

**MEMORANDUM OF AGREEMENT  
AMONG  
THE UNITED STATES ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT,  
THE FEDERAL HIGHWAY ADMINISTRATION, NEVADA DIVISION,  
AND THE NEVADA STATE HISTORIC PRESERVATION OFFICER  
REGARDING  
THE VIRGINIA STREET BRIDGE DEMOLITION AND REPLACEMENT PROJECT**

**WHEREAS**, the City of Reno has determined the Virginia Street Bridge (VSB) must be replaced for purposes of transportation and flood conveyance and must be mitigated, pursuant to the authority of the House Conference Report (House Resolution 1905) to the Energy and Water Development Act of 1996 (Public Law 104-46); and

**WHEREAS**, the United States Army Corps of Engineers, Sacramento District (USACE) proposes to issue a permit pursuant to Section 404 of the Clean Water Act (Undertaking) to the City of Reno (City) for the VSB Demolition and Replacement Project (Project) in the City of Reno, Washoe County, Nevada; and

**WHEREAS**, the Federal Highway Administration (FHWA) is the lead Federal agency for the project and the USACE has been designated the lead Federal agency for consultation under Section 106 of the National Historic Preservation Act, as amended (NHPA), by FHWA; and

**WHEREAS**, the Undertaking includes demolishing and replacing the existing VSB, removing, salvaging, and relocating a portion of historic fixtures, realigning Virginia Street, raising the grade of Virginia Street to match the new bridge deck, rehabilitation of a section of floodwall, removing a section of floodwall and constructing a riverfront access area, constructing sidewalks crossing Virginia Street, Mill Street, and First Street, removing and constructing sidewalks north and south of the bridge along Virginia Street, removing and constructing sidewalks on north River Walk, installing new Americans with Disabilities Act-compliant (ADA) sidewalks, constructing a split grade with a railing for the transition from the new bridge (higher deck) to the existing Virginia Street and sidewalk on the east side of the Riverside Hotel, installing curbside tree planters, removing landscaping south of the bridge, reconfiguring and constructing a public plaza in the Reno Main Post Office's north parking lot, removal of landscaping in the Reno Main Post Office north parking lot, staging in the Reno Post Office north parking lot and the Reno Ice Rink, relocating two historical markers, and restoring the river bottom to its original grade and placing spawning gravels; and

**WHEREAS**, the USACE, in consultation with the Nevada State Historic Preservation Officer (SHPO) and in accordance with 36 C.F.R. § 800.4(b) and § 800.4(c), has inventoried historic properties within the area of potential effect (APE) and has determined that the following are listed in or eligible for listing in the National Register of Historic Places (NRHP):

- Virginia Street Bridge,
- Washoe County Courthouse,
- Riverside Hotel,
- Reno Main Post Office,
- Pioneer Theater Auditorium,
- Masonic Temple,
- First National Bank/Reno City Hall,
- F.W. Woolworth/Mapes Building,
- Truckee River Floodwall Section M, and
- Truckee River Floodwall-Section N.

**WHEREAS**, the USACE, in consultation with the SHPO, has applied the criteria in 36 C.F.R. § 800.5(a) for determining adverse effect, has determined that the Undertaking will have an adverse effect on the VSB and the other historic properties identified within the APE; and

**WHEREAS**, in accordance with 36 C.F.R. § 800.6(a)(1), the USACE has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has declined to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

**WHEREAS**, the USACE has consulted with the Reno-Sparks Indian Colony (RSIC) and the Washoe Tribe of Nevada and California (Washoe) and invited the RSIC and the Washoe to participate in this MOA as Concurring Parties; and

**WHEREAS**, the USACE has consulted with the Nevada Department of Transportation (NDOT) and the City, and invited NDOT and the City to participate in this MOA as Invited Signatories; and

**NOW, THEREFORE**, the USACE, the FHWA, the SHPO, NDOT, and the City agree that the Undertaking shall be implemented in accordance with the following Stipulations in order to take into account the effect of the undertaking on historic properties, and further agree that these Stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

## **STIPULATIONS**

The USACE shall make this MOA a condition of the Clean Water Act Section 404 permit for the Project and shall ensure that the following measures are carried out by the City to the satisfaction of the USACE:

### **I. AREA OF POTENTIAL EFFECTS (APE)**

The USACE has defined the Undertaking's APE, as depicted in Attachment 1 to this MOA. The

USACE may amend the APE as needed, or as requested by a Signatory or Invited Signatory, without amending the MOA. If amended, all consulting parties will receive formal notification of the amended APE. Within thirty (30) calendar days of their receipt of the proposed amendment, any consulting party may request that the MOA be amended in accord with the process outlined in Stipulation VII.C. Following USACE receipt of the request, the Signatories and Invited Signatories shall prepare an amendment document.

## **II. TREATMENT OF ADVERSE EFFECTS TO HISTORIC PROPERTIES**

- A. The City shall implement the mitigation plan detailed in the attached report titled, *A Treatment and Discovery Plan for the Virginia Street Bridge Demolition and Replacement Project, Reno, Washoe County, Nevada* (Treatment Plan), dated May 13, 2015, and any subsequent amendments or modifications (Attachment 2). If the City fails to carry out the measures necessary to implement the Treatment Plan, the USACE may, at its sole discretion, proceed to modify, suspend or revoke any Section 404 permit issued to the City in accordance with 33 C.F.R. § 325.7, or pursue enforcement actions in accordance with the Clean Water Act and 33 C.F.R. Part 326.
- B. At any time following the execution of the MOA, any Signatory or Invited Signatory may, in writing, propose that the Treatment Plan be amended, and initiate a 30-day review period to consult on the proposal with the other Signatories, Invited Signatories, and Concurring Parties (collectively, Parties). If the Parties agree on the proposal, then the proposed amendment will be included in the Treatment Plan. Amendment of the Treatment Plan will not require an amendment of the MOA. If agreement cannot be reached within the 30-day period, resolution of the issue may proceed in accordance with Stipulation VII.B.

## **III. POST-REVIEW DISCOVERIES**

- A. If potentially National Register-eligible cultural resources are discovered during construction, ground disturbing-activities shall cease within 100 feet of the discovery until the measures stipulated in the Treatment Plan are satisfied. The City will notify the USACE by telephone and/or email within 24 hours of the discovery. The USACE will contact SHPO,RSIC, and Washoe by telephone and/or email within 48 hours of receipt of notification of the discovery. Upon written notification from the USACE that the measures stipulated in the Treatment Plan have been satisfied, work within the 100-foot exclusion zone may continue.
- B. The USACE will ensure that Native American human remains, grave goods, items of cultural patrimony and sacred objects encountered during the undertaking that are located on state or private land are treated in accordance with the requirements of N.R.S. 383 and measures stipulated in the Treatment Plan.

#### **IV. NATIVE AMERICAN CONSULTATION**

- A. The USACE will ensure that the RSIC and Washoe are consulted during, and may participate in implementation of the terms of this MOA.
- B. The RSIC and/or Washoe may choose to provide a Tribal Monitor to be onsite during ground-disturbing activities for the construction of the VSB, as appropriate and as safety permits.

#### **V. MONITORING AND REPORTING**

Each quarter annum following both the execution of this MOA and commencement of bridge demolition until MOA expires or is terminated, the City shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed; any problems encountered, and any disputes and objections received in the City's efforts to carry out the terms of this MOA.

#### **VI. STANDARDS**

##### **A. PROFESSIONAL QUALIFICATIONS AND STANDARDS**

###### **1. Professional Qualifications.**

All historic preservation activities implemented pursuant to this MOA shall be conducted by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of Interior's *Professional Qualifications Standards* (PQS) for Archeology, History, or Architectural History, as appropriate (48 FR 44738-39).

###### **2. Historic Preservation Standards.**

All historic preservation activities carried out pursuant to the MOA shall meet the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-44740) as well as standards and guidelines for historic preservation activities established by the SHPO and National Park Service.

###### **3. Curation and Curation Standards.**

The USACE shall ensure that the materials and records resulting from the historic preservation work stipulated in this MOA are curated in accordance with 36 CFR Part 79 in Nevada or as defined in the Treatment Plan.

###### **4. Documentation Standards.**

The USACE shall ensure that all written documentation prescribed by Stipulations II and III of this MOA shall conform to the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716-44740), as well as to applicable standards and guidelines established by the SHPO.

## **VII. ADMINISTRATIVE STIPULATIONS**

### **A. CONFIDENTIALITY OF RECORDS AND INFORMATION**

All parties to this MOA acknowledge that information about historic properties are or may be subject to the provisions of Section 304 of the National Historic Preservation Act (NHPA) and 36 C.F.R. § 800.11(c) relating to the disclosure of sensitive information, and having so acknowledged, will ensure that all actions and documentation prescribed by this MOA are, where necessary, consistent with the requirements of NHPA Section 304, 36 CFR § 800.11(c), and 5 U.S.C. § 552, as amended (Freedom of Information Act).

### **B. DISPUTE RESOLUTION**

Should any party to this MOA object at any time to any actions proposed, to the manner in which the terms of this MOA are implemented, and/or believe that the terms of this MOA cannot be carried out, they shall submit the objection in writing to the USACE. USACE will distribute the objection to the other parties of the MOA and shall consult with such party and other Signatories and Invited Signatories to resolve the objection. If USACE determines that such objection cannot be resolved, USACE will:

1. Forward all documentation relevant to the dispute, including the proposed resolution, to the ACHP. The ACHP shall provide the USACE with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the USACE shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and Parties to this MOA, and provide them with a copy of this written response. The USACE will then proceed according to its final decision.
2. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, USACE may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, USACE shall prepare a written response that takes into account any timely comments regarding the dispute from the Parties to the MOA, and provide them and the ACHP with a copy of such written response.
3. The USACE's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

### **C. AMENDMENTS**

1. If any Signatory or Invited Signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment. All Parties to this MOA will consult for no more than thirty (30) days to consider such amendment. The USACE may extend this

consultation period at its discretion. The amendment process shall comply with 36 CFR § 800.6(c)(1) and § 800.6(c)(7). This MOA may be amended only upon the written agreement of the Signatories and Invited Signatories. If the Signatories and Invited Signatories cannot reach agreement on such amendment, this MOA may be terminated in accordance with Stipulation VII.D.

2. This MOA may be amended when such an amendment is agreed to in writing by all Signatories and Invited Signatories. The amendment will be effective on the date the amendment is signed by all of the Signatories and Invited Signatories.

#### **D. TERMINATION**

1. If this MOA is not amended as provided for in Section C of this Stipulation, or if any Signatory or Invited Signatory proposes termination of this MOA for other reasons, the Signatory or Invited Signatory party proposing termination shall, in writing, notify the other Parties to this MOA, explain the reasons for proposing termination, and consult with the other Parties to this MOA for at least thirty (30) days to seek alternatives to termination. Should such consultation result in an agreement on an alternative to termination, then the Parties shall proceed in accordance with the terms of that agreement. Should such consultation fail, the Signatory or Invited Signatory party proposing termination may terminate this MOA by promptly notifying the other parties to this MOA in writing. Termination hereunder shall render this MOA without further force or effect. Such consultation shall not be required if the USACE proposes termination because the Undertaking no longer meets the definition set forth at 36 CFR § 800.16(y).
2. If the Signatories and Invited Signatories agree to terminate the MOA, and prior to work continuing on the undertaking, USACE must either (a) execute a new MOA pursuant to 36 CFR § 800.6(c)(1) or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7(a). USACE shall notify the Signatories and Invited Signatories as to the course of action it will pursue.

#### **E. DURATION**

1. Unless terminated pursuant to Section D of this Stipulation, or unless it is superseded by an amended MOA, this MOA will be in effect following execution by the Signatories until the USACE, in consultation with the other Parties to this MOA, determines that all the terms of this MOA have been satisfactorily fulfilled. Upon a determination by the USACE that all of the terms of this MOA have been satisfactorily fulfilled, the USACE will immediately notify the other Parties to this MOA in writing of its determination that all terms of this MOA have been satisfactorily fulfilled and of the termination of the MOA. Following provision of such notice, this MOA will have no further force or effect.

2. The terms of this MOA shall be satisfactorily fulfilled within five (5) years following the date of execution by the Signatories. If the USACE determines that this requirement cannot be met, the parties to this MOA will consult to reconsider its terms. Reconsideration may include the continuation of the MOA as originally executed, amendment of the MOA, or termination. In the event of termination, the USACE will comply with Section E.3 of this Stipulation, if it determines that the undertaking will proceed notwithstanding termination of this MOA.
3. If the project has not been authorized under Section 404 of the Clean Water Act within five (5) years following execution of this MOA by the Signatories, this MOA shall automatically terminate and have no further force or effect. In such event, the USACE shall notify the other Parties to this MOA in writing and, if it chooses to continue with the undertaking, shall reinitiate review of the Undertaking in accordance with Section 106 of the NHPA and all applicable regulations.

#### **F. EFFECTIVE DATE**

This MOA will take effect immediately upon execution by all the Signatories.

#### **VIII. EXECUTION AND COMPLETION OF SECTION 106**

The execution of this MOA by the USACE, the FHWA, and the SHPO, including its transmittal by the USACE to the ACHP in accordance with 36 CFR § 800.6 (b)(1)(iv), together with implementation of its terms, evidence that the USACE and FHWA have taken into account the effects of this Undertaking on historic properties and afforded the ACHP an opportunity to comment and fully satisfied its obligations under Section 106 of the NHPA.

#### **IX. AUTHORIZING SIGNATURES**

In witness hereof, the following authorized representatives of the Parties have signed their names on the dates indicated, thereby executing this MOA. This MOA may be signed by the Signatories, Invited Signatories, and Concurring Parties using photocopy, facsimile, or counterpart signature pages. The USACE will distribute copies of all signed pages to the Parties to this MOA once the MOA is fully executed.

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REGARDING  
THE VIRGINIA STREET BRIDGE DEMOLITION AND REPLACEMENT PROJECT**

**SIGNATORY PARTIES:**

UNITED STATES ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT

By:  Date: 14 May 2015  
Name: Michael S. Jewell  
Title: Chief, Regulatory Division

NEVADA STATE HISTORIC PRESERVATION OFFICER

By:  Date: 18 May 2015  
Name: Rebecca Lynn Palmer  
Title: State Historic Preservation Officer

FEDERAL HIGHWAY ADMINISTRATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Susan Klekar  
Title: Division Administrator

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By: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Michael S. Jewell  
Title: Chief, Regulatory Division

NEVADA STATE HISTORIC PRESERVATION OFFICER

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Rebecca Lynn Palmer  
Title: State Historic Preservation Officer

FEDERAL HIGHWAY ADMINISTRATION

By: for a.a. alabdole Date: 5/15/2015  
Name: Susan Klekar  
Title: Division Administrator

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**INVITED SIGNATORY PARTIES:**

NEVADA DEPARTMENT OF TRANSPORTATION

By:  Date: 5-18-15  
Name: Rudy Malfabon  
Title: Director

CITY OF RENO

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Hillary Shieve  
Title: Mayor

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**INVITED SIGNATORY PARTIES:**

NEVADA DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Rudy Malfabon  
Title: Director

CITY OF RENO

By: Hillary Shieve \_\_\_\_\_ Date: 5/13/15 \_\_\_\_\_  
Name: Hillary Shieve  
Title: Mayor

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**CONCURRING PARTIES:**

RENO-SPARKS INDIAN COLONY

By: \_\_\_\_\_ Date: \_\_\_\_\_

Name: Arlan D. Melendez

Title: Chairperson

WASHOE TRIBE OF NEVADA AND CALIFORNIA

By: \_\_\_\_\_ Date: \_\_\_\_\_

Name: Neil Mortimer

Title: Chairperson

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**SIGNATORY PARTIES:**

UNITED STATES ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Michael S. Jewell  
Title: Chief, Regulatory Division

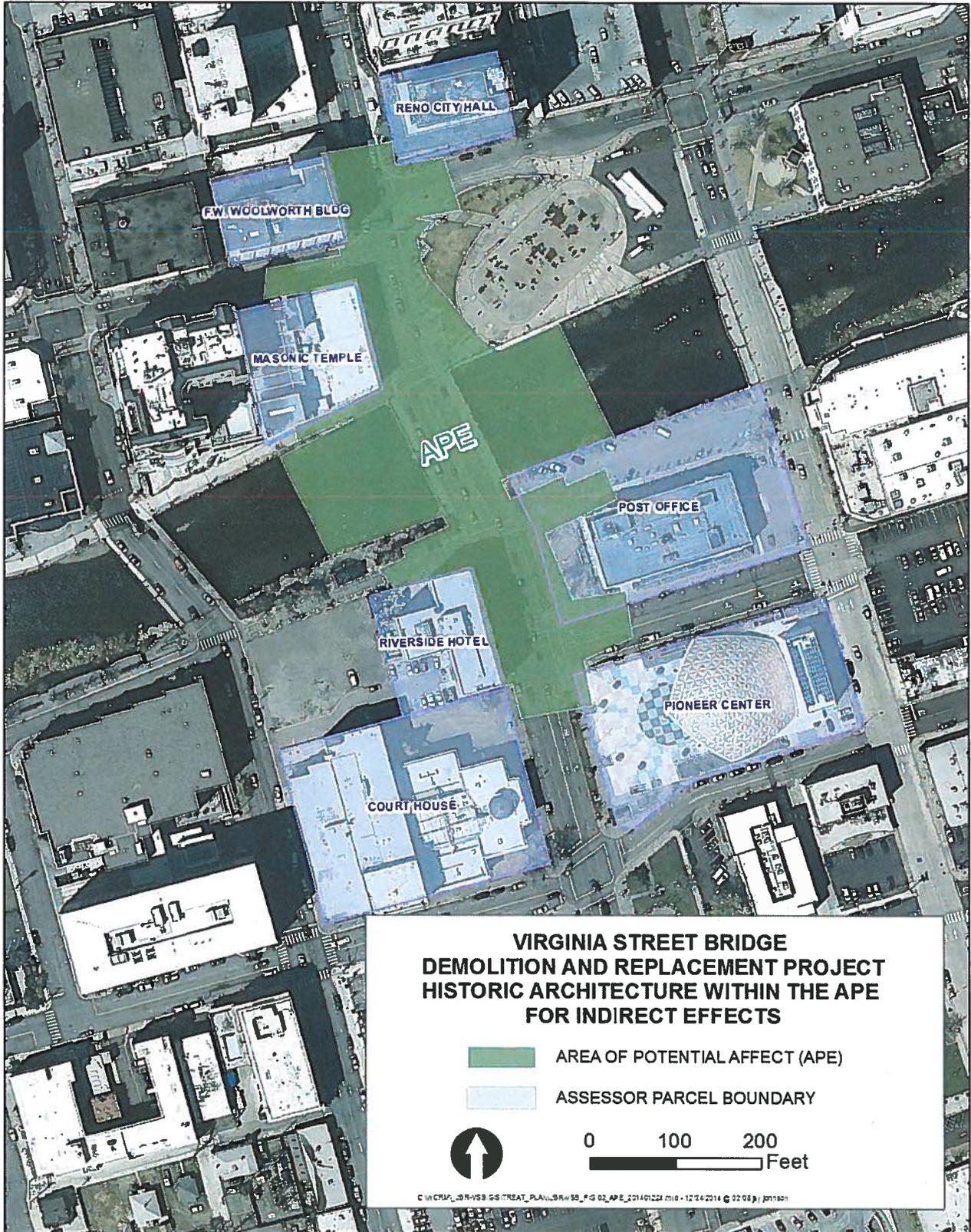
NEVADA STATE HISTORIC PRESERVATION OFFICER

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Rebecca Lynn Palmer  
Title: State Historic Preservation Officer

FEDERAL HIGHWAY ADMINISTRATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Susan Klekar  
Title: Division Administrator

Attachment 1: APE

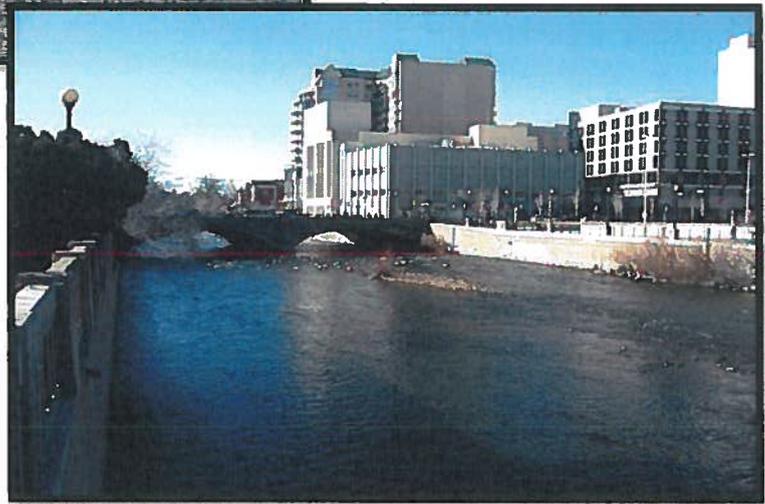
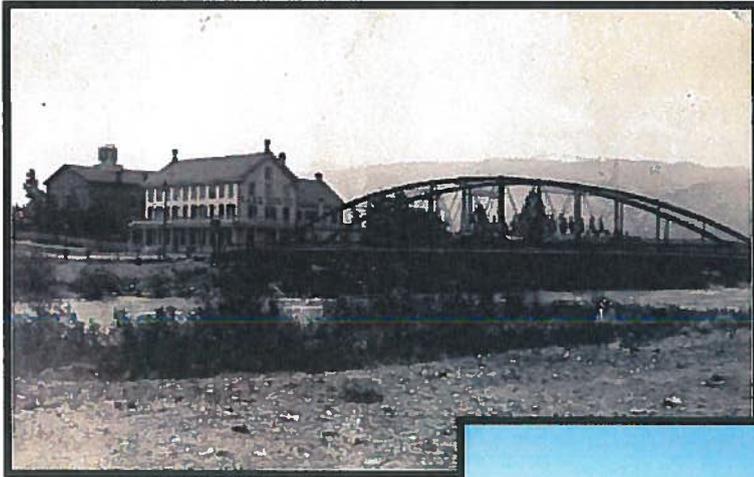


Source: A Treatment and Discovery Plan for the Virginia Street Bridge Demolition and Replacement Project, Reno, Washoe County, Nevada (Treatment Plan), revised May 13, 2015.

