Railyard as a vibrant, mixed use district within the Downtown area," and established several policies and actions to achieve this goal:

Policies

P7.1: Redevelop the Railyard site as an extension of the Downtown that complements and enhances the entire Downtown area.

Actions

A7.1: Develop and implement a Master Plan for the Railyard that addresses the following components:

- (A) Detailed design guidance for specific "character areas" identified within the project area.
- (B) Design that is sensitive and responsive to the site's context, historic heritage, and the community vision for the Downtown and for Truckee as a whole.
- (C) Design that is authentic and original, and that does not replicate that of the historic Downtown area.
- (D) A high quality pedestrian and bicycle environment.
- (E) Civic and public facilities.
- (F) Housing.

(G) Extension of Truckee's Downtown Main Street along Commercial Row through the Railyard to connect with Glenshire Drive, thereby creating a new community gateway and reinforcing Trout Creek as the northeastern boundary of the Downtown.

(H) Design and improvements that enhance Trout Creek as a valuable asset for Downtown and for Truckee as a whole.

Each of these components is incorporated in the draft project, reflecting the deliberation of Truckee residents and decision makers to define their future community.

The General Plan was EIR that addressed cultural resources as an issue of concern. The analysis specifically discussed potential impacts to cultural resources, particularly historical architectural resources, as part of the implementation of the General Plan and the development of the railyard. The EIR found that the policies and actions contained in Goal CC-18, one of which implements the Town's Historic Preservation Program, are sufficient to avoid or mitigate any potential impacts to cultural resources. For this reason, no mitigation measures were recommended in the EIR.

It is not anticipated that the project would result in adverse impacts to the economic viability of Commercial Row. In fact, it is likely that the project would have beneficial effects on the vitality of Commercial Row by drawing a new residential and tourist population to a formerly underutilized site and creating a linkage with existing Downtown uses. The concept of new, cohesive commercial development in a walkable downtown should result in the "critical mass", which would enhance the draw of Truckee as a retail destination. The resulting increase in commercial activity should contribute to a vital downtown that would benefit from an expanded range of retail offerings, and thereby maintain stable revenue streams. This vitality, in turn, should enable owners to undertake the routine maintenance and upkeep necessary for buildings to retain their historic integrity. It has been stated by members of the preservation community in Truckee that "The conversion of the abandoned railyard-mill site is the natural progression of the history of the region."⁹⁹ Therefore it is not likely that implementation of the Master Plan would result in disinvestment in Commercial Row or other negative impacts.

c. Potentially Significant Cultural and Paleontological Resources Impacts. The following section describes potentially significant project impacts to cultural and paleontological resources. Mitigation recommendations are made to avoid, minimize, or offset such impacts where possible.

(1) Historical Resources within Master Plan Area. The Plan Area contains ten architectural and built environment resources that qualify as historical resources under

⁹⁹ Richards, Gordon, n.d. "Truckee Railyard-Millsite History." Website: <http://truckeehistory.org/history29.htm>.

CEQA, as discussed above. One of these resources would be removed as the Master Plan is implemented:

- Union Pacific Railroad Warehouse. This building does not appear to be individually eligible for the National Register, nor to be a contributor to the proposed Commercial Row/Brickelltown Historic District. The building was rated as a Category B building in the Town's HRI. It is a historical resource under CEQA.

Impact CULT-1: Implementation of the Master Plan will result in demolition of the Union Pacific Railroad Warehouse, an architectural resource that meets the definition of historical resources under CEQA. (S)

Mitigation Measure CULT-1: Prior to issuance of any demolition permits for the affected properties, the applicant shall prepare architectural documentation of the Union Pacific Railroad Warehouse minimizing the environmental impact of this buildings' loss. The documentation shall be done to Historic American Buildings Survey (HABS) Level III or higher standards, according to the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation: HABS/HAER Standards*.¹⁰⁰

The photo-documentation shall capture primary building elevations, character-defining architectural features, and the architectural context of the building. All photographs will be done to HABS-level quality (i.e., archival, high resolution prints anticipated to have a life span of 300-500 years). A historical summary shall be prepared to accompany the photo-documentation to describe the historical and architectural significance of the property. A copy of the report, with original photo negatives and prints, shall be submitted to the Town of Truckee Community Development Department, Truckee Library, the Truckee-Donner Historical Society, and the NCIC.

This mitigation will minimize the severity of this impact. It will not, however, be sufficient to reduce the impact to a less-than-significant level, and the impact will remain significant and unavoidable. (SU)

Implementation of Mitigation Measure CULT-1 would reduce such impacts, but they would not be reducible to a less-than-significant level in light of the decision in *League for the Protection of Oakland's Architectural and Historic Resources v. City of Oakland* (55 Cal.App.4th 896; 60 Cal.Rptr.2nd 821 [1991]). That decision established that a historical building, once demolished, normally cannot be adequately replaced by documentation and commemorative markers. Despite the fact that an impact will not be reducible to a less-than-significant level, PRC §21002.1(b) states that public agencies shall mitigate or avoid

¹⁰⁰ National Park Service, 1990. *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines*. Website: http://www.nps.gov/history/local-law/arch_stnds_6.htm.

significant effects on the environment whenever it is feasible to do so. The Historic Preservation Program EIR¹⁰¹ found that removal of significant historical resources would be a significant unavoidable impact. Removal of the warehouse building cannot be avoided as it is necessary to facilitate public infrastructure.

(2) Archaeological Deposits. The Plan Area is sensitive for the occurrence of historical archaeological deposits. Successive land uses in the Plan Area from its beginnings as a railyard through its most recent incarnation as a lumber mill reflect several historically significant themes in Truckee. The Plan Area may also contain a prehistoric archaeological site based on documentation obtained during the archival research.

The degree to which archaeological deposits and features from these historical land uses remain intact in the Plan Area is unclear. It is likely that prior land uses, which involved extensive ground disturbance in the form of grading and foundation construction, have adversely impacted the physical integrity of possible archaeological deposits. Documentation of past land uses and building types indicates that structural remains and hollow/fill features (e.g., privies, trash pits) that are associated with historically significant themes in Truckee's history may still remain in the Plan Area, and may be encountered during construction. Of particular concern to the preservation community in Truckee are the subsurface remains of granite roundhouse foundation in the western portion of the Plan Area.

Impact CULT-2: Implementation of the Master Plan may result in the destruction of archaeological deposits that may meet the definition of historical or unique archaeological resources under CEQA. (S)

The Plan Area is likely to contain archaeological deposits associated with the historic period of Truckee's past. It is also possible that prehistoric archaeological deposits exist in the Plan Area, as well. The Plan Area has the possibility of containing significant subsurface historical archaeological deposits associated with important historical themes in Truckee's early economic and residential development. Such deposits may include wood, stone, concrete, footings, walls and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse. Should prehistoric or historical archaeological deposits be intact, they may qualify as historical or unique archaeological resources under CEQA, in which case their destruction by project activities would result in a substantial adverse change in their significance. Mitigation Measures 2a and 2b would reduce this impact to a less-than-significant level.

¹⁰¹ Town of Truckee, 2002. Historic Preservation Program Draft EIR (SCH No 2002022099). November.

Mitigation Measure CULT-2a: Prior to commencement of groundbreaking activities in the Plan Area, a qualified archaeologist¹⁰² shall develop a monitoring plan in consultation with the Town. The purpose of the monitoring plan will be to ensure that significant archaeological deposits discovered during construction are identified, evaluated, and appropriately treated. A Native American cultural monitor shall be present if the monitoring plan indicates that Native American archaeological deposits may be discovered. The Town, in consultation with a qualified archaeologist, shall determine which project activities and/or which portions of the Plan Area will be archaeologically monitored. This information will be included in the monitoring plan. A qualified archaeologist shall monitor the project activities and/or portions of the Plan Area identified in the monitoring plan. In most cases, all soil-disturbing activities in sensitive portions of the Plan Area —such as demolition, foundation removal, excavation, grading, utilities installation, and foundation work—will require archaeological monitoring. If it is necessary to suspend construction for more than one working day, the project archaeologist shall consult with the Town to assess the appropriate course of action.

Should an archaeological deposit be encountered by project activities, the monitor shall be empowered to halt construction in the vicinity of the find. Construction activities shall be redirected and a qualified archaeologist shall implement relevant portions of the monitoring plan to: 1) evaluate the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource; and 2) make recommendations about the treatment of the deposit, as warranted. If the deposit does not meet the CEQA definition of a historical or unique archaeological resource, then no further study or protection of the deposit is necessary. If the deposit does meet the CEQA definition of a historical or archaeological resource, then it shall be avoided by Project activities. If avoidance is not feasible, then effects to the deposit shall be mitigated through a data recovery strategy developed by the evaluating archaeologist. Mitigation of impacts to significant archaeological deposits through data recovery will recover scientifically-valuable information. This mitigation may include, but is not limited to, a thorough recording of the resource on DPR Form 523 records, or archaeological excavation. If archaeological excavation is the only feasible method of data recovery, then such excavation shall conform to the provisions of CEQA Guidelines §15126.4(b)(3)(C). Additionally, if historical or unique archaeological resources associated with significant historical patterns or events in Truckee are identified, the City shall consult with representatives of the Truckee-Donner Historical Society regarding the potential use of the archaeological findings for interpretive purposes.

¹⁰² A qualified professional archaeologist means a professional that meets the Secretary of the Interior's Professional Qualifications Standards in historical archaeology, prehistoric archaeology, and history (36 CFR Part 61, Appendix A).