**RECEIVED**

**MAY 14 2015**

**STATE HISTORIC  
PRESERVATION OFFICE**



**A Treatment and Discovery Plan for  
The Virginia Street Bridge Demolition and Replacement Project,  
Reno, Washoe County, Nevada**

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*Prepared for*  
**The City of Reno**

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May 13, 2015

*Prepared by*

***WCRM***

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**WESTERN CULTURAL RESOURCE MANAGEMENT, INC**  
*Dependable Support Since 1978*

*Prepared Under Contract With*  
JBR Environmental Consultants, Inc.  
*for*  
The City of Reno

May 13, 2015

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**A TREATMENT AND DISCOVERY PLAN FOR  
THE VIRGINIA STREET BRIDGE DEMOLITION AND REPLACEMENT PROJECT,  
RENO, WASHOE COUNTY, NEVADA**

**Prepared for:**

City of Reno  
Public Works Department  
1 E. First Street  
P.O. Box 1900  
Reno, Nevada 89505

**Prepared by:**

Steven F. Mehls  
Edward J. Stoner

Thomas J. Lennon, Principal Investigator

**Western Cultural Resource Management**  
890 East Greg St.  
Sparks, Nevada 89431

May 13, 2015

## ABSTRACT

The City of Reno proposes to replace the existing, historic Virginia Street Bridge to improve flood control in downtown Reno. The Virginia Street Bridge Demolition and Replacement Project located in Reno, Washoe County, Nevada, will be permitted by a federal agency and funded with federal monies. Both the federal permit and funding will require compliance with federal laws and regulations related to the identification and evaluation of cultural resources and the treatment of historic properties listed in or determined eligible for listing in the National Register of Historic Places (NRHP) that will be affected by the bridge replacement. The U.S. Army Corps of Engineers (USACE) is serving as the lead federal agency for the Section 106 process of the National Historic Preservation Act and the USACE and the Federal Highway Administration are co-lead federal agencies for the National Environmental Policy Act (NEPA) process. WCRM developed a draft Area of Potential Effect (APE) during 2011 (Thomas J. Lennon [WCRM], Personal Communication Memorandum with Bryan Gant [Jacobs] January 21, 2011). The APE includes the areas of direct effects from ground disturbance and construction activities. The stipulations of the Memorandum of Agreement (MOA) for this project will be implemented by this Treatment Plan as presented in the following pages. This plan is an attachment to the MOA.

This Treatment Plan applies to eight architectural resources as well as to archaeological resources that may be discovered during the monitoring of ground disturbing activities associated with the bridge replacement. The recommended treatments for the architectural resources are based on input from the Nevada State Historic Preservation Office (SHPO) on a preliminary set of recommendations shared with SHPO by the USACE earlier in 2013. The approach to archaeological discoveries follows one used with great success in the ReTRAC project. Archival research and previous archaeological investigations in urban Reno, such as WCRM's ReTRAC studies, strongly suggest that the vestiges of historic buildings, infrastructure features, irrigation ditches, and refuse deposits will be found (Stoner et al. 2006, 2011; Ringhoff et al. 2006a; Ringhoff and Stoner 2011). This plan details how historic archaeological discoveries will be documented so as to minimize delays to the project during construction. In order to accomplish this, all historic archaeological features and sites discovered as a result of the monitoring of earth disturbing activities will be considered eligible for listing on the NRHP and will be documented and treated immediately. This approach proved very successful in preserving the construction schedule while protecting the cultural values found in the resources discovered during the ground disturbing activities. These will not be subject to consultation between federal agencies and the SHPO. To assure regulatory involvement and oversight all historic archaeological discoveries will be dealt with following the monitoring procedures outlined in the Recommended Treatments chapter. The process for the USACE to contact the SHPO after an unanticipated discovery of a prehistoric or complex historic archaeological resource (as defined in the Recommended Treatments chapter) is detailed in the monitoring section of the Methods chapter of this plan. For intact prehistoric sites and intact features with associated primary and undisturbed deposits containing artifacts or that contain a variety of significant sources of information, WCRM will develop appropriate treatments and seek agency review and concurrence prior to implementing any treatments or data recovery.

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## 1.0 INTRODUCTION

This Treatment and Discovery Plan details how adverse effects to known historic properties will be mitigated and how unanticipated discoveries of archaeological sites will be treated. **Table 1** lists 11 historic properties in which determinations of effect have been made the U.S. Army Corps of Engineers (USACE) with concurrence from the Nevada State Historic Preservation Office (SHPO). Of these 11 historic properties, a finding of Adverse Effect has been made on 9 of them. Of these, two will be subject to direct effects and will be demolished. Seven of the historic properties will be subject to visual effects. A finding of No Adverse Effect is made for one historic property and one property remains Unevaluated.

The determinations of eligibility and findings of effect summarized above and in **Table 1** are based on an architectural inventory of the project Area of Potential Effect (APE) done by Western Cultural Resource Management, Inc. (WCRM). This document summarized previous work in the APE<sup>1</sup> (**Figures 1 and 2**) as well as recording the architectural resources of the APE (Mehls 2013; Lennon 2014a and 2014b). Execution of this plan will follow the review process stated in the Memorandum of Agreement (MOA) and implement the treatment provisions of that agreement and is an attachment to the MOA. The project is a federal undertaking and this plan and subsequent treatment work will be done in light of the mandates for the consideration of cultural resources for publically funded or permitted projects. These mandates are set forth in the National Historic Preservation Act of 1966 (as amended) (NHPA) and the National Environmental Policy Act of 1969 (NEPA). The USACE is serving as the lead federal agency for the Section 106 process of NHPA and the USACE and the Federal Highway Administration (FHWA) are co-lead federal agencies for the NEPA process.

The replacement bridge construction will begin with stripping pavement, appurtenances, and contaminated soils from Virginia Street. This step will be followed by demolition of the south abutment and span, then the north abutment and span, followed by demolition and replacement of the floodwalls starting with the northwest quadrant. The floodwall construction will be completed on the north side of the river before moving to the south side of the river. All demolition and ground disturbing activities will be monitored by archaeologists familiar with the prehistory and history of Reno, and the Virginia Street corridor. All supervision for the cultural resources program will be done by individuals who meet the Secretary of the Interior's Professional Qualifications Standards (NPS 1983; 48 CFR 44738-44739) and qualify as project investigators in the Bureau of Land Management's cultural resource permitting system.

### 1.1 PLAN ORGANIZATION

This plan is organized into 10 chapters with two supporting appendices. The chapters include an Introduction followed by a Cultural Overview of the cultural heritage of the project area organized chronologically to cover prehistory, ethnography, and the Euro American period. An Architectural Resource chapter follows which provides summaries of eight structures (the Virginia Street Bridge and seven buildings) as well as a summary of effects based on Mehls (2013). The Statement of Objectives and Research Design chapter uses prehistoric issues and historic themes as the basis for the organization of three property types: 1) Prehistoric, 2) Urbanization Infrastructure, and, 3) Commercial, Public and Residential Buildings. Each property type relates to multiple themes and has associated features and elements. Included in this chapter are prehistoric and historic period problem domains which guide archival and field research. The next chapter, Recommended Treatments, describes three categories of treatments for architectural and archaeological resources. This chapter also includes a monitoring plan. Methods that will be used to carry out the proposed treatments are presented in the next chapter. The

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<sup>1</sup> WCRM developed a draft Area of Potential Effect (APE) during 2011 (Thomas J. Lennon [WCRM], Personal Communication Memorandum with Bryan Gant [Jacobs] January 21, 2011). The APE includes the areas of direct effects from ground disturbance and construction activities.

final four chapters of the plan include chapters on Native American consultation, public consultation, Project Personnel and References.

Table 1. USACE Determinations of Eligibility and Findings of Effect with SHPO Concurrence

Historic Property Name (SHPO No.)	NRHP Status	Determination of Eligibility	Determination of Effect
1905 Virginia Street Bridge (S99)	Listed	Eligible (A, C)	Adverse Effect – Direct (Demolition of Historic Property)
1933 Reno Main Post Office (B2649)	Listed	Eligible (A, C)	Adverse Effect (Visual)
1965 F.W. Woolworth/Mapes Building (B2624)	Not Listed	Eligible (A, C)	Adverse Effect (Visual)
1963 First National Bank/Reno City Hall (B11931)	Not Listed	Eligible (C)	Adverse Effect (Visual)
1953/1961 Masonic Temple (B11932)	Not Listed	Eligible (A, C)	Adverse Effect (Visual)
1927 Riverside Hotel (B2650)	Listed	Eligible (A, B, C)	Adverse Effect (Visual)
1967 Pioneer Theater Auditorium (B11933)	Listed	Eligible (A, C)	Adverse Effect (Visual)
1910 Washoe County Courthouse (B2651)	Listed	Eligible (A, C)	Adverse Effect (Visual)
Cochrane Ditch	Unevaluated	Unevaluated	Unevaluated
Truckee River Floodwalls – Section M (S180)	Not Listed	Eligible	Adverse Effect (Demolition of Historic Property)
Truckee River Floodwalls – Section N (S180)	Not Listed	Eligible	No Adverse Effect (Rehabilitation per SOI Standards )

(Source: Kristine S. Hansen, Personal Communication April 29, 2014; Julie H. Ernstein, Personal Communication May 29, 2014; Kristine S. Hansen, Personal Communication September 19, 2014; Julie H. Ernstein, Personal Communication October 6, 2014)

Figure 1. Project Location

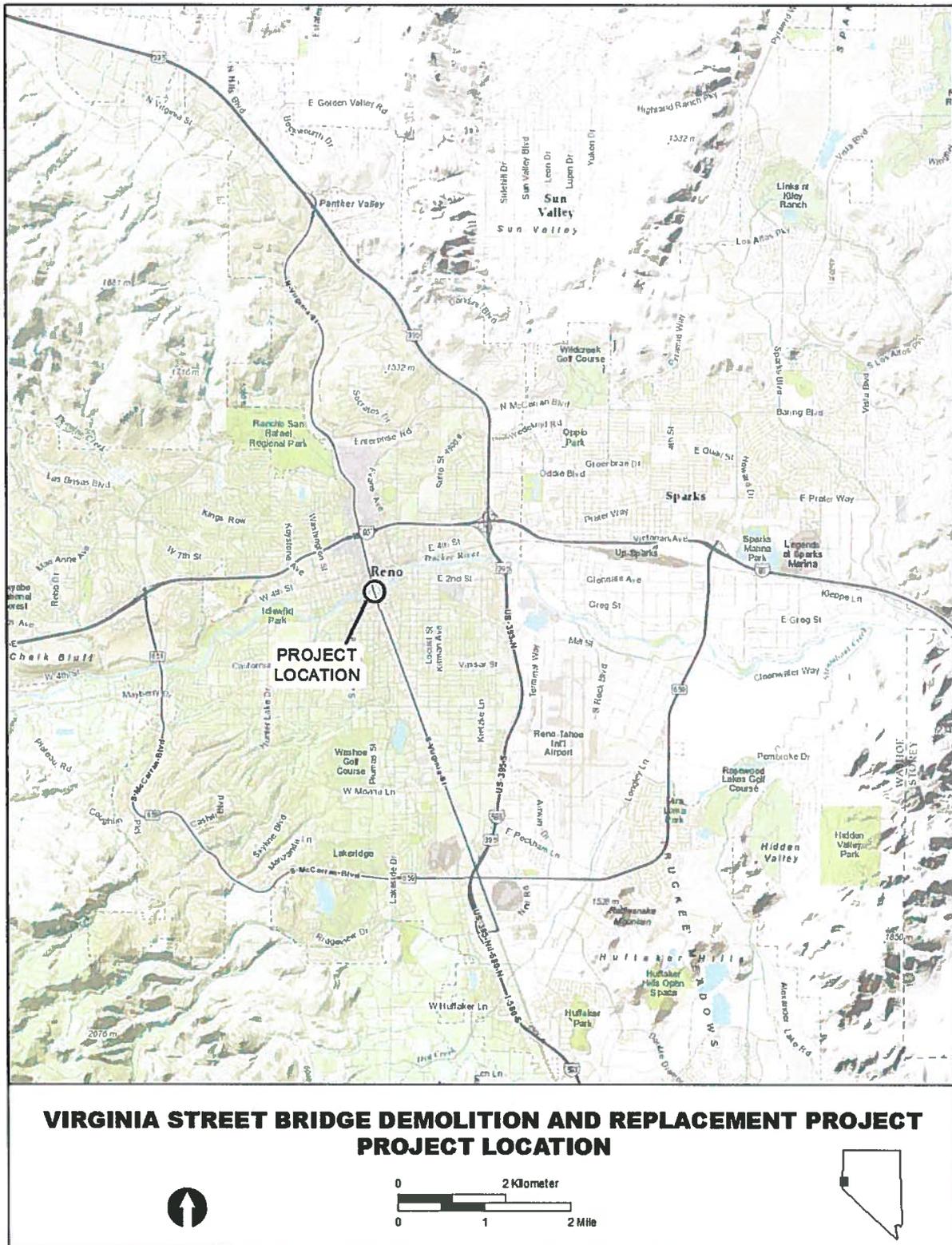
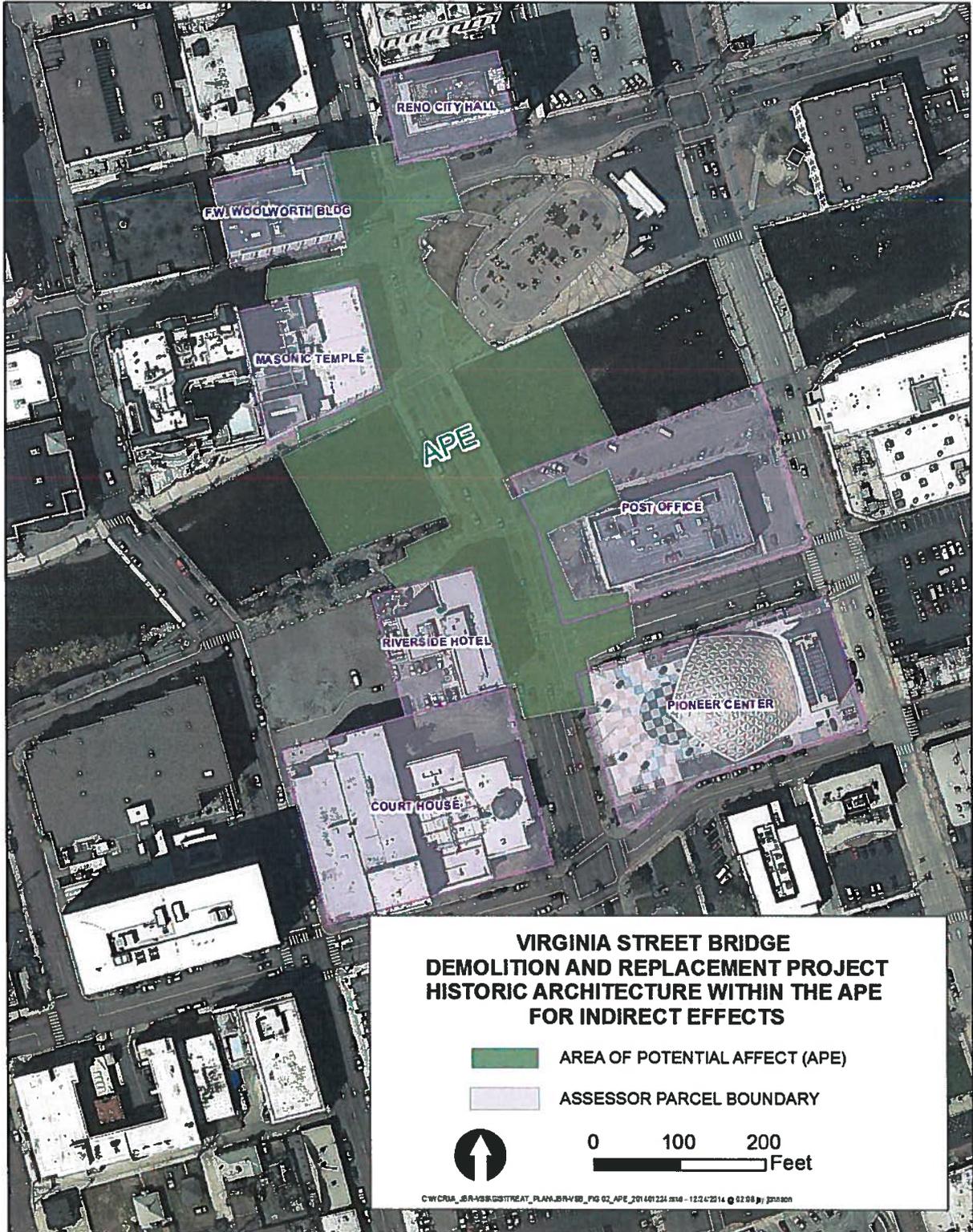


Figure 2. Historic Architecture within the APE for Indirect Effects



## 2.0 CULTURAL OVERVIEW

### 2.1 REGIONAL ARCHAEOLOGY BACKGROUND

The history of archaeological research and the conclusions drawn from this research about the prehistory of the Eastern Front of the Northern Central Sierra have been reviewed by numerous researchers, notably Robert G. Elston (1982, 1986a), Michael J. Moratto (1984), and Lorann Pendleton and others (1982). In addition, Vickie Clay and her colleagues (1996) have provided a review and cultural context for Washoe village sites on the Eastern Front, and Kathryn Ataman and Robert Jackson (1999:2.1-2.3) have reviewed the history of the Martis and Kings Beach concepts in relation to California and Great Basin prehistory. It should be noted that as a convention, Washoe is spelled throughout this document with an “e” unless it is from a direct quote with a different spelling. This is the spelling that the Washoe themselves have adopted and is used for the sake of consistency.

Regional archaeological research has focused on culture history, specifically the development of a cultural chronology based on Great Basin and California projectile point types anchored to radiocarbon-dated contexts (Hester 1973; Heizer and Hester 1978; Thomas 1981; Elston et al. 1977; Bettinger et al. 1991; O'Connell and Inoway 1994). Research has shifted to a focus on adaptive strategies as responses to changing population and environmental conditions (Elston 1982, 1986a:137-138; O'Connell et al. 1982:231-233).

Basic to any theoretical approach is the development of a sound and reliable chronology. The cultural chronological sequence of the Eastern Front used here was developed by Elston et al. (1994; but see Zeier and Elston 1992; Elston 1986a) and is shown in **Table 2**. Elston and his colleagues (1994:11) note that the sequence offered in the 1970s (Elston et al. 1977) has continued in use in spite of inconsistencies that call for revisions. They discuss the most "glaring" problem in their review of Middle Archaic; Martis phase chronology, specifically the radiocarbon-dated Martis projectile points. They find that the division of the former Martis complex (Heizer and Elsasser 1953) into three phases by Elston (et al. 1977) is no longer supported. A two-phase Martis sequence is proposed and reflected in Table 3.1 (Elston et al. 1994:11).

Reviews of the cultural sequence are only modestly altered by this revision of the regional chronology. The scant information available for pre-Archaic times (Tahoe Reach phase) suggests low population density and a mobile lifestyle focused on a narrow range of lacustrine resources; populations declined as temperatures increased and lakes began to dry (after Elston et al. 1994; Elston 1982:192; 1986a:137). Information from the Early Archaic (Spooner phase) is also scant, and Elston and others (1994) do not list diagnostic artifacts for this phase, which was named for the block of time between the pre-Archaic and the better documented Middle Archaic. Throughout the Archaic period, however, populations clearly increased. During this period the resource base broadened, and plant food gathering and processing tools became more complex, with new items and technologies added to existing ones. Flaked stone tools became simpler and smaller, with less stylistic variation; the bow and arrow replaced the atlatl and dart (Elston 1982:187, 1986a). The intensified use of resources and expanded tool kit complexity representative of the transition to the Late Archaic is thought to be in response to population pressure, possibly spurred by a hot, dry spell between 1000 and 2000 B.P. (Elston 1986a).

Table 2. Cultural Phases in the Central and Northern Sierra Nevada

Phase/Adaptive Strategy	Time Markers	Age (Years B.P.)	Climate
Late Kings Beach/Late Archaic	Desert series projectile points, chert cores, utilized flakes and other small chert tools, possibly shallow saucer-shaped house pits.	700-150	Neoglacial; wet and cool but with little summer precipitation
Early Kings Beach/Late Archaic	Rosegate series projectile points, chert cores, utilized flakes and other small chert tools, hullers, M1a sequin beads, possibly small, shallow saucer-shaped house pits	1300-700	Neoglacial, dry; trees growing in former bogs, periods where Lake Tahoe may not have overflowed
Late Martis/Middle Archaic	Corner-notched and eared points of the Martis and Elko series; large basalt bifaces	3000-1300 B.P.	Neoglacial; wet but not necessarily cooler, increased summer rain
Early Martis/ Middle Archaic	Contracting stem points of the Elko-Martis series; Steamboat points, large basalt bifaces	5000-3000	Beginning of Medithermal; Neoglacial, wet, but not necessarily cooler, increased summer precipitation, Lake Tahoe begins to overflow
Spooner/Early Archaic	(Possibly Humboldt)	8000-4000	Altithermal; generally hot and dry, Lake Tahoe does not overflow for long periods of time
Tahoe Reach/ Pre-Archaic	Great Basin Stemmed series projectile points.	>10,000-8000	Anathermal; warming trend, climate similar to the present

Earlier, Elston (1982:189) had proposed a basic Archaic settlement pattern for the Great Basin with two alternate variations: a *dispersed* and a *restricted* pattern. The former was the typical pattern in the more arid regions of the Western Great Basin subarea (Central Nevada), where small residential groups frequently selected different winter and base camp sites from year to year to take full advantage of a relatively unpredictable and scarce resource base. The restricted pattern prevailed throughout the Northern Sierra Front between 4000 and 2000 B.P. At that time, greater effective moisture provided a resource base that was relatively more reliable and abundant in relation to population density. In Middle Archaic (Martis) times, residential groups could regularly occupy optimally located sites with access to a wide range of resources. Thus, high-return resources could be procured at low cost, with few residential moves (Elston 1982:196; Zeier and Elston 1986).

In Late Archaic (Kings Beach) times, Elston (1982:199) postulated a more dispersed settlement pattern with less regular occupation of optimal sites. He linked this pattern to a changing subsistence regime with progressively greater intensity and diversity of resources used and, hence, ecozones exploited. Zeier and Elston (1986:377-379) found that people continued to occupy the old sites but began also to occupy new sites in less optimal locations. Either resources were being depleted faster at the old sites, necessitating

more frequent moves, or demographic packing filled in the spaces between optimal locations. At the new sites, low-ranked resources were used intensively at higher cost.

The study of the Eastern Front of Northern Central Sierra was first undertaken in the early 1950s by archaeologists from the Berkeley campus of the University of California (Moratto 1984:294-295). Brief surveys and testing of sites on the Eastern Front near Lake Tahoe provided the basis for the definition of two consecutive archaeological cultures: Martis and Kings Beach (Heizer and Elsasser 1953). The Martis culture was dated from approximately 4000 to 2000 B.P. Carriers of this culture were hunter-gatherers who made intensive use of basalt for dart points as well as for knives and scrapers. For seed and other food processing, they used both manos and milling stones as well as portable mortars and pestles.

The Martis culture was followed or replaced by Kings Beach, believed by Heizer and Elsasser (1953) to be ancestral to the ethnographic Washoe. Kings Beach traits were initially believed to be manifest at site locations different from those identified as Martis, to have replaced basalt with obsidian, and portable mortars and milling stones with bedrock mortars for seed processing. Kings Beach people were believed to have relied heavily on fish and pine nuts, also in contrast to their Martis predecessors.

The study of four sites on the east side of Lake Tahoe reported by Elston (1971) was planned by W.A. Davis, the senior investigator, to resolve questions about the relationship between Martis and Kings Beach and the postulated identification of the latter as ancestral Washoe. The excavation was undertaken to test the following propositions:

...the assumption that the archaic Martis peoples are the direct ancestors of the historic Washo. A secondary hypothesis which immediately developed from the basic one above is that an unbroken line of development extends from the Martis culture, through the Kings Beach culture to the Washo [Elston 1971:10].

A series of 10 radiocarbon derived dates from these sites demonstrated a chronological sequence spanning approximately 7000 years (Davis 1963; Elston 1971: Table 6). Elston was able to conclude that Davis' hypothesis of cultural continuity between the Martis and Kings Beach Complexes has been supported ... [and] Heizer and Elsasser's equation of the Kings Beach Complex and the historic, protohistoric Washoe is given further support.

He appended the caveat that "the problem of linking archaeological assemblages to particular linguistic groups will have to await further research" (Elston 1971:140). Subsequent work by Elston and his colleagues continued with some consideration of questions relevant to Washoe culture history, but a greater interest in the relationship between environment and cultural adaptation was evident (e.g., Elston et al., 1977:23-24, 166).

Evidence was found for occupations transitional between Martis and Kings Beach, as well as minimal evidence for an earlier human presence. Work by Elsasser (1960), as well as subsequent excavations and surveys by Elston and his colleagues (Elston 1974; Elston and J.O. Davis 1972; Elston et al 1976; and Elston et al 1977) resulted in a cultural chronology for the Middle Archaic that survived until the 1980s. A review by Moratto, for example (1984:295) found Martis affinities in sites on the western slopes and foothills.

For the past four decades, most studies of the archaeology of the Eastern Front have emphasized changing settlement and subsistence patterns developed in response to changing paleoenvironmental conditions. Some of the more recent studies in the region have also been guided by models derived from evolutionary biology and economics, as predicted by (O'Connell et al. 1982:233-236). These concerns involved the use of economic concepts to understand lithic production, raw material and tool use studies, and the

analysis of food remains (Zeier and Elston 1986, 1992). The same research interests have been reflected in archaeological studies of the Truckee Meadows (Miller and Elston 1979; Zeier and Elston 1986; Elston et al., 1994; Elston et al. 1995; Kautz 1991, 1996, 1999; Moore and Burke 1992; Simons and Kautz 1996; Simons and Hutchins 1996; Simons 1997; Stoner et al. 2006).

### **Relevant Studies on the Northern Sierra Front**

Past studies of the Truckee Meadows and the river flood plain in Washoe County resulted in the testing and/or excavation of house pits and storage features. These include sites on the Double Diamond Ranch in the Truckee Meadows (Clay 1990; Moore and Burke 1992), and one site at the Huffaker Locality (Kautz 1991). McCabe and Clay (1995) recorded an ethnohistoric Washoe winter village, another site on Steamboat Creek with a buried lithic reduction feature and a possible house pit, and a third site with four or five house pits and associated storage features. In their inventory and evaluation of cultural resources on a proposed real estate development in the southern Truckee Meadows, a possible house pit with associated storage features dated to  $3100 \pm 80$  B.P. was found (McCabe and Clay 1995). Clay (1992) also discovered a possible buried house associated with a Rosegate point on Little Washoe Lake.

Simons and Hutchins (1996) reported data recovery at a site with a possible domestic feature revealed in a test trench wall. Investigators concluded that the structure dated to the Middle Archaic and was probably a conical pit associated with food preparation. Scattered artifacts at the site were apparently from casual use during the Late Archaic.

Several studies conducted in the Eagle and Carson valleys in the two decades before 1990 reported possible winter village and camp sites, with midden and hearth features dated between 3720 and 365 B.P. (Clay and Reno 1989; Elston 1970, 1971, 1979b; NDOT 1983, 1984, 1985). Extensive investigations were also conducted by WCRM in the Carson Valley at the Sunridge site in 1995 (Stoner and Rusco 2001). As a result, 361 features including hearths, earth ovens, pits, and house pits were identified. The site was occupied as a winter village in the Early Martis and Late Kings Beach phases and as a logistical camp site in the Late Martis and Early Kings Beach phases.

Another probable winter village or camp site was excavated as part of the ReTRAC project (Stoner et al. 2006). The treatment of the Daylight site resulted in the identification and excavation of 50 features. Of these, 48 are prehistoric and include a Martis Phase house pit, hearths, pits, and rock clusters. In addition, three complete burials, one secondary burial, a disturbed burial and 14 loci of scattered human remains were recovered. Data recovered includes 261 chipped stone tools, 18,824 pieces of debitage, more than 20,000 faunal bones, 139 pieces of ground stone, several bone tools, and feature and site residues (Stoner et al. 2006). Data regarding the paleoenvironment of the site occupations, geomorphology, and site formation processes were also recovered.

During the 1990s, Elston (et al. 1994) undertook a survey for a land exchange on the Mount Rose fan and Steamboat Hills. In addition to using this opportunity to reevaluate the Martis cultural chronology, Elston and his colleagues recorded present conditions at previously studied sites on Thomas and White creeks and recorded two prehistoric sites on these creeks and one at Steamboat Hills.

Studies of two sites (CA-PLA-5 and PLA-6) in Martis Valley in the High Sierra, Lake Tahoe region afforded an opportunity to re-evaluate Heizer and Elsasser's "Martis Complex" initially based on surface data from these and other sites recorded during the early 1950s (Ataman et al. 1999a). Excavation showed that the two sites were occupied intermittently for at least 7,000 years, with occupation of CA-PLA-5 peaking during the Early Martis phase and waning during Late Martis times, when the occupation of CA-PLA-6 increased. This was followed by a more intensive occupation of CA-PLA-5 in the Early Kings Beach phase and a decline in the other site, with the prehistoric use of both sites declining considerably in the Late Archaic. Ataman and colleagues (1999a) find that this apparent settlement shift

conforms to the pattern observed "throughout the Western Great Basin", reflecting fluctuation in regional climatic patterns (Ataman et al. 1999b:10-6)".

In spite of the lack of secure links between "prehistoric cultures" and ethnographically known languages and cultures of the Great Basin, there has been considerable interest in just this problem on the part of Great Basin anthropologists (Fowler and Lilgeblad 1986:22; d'Azevedo 1986a:8). This change in regional research interest coincided with the theoretical shift from culture history to processual archaeology (Binford 1965; Binford and Sabloff 1982). A return to the earlier approach of studying the historical context of archaeological complexes has been advocated by some of the post-processual archaeologists, with caveats about recognizing the differences between archaeology and history (e.g., Hodder 1991:30-32).

By 1982, an influential volume summarizing current research directions in Great Basin anthropology (O'Connell et al. 1982) reflected virtually no interest in culture history. Elston's (1982, 1986a) discussion of the Eastern Front in that volume and the subsequent *Great Basin* volume of the *Handbook of North American Indians* contained no mention of the status of the Kings Beach phase as ancestral to ethnographic Washoe culture.

A renewed interest in culture history has been directed toward the postulated rapid Numic expansion throughout most of the Great Basin (Madsen and Rhode 1994). Bettinger and Baumhoff (1982, 1983, and 1994) proposed an explanation of how an "invading" group of efficient collectors and processors of high cost foods (seeds, small fauna) could have out-competed and eventually displaced resident groups that relied on a relatively narrow diet breadth of low cost foods. Their papers stimulated new attempts to "find" the Numic arrival in the archaeological record, but there were objections that the authors had not provided a model that could be tested (Elston 1986:145; Simms 1983).

Zeier and Elston (1986:28) note, for example, that the "transition between the early and late phases of the Kings Beach period occurred during a particularly critical time, the supposed Numic spread." They conclude that "for some reason the Washoe were the only Great Basin group not replaced by Numic speakers," and proposed instead, in Bettinger and Baumhoff's (1982) terminology, that "the ancestors of the Washoe underwent replacement of a traveler subsistence and settlement with a processing system" (Zeier and Elston 1986:379). However, they offer no evidence for the identification of the Martis and Kings Beach phases as ancestral to ethnographic Washoe.

Meanwhile, California archaeologists maintained an interest in speculating about linguistic prehistory (Moratto 1984:529-574). Elsasser (1978:53) postulates the continuity of the Martis complex with the Maidu people and a movement of ancestral Penutian speakers from the Great Basin into California at the beginning of the Martis phase.

## 2.2 ETHNOGRAPHIC BACKGROUND

Although the Indian Claims Commission determined that the area where the proposed project is located lies within traditional Washoe territory, it was undoubtedly an area that was traditionally used by both Northern Paiutes and Washoes (see Lerch et al. 2010:31-32). The Hokan-speaking Washoe lived primarily in valleys along the eastern Sierra slope and the Lake Tahoe vicinity. Lake Tahoe is central to the Washoe territory and was frequented in the summer season. Their seasonal range extended as far north as Honey Lake Valley and as far south as Topaz Lake (Dangberg 1968:1). The Washoe are believed to have occupied their present range for as long as 5,000 years (Steward 1937; d'Azevedo 1966). Kroeber (1976:571) estimates the full strength of the tribe to have been approximately 1,500, although 900 was the estimate in 1859.

The Northern Paiute (sometimes referred to as Paviotso in older documents) occupied a larger area estimated to cover a third of present day Nevada, southeastern Oregon, southern Idaho, and eastern California (Fowler and Liljeblad 1986:435; Inter-Tribal Council of Nevada [ITCN] 1976b:1). According to linguistic evidence (Lamb 1958; Thomas 1994), the Numic-speaking Paiutes are believed to have entered the Great Basin approximately 1,000-2,000 years ago, although this is the subject of much current debate (see Madsen and Rhode 1994).

Ethnographic and ethnohistoric accounts allude to interactions between the two groups. Dangberg (n.d. cited in Price 1961-1988) noted that in 1863, Paiutes and Washoe mixed in Antelope Valley (south of Gardnerville). Frank Morgan, a Washoe consultant, reported confrontations between Washoes and Northern Paiutes near McTarnahan Bridge which is on the East Fork of the Carson River (d'Azevedo 1978). This area is known for its abundant freshwater mussels and good source of quartz. The area referred to as "Coyote Smokeout" is also the location of many Washoe legends. Kroeber also discussed conflicts between the two groups (1976:570). According to local folklorist Grace Dangberg (n.d. cited in Price 1961-1988), the Northern Paiutes would not let the Washoe own horses. Dangberg's field notes mention that the Washoe were sometimes intimidated by their neighbors to the east. Based on interviews done in the 1950s and more recently (Lerch et al. 2010:34), the Washoes and Northern Paiutes tried to avoid one another whenever possible. Vernon Numan, a Northern Paiute elder from the Reno area (now deceased) said that Washoe families would set up camps in the Truckee Meadows, leave when the Northern Paiutes came in, and then moved back when they left. Despite numerous accounts of friction and avoidance, intermarrying and often peaceable relations were common between the two groups. A Northern Paiute consultant of Willard Z. Park reported that the Washoe often traveled to Pyramid Lake and were referred to as cousins (Fowler 1989:5). In 1917, the Reno-Sparks Indian Colony (RSIC) was established in a tract that "separated the Paiute tribe on the north from the Washoe tribe on the south" (ITCN 1976b:76). Although many Washoes and Northern Paiutes now lived together on the roughly 20 acre colony, the groups were apparently segregated to some degree.

Washo and Numa joined in the events [handgames], which provided not only competition, but social gatherings as well. One elderly Numa remembers them: "The Washo gamblers were mostly young men, and they would come over on the Paiute side of the colony to challenge the Paiute gamblers, who were mostly older women [ITCN 1976b:77].

Archaeologists studying Washoe sites in the Truckee Meadows and Carson Valley areas have noted a low frequency of trade items such as obsidian from north and east of Washoe territory (Kautz 1999; Stoner and Rusco 2001) and frequent trade with Sierran and trans-Sierran groups was common (d'Azevedo 1986b). The material record suggests more extensive trade between the Washoe and their southern and western (Sierran) neighbors than with the Northern Paiute.

In the vicinity of Reno, both Washoe and Northern Paiutes had camps throughout the area. The Washoe once lived north of downtown near the University of Nevada and Manogue High School, near Idlewild Park, and several areas along the Truckee River (ITCN 1976a:75; Lerch et al. 2010:93-105). The Northern Paiutes had camps in the area of Manogue and Hug High Schools; Idlewild and Crissie Caughlin Parks, Oxbow Nature Study Area, Scott Island (destroyed during a flood), and in the Glendale area along the river (Lerch et al. 2010:93-105). Because of the development of Reno, there is little to no evidence that these camp sites existed. In the Truckee Meadows, large archaeological sites have been located at Vista in eastern Sparks, Glendale, Huffaker Hills, Mt. Rose fan, and near the sloughs near the former Double Diamond Ranch in the heart of the Truckee Meadows.

Fishing was important to both the Northern Paiute and Washoe as is witnessed by archaeological and ethnographic records (Lerch et al. 2010:14-15). Fowler (1986:87) describes the use of platforms, dip nets, spears, and harpoons for fishing along the banks of Great Basin rivers. Northern Paiute along the

Truckee and Walker Rivers set cone-shaped traps in willow weirs. For minnows, basketry traps were placed in shallow waters. The 1852 diary of Mariett Foster Cummings provides a good description of line and hook fishing observed on the Truckee River:

[August 8] There are a great number of Indians about here. They call themselves Piutes. Their country extends from Pyramid Lake to the Sink of Truckee. They are very friendly. They procured for me great numbers of little fish resembling a sardine which they caught with ingenious little hooks made of a little stick one fourth of an inch in length to which was fastened nearly at a right angle a little thorn. These were baited with the outside of an insect. The line was simply a linen thread with six of these hooks attached [Holmes 1997:160].

During a recent study of the Truckee Meadows, tribal elders pointed out several fishing areas used Washoe and Northern Paiute people in the vicinity of Wingfield Park, Oxbow Nature Study Area, and Glendale (Lerch et al. 2010:95-99). They said that there used to be fish traps in these areas, but they had all washed away long ago. The archaeological excavation of Site 26Wa7522, located just across the Truckee River in the vicinity of Idlewild Park, yielded some fish bones and freshwater shellfish remains, but no evidence of pine nuts or acorns (Stoner et al. 2006).

In addition to fishing, pine nuts were an important staple of both the Washoe and Northern Paiutes. Pine nuts were a mainstay during the winter months and were easily stored. Pinyon pine trees are found only south of the Truckee and Humboldt Rivers and east of the Sierra Nevada. The nearest pine-nutting areas to Reno were in the Virginia Range. In addition to its high nutritional content, pine nut harvesting is deeply rooted in the cultural and social systems of these groups (Lanner 1981; ITCN 1976a, 1976b). The pinenut harvest occurred in the early fall. According to Park's consultants, the Washoe usually harvested the west side of the Pinenut Mountains and the Paiutes gathered the nuts on the eastern slopes (Fowler 1989:5). As part of the routine, a headman traveled to the hills to assess the crop and bring back samples. Upon his return a "pow-wow" attended by the entire village was planned. The group danced all night in a circle dance. During the ceremony, the cones were tested to determine when the harvest should begin; usually in early September. If a crop looked poor, the groups might dance for several nights to a full week (Lanner 1981:79). Acorns were also a staple food of the Washoe who were more closely tied to the Sierran resource. Acorns were sometimes traded by the Washoe. Although Park's consultants reported that Pyramid Lake people gathered acorns south of Honey Lake, it is doubtful that they were regularly consumed (Fowler 1989:50).

Rabbit drives, also in the fall, are also times of socializing in addition to their subsistence function (Fowler 1989). All parts of the rabbit (both jackrabbit and cottontail) were used: the meat was dried or eaten fresh; the fur was cut into strips and made into blankets; and the bones were cracked and the marrow was eaten. Mudhens were also taken in communal drives (Fowler 1989:56-57). The birds were then roasted in pits. The aboriginal diet also included other small and large mammals such as marmots, squirrels, deer, and pronghorn, grass seeds and berries.

Following Euro-American settlement of northern Nevada, the lifeways of the Northern Paiutes and Washoe changed dramatically. The destruction of pinyon forests for fuel for the mines and the takeover of the most productive lands for agricultural purposes disrupted the lifeways of the aboriginal hunter-gatherers throughout Nevada. By the late 1800s, many Northern Paiute and Washoe families relocated near Reno, as well as ranches in the Truckee Meadows, and accepted wage labor jobs as ranch hands, agricultural workers, and laundresses (Lerch et al. 2010:33-39). In 1917, the federal government purchased the 20 acres of land that would become the RSIC. Prior to that, the Washoe and Northern Paiute families were often forced to move to other locations when non-Native Americans wanted to develop the land.