Upon completion of such archaeological monitoring, evaluation, or data recovery mitigation, the archaeologist should prepare a report documenting the methods, results, and recommendations of the investigation, and submit this report to the NWIC.

Mitigation Measure CULT-2b: If deposits of prehistoric and/or historical archaeological materials are discovered during project activities that are not monitored or not identified in the monitoring plan, all work within 25 feet of the discovery shall be redirected to protect the find. A professional archaeologist shall evaluate the significance of the find within two working days and make recommendations to the Town and applicant. Recommendations may include, but are not limited to, test excavations to determine the extent and significance of the find; additional documentation of the find; or data recovery excavation. If the find is not significant (i.e., if it is not eligible for the California Register), then work may proceed and no additional study or protection of the find is necessary. If the find is significant, the Town shall require the applicant to implement the recommendations of the evaluating archaeologist for the mitigation of impacts to the find. Upon completion of the evaluation and/or data recovery, the archaeologist shall prepare a report documenting methods, results, and interpretations. The report shall be submitted to the applicant, the Town, and the NCIC. (LTS)

(3) Paleontological Resources. Portions of the Plan Area contain Pleistocene sediments, which are sensitive for significant, nonrenewable paleontological resources. A vertebrate fossil locality in Pleistocene alluvium is recorded less than 5 miles north-east of the Plan Area. Pleistocene sedimentary deposits commonly contain paleontological resources representative of the Rancholabrean land mammal age such as mammoth, bison, horse, camel, ground sloth, saber-toothed cats, dire wolves, bear, rodents, birds and reptiles.

Impact CULT-3: Ground-disturbing activities within the Plan Area may impact significant paleontological resources. (S)

Project activity may encounter Pleistocene alluvium, and ground-disturbing activity may inadvertently destroy significant paleontological resources.

Mitigation Measure CULT-3: If paleontological resources are encountered during project subsurface construction, all work within 25 feet of the discovery shall be redirected and a qualified paleontologist shall evaluate the finds and make recommendations. If the exposed geological formation is found to contain significant paleontological resources, such resources shall be avoided by project activities if feasible. If project activities cannot avoid the paleontological resources, the resources shall be evaluated for their significance. If the resources are found to be significant, adverse effects shall be mitigated. Mitigation may include, but is not limited to, recording the locality, monitoring, data recovery and analysis, public outreach, and

accessioning¹⁰³ of all fossil material to a paleontological repository. A final report documenting the methods, findings, and recommendations of the paleontologist shall be prepared and submitted to the paleontological repository.

Implementing Mitigation Measure CULT-3 would reduce potential impacts to paleontological resources to a less-than-significant level. This reduction would be achieved by recovering and documenting the scientific value possessed by significant paleontological resources. (LTS)

(4) Human Remains. The proposed project is not anticipated to disturb human remains due to prior land uses that reduce the likelihood of such remains in the Plan Area. Nonetheless, the possibility of encountering human remains during ground-disturbing activities cannot be ruled out.

Impact CULT-4: Ground-disturbing activities within the Plan Area may disturb human remains, including those interred outside of formal cemeteries. (S)

Should project construction encounter and inadvertently disturb such human remains, a significant impact to the environment would occur. Implementation of Mitigation Measure CULT-4 would reduce such impacts to a less-than-significant level.

Mitigation Measure CULT-4: If human remains are discovered during ground-disturbing activities in the Plan Area, any such remains shall be treated in accordance with the requirements of CCR Title 14(3) §15064.5(e), which has particular procedures that apply to the discovery of remains of Native American origin. These procedures are provided below.

- (1) There shall be no further excavation or disturbance of the site or any nearby are reasonably suspected to overlie adjacent human remains until:
 - (A) The coroner of the County must be contacted to determine that no investigation of the cause of death is required, and
 - (B) If the coroner determines the remains to be Native American:
 1. The coroner shall contact the Native American Heritage Commission within 24 hours.
 2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

¹⁰³ Accessioning is the process by which specimens are added to a scientific collection, which includes the recording of data associated with the specimen.

3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC §5097.98, or
- (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
 - (A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission;
 - (B) The descendent identified fails to make a recommendation; or
 - (C) The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

If, following the fulfillment of the notification requirements described above, human remains are discovered that are determined to not be of Native American origin, then the City shall consult with the appropriate descendent community regarding means for treating or disposing of the human remains, and any associated items, with appropriate dignity.

Implementing Mitigation Measure CULT-3 would reduce potential impacts to human remains to a less-than-significant level. This reduction would be achieved by ensuring that any remains are treated appropriately according to State of California guidelines, as well as in a manner that takes into account the proper treatment of human remains in accordance with the wishes of the descendant community. (LTS)