## 2.3 EURO-AMERICAN BACKGROUND

The APE is located in one of the oldest parts of Reno. The first Euro-American occupations there actually predated the city's founding. Seven key historic themes identified by the Nevada State Historic Preservation Office (SHPO) (White et al. 1991) are relevant to the Euro-American background: 1) the Truckee River and its uses over time, 2) transportation, 3) commercial undertakings, 4) gaming and entertainment, 5) the divorce and marriage industry, 6) community development and city growth, and 7) Reno's Historic Telecommunications. The role of each of these themes in the history of the Virginia Street Bridge Demolition and Replacement APE will be discussed in the following pages.

### **The Truckee River and Its Historical Uses (1852-Present)**

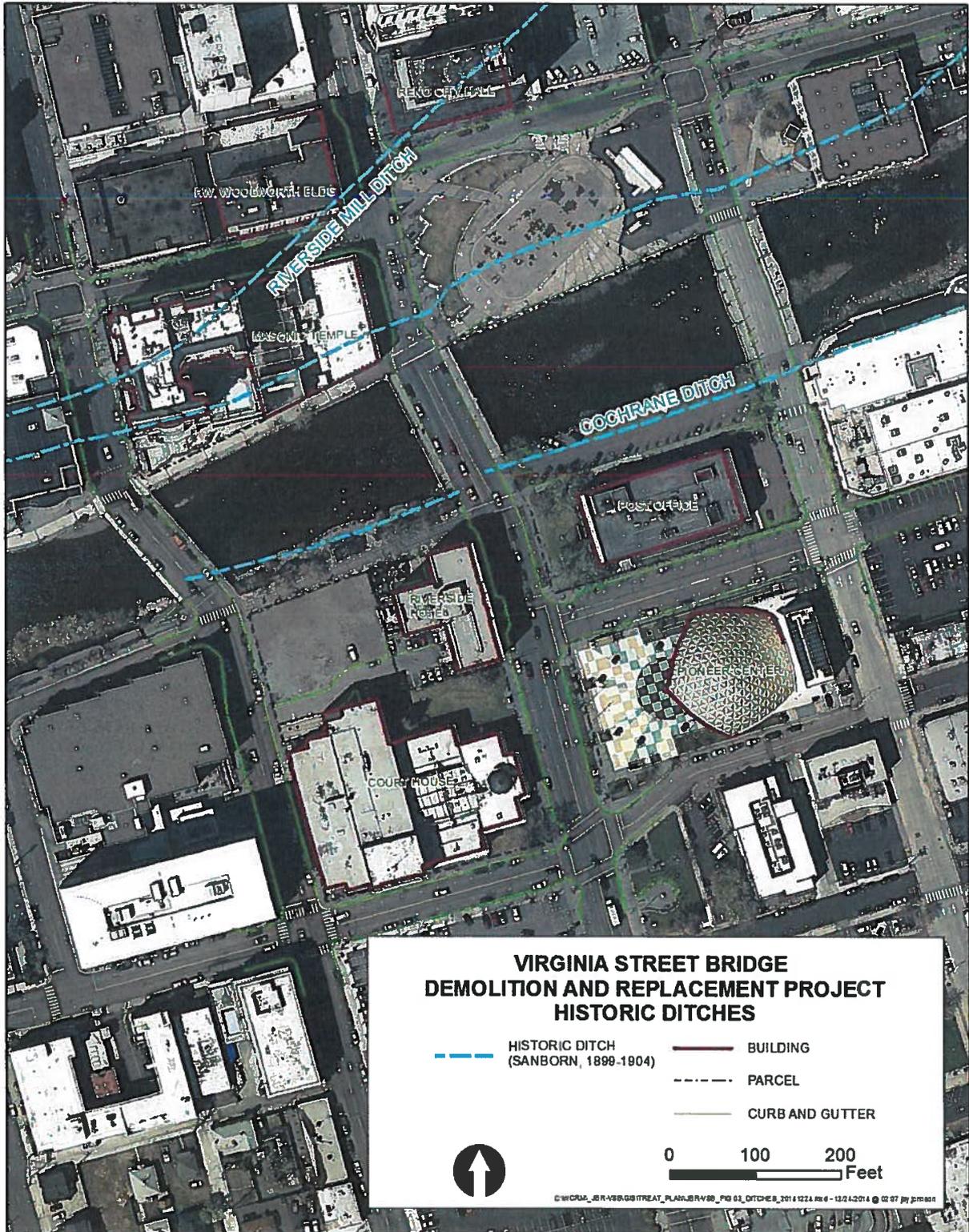
The Truckee River is approximately 120 miles long, running from Lake Tahoe, California to Pyramid Lake, Nevada; Reno grew up along its banks and its residents have used the waterway for drinking water, irrigating crops, moving lumber, commercial fishing and various recreational activities for many years. The period of significance for this context begins in 1852 with the construction of Jamison's Station (see transportation below) and carries through to today as the river remains a key feature of downtown Reno. Before Reno's founding, the river was a key resource and habitation area for Native American inhabitants of the Truckee Meadows. It served as a key landmark for overland emigrants starting in the 1840s, and a segment of the California Trail paralleled it across western Nevada. In fact, the name Truckee appears to have been an Anglicized version of a Paiute name, and was given to the river by an early emigrant group grateful for the guidance of a Paiute leader (his name may have been something like Tro-kay) (State of Nevada n.d.).

Before its eventual paving over, Peavine Creek emptied into the Truckee River near present-day Arlington Avenue, west of the APE. The confluence of the two streams and the presence of ample water, encouraged early settlers to locate in what eventually became downtown Reno. Many of them focused on agriculture, providing supplies and animals to emigrant parties on the California Trail and later to the miners of the Comstock. The early agricultural development of the Truckee Meadows led to the development of irrigation systems which are discussed below.

Irrigation systems were established starting in the 1860s to irrigate crops and to provide water to mining operations like the Peavine mines via the English Mill Ditch that left the river west of the APE and ran northeast for approximately 3.5 miles. To do this, builders constructed 14 diversion structures in the river; including five near and/or across the APE and nine others elsewhere in the Truckee Meadows Townley 1983:122 and Ringhoff and Stoner 2011:95) (**Figure 3**).

Two other ditches left the river near modern Arlington Avenue, west of the APE. The first was the 3.5 mile long Sullivan and Kelly Ditch built in 1863. The second ditch, the Riverside Mill Ditch (a.k.a. Fogus Flume), was comparatively short. Both the Sullivan and Kelly and the Riverside Mill ditches have appropriation dates of 1872. These ditches ran in a northeasterly direction (Townley 1983: 121-123). Another ditch is present on the Sanborn maps from 1879 through 1906 that does not have a name on the maps (Sanborn Fire Insurance, Limited 1879, 1890, 1899, 1904, and 1906).

Figure 3. Early Reno Irrigation Ditches



Closer to the current APE, the Court Canal left the river near the current Washoe County Courthouse. Myron C. Lake, for whom Lake's Crossing was named, built the ditch in 1863 and retained control of it as "Lake's Little Ditch," until 1876 when he took on partners Thomas E. Haydon and John S. Schumacher who enlarged and renamed the ditch. They called it the Haydon and Schumacher Ditch, and the name that lasted until 1889 when it was officially adjudicated and recorded in court documents as the "Court Canal." The canal ran in a southerly direction for approximately 4 miles and supplied users with both domestic and agricultural water until 1911 when Washoe County and the City of Reno bought the ditch and closed it.

The fifth ditch, this one definitely crossing the APE, the Cochrane and Longley Ditch, later known simply as the Cochrane (note: name spelled as "Cochran" also found in archival sources) Ditch, began operation in 1864 after two years construction. The seven mile long ditch carried agricultural water and remained active as an open ditch until the early 20th century. Early photographs of the current Virginia Street Bridge indicate the ditch to be in a pipe under the southern bridge approach. Other information indicates that ditch operators enclosed a portion of the canal from Island Avenue past the Riverside Hotel in 1912; crossing the western portion of current APE. By 1918, the Sanborn shows the ditch to be subsurface as far east as approximately one-half block east of Center Street, east of the APE. At present, the City of Reno uses the ditch for flood control; a function it took on during the 1930s. Previous recorders found that the intake, west of Sierra Street, had been modified during the 1930s and again during 1991 when the city built the current river walks west of Sierra Street (Koval 1994:13-15; Ringhoff and Stoner 2011:95-97; McMorris and Webb 2001; Sanborn Fire Insurance, Limited 1918).

Today the river's flow is allocated amongst a number of users including the Pyramid Lake Paiute Tribe, the cities of Reno and Sparks for municipal and domestic use, and for agricultural use under the supervision of the Truckee – Carson Irrigation District. Some of the flow is kept in the river to assure spawning waters for Lahotan Cutthroat, an endangered species of fish identified by the U.S. Fish and Wildlife Service (Nevada Division of Water Resources 2011).

Beginning during the 1930s, the City of Reno, initially with help from the federal Works Progress Administration (WPA) began building retaining walls along the banks of the river to control floods and keep the waters from undermining buildings along the river. The installation of the first retaining walls along the river's banks took place on both ends of the current Virginia Street Bridge; and remnants of these stone walls are visible today near the northwest corner of the bridge. Additional concrete retaining walls were later installed, extending upstream and downstream well beyond the downtown Reno area (Kautz 2002:14; Koval 1994:15-16).

### **Transportation (1852-Present)**

The establishment of transportation routes, beginning with transcontinental trails during the 19th century, was essential to the development of Reno. Explorers and early emigrants blazed routes across Nevada and recognized the Truckee Meadows as a hospitable place to rest before beginning the ascent of the eastern escarpments of the Sierra Nevada Mountains. By the early 1850s travelers had established the Stevens-Donner route of the California Trail, crossing lands that would become modern Reno. The same decade witnessed the first permanent Euro American settlement of the Truckee Meadows when H. H. Jamison, built his ranch and trading post, known as Jamison's Station many miles east of the APE on the Truckee River in 1852 (Buck 2010). John Stone and Charles Gates built another trading post in the meadows, in an area today known as Glendale, east of the APE, in 1857. By the 1860s there was a small community established east of the Peavine Creek/Truckee River confluence called Lake's Crossing. The community was named after a toll bridge maintained by Myron Lake (constructed by C.W. Fuller in 1859) that spanned the Truckee River. Early on Lake built a hotel on the south side of the river near the bridge that became the heart of the dispersed settlement. After the discovery of the Comstock Lode in 1859, the area's Euro American population increased rapidly; people rushed to Virginia City to try their

luck in the silver and gold mines, and settlers across west-central Nevada established ranch and farm operations to supply meat, produce, and alfalfa for the new markets. These early trading posts served as both the roots of Washoe County settlement and as way stations for overland travelers. Lake's Crossing evolved into a well-known stage stop for coaches that connected the Comstock Lode and Virginia City to the rest of northwestern Nevada, northeastern California, and the rest of the nation (for the early history of Reno the reader is directed to Townley 1981 and 1983, Horton, 1997, Land and Land 1995, or Rowley 1984).

The arrival of the Central Pacific Railroad (CPRR) surveyors at Lake's Crossing in 1868 marked the beginning of a new era in Reno's transportation history. With the passage of the first Pacific Railroad Act in 1862 and the second Pacific Railroad Act in 1864, Congress subsidized construction of a railroad that roughly followed the Overland-California Trail route (Myrick 1992:1; Signor 1985:15). The Act chartered the Union Pacific Railroad (UPRR) and the CPRR to establish a transcontinental route, granting the companies substantial tracts of public land to offset costs associated with building the line from the Missouri River to the Pacific. The CPRR recognized the need for a station in the Truckee Meadows to not only serve the growing Comstock market, but as a point of interchange with future local rail lines. Spring flooding at an earlier site option downstream, as well as offers of land from Myron Lake, led directly to the railroad choosing the area for its terminal. The CPRR laid out a townsite and Reno (named in honor of Union General Jesse Lee Reno) was founded in 1868. During June of that year, the first CPRR train arrived at the new community and as a result of the rail connections, Reno boomed (Townley 1983:66-70).

The CPRR stimulated further rail development in and around Reno, first with the Virginia & Truckee Line (V&T), founded in 1869, which ran east of the APE on its way to Carson City and Virginia City. Later the Nevada-California-Oregon Railway Company (N-C-O), organized in 1880, ran north from Reno into California. It was located north of the APE. Brisk interchange traffic developed in Reno as a result, and a commercial row was established along the rail route through what is now the downtown area. The city street grid developed parallel and perpendicular to the Central Pacific, including Virginia Street that lies perpendicular to the railroad. Over the remainder of the late 19th century Virginia Street evolved into a major north-south artery through the community as businesses expanded south from the tracks toward the Truckee River. Also, during the late 19th century Lake's hotel (Lake House) and later the Riverside Hotel, both on the south side of the river partially within the APE, continued to be a center of tourist and travel activity on the road from Reno to Carson City and Virginia City that began during the 1860s (Stornetta et al. 2000).

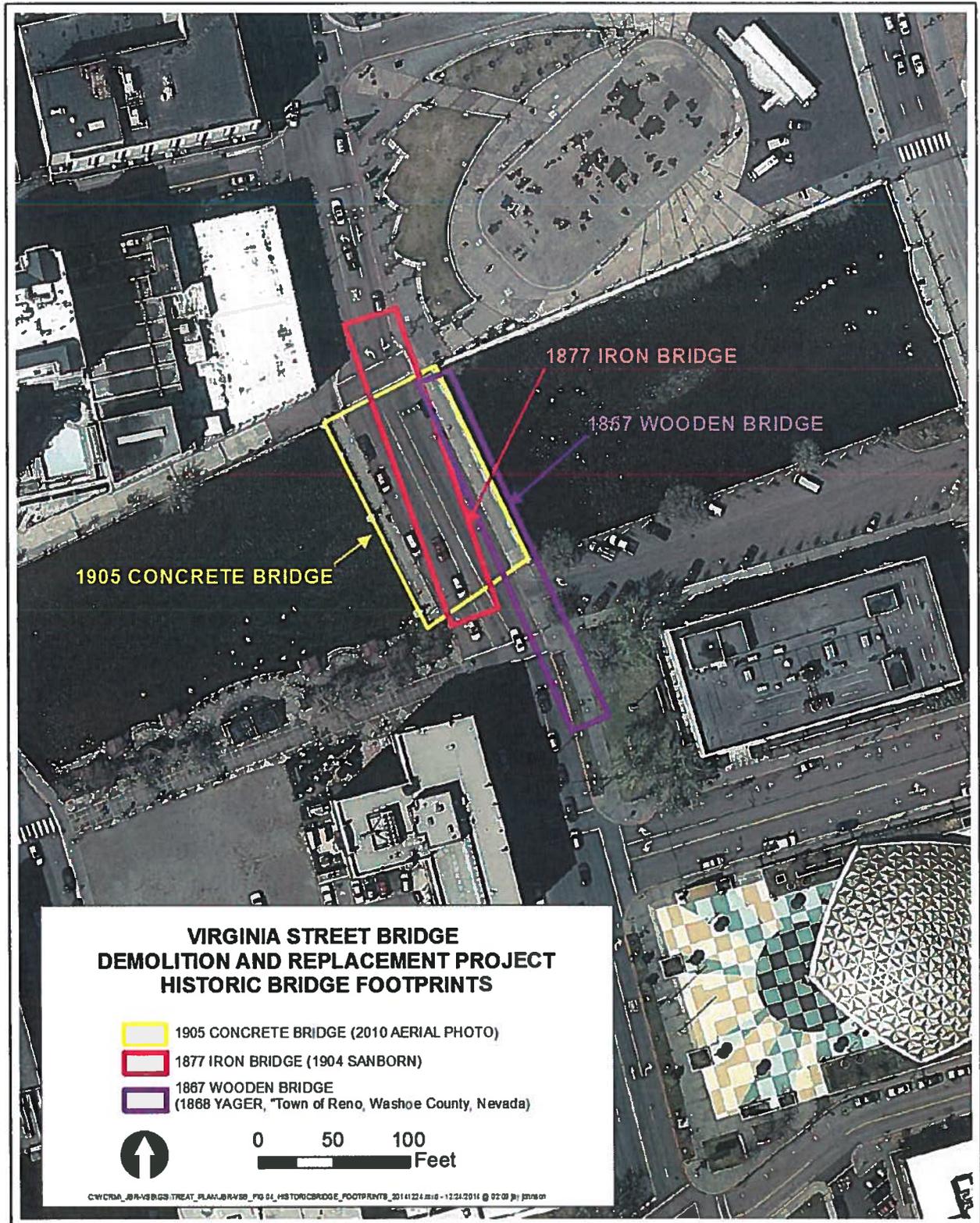
Another rail-based form of transportation, trolley lines, helped Reno become a more modern city during the early 20th century. As early as 1904 local news accounts referred to a street car line to be built from Reno to new residential subdivisions southeast of the city's core, as well as to the south and southwest of what later became the town of Sparks (Reno Evening Gazette 1904). In 1906, San Francisco investors incorporated the Reno Traction Company to purchase the Nevada Transit Company which had lines in Sparks. They extended the service to Reno, and then established more lines in the Reno area. The company had a close relationship with the Reno Power, Light, and Water Company, with overlapping ownership and directors (Nevada State Journal 1906). In late 1906 and early 1907, the Reno Traction Company constructed trolley tracks in many of the city's streets, including East First Street and Virginia Street, as well as across the new Virginia Street Bridge (constructed 1905, to be discussed below). By the winter of 1907-1908, the Reno Traction Company shared the trolley tracks along East First Street and on Virginia Street with the Nevada Interurban Company – a new corporation that had constructed a line from the Southern Pacific Depot in downtown Reno to Moana Springs. The interurban line used the Reno Traction Company's tracks along the Virginia Street route until branching off at Plumas Street (Reno Evening Gazette 1907a, 1907b, 1907c). Various purchases and mergers led to the absorption of the Nevada Transit Company into the Reno Traction Company during November of 1907, and the new

company announced plans to extend services in Reno (Reno Evening Gazette 1907). For the decade following 1907 the trolley lines generally prospered as the city (incorporated 1903) and neighboring Sparks grew. Even through the labor disputes of 1917 the company prospered. However, in 1919 the overextension of service began to negatively impact the company's profitability and financial problems emerged. Some of the lines to Sparks were abandoned, and a petition by the company to abandon all of the trolley tracks connecting Reno and Sparks was accepted by both city councils (Nevada State Journal 1917; Reno Evening Gazette 1919). In 1924 a bus line opened on certain routes, directly competing with the traction company; three years later, the company had closed operations and buses provided the public transit on city streets (Reno Evening Gazette 1924, 1927, 1928).

The growing popularity of a new mode of transportation, the automobile, impacted the nation, Nevada, and Reno in many ways after 1900 and led to many changes in the built environment, such as the presence of service stations to fuel and repair the cars. Auto ownership across the nation after 1900 grew rapidly and the vehicles started to evolve from a curiosity to a day-to-day conveyance. In 1908, the Ford Motor Company introduced the Model T and its relatively cheap price and reliability spurred further growth in auto ownership. Motorists took their cars on longer and longer trips that led to construction of the first transcontinental highway, the Lincoln Highway, dedicated in 1913. The route passed through towns along what was to become U.S. Highway 40 –and was known variously within the city as the Lincoln Highway, the Victory Highway, the Truckee Highway, or the Verdi Highway. The primary route was along Fourth Street, which runs east/west and passes through downtown Reno four blocks north of the Virginia Street Bridge (Ringhoff et al. 2006a). In 1917 the state legislature established the Nevada Department of Highways which designated a series of roads to be state highways; these included NV 9 and NV 3, which later became segments of U.S. Highway 395. Those highways were elevated to the status of National Highway in 1934 when the Association of State Highway Officials included them in the border to border route of U.S. Highway 395 running from San Diego, California, north to the Canadian border in Washington (Kaiser 2008). The early route of U.S. Highway 395 followed parts of Virginia Street, passing over the Truckee River at the Virginia Street Bridge. After World War II, the pattern of transportation in Reno shifted. A rapid decline in the volume of rail passenger and freight traffic coincided with an increase in the volume of automobile and truck use on highways. The establishment of the Interstate Highway System (1956), followed by expressway improvements to many highways that began during the 1980s (including sections of U.S. Highway 395 between Reno and Carson City), formed the current highway system in Reno. With these improvements, a great deal of through traffic was diverted to the elevated U.S. Highway 395 expressway located approximately a mile and a half east of the Virginia Street Bridge.

Throughout the history of the Truckee Meadows, various bridges crossed the Truckee River at Virginia Street and served as an anchor for commercial and cultural development. From the 1910s through the 1930s when the City of Reno commissioned several other bridges across the Truckee (the Arlington Avenue Bridge, the South Arlington Avenue Bridge, the Sierra Street Bridge, the Center Street Bridge, and the Lake Street Bridge – to be discussed below in the Urbanization section), the only other way across the river was via the V&T railroad span east of the APE. An 1868 map of Reno reproduced in Townley (1983:71) depicts Lake's bridge, built in 1867 at the site of the earlier 1859 and 1863 bridges that had washed out in floods in December 1861—January 1862 and 1867 respectively. All these were in approximately the same location that would be occupied by Lake's bridge's 1877 replacement – an iron bridge. In 1873, Washoe County refused to renew Myron Lake's franchise and acquired the bridge for itself (Nevada State Journal 1958). Sporadic and insufficient maintenance followed, and in 1877 the county commissioners accepted the lowest bid of \$15,700 from King and Wheelock of Des Moines, Iowa to construct a new iron bridge. This bridge was replaced in 1905 by the present-day Virginia Street Bridge (Rowley 1984:17; Townley 1983:51-53, 85-86). The footprints of the iron bridge, the present bridge, and an approximation of the Lake's Bridge footprint are depicted in **Figure 4**.

Figure 4. Historic Bridge Footprints



The Virginia Street Bridge as it stands today is a two span, concrete arch deck bridge – the oldest functioning bridge in Reno and one of the oldest reinforced concrete bridges in Nevada. It was constructed by the Cotton Brothers and Company of Oakland, California, and included classical-style arches and pillars. A cultural focal point, the bridge has been referred to as the Wedding Ring Bridge – a reference to when Reno was known as the Divorce Capital of the World after 1906 (see Divorce and Marriage Industry section below) (Harmon 1998). According to local legend, recently divorced women would walk from the Washoe County Courthouse and cast their wedding rings into the Truckee River. Whether or not this is true remains the subject of speculation, but the bridge’s position near the cultural heart of Reno makes it an important crossing to this very day.

### **Commercial Undertakings (1885-Present)**

Until the early 20<sup>th</sup> century, the portion of downtown Reno within the APE experienced a mix of commercial and limited residential development. Sanborn maps from 1885, 1890, and 1899 depict the Lake’s Crossing hotel (which later became the first version of the Riverside Hotel), as well as a mix of small enterprises including a soap factory, a Chinese laundry, and a wagon shop north of the Truckee and within this project’s APE. A handful of dwellings are also present in and near the APE through these years. The same maps show denser development and a wide variety of commercial houses in the blocks along the CPRR, the V&T (east of APE) and the streets north of the Truckee River and APE. This pattern continued until the turn of the century. Further details can be found in Ringhoff and Stoner (2011). Within the APE the 1890s saw the addition of a boarding house, a livery stable, and a marble works to the north of the river. The businesses on the north side of the river during the late 19<sup>th</sup> century evidence the presence of Asian-Americans operating service enterprises, a pattern consistent with the findings of WCRM’s ReTRAC studies of ethnic enclaves in Reno a few blocks northeast of the APE (Ringhoff et al (2006a:12.42, 14.73, and 14.76). The types of business in the APE north of the river from the 1870s into the first decade of the 20<sup>th</sup> century and their locations on the edges of the plat are indicative of the ethnic/immigrant groups possibly living and working in the locale. One example can be seen in the likely presence of Italian marble workers operating a business in the APE (Sanborn Fire Insurance, Limited 1890). South of the Truckee, the Lake’s Crossing/Riverside Hotel was joined to the south by an early version of the Washoe County Courthouse in 1899. That same year’s Sanborn map indicates that while the livery stable remained, the boarding house had been acquired by the Salvation Army for purposes of a shelter (Sanborn Fire Insurance, Limited 1885, 1890, 1899). A summary of the Sanborn Maps by quadrants around the bridge is found in **Table 3**. The northern quadrants are on either side of Virginia Street north of the river and the southern quadrants are found on either side of the street south of the Truckee.

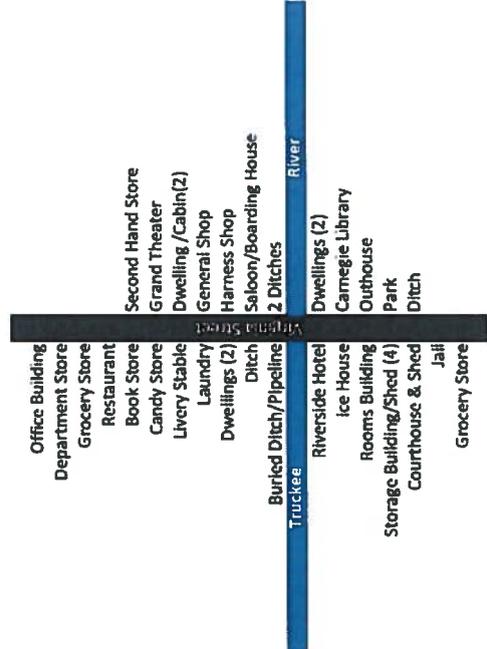
The nature of downtown Reno changed substantially during the first half of the 20<sup>th</sup> century. Commercial development, previously centered on Commercial Row paralleling the railroad, expanded to Virginia Street and other downtown avenues (Stornetta et al. 2000:2.26-29). The first key move of an established enterprises moving south towards the Truckee River came in 1905, when the Masons relocated their temple from the 1873 building on Commercial Row to its present location on the west side of Virginia Street, immediately north of the Truckee River (replacing the old livery stables). At the same time, commercial buildings began filling the east side of Virginia Street, displacing the marble works and other early enterprises including saloons, furniture shops, and tailors.

Table 3. Sanborn Maps Summary by Quadrant

1879 Sanborn	1885 Sanborn
<p>Dwellings (6) Carpenter Shop (2) Chinese Laundry (2) Tinmith Blacksmith Shop/Wagon Works (1st Floor) Public Hall (2nd Floor) 2 Ditches Truckee Not Mapped</p> <p>River</p> <p>Not Mapped</p>	<p>Dwellings (5) Marble Works Carpenter Shop Unidentified Building (3) Blacksmith Shop/Wagon Works (1st Floor) Public Hall (2nd Floor) Chinese Laundry Shed 2 Ditches Truckee Not Mapped</p> <p>River</p> <p>Not Mapped</p>
<p>Furniture Shop Carpenter Shop and Dwelling Carriage Storage Fence Factory Millinery Shop Blacksmith Shop Marble works Saloon Storage Building Unidentified Building (2) 2 Dwellings Ditch Covered Ditch/Pipeline Truckee</p> <p>River</p> <p>Old Riverside Hotel Unidentified Building (3) Dwelling Ditch Unidentified Building Courthouse Shed Ditch</p>	<p>Livery Stable Shed (2) Furniture Store Cobbler Chinese Laundry Photo Studio Dwellings (4) Unidentified Building (4) Shed Ditch Covered Ditch/Pipe Truckee</p> <p>River</p> <p>Riverside Hotel Ice House Rooms Building, Storage Building, Courthouse &amp; Shed, Ditch</p>
<p>1890 Sanborn</p>	<p>1899 Sanborn</p>
<p>Chinese Laundry Dressmaker Fancy Goods Store Office Building (3) Undertaker Carpenter Shop Livery and Sale Stables Dwellings (4) Old Shed Hen House Ditch Covered Ditch/Pipeline Truckee</p> <p>River</p> <p>Riverside Hotel Ice House Laundry Unidentified Building Courthouse Shed Ditch</p>	<p>Dwellings (6) Furniture Shop Carpenter Office Building Saloon &amp; Boarding House Blacksmith Shop Salvation Army Undetermined Building (2) Ditches (2) Truckee</p> <p>River</p> <p>Dwellings (2) Unidentified Building Ditch</p>

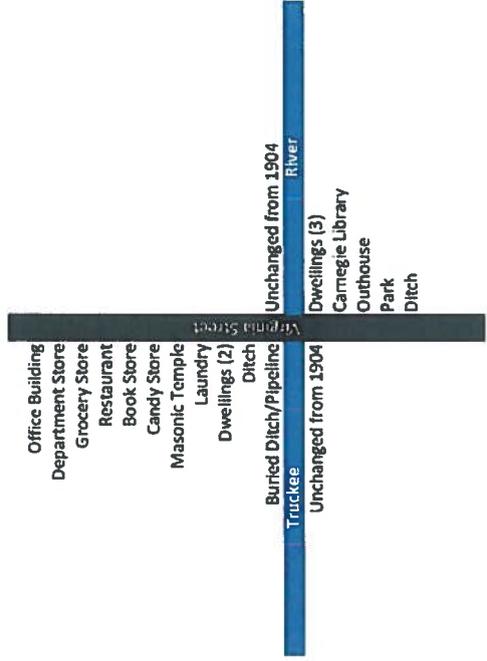


### 1904 Sanborn

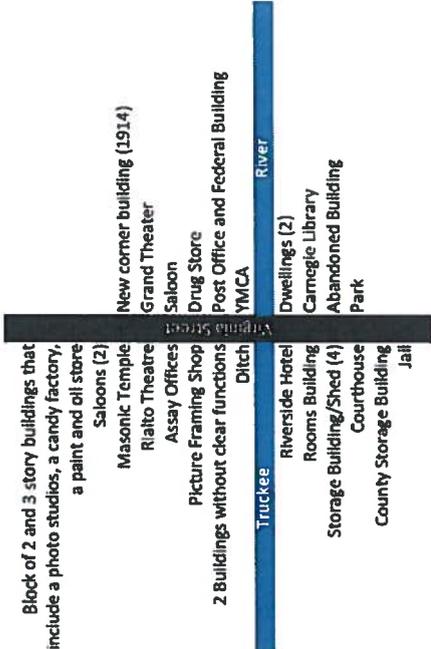


### 1906 Sanborn

Trolley tracks in Virginia Street after bridge completed (not depicted on Sanborn maps; found in archival and photographic sources)



### 1918 Sanborn



By 1918, Sanborn maps indicate that the Masons were joined by a number of commercial structures on both sides of the street, including the U.S. Post Office located on the east side of Virginia Street opposite the Masonic Building. After the current Virginia Street Bridge was constructed in 1905, the city located the Carnegie Library on a lot now owned by the Reno downtown postal station, and a park was established farther south on the east side of Virginia Street. On the west side of the street, both the Riverside Hotel and the Courthouse remained. Thus by the early 20<sup>th</sup> century Reno's commercial and government patterns had begun a shift in location that continued through the rest of the century. This can be seen by reviewing subsequent Sanborn maps support the interpretation that Reno's commercial district, as well as key government offices, moved away from the railroad tracks and aligned along Virginia Street (Sanborn Fire Insurance, Limited 1906, 1918). After World War I ended and the nation entered the 1920s, Reno and the APE entered an era of new growth that further changed the face of downtown. The growth of the divorce industry after the publicity surrounding the 1906 divorce of Laura Corey led directly to the construction of the Riverside Hotel (**Table 3**) as well as others to provide housing for the divorcees as they waited out their residency periods. As the state further relaxed the residency requirements, Reno continued to find ways to profit from the laws. Equally, the 1931 repeal of gambling prohibitions encouraged the growth of small gambling halls that after World War II evolved into the hotel-casinos and casinos of the 1990s and 2000s. The same post-World War II period also witnessed the city's political and business leaders working hard to attract other enterprises to the city including financial houses and distributors, some of who located downtown while others looked for space on the edges of town (Ringhoff and Stoner 2011:21-25). These changes are reflected in the APE with the Riverside Hotel, the First National Bank and the Masonic Temple as key elements of the area. To this day, the area around what was first Lake's Crossing remains the cultural heart of Reno. Further information regarding downtown Reno's evolution can be found in Alicia Barber's study, *Reno's Big Gamble: Image and Reputation in the Biggest Little City* (2008).

#### **Gaming and Entertainment (1931-Present)**

The popular image of gambling in the West, as portrayed in television shows and movies, includes a saloon complete with card tables, a roulette wheel, and faro dealer. While there is no doubt a grain of truth in this image, what is often forgotten is the almost universal acceptance of such activity in the days before mass communications like radio and television. Progressive Era reformers in the early 20<sup>th</sup> century crusaded against gambling, drunkenness, and other previously accepted vices, and in 1910 a statewide ban on gambling went into effect. In 1931, Nevada lifted the gambling ban and within a short amount of time pioneer gambling businesses took over some of the smaller business establishments in downtown Reno. Virginia Street proved an extremely lucrative area for gambling as a result of the City's ordinance that identified the street as a part of the town zoned for gaming, and the downtown area became more and more tourist-oriented. Harold's Club, for example, opened in 1935 as a casino-only facility, and the Riverside Hotel added a casino on the first floor some time during the 1930s (later expanding to a separate wing of the building in the 1950s that has since been removed).

After World War II, the gaming industry expanded. The first significant new developments occurred in 1948 when the Mapes Hotel opened and set new standards for casino operations. At the time, the Mapes building stood as the tallest building in Nevada and had been designed with specialized spaces set aside for casinos, restaurants, shops, banquet facilities, and a hotel lobby all located on the first two floors. The top floor in the building provided entertainment, dancing, dining, and gambling, while the floors in between were dedicated to guest lodging. Others copied the Mapes business model, and hotel casinos soon dotted Virginia Street from the Truckee River north to the then-new route of Interstate 80. In addition to gambling, casinos built entertainment facilities, allowing (and encouraging) visitors to attend shows while they dropped money in slot machines and on card tables. A-list entertainers like Sammy Davis Jr. and Louis Armstrong were often booked, although the mainstream downtown hotels would not allow African American performers like these to actually stay in the hotel-casinos in which they drew sellout crowds (Ringhoff and Stoner 2011).

As large hotel-casinos replaced the older businesses, smaller entities evolved into souvenir or pawn shops that focused on an out-of-town customer base. All of these were characteristic of the downtown's tourist industry that grew after World War II.

This collection of entertainment and gambling venues, and previously established fraternal organizations and government buildings gives today's downtown Reno area a unique ambiance, particularly near the Virginia Street Bridge (Ringhoff et al. 2006b:11; Koval 1994:10-11).

### **The Divorce and Marriage Industry (1906-Present)**

During the 20th century, Reno (and the state of Nevada) developed a reputation as the national center for quick divorces and even quicker marriages. This was largely due to Nevada's liberalizing of residency requirements for both divorce and marriage at a time when the rest of the states were tightening their laws. The earliest roots of the Nevada divorce industry can be traced to 1906, when Laura Corey, the wife of U.S. Steel president William E. Corey, moved to Reno to establish residency and gain a divorce. The 1906 Laura Corey case attracted national publicity and established Reno as the place where marriages could be more easily ended. The Nevada State Legislature recognized the economic importance of the divorce industry and in 1927 reduced the residency requirement from six to three months. Four years later, in 1931, the state further reduced the residency requirement to six weeks. In the 1930s and 1940s, the divorce industry vied with gambling as a key economic mainstay for downtown Reno. In addition to the Corey divorce, other famous individuals who came to Reno for their divorce including Mary Pickford, Cornelius Vanderbilt Jr., Jack Dempsey, Estelle Taylor, and Earl Russell (Martin 1998). More information about the divorce industry can be found in Mella Harmon's 1998 thesis, "Divorce and Economic Opportunity in Reno, Nevada during the Great Depression." In addition to divorces, Nevada also allowed couples to be married with no waiting period or residency requirement. This was in contrast to California, where a waiting period of three days was required before nuptials could be signed; in Reno, a small wedding chapel industry grew to service the market of out-of-state couples for whom urgency was a factor in the act of marriage.

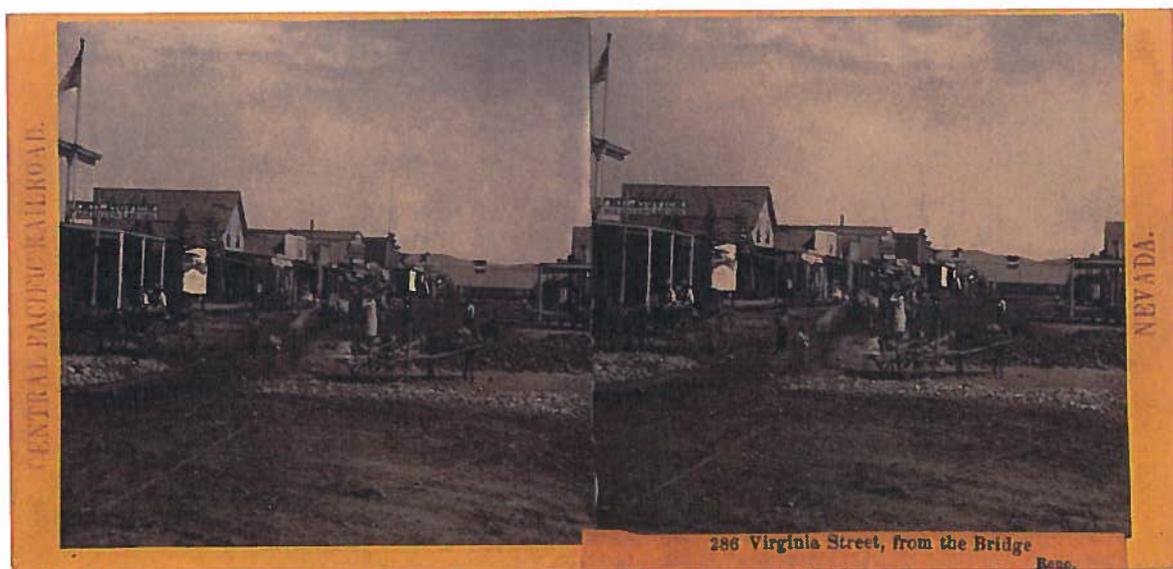
Downtown Reno was influenced by the divorce industry in several ways. George Wingfield's reconstruction of the Riverside Hotel in 1927 (the original hotel at the current site burned down in 1926) offered furnished studio and one-bedroom apartments to would-be divorcees. Not coincidentally, Wingfield also had a role in the 1927 legislature that reduced residency requirements. Many other hotels and apartments sprang up to house divorce-seekers, and some Reno residents took in lodgers or even built rooms onto their properties to glean extra income. Outside of town, dude ranches became the archetypal temporary residences for wealthier divorcees. After being granted a divorce, women were purported to stroll onto the Virginia Street Bridge and symbolically toss their wedding ring into the Truckee River. The bridge may not have been constructed to accommodate the divorce industry, but it has a symbolic role in the history of Reno (Koval 1994:6-7).

### **Community Development and City Growth (1852-Present)**

The development of a community and associated facilities in the Reno area began in 1852, when H. H. Jamison established Jamison's Station on the Truckee River east of the APE (the exact location is unknown) (Buck 2010). As the California Trail brought more and more emigrants through the Truckee Meadows, other entrepreneurs moved in. John Stone and Charles Gates constructed another station in 1857, and in 1860 Charles W. Fuller constructed a ferry and a hotel east of the confluence of Peavine Creek and the Truckee River. The ferry was soon replaced by a bridge, acquired by Myron Lake in 1861. After the original bridge was destroyed by floods that same year, Lake rebuilt the bridge. The Lake's Crossing community that served the needs of travelers sat on the south side of the river at the bridge. It eventually included a grist mill, kiln, livery stable, and the hotel and eating house. Lake's Crossing soon became a well-known stop for stage coaches connecting Virginia City and the Comstock mines with northwestern Nevada and northeastern California (Rowley 1984:7; Townley 1983:48, 51-53). The site of the crossing is most likely currently occupied by the Riverside Hotel, immediately south of the current

Virginia Street Bridge. Lake's Crossing was re-named to Reno after the CPRR's 1868 establishment of a station approximately four blocks north of the Truckee River (now Commercial Row) (Koval 1994:5; Ringhoff et al. 2006b:11-12).

Following the CPRR's arrival in 1868 another rail line, the V&T, was founded in 1872 to provide direct rail connections between Reno and the Comstock mines. Commercial Row also became a center of commerce for local farmers, ranchers, and timber men throughout northwestern Nevada who supplied the mines of the Virginia Range. The early 1870s also witnessed Reno's emergence as the political hub of Washoe County when the county seat was relocated to Reno from Washoe City, a town at the foot of Mt. Davidson south of Reno. The county courthouse was constructed on an acre of land donated by Myron Lake, just south of his hotel. In 1886, the state legislature moved the University of Nevada from Elko to its present location, which at the time was located north of Reno. At the same time, the municipal infrastructure became more complex – cisterns and fire stations were established to fight the fires to which Reno was prone. Fires plagued Reno during the 1870s with a conflagration in 1873 that burned 99 buildings between Virginia and Center Streets from Second Street to the CPRR tracks. Six years later, in 1879, an even more devastating fire broke out that covered the area from Sierra Street east and northeast to the Truckee River and from Second Street north across the CPRR tracks to beyond Fourth Street. These fires were north of the APE (Townley 1983: 91-98). The town also franchised companies such as the Reno Power, Light, and Water Company and its predecessors provided water beginning during the 1870s and later electricity (Townley 1983: 80, 159-160). The Sanborn maps from 1879, 1885 and 1890 show the spread of water lines south in Virginia Street. In 1879 the line ended north of the APE approximately ½ block north of Front Street. By 1885 the line had been extended at least to the north end of the Iron Bridge (possibly across the bridge, but the south side of the river was not mapped). The lines are shown in Virginia, Mill and State Streets in the 1890 Sanborn map. These maps do not depict any fire cisterns in the APE (Sanborn Fire Insurance, Limited 1885, 1890). Starting as early as the mid-1870s, building construction shifted from wood to more substantial and long-lasting brick and stone construction, not only as a response to fire danger but also to signal to the rest of the world that Reno was here to stay (Koval 1994:5; Ringhoff et al. 2006b:10-11). Images of Reno during this period show a mix of vernacular architecture, nationally popular styles such as Italianate or Second Empire, and the extensive use of cast iron storefronts on brick buildings.



Stereo View of Virginia Street Looking North from the Truckee River ca. 1868.  
Photo from Special Collections, University of Nevada-Reno Library

In the early 20<sup>th</sup> century, Reno continued to grow and became Nevada's largest city once the Comstock Mines played out. Reno's rail connections led it to become Nevada's trade center for most of the state's mining camps throughout the late 19<sup>th</sup> and into the 20<sup>th</sup> century. At the same time, Reno prospered as a major trade center for the towns and farms that grew up around Fallon as a result of the Newlands Project – the nation's first irrigation project sponsored by the Reclamation Bureau established in 1902 (now the Bureau of Reclamation). Reno was incorporated as a city in 1903, marking a major transition in its governmental functions and municipal responsibilities. With help from Carnegie funding, the community constructed a Carnegie library on the east side of Virginia Street in the lot just south of the Truckee River (now occupied by the U.S. Post Office). The city also took a more active role in bridging the Truckee River. After acquiring Lake's wooden bridge in 1873, it was replaced by the previously mentioned Iron Bridge, which connected the northern and southern sides of the Truckee until it was replaced in 1905 by the current concrete arch structure. Between 1905 and the end of World War II, the community commissioned five other bridges: the Arlington Avenue Bridge, the South Arlington Avenue Bridge, the Sierra Street Bridge, the Center Street Bridge, and the Lake Street Bridge. During that same period the city also expanded its park system to include Wingfield Park on the south bank of the Truckee near Arlington Avenue, and Pioneer Park that became the site of the Pioneer Center for the Performing Arts in 1967. These parks, paving of streets, bridge improvement, and other factors added to the urban appeal of Reno to visitors, as well as provided a more commodious way of life for its residents (Koval 1994:5-6, 8, 12-13; Ringhoff et al. 2006b:11-12). Photographs of Reno during the first half of the 20<sup>th</sup> century show a continued reliance on vernacular architecture, nationally popular styles such as Neo-classical, various revival styles, and the use of glass blocks, glass panels, and other decorative elements on otherwise non-descript buildings. The period after World War II witnessed dramatic changes in downtown Reno, especially on the edges and beyond the APE. The growth of the gambling industry and the tourist trade led to the construction of casinos and hotels along Virginia Street and elsewhere in downtown. The new buildings changed the character of the downtown as it evolved from smaller buildings that covered only a few lots to the larger resort casinos that occupied entire blocks and eventually multiple blocks with pedestrian bridges from building to building.



Aerial of Virginia Street Showing APE and Current Bridge, 1922.  
Photo from Special Collections, University of Nevada-Reno Library

## **Reno's Historic Telecommunications (1861-1965)**

### **Telegraph**

The telegraph system built between California and the East in 1861 served as the Reno vicinity's earliest telecommunications system. This established the pattern of Reno's telecommunication systems being parts of larger, national systems and this pattern has persisted to the present. The pioneer telegraph service between California and the East followed the route of the Pony Express and Overland Mail. A later route finished in 1866 followed the California Trail route along the Carson and Humboldt Rivers (Northrup 2003). In Nevada, this telegraph line linked Genoa to Austin and Deep Creek before heading on to Salt Lake City. The completion of the CPRR along the Humboldt River established the dominant path for transportation and drew the telegraph with it (Townley 1983: 85). The old line was abandoned in May of 1869, inspiring scavenging and reuse of the wooden poles by locals (Ataman et al. 2002).

The first telegraph line in Reno proper was part of the transcontinental line constructed along the route of the CPRR by the Western Union Telegraph Company. It was completed in 1868. In May of that year, an operator made the first signal from an office in the Central Pacific yards north of the tracks (Townley 1983: 84). In early 1869, the office moved to the Depot Hotel and in July, 1870 to a permanent location within D.A. Bender's bank (Townley 1983: 84). The bank was located at 14 East Commercial Row, between Center and Virginia Streets (Stornetta et al. 2000: A-13) where it remained until the great fire of 1879 (*Nevada State Journal* 10/12/07 8:3). This location established Reno as one of Western Union's main repeater offices, where "five telegraphers, using equipment stripped from the Virginia City office, relayed messages twenty-four hours daily" (Townley 1983: 85).

After the 1879 fire, the Western Union office apparently moved back into Central Pacific facilities. The December 1879 T.B. Camp map of Reno shows a "tel. and ticket off." in the Depot Hotel south of the railroad tracks between Center and Lake Streets. In 1887, a battery room for Western Union sat in the Depot Hotel annex (*Reno Evening Gazette* 4/27/1887). The 1904 and 1906 Sanborn Fire Insurance Company maps show a "teleg. and ticket off." in the Southern Pacific Depot, built in 1889-1890 on the Depot Hotel's location after the latter burned down. The 1885, 1899, and 1890 Sanborn maps do not list a telegraph office in the Central Pacific/Southern Pacific Depot. The locations, if there are any, of additional telegraph offices in town are unknown.

Reno's first direct telegraphic connection to the East Coast was not established until 1910; before that time all dispatches had to be relayed to San Francisco and then over the southern route through Los Angeles (*Nevada State Journal* 10/16/10). This same overland telegraph line later enabled the first direct transcontinental telephone connection.

### **Telephone**

Reno's first telephone service began with a single private line between the Reno and Virginia City Western Union offices in 1879 (Stornetta et al. 2000: 2.20). Municipal service was established in Reno in 1886 and the Sunset Telegraph and Telephone Company completed a local system in 1895 (Northrup 2003). Telephone service was hardly citywide at that point, but pole lines throughout the business district provided service to 50+ customers by 1897 (Stornetta et al. 2000: 2.20). The first long distance telephone service was established in 1899 (Northrup 2003). A transcontinental telephone line was not established until the mid-1910s; Nevada Bell completed the Nevada portion in June of 1914 (Nevada Telecommunications Association 1998:79).

Early local telephone service in Reno was provided by the Sunset Telegraph and Telephone Company, later part of the Pacific Telephone and Telegraph Company. In the 1890s the Reno telephone system consisted of a single telephone pole, a 4x4 timber, with the rest of the overhead wires supported by rooftops and trees (*Nevada State Journal* 4/30/50). Some of the lines were placed underground in subsequent years. A 1971 *Reno Evening Gazette* article recounts workers removing an underground cable

running from Douglas Alley to Second Street down the eastern side of Virginia Street; it had been installed in 1907 (*Reno Evening Gazette* 3/23/71 11:C1). In 1926 a Bell Telephone Company representative spoke proudly of “the big improvement the company is making in its equipment by placing all its overhead cables and wires underground” (*Reno Evening Gazette* 2/5/26 8).

The establishment of telecommunications systems in Reno is closely tied to the establishment and development of the transcontinental railroad and the themes of transportation and communication should be considered in tandem. It is likely that any remnants of Reno’s historic telecommunications lines, both original telegraph and later telephone (which is likely to have reused telegraph poles as well as underground conduits) may be found in Virginia Street, including the approaches and abutments to the bridge.

## 2.4 PREVIOUS STUDIES

WCRM’s records search in March of 2012 for the APE architectural survey found that a series of nine surveys that focused on the architectural resources in and/or adjacent to the direct impact APE have been completed during the past 25 years. WCRM did not include the entire downtown Reno area in the file search for previous investigations because of the sheer volume of reports. The studies relevant to the APE are briefly summarized below:

Harmon, Mella Roth. “Pioneer Theater-Auditorium National Register of Historic Places Registration Form,” 31 August 2004. Copy available from the National Register of Historic Places Office, Washington, D.C.

This project focused on the Pioneer Theater-Auditorium and its history, as well as the cultural history of post-World War II Reno.

Kautz, Robert R. *Reno Midblock Project: Truckee River Floodwall & Riverwalk Cultural Resources Evaluation (WA02-0188)*. Prepared for the City of Reno and the Nevada Department Of Transportation by Kautz Environmental Consultants, Inc., 2002. Copy available at the Nevada State Historic Preservation Office, Carson City, NV.

This project examined lands along the Truckee River. This study’s area of potential effects overlaid portions of the current project's APE closest to the Truckee River. It included the Washoe County Courthouse, the Reno Main Post Office, and the Riverside Hotel. Much of the background in this report came from earlier studies by Rainshadow Associates (see below).

Kautz, Robert R. *Truckee River Shared Use Path: Downtown Riverfront Trails Enhancement– Arlington Avenue to Ralston Street Historic Resources Assessment (WA002-0045)*. Prepared for the City of Reno and the Nevada Department of Transportation by Kautz Environmental Consultants, Inc., 2003. Copy available at the Nevada State Historic Preservation Office, Carson City, NV.

This study was located west of the current APE and was consulted for background information regarding the historic development of downtown Reno. The report included National Register of Historic Places (NRHP) evaluations for 20 historic architectural and landscape resources.

Koval, Ana B. *Historical/Architectural Survey Report: Virginia Street and the Center Street Bridges Project, Reno, Nevada (WA 92 – 005S)*. Prepared for the Nevada Department of Transportation by Rainshadow Associates, 1994. Copy available at the Nevada State Historic Preservation Office, Carson City, NV.

This project included the entire APE of the current project and provided an extensive historic background. Koval’s study did not look at any resources less than 50 years old, other than to note their presence within her APE. As a result the newer buildings that WCRM included in this survey were not previously recorded in this study.

Kuranda, Kathryn M. "National Register of Historic Places Thematic Nomination of the Architecture of Frederick J. DeLongchamps," 1986. Copy available from the National Register of Historic Places, Washington, D. C.

This project included the nomination of DeLongchamps buildings in Reno and was amended to include buildings in Carson City and Minden. This nomination offers good biographical information on the architect and his career.

McQueen, Robert. *An Evaluation of the Truckee River Flood Walls; Wingfield Park to Sierra Street, Downtown Reno*. Report prepared by the U. S. Army Corps of Engineers, 2002. Copy available at the Nevada State Historic Preservation Office, Carson City, NV.

This project focused on the historic integrity and significance of the floodwalls along the Truckee River and included the stretch of the river that crosses the current APE.

Mehls, Steven F. *An Architectural Inventory of the Virginia Street Bridge Replacement Area of Direct Effects, Reno, Washoe County, Nevada*. Report prepared by WCRM, Inc. for the City of Reno, 2013. Copy available at the Nevada State Historic Preservation Office, Carson City, NV.

This project focused on the architectural resources within the Virginia Street Bridge Demolition and Replacement APE and included a great deal of information about the historic land uses and businesses that occupied the APE in the past.

Moore, Mark and Thomas Burke. *Cultural Resources Inventory and Evaluation: Truckee River Flood Control Project, Washoe and Storey Counties Nevada*. Prepared for the U.S. Army Corps of Engineers by Archaeological Research Services, Inc., 1992. Copy available at the Nevada State Historic Preservation Office, Carson City, NV.

The study covered the current APE as well as many miles of the Truckee River beyond downtown Reno. Appendix G of the report included an analysis of architectural resources by A. Koval and K. Boyne.

Ringhoff, Mary, Steven F. Mehls, and Edward J. Stoner. *A Historic Resources Assessment for the ReTRAC Enhancement Project in Downtown Reno, Washoe County, Nevada*. Prepared for JBR Environmental Consultants, Inc. and the City of Reno by Western Cultural Resource Management, Inc., 2006. Copy available at the Nevada State Historic Preservation Office, Carson City, NV.

This project included the lot where Reno City Hall is located, but no other lands or resources within the current APE. The study did include further background information on the history of downtown Reno as well as data about the resources on Virginia Street north of the current APE.

### 3.0 PREVIOUSLY DOCUMENTED HISTORIC RESOURCES

The following site descriptions summarize the 11 historic structures potentially affected by the planned bridge demolition and replacement project (Figure 4). These resources are documented in a variety of sources (Table 4). A summary of the anticipated effects to each property is also included in this discussion. The site boundaries are the assessor parcel boundaries as explained in the introduction. These property footprints were used in Mehls (2013) study and in this Treatment Plan.

Table 4. Summary of Record Forms Available for Resources

Building/Structure Name	IMACS Form	ARA Form(s)	HRIF(s)	HP&A Building Data Sheet	Reno Architectural Survey Form	Truckee River/Meadows Historic/Cultural Resources Inventory Form	NRHP Form	HABS/HAER Documentation
1905 Virginia Street Bridge (S99)			X			X	X	X
1933 Reno Main Post Office (B2649) 50 S. Virginia St.		X <sup>2</sup>	X	X				
1965 F.W. Woolworth/Mapes Building (B2624) 101 N. Virginia St.		X <sup>2</sup>	X					
1963 First National Bank/Reno City Hall (B11931) 1 E. First St.		X <sup>2</sup>	X					
1953/1961 Masonic Temple (B11932) 40 W. First St.		X <sup>2</sup>	X		X		X	
1927 Riverside Hotel (B2650) 17 S. Virginia St.		X <sup>2</sup>	X		X		X	
1967 Pioneer Theater Auditorium (B11933) 100 S. Virginia St.		X <sup>2</sup>	X				X	
1910 Washoe County Courthouse (B2651) 75 Court St. (101 S. Virginia St.)		X <sup>2</sup>	X		X		X	
Cochrane Ditch	X							
Truckee River Floodwalls – Section M (S180)		X	X					
Truckee River Floodwalls – Section N (S180)		X	X					

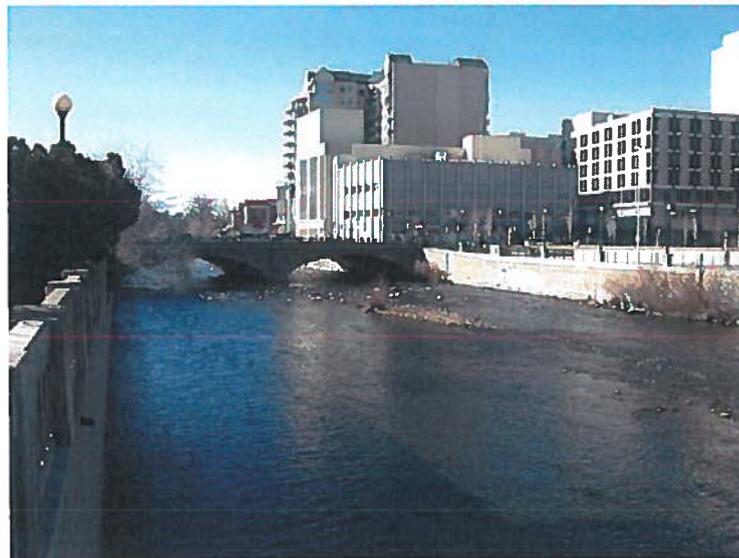
<sup>2</sup> When WCRM completed the 2012 Inventory the SHPO was in the process of transition from the HRIF to the ARA Form. WCRM was asked to submit completed HRIF forms and page 1 only of the ARA forms.

### 3.1 SUMMARY OF ARCHITECTURAL RESOURCES

#### 3.1.1 1905 Virginia Street Bridge (S99)

*(Listed in the National Register of Historic Places on December 10, 1980)*

The Virginia Street Bridge is a two span reinforced concrete arch deck bridge. The bridge has earth-filled spandrels. The bridge is 146 feet long and 80 feet wide. The roadway is 56 feet wide and is bracketed by sidewalks that are 12 feet wide. Each of the bridge's two spans are 67 feet long. The bridge railings are wrought iron set between concrete posts. The posts are larger at the two abutments and central pier. A four-light lamp fixture sits atop each of the larger railing posts. The sides of the bridge are incised and textured to resemble masonry.



Virginia Street Bridge Overview, 2010

The Virginia Street Bridge is in the same place that it was originally constructed and thus it retains its integrity of location. The form, plan, structure, and style of the Virginia Street Bridge remain the same as when the bridge was built. Minor changes such as paving and removal of the historic trolley tracks have occurred, but these did not alter the style, plan, form, or structure of the bridge and thus it retains its integrity of design. Examination of historic photographs of the bridge and the urban development surrounding it indicate that the setting has changed since the bridge was built. The photographic study has found that the smaller buildings in place when the bridge was built have been replaced by larger buildings, flood walls were built along the Truckee River and changes in street lighting and traffic volumes have occurred. However, the bridge is still set in an urban environment, specifically the downtown commercial core. As a result, the bridge retains its integrity of setting. The bridge was originally built of concrete and today it is still a concrete structure, thus it retains its integrity of materials. The bridge's workmanship is still present because it continues to represent the construction techniques and design principles of the early 20th century. Assessing the bridge's integrity of feeling is more difficult because Reno has grown up and the downtown area has changed significantly since the bridge was constructed during the first decade of the past century. In particular the sounds and optics of the bridge's environment have changed as a downtown has grown. As a result, the bridge's original integrity of feeling has been diminished. The association of the bridge with the development of Virginia Street as one of Reno's main north-south thoroughfares remains and retention of the bridge's integrity of location, design, workmanship, materials, and setting indicate that the bridge still possesses the associations necessary to be considered to have retained its integrity of association.

The Virginia Street Bridge is listed in the NRHP as significant under Criteria A and C. The bridge is significant under Criterion A for its role in the urban growth of Reno as one of the key crossings of the Truckee River. The current bridge is tied to the growth of Reno during the early 20<sup>th</sup> century as the town expanded south from the railroad tracks and crossed the river with important offices such as the new Washoe County Courthouse, the Carnegie Library (current site of Post Office). The bridge is also significant under Criterion C as an early 20<sup>th</sup> century example of reinforced concrete bridge construction and engineering and as an example of the work of John. B. Leonard, a prominent Western engineer during the early 20<sup>th</sup> century. Subsequent recordings of the bridge have continued to find it worthy of NRHP inclusion.

### **3.1.2 1933 Reno Main Post Office, 50 S. Virginia St. (B2649)**

*(Listed in the National Register of Historic Places on February 28, 1990)*

The Reno Main Post Office, also referred to as the Downtown Station by the Postal Service, is an outstanding example of the Art Deco style of the Modern movement as interpreted by federal construction projects during the 1930s. Nevada's best-known architect Frederic DeLongchamps designed the building to have a very solid, permanent appearance reflecting the underlying need for relief from the uncertainties brought on by the Great Depression. This is common to many federal buildings of the 1930s. The building is three stories tall and has a rectangular footprint. Its main façade, facing north toward the Truckee River, is symmetrical and features two entries. The building has a flat roof covered with tar and composite materials. There are three utility/elevator enclosures as well as a cupola of brick for the heating and ventilation system on the roof. These are set back from the stepped parapet around the roof and are covered with materials that match the main walls in color and texture (except for the brick cupola as noted). The exterior walls are covered with terra-cotta siding incised to give the appearance of stone blocks. The windows are aluminum framed and set in recessed vertical window bays. The bays are separated by fluted piers, also made of terra-cotta. The windows of the second and third floors are separated by a heavy fretwork belt that denotes the third floor. The taller windows of the first floor are separated from those on the second floor by elaborate, geometric sunburst-motif panels colored in a dull gold that stand out from the surrounding walls and aluminum decorative work. The public entries found on the north and south walls are stepped out from the rest of their respective walls, giving them a strong vertical presence. The entries include double doors of aluminum and glass set back from the protruding steps of the entry. The doors are at the top of steps and under a flat hood of terra-cotta decorated with a raised zigzag pattern. Above the hoods are windows and a dull gold colored panel set behind decorative aluminum panels containing repeating geometric patterns. The east wall, facing South Center Street, is used for truck loading and unloading, and as result the first floor is dominated by loading docks covered by a canopy that is suspended from the wall by tie rods. Above the canopy the wall mimics the other walls of the building.

The building's setting includes a paved parking lot to the north that meets the retaining walls along the Truckee River. Planter areas are set along the north edge of the parking lot, including two in the corners. Based on information gathered from the DeLongchamps Collection at the University of Nevada, Reno Special Collections Department and the *Reno Downtown Station Historic Structures Report* (Gillespie, Perrin, Kunowski, and Miller 2008: 2, 38-9) the retaining wall along the river and the balustrade that sits atop it are part of the original design for the building. Over time the Postal Service has changed the parking lot arrangement, driveways, and pedestrian walks along the retaining wall. Nevertheless, it retains its defining historic qualities. As a result the retaining wall and balustrade add to the overall setting and character of the site. A thin belt of landscaping and sidewalk run along the north wall of the building between it and the parking lot. Similar landscaping and setting elements are found along Mill Street on the south side of the building. At the east end of the building there is a parking lot used by the Postal Service for truck loading and unloading. Narrow belts of landscaping sit along the parking lot on its north and south sides. The most extensive landscaping is found west of the building on the Virginia Street side where a larger lawn with trees, large sign, and a flagpole are present.



Reno Main Post Office South Wall Overview, 2012

The Reno Main Post Office is still located where it was originally built and retains its integrity of location. The building, designed and constructed during the 1930s, has not experienced any exterior remodeling and its original Art Deco design remains readily apparent. There is no question that the post office still retains its design integrity. Construction of the Pioneer Theater Auditorium across the street south of the post office has altered the streetscape since the building was built. However, the new building and its unique style tends to complement the post office. Also, because the post office is in the urban core of Reno which frequently changes as the city grows, the building's integrity of setting remains. The post office's exterior has not changed and the original building materials remain and as result the building retains its integrity of materials. The workmanship is still present because the post office is an outstanding example of the construction techniques and design principles of public buildings erected during the Great Depression of the 1930s. The post office has been a prominent feature along the Truckee River and Virginia Street since it opened in the 1930s. Despite changes near the post office, such as construction of the Pioneer Theater Auditorium, the prominence of the post office has not changed and it still possesses its integrity of feeling. The relationship of the building to Reno's downtown maturation and its retention of integrity of location, design, workmanship, and materials established the post office's integrity of association.

The U.S. Postal Service determined the Reno Main Post Office (Downtown Station) to be eligible for inclusion in the NRHP and had a nomination form prepared for the building by H.J. Kolva and Steve Franks in 1989. The Keeper of the Register entered the building into the Register on February 28, 1990 under Criteria A and C. The introductory paragraph to the NRHP nomination states:

The Reno Downtown Station is an outstanding example of a combined post office and federal building for a medium-sized city. Designed by Frederic J. DeLongchamps, Nevada's most prolific twentieth century architect, the Art Deco/Moderne building is distinctive in its design, use of materials, and level of detail. Rigidly formal, the building projects a monumental quality that proclaims a strong federal government. The building is Reno's second federal building and replaced the city's 1909 federal building (razed). As the first building represented Reno's early growth while the second represents the federal government's response to the depression through its massive public works

programs. Having been recently renovated, the building is well preserved and essentially unaltered.

Under Criterion A the building is significant as a representative of the massive public works efforts of the federal government during the 1930s and as such is representative of the themes of the Great Depression and Government and Politics. The building is significant under Criterion C as a work of a master, in this case Frederic J. DeLongchamps, Nevada's best-known architect of the historic period because of his talents in adapting various styles to the needs of Nevada, the number of buildings he designed, and his lasting impacts on the built environment of the Silver State. It is also an outstanding example of the Art Deco/Moderne style.

The current recording concurs with the status of the Downtown Station as significant under Criteria A and C, and the site retains its integrity. WCRM found no changes in condition or other information that would change its NRHP status.

### ***3.1.3 1965 F.W. Woolworth/Mapes Building, 101 N. Virginia St. (B2624)***

According to Sanborn fire insurance maps from 1885, 1890, and 1899, the F.W. Woolworth building site has been a commercial site since the 1880s. It was occupied by local merchants such as the Gray, Reid, and Wright department store. By 1939 F.W. Woolworth Company redeveloped the lot as a department store using Frederic DeLongchamps to design their building. The lack of building permits in the files of the City of Reno and the City's records of remodels to the building in 1948 force the use of a vague date of construction. The F.W. Woolworth Company occupied the remodeled building from 1939 until it was apparently remodeled into its current state about 1965 (Deanna Brandenberger [WCRM], Personal Communication with City of Reno Staff June 15, 2012) and remained in the new building until the store closed in 1997. The Mapes Company used the upper floors of the current building for office space while the F.W. Woolworth Company occupied the lower floors for its department store until it went out of business. As a result the building came to be known as the Charles W. Mapes building. Currently the building is vacant and listed for sale.



Front Oblique View of F.W. Woolworth Building, 2012

The building is large, covering approximately a quarter of a city block, and has a rectangular footprint bounded by an alley on the north, Virginia Street to the east, West First Street to the south, and Fulton Alley to the west. The building has two distinct sections: a seven-story section facing Virginia Street and

a shorter section, approximately two stories tall (based on street-level observation), in the northwest portion of the building. The building has no distinctive style and is best categorized as Post-World War II with no subcategory within the current state lexicon. An elevator tower stands at the northeast corner of the building. The first floor is a commercial area and was likely sheathed with plate glass windows at one time; at present the windows are boarded up. The window bays are separated by vertical members that extend to the roof line and divide the façade into five bays. A similar treatment is used on the West First Street side of the building. The walls of the upper stories are made of concrete and glass panels with metal frames that are inset from the concrete panels and vertical members of the walls. The roof is flat, covered with tar and composite materials, and has a utility shelter as well as vent pipes and air conditioning units. The building has a full finished basement.

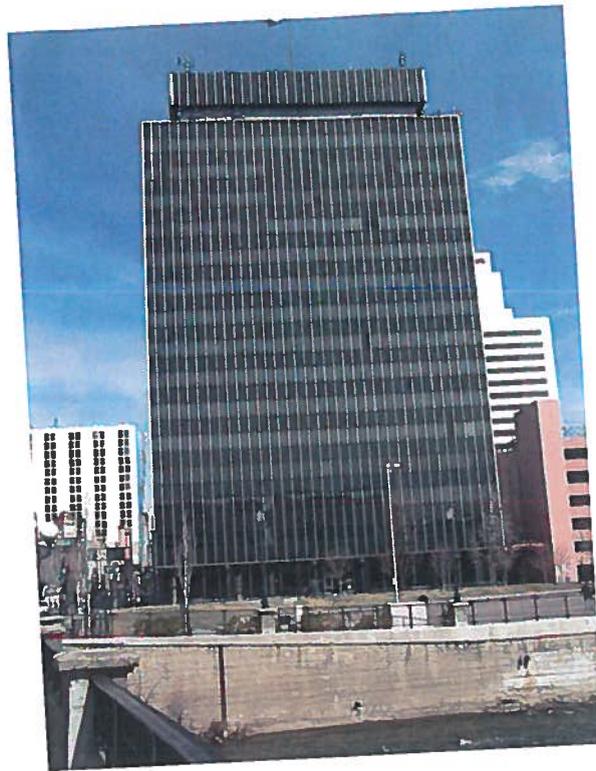
The F.W. Woolworth/Mapes building has been in the same location since it was constructed. As a result, the building still possesses its integrity of location. The building was originally constructed in 1939 and remodeled around 1948 and 1965. The current building represents the final remodeling and the post-World War II design is still expressed by the building. The Woolworth Building retains its historic, albeit not original, integrity of design. While the streetscape around the building has changed as Reno matured after World War II, in particular demolition of the Mapes Hotel on the opposite side of Virginia Street, the building retains much of its integrity of setting because it is in an urban, changing environment. The materials used for the exterior remodeling have not been changed and the protective plywood on exterior at street level is a reversible, not permanent, change to the materials used in construction of the Woolworth building. The building's workmanship is still present because it continues to represent the construction techniques and design principles of the mid-20th century. Evaluating the building's integrity of feeling is relatively straightforward because the current building represents part of the maturation process for downtown Reno. The building still possesses its integrity of feeling, despite the removal of the Mapes Hotel across the street. The association of the building with the post-World War II development of Reno's commercial core and retention of its integrity of location, design (historic remodeled), workmanship, and materials means that the Woolworth building still has its integrity of association.

The F.W. Woolworth Building has been determined by the USACE with concurrence of the SHPO as having the necessary exceptional significance (Criterion consideration g) to be eligible for inclusion in the NRHP under Criteria A and C. The building is considered eligible under Criterion A because it represents 20<sup>th</sup> century commercial and professional office evolutionary developments in downtown Reno that crossed many decades. F.W. Woolworth occupied the lots space beginning during 1939 indicating a continuity of use and occupancy that reaches back into the historic period. It has been determined by the USACE with concurrence of the SHPO eligible under Criterion C as representative of the 1950s and 1960s architectural trends expressed in Reno as well as across the nation. Architects of the time strove to capture the spirit of the times that rejected the highly decorated styles of the earlier part of the 20<sup>th</sup> century and looked to exude a sense of permanence and confidence through their buildings.

#### **3.1.4 1963 First National Bank Building/Reno City Hall, 1 E. First St. (B11931)**

The First National Bank building is a large rectangular office building covering approximately an eighth of a city block at the northeast corner of Virginia Street and East First Street. The building was constructed in 1963 in the Miesian Box style popular during the late 1950s and 1960s. The style sprang from the work of Mies van der Rohe and his efforts with buildings such as the Seagram's building in New York City built between 1954 and 1958. It relies heavily on simple lines and extensive use of glass to light the building and give it a sense of airiness and openness. This is furthered by in-setting the walls of the first floor to give a sense that the building is lifted off the ground. The Miesian Box style was copied across the United States during the 1960s in buildings of all sizes and scales. First National Bank president E. J. Questa commissioned Robert Langdon to design the new building, which was the tallest building in Nevada at the time it was completed (*Reno Evening Gazette*, 25 October 1963, p. 15A). After

the bank moved out of the building, it became known as the Cal Neva Office Tower and Building. In 2002 the city of Reno acquired the property and designated it to be the new city hall.



Façade of the First National Bank Building/Reno City Hall, 2012

The daily-occupied portion of the building is 16 stories tall, with the heating and cooling system inset from the edges of the building and extending above the top story. The building has a flat roof that appears to be covered with tar and composition material. The building is steel framed with curtain walls made of off- black tinted glass panels (both transparent and translucent) and aluminum framing between each column of glass giving the building a distinct vertical emphasis. The 15 upper floors are cantilevered slightly beyond the outside of the first floor walls that are made of steel frames and plate glass panels. On the first floor the steel structural columns around the exterior of the building are sheathed in charcoal gray marble panels, keeping the color scheme consistent. The main entry, facing East First Street, consists of a pair of metal framed plate glass doors with modern sidelights and stainless steel payment drop boxes. The payment boxes were added by the city once the building became the city hall. The entry is above street level and accessed by a short flight of steps. North of the main tower is a shorter block of the building which is similarly constructed and used for council chambers and special meeting halls as well as other functions. There is no landscaping around the building. It is surrounded on two sides by sidewalks and Lincoln Alley on the rear (east side).

The First National Bank/Reno City Hall building remains in the same location as it has been in since it was constructed. Thus, the building has its integrity of location. The building, built in 1963, has not experienced exterior remodeling and its original Miesian Box design is readily apparent. Thus, the building retains its integrity of design. Demolition of the Mapes Hotel that once stood across the street from the First National Bank has altered the streetscape, but recognition that downtown Reno is an evolving, maturing urban core indicates that on the building retains much of its integrity of setting because it is in an urban environment that will experience change over time. The exterior materials have not changed and the building retains its integrity of materials. The building's workmanship is still present

because it continues to represent the construction techniques and design principles of the mid-20th century. The First National Bank building was a key element in the 1960s evolution of downtown Reno and even with removal of the Mapes Hotel, the building still possesses its integrity of feeling. The relationship of the bank building to the 1950s and 1960s development of downtown Reno and the retention of its integrity of location, design, workmanship, and materials all indicate that the First National Bank still has its integrity of association.

The First National Bank Building/Reno City Hall has been determined by the USACE with concurrence of the SHPO as having the necessary exceptional significance (Criterion consideration g) to be eligible for inclusion in the NRHP under Criterion C as a very good example of the Miesian Box style as it was expressed in the West during the 1960s. This style has been recognized as significant in other parts of the country for such monumental buildings as the Seagram's Building in New York City or Crown Hall in Chicago. This style was used across the country during the 1950s and 1960s and the First National Bank Building was one of the earliest examples of this style built in Nevada.

### ***3.1.5 1953/1961 Masonic Temple, 40 W. First St. (B11932)***

The Masonic Temple site has been used by the Masons since 1905, when Temple #13 outgrew its original 1873 building at Sierra Street and Commercial Row. The first brick three-story Temple on the current site faced Virginia Street and sat approximately where the current three-story section of the building is located. The first floor of the original building served as commercial space, while the Masons used the upper floors. In 1953, the fraternal organization found the need to expand and built an extension west of the original 1905 Temple; this addition was completed in 1961, which serves as the date of construction for the current building. Farris and Erskine of Reno served as the architects for the 1953 design (Building Permit for 40 West First Street, City of Reno: Community Development Department). During 1955 much of the original Temple was destroyed by fire and was replaced in 1967 with the current portion of the building that faces Virginia Street. This wing of the building incorporates surviving interior portions of the 1905 building.



Masonic Temple Façade Oblique, 2012

The building is large, covering approximately a quarter of a city block. The building has a trapezoidal footprint because of the lot's relationship to the Truckee River. The building has three distinct sections: the three-story section facing Virginia Street (1967), the four-story section to the west that is used primarily by the Masonic Temple with commercial and office spaces on the north side and a connector

section between the two. The roof lines of the sections stair-step up from east to west and with the visible utility structure on the roof of the building is over four stories tall with the utility and other enclosures on the roof.

The eastern, Virginia Street-facing section of the building is three stories tall with office spaces above the street level commercial areas. There are three storefronts along Virginia Street, two with street-level openings and the third (northern) one with an inset entry three steps above the sidewalk. The exterior walls of this section are curtain walls of concrete panels tinted multiple hues of green. The panels are vertically oriented in shallow V shapes with the opening of the V's to the interior of the building. Each pair of these is separated by vertical rectangular columns sheathed with contrasting color concrete that continue from the ground to the roof line. This type of wall treatment is found on the second and third floors; the first floor walls are made of concrete covered panels and plate glass panels with metal frames and metal framed glass doors. The windows on the second and third floors are of the metal framed and plate glass type.

The strong vertical emphasis of the building is continued in the connector section that spans the distance between the eastern and western sections. The connector has six gray vertical upright struts set into the walls that have no apparent structural function. The section is painted in contrasting colors to the rest of the building. There is a person door with boarded sidelight present in the section.

The western section of the building is made of precast concrete panels with a strong vertical emphasis continued by the vertical columns and decorative trim present from ground level to the flat parapet around the roof, which is trimmed with horizontal trim pieces. The same trim separates the ground level from the upper stories. Four and five light fixed windows are present on each of the upper stories. Entry to this level is gained from First Street through inset street-level doors. There is an overhead garage door in the south wall. There are two commercial storefronts at street level in the western portion of the building on First Street.

The location of the Masonic Temple has not changed since the Masons moved they relocated their temple to the banks of Truckee River from its old site at Commercial Row in 1905. The building expanded in 1953 (completed in 1961), but this does not diminish the location integrity of the Temple. The building still possesses its integrity of location. The current building represents the combination of the addition to the building and reconstruction of part of the building after a fire in 1955. The reconstruction was completed in 1961 and represents a typical mid-20th century design. As a result the Temple retains its historic integrity of design, even though the original 1905 building is no longer represented by the current exterior. The building's integrity of setting has changed since the end of the historic period 50 years ago as the area of downtown Reno along Virginia Street at the Truckee River evolved. The biggest setting change occurred when the Mapes Hotel was demolished. But, the changing urban environment of which the Temple has been a part of is expected and as a result the integrity of setting remains. The materials used in the 1950s and 1960s addition and rebuilding have not changed and the integrity of materials remains extant. The workmanship of the building remains and it still represents the construction techniques and design principles of the mid-20th century. The building retains its integrity of feeling because it is part of the evolving and maturing downtown Reno commercial core even with destruction of the Mapes Hotel on the opposite side of Virginia Street. The association of the building with the post-World War II development of Reno's commercial core and its integrity of location, design (historic remodeled), workmanship, and materials as described above argues that the Masonic Temple possesses its integrity of association.

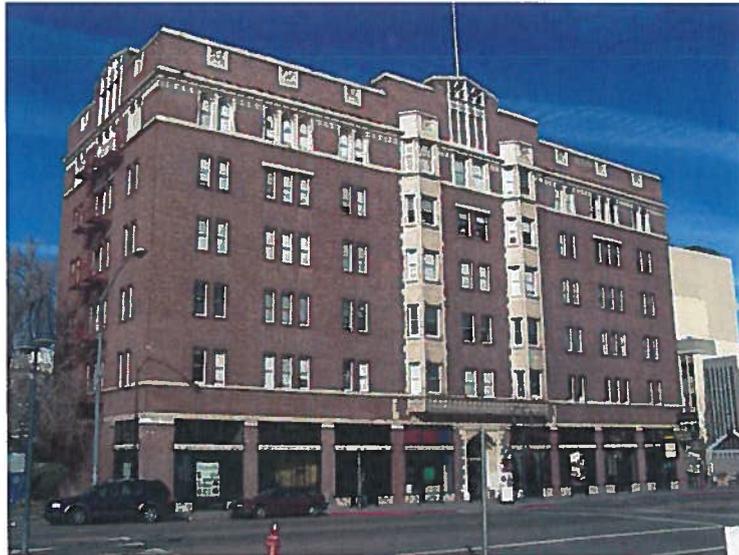
The Masonic Temple has been determined by the USACE with concurrence of the SHPO eligible for inclusion in the NRHP under Criteria A and C. The building is considered significant under Criterion A for its role in the evolution of downtown commerce in Reno through the 20<sup>th</sup> century. The building may also have sufficient significance under Criterion A as representative of the long term role of fraternal

organizations, such as the Masons, in the social history of Reno and northwestern Nevada. Fraternal organizations appear to have played key roles in the history of the city since soon after its inception. The building has been determined by the USACE with concurrence of the SHPO significant under Criterion C as representative of the 1950s and 1960s architectural trends expressed in Reno as well as across the nation as architects strove to capture the spirit of the times that had rejected the highly decorated styles of the earlier part of the 20<sup>th</sup> century. They looked to exude a sense of permanence and confidence through their buildings.

### ***3.1.6 1927 Riverside Hotel, 17 S. Virginia St. (B2650)***

*(Listed in the National Register of Historic Places on August 6, 1986)*

The Riverside Hotel is a six story, red brick building built in 1927, replacing the earlier Riverside Hotel that burned down in 1922. It had been built on the former site of Lake's hotel. The current Riverside Hotel reflects the late 19<sup>th</sup>/early 20<sup>th</sup> century Revivals style with Late Gothic Revival elements. It is the most recent iteration of hotel buildings that have existed at this location since the 1860s, and was designed by noted Nevada architect Frederic DeLongchamps. The building has a "T" footprint and faces South Virginia Street. It sits near the south bank of the Truckee River and because of the jog in Virginia Street at the river, it has had a dominant place in the downtown skyline for visitors facing south on Virginia Street since its construction. Gaming first came to the Riverside during the early 1930s after Nevada legalized gambling in 1931. The interest in gaming was further reflected in the 1951 addition on the west side of the building that included the theater, casino, and restaurant. This addition was removed after the building ceased functioning as a hotel and casino in 1986. After the casino closed the hotel and restaurants closed during 1987 and the building sat empty until 2000. That year, with help from the City of Reno, the building reopened as artist apartments. The casino addition was removed and to the extent possible the building was returned to its as built condition on the exterior during the late 1990s.



Riverside Hotel Façade Oblique, 2012

The façade facing Virginia Street is divided by a central pavilion that protrudes slightly from the wall. The central pavilion is flanked by two five-story tall terra-cotta clad bays that extend from story two through story six of the building. The similar arrangement of two bays and brick walls between is repeated on the north wall that faces the Truckee River. The first floor is dominated by storefronts on Virginia Street and the central opening has terra-cotta Gothic trim and a flat hood that extends on either side of the doorway to the outer edges of the two bays discussed above. There are nine bays on the first floor with four on either side of the entry. These are storefronts with short partial walls and plate glass

windows. The window arrangement of the second through fifth stories is double hung windows set in pairs and triples. The sixth floor windows are elaborately decorated with terra-cotta surrounds having Gothic arched heads, quoins, and a continuous sill. The window bays on the façade are separated by spandrels of brick laid in a zigzag pattern which is continued in the north wall. Above the six-story windows around much of the building, there is a projecting terra-cotta cornice with a floriated paneled frieze. Above that is a stepped brick parapet that goes around the building and is capped with a terra-cotta course and inset with decorative terra-cotta panels. Above the central pavilion and the centers of the north and south walls are Gothic ornamented terra-cotta pediments. As it stands today, the building has been returned to its nearly original condition with the removal of the casino and casino-related decorations, such as the marquee on the Virginia Street side of the building.

On the north side of the building and west of the main block there is a patio area. West of the leg of the "T" is a fenced area for utilities and storage. The parking lot sits south of the leg of the "T" and west of the main block of the building.

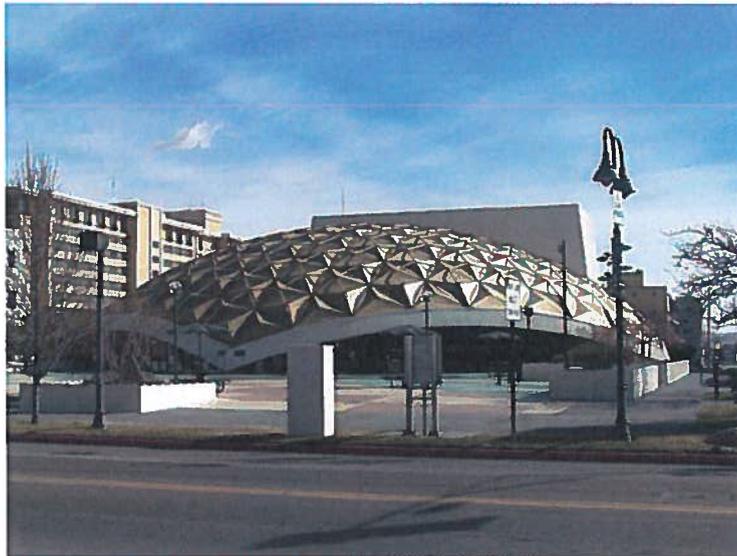
The Riverside hotel has not been moved since it was built and thus it still possesses its integrity of location. The building that stands today has not been remodeled and still reflects elements of the Gothic Revival style popular during the 1920s. The Riverside's original design remains clearly evident and thus the building retains its integrity of design. The owners of the hotel built a large addition to the rear (west) when the hotel functioned as a hotel casino. This addition has since been removed and no changes to the building's design remain. Construction of the main post office on the opposite side of Virginia Street during the 1930s altered the streetscape and improvements such as the Riverwalk north of the building have changed its setting somewhat, but not to a degree that would overly diminish the Riverside Hotel's setting. The building's integrity of setting remains. Hotel still has its original building materials so the building retains its integrity of materials. The hotel is a very good example of the materials and construction techniques used for commercial buildings during the 1920s and as a result the hotel's integrity of workmanship is still. The Riverside still has its prominent place along the Truckee River in downtown Reno and still exudes its feeling as an early 20th century hotel or commercial building. As a result, the hotel clearly retains its integrity of feeling. The relationship of the building to Reno's downtown early 20th century development as a divorce center as well as its integrity of location, design, workmanship, and materials convincingly argue that the Riverside retains its integrity of association.

The Riverside Hotel has been listed in the NRHP under Criteria B and C as part of Kathryn Kuranda's thematic nomination for Frederic J. DeLongchamps' architecture. Under Criterion B, Kuranda found the building to be eligible for its relationship to the business career of George Wingfield. He was heavily involved in Nevada's early 20th century mining booms at Tonopah and Goldfield, where he and his business partner George Nixon made their fortunes. After the Goldfield boom ended in 1907, Wingfield moved to Reno and began investing in a number of ventures including hotels, real estate, banks, and livestock. In 1927, seeing the rapid growth of Nevada's divorce industry Wingfield decided to build the Riverside as a hotel for potential divorcees to stay at while fulfilling their residency requirement. It is unknown exactly how many guests of the hotel dissolved their marriages from the time the hotel opened until it became primarily a casino hotel after World War II. Kuranda also recommended that the building was eligible under Criterion C as an example of DeLongchamps' break from his more common neoclassical designs. The present recording also recommends the hotel be considered eligible under Criterion A for its associations with the Reno divorce industry. Located next door to the Washoe County Courthouse, the Riverside Hotel provided lodging both convenient and grand for divorcees-to-be; many people who spent the bulk of their six-week residence elsewhere in Reno or Nevada would have stayed in the Riverside for their last day of marriage and/or first day of freedom.

### **3.1.7 1967 Pioneer Theater Auditorium, 100 S. Virginia St. (B11933)**

*(Listed in the National Register of Historic Places on January 19, 2005)*

Oklahoma City architect Robert B. Roloff of Bozalis, Dickinson, and Roloff designed the Pioneer Theater Auditorium. The building has an irregular footprint and consists of two distinct parts: the geodesic dome pointing toward Virginia Street and the stage loft that is near Center Street at the rear of the building. The most striking feature of the building is its gold colored geodesic dome roof, pentagonal in plan, framed with steel, and covered with 500 faceted aluminum panels. Under the roof in the two parts of the pentagonal dome, approximately facing South Virginia Street, the walls are made of plate glass with glass and metal frame doors. Under the two other portions of the pentagonal dome, the walls are made of concrete covered with stucco. The final, eastern portion of the pentagon dome faces the stage loft portion of the building. The stage loft portion of the building has walls made of steel framing sheathed with cement covered with stucco. Also interesting about the stage loft portion of the building is the orientation of the walls that tilt slightly in from bottom to top, giving the building a distinct taper. This portion of the building has a flat roof with recently installed solar panels not visible from the street. This part of the building contains elevators and the stage door as well as double metal doors to the stage loft and apparent storage areas. The bulk of the interior space is actually below ground in the concrete basement of the building accessed from the doors on the plaza.



Pioneer Theater Auditorium Oblique View, 2012

The building is set back a considerable distance (approximately 85 feet) from South Virginia Street and overlooks the E.L. Cord Plaza, a concrete plaza made up of different colored squares of concrete and a contrasting color sunburst when viewed from above. The plaza was part of the original design. To the north and south of the plaza, along Mill and State Streets respectively, are xeriscaped areas. Portions of the plaza and planted areas are raised above the surrounding sidewalks by approximately five feet, while parts of the plaza are at grade with the surrounding sidewalks. The xeriscaping is used elsewhere around the building, too. At the northwest corner of the plaza there is a stairwell to another belowground portion of the center. The stairwell is enclosed by a partial arch roof and grating as well as concrete in stucco partial walls. A statue of a pioneer family, part of the original plaza related to the theater's construction, is also located in the northwest corner of the plaza. Circular tables with metal umbrellas are placed around the plaza for public use. The only parking area associated with the building is found on the eastern side near the stage loft portion of the building.



View of E. L. Cord Plaza and Pioneer Auditorium (Adapted from Google Earth).

The Pioneer Theater Auditorium remains in its original location and has its integrity of location. 1960s geodesic dome design is clearly stated by the extant Pioneer Theater Auditorium. There has been no exterior remodeling done and as a result the building's unique architecture remains intact and it has its integrity of design. The immediate streetscape and surroundings of the Pioneer Theater Auditorium have remained essentially constant since the building was built. Thus, the building's integrity of setting remains. The theater's exterior has not been modified or changed and the materials used in the original construction remain. The building still has its integrity of materials. The workmanship remains present because it is still a good example of the construction techniques and design principles of the 1960s. The since it was built, the Pioneer Theater Auditorium has been a well-recognized landmark along Virginia Street. Few changes have taken place near the building since it was built. Thus, the Pioneer Theater Auditorium possesses its integrity of feeling. The relationship of the building to Reno's downtown development during the 1960s and 70s, when complemented by the building's retention of integrity of location, design, workmanship, and materials argues that its integrity of association remains.

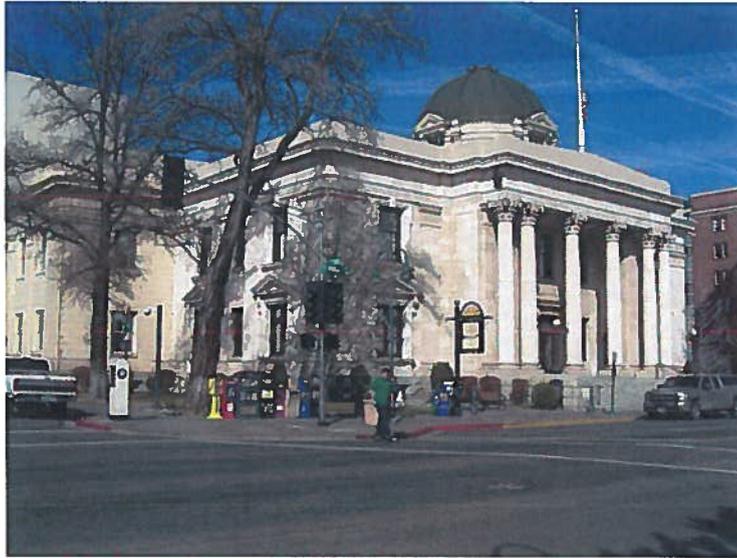
The Pioneer Theater Auditorium has been listed in the NRHP under Criteria A and C with a Criterion consideration g exception for its exceptional significance that overrides the fact that it is less than 50 years old. The nomination was prepared by Mella Harmon during 2004 when she was a member of the Nevada State Historic Preservation Office staff. Harmon found the building to possess exceptional significance under Criterion A for the role the theater has played in the history of Reno's performing arts community as the city experienced a tremendous population shift that altered the community's character. Harmon also presented convincing evidence that the building was exceptionally significant under Criterion C because it is a rare example of geodesic domes in Nevada and it is the lone surviving example of gold anodized geodesic domes known to have existed in the state. The entire assessor's parcel and current plaza are included in the National Register listed property. The current recording, including the entire parcel, concurs with the status of the Pioneer Theater Auditorium as significant under Criteria A and C, and the site retains its integrity. WCRM found no changes in condition or other information that would change its NRHP status.

### ***3.1.8 1910 Washoe County Courthouse, 75 Court St., 101 S. Virginia St. (B2651)***

*(Listed in the National Register of Historic Places on August 6, 1986)*

The Washoe County Courthouse was designed by Frederic DeLongchamps and constructed in 1910. Due to multiple historic additions, it has two distinct architectural styles: the original building and two 1940s additions are in the Neo-classical Revival style with elements that represent the Beaux Arts movement,

and a 1963 addition is in the Brutalist style popular during the 1950s and 1960s. The overall building has an irregular footprint and fills nearly half of a city block. The original building that faces Virginia Street is rectangular in plan and the 1940s additions to the west (rear of the original building) are also rectangular. The north addition was built in 1946 and construction on the south addition was completed in 1949. The 1963 addition, facing Sierra Street, at the rear of the courthouse lot behind the 1940s additions, has an irregular footprint and is larger than the original building and two 1940s additions combined. All portions of the building have a series of flat roofs surrounded by little parapets. The roof is surfaced with tar and composite materials and there are a number of air conditioning cabinets and pipes on the roof. The roof of the original portion of the building is topped with a copper dome with ribs that end in fanciful brackets. Four pedimented windows are set equally spaced around the dome. Four pedimented windows are set equally spaced around the dome.



Washoe County Courthouse, Original Portion Oblique, 2012

The older portion of the building sits on a granite foundation and has a full basement, while the newer additions have concrete basements and foundations. The older portions of the courthouse are two stories tall and are made of materials sympathetic with each other and those of the original building. The original building has stone walls, while those of the two 1940s additions are covered with incised terra-cotta panels to look like stone blocks; likely used to save funds but remain compatible in appearance with the original part of the courthouse. The 1963 wing has concrete walls that stand in stark contrast to those of the older portions of the building. The windows in the older portion of the building are primarily double hung one over one light with some use of four light windows. The first floor façade windows have projecting sills and are pedimented with brackets while the second-story windows are topped with a hood mold. At the roof line there is a highly decorated entablature of terra-cotta that includes a projecting cornice with foliated relief a dentil course, frieze, and multiple fascia architraves. The windows on the 1940s additions are less highly decorated with only sills on the first floor and sills and lintels with keystones on the second floor. The main entry to the original portion of the building on Virginia Street is a portico with paired end columns and two central columns with pilasters in the same arrangement on a recessed wall of the entry. There are 11 stone steps on the street to the portico floor. Additionally, there are two stairwells into the basement, one each on either side of the main portico. The façade appears to have had only minor modernization changes, such as new doors, over the years.

The Court Street entrance to the 1940s addition has a set of double doors set at the top of a handicapped access ramp and steps made of concrete. A flat hood and brackets are above the doors. The same wall has six pilasters symmetrically set on either side of the door opening. There are no entries in the north

wall of the additions. The roof line of the 1940s additions is similar to that of the original building. The 1963 addition, in its Brutalist style, has windows set apart by contrasting color vertical members. The main entry to the courthouse, now through the 1963 addition, is inset and consists of plate glass windows and metal framed glass doors accessed by steps from the sidewalk.

The building's setting includes paved sidewalks to the east, south, and west, with a landscaped yard on the Virginia Street (east) side of the building; it wraps around to the north side as deep as the 1940s addition. The yard includes grasses, deciduous and evergreen trees, and shrubbery. Near the north edge of the lot along the sidewalk is a granite memorial for World War II.

The Washoe County courthouse is still located on the same lot and at the same intersection as along Virginia Street that it occupied when it was first built. Thus, the building retains its integrity of location. The original design of the building remains readily apparent when viewed from the historic, Virginia Street entry. The design of the addition, west of the original building, also remains intact. The extreme disparity between the Neoclassical Revival style with Beaux Arts elements found in the original building and the Brutalist style of the 1963 addition actually enhances the integrity of design by clearly indicating which portion of the building dates to which time period. The setting of the building has changed over time as Virginia Street evolved into the main north-south thoroughfare of downtown and the city matured; however, this process is consistent with growth of Reno and is to be expected. The courthouse still remains in the urban core and as a result it has not lost its integrity of setting despite changes to elements of the setting. The exteriors of the building have not been altered or remodeled and repairs have been done using sympathetic materials. As a result the building retains integrity of materials. The esthetics and building technologies common to certain periods of history are expressed by the building and as a result it retains its integrity of workmanship. While the volume of traffic, traffic lights, and other changes reflective of the growth of downtown Reno have occurred these have not detracted from the sense that the building is an important government facility. The building clearly retains its integrity of feeling despite those changes. As stated previously, the building exudes the stately design and character typical of a courthouse where justice is supreme. Also, it retains its integrity of setting, location, design, workmanship, materials, and feeling clearly argues that the Washoe County Courthouse has integrity of association.

The Washoe County Courthouse has been listed in the NRHP under Criteria A and C as part of Kathryn Kuranda's thematic nomination for Frederic J. DeLongchamps' architecture. Under Criterion A, Kuranda found the building to be eligible for its role in Nevada's early 20<sup>th</sup> century divorce industry. She successfully documented the building's eligibility under Criterion C as an intact example of the Neo-classical and Beaux Arts designs of DeLongchamps. The courthouse was one of the architect's early works and his first solo commission. The current research agrees with the National Register listing under these two criteria, however; the current recorder further recommends that the 1963 addition is an excellent early Reno statement of the Brutalist style and as such should be considered to contribute to the building's architectural significance.

### ***3.1.9 Cochrane Ditch***

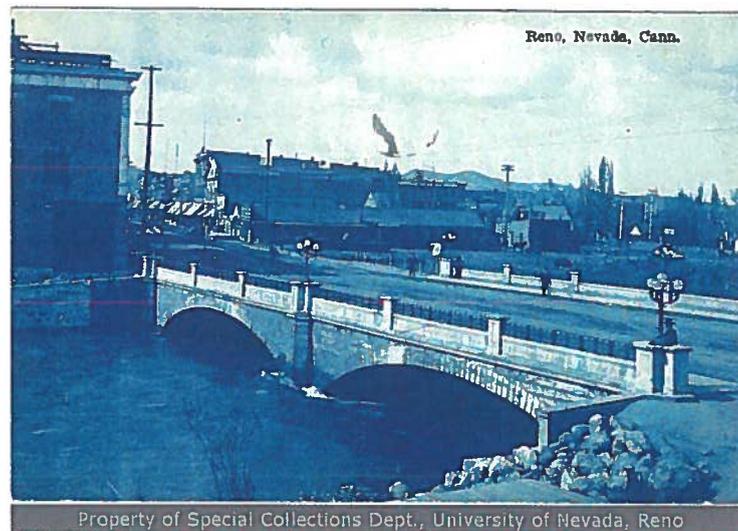
Historic research indicates the original ditch was relocated as part of the City of Reno's Raymond I. Smith Truckee River Walk built in 1991 between Virginia and Sierra Streets near the Riverside Artist Lofts and the ditch is now buried. As a result, the ditch is modern, is not of exceptional significance and is not considered to be an historic property. If remains of the buried, historic ditch are encountered during construction excavation it would be treated as an unanticipated discovery.

The Cochrane Ditch remains in approximately its original location in the Area of Potential Effect (APE) and as a result is considered to retain its integrity of location. However, examination of the historic record indicates that canal was originally a surface excavation along the Truckee River and appears to have had soil banks and prism. Today it is buried and as a result has not been examined in the APE. Enclosing and burying the ditch has cost the canal its integrity of design, setting, workmanship, and feeling as a surface

engineering site. Should the ditch be discovered during construction this integrity assessment will need to be reassessed.

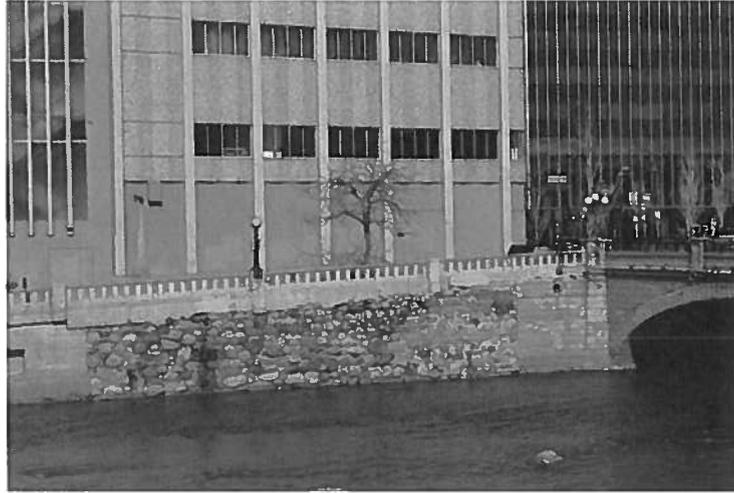
### **3.1.10 Truckee River Floodwalls – Section M (S180)**

Section M is on the north bank from just west of Virginia Street to Center Street. It appears that based upon historic research that the western portion of Section M was built prior to the eastern portion of Section M. The below photograph show the original Segment of Wall M on the west side of the bridge and no wall on the east side. It is likely the upstream (western wall) was a part of the armoring of the bridge structure needed upstream to protect the footing of the bridge from erosion. Downstream of the bridge footing the armoring would not have been needed until structures were built on the broad, expansive bank of the Truckee River.



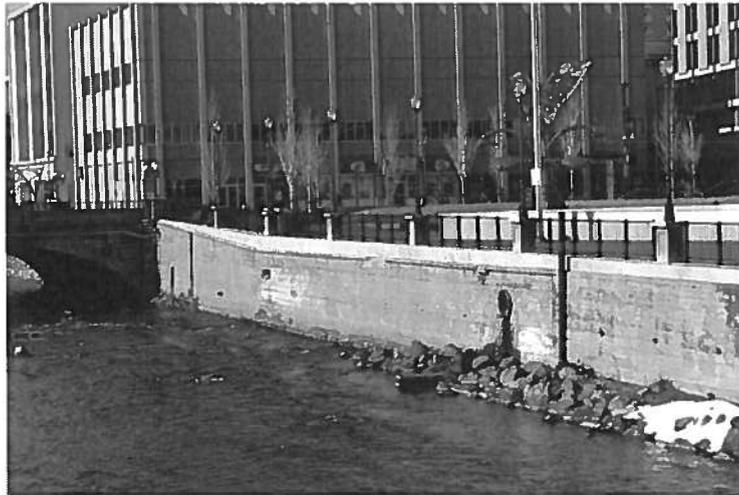
Virginia Street Bridge Looking North from the South bank of the Truckee River ca. 1906.  
Photo from Special Collections, University of Nevada-Reno Library

Section M-west, the segment west of Virginia Street Bridge is topped by a balustrade with beveled square openings and light posts on decorative bases. The light post bases' Art Deco design is formed by three successively larger round groves set in a box shape. The light posts along the balustrades are fluted iron columns topped with globe light fixtures. Under the balustrade the scored concrete at the bridge abutment gives way to a 50-foot long uncoursed rubble masonry segment. This section is likely the oldest section the retaining wall in downtown Reno. It was likely built circa 1908 after the previous year's flood.



Truckee River Floodwall Section M-west, Oblique, 2014

Section M-east, the segment east of Virginia Street Bridge is a concrete wall 15 to 20 feet tall horizontally scored like the masonry under the Virginia Street Bridge. It is approximately 430 feet long and has a simple metal railing on it as well a large storm drain protruding from it to the east of Virginia Street.



Truckee River Floodwall Section M-east, Oblique, 2014

The integrity of Floodwall Section M represents a mix of levels of integrity as explained in the discussion of each integrity element discussed below. Floodwall Section M is still along the Truckee River in the location where it was built. The floodwall possesses its integrity of location. The original design of the wall was influenced by the style and surface treatments of the Virginia Street Bridge. Over time, as portions of the floodwall have been repaired and replaced, efforts have been made to maintain the original design; however, this cannot be documented with any certainty. As a result, the integrity of design may have been compromised over time. The setting has changed over time, especially demolition of the Mapes Hotel that once stood next to the eastern part of this wall. Construction of the plaza after destruction of the hotel has significantly altered the setting of the wall and as a result it does not retain its integrity of setting. The materials of the current wall appear to be similar to if not identical to those used in the original construction (ca. 1908). As a result section M of the floodwalls retains integrity of materials. The workmanship exhibited by the current wall is consistent with that of the Virginia Street Bridge and

concrete work done during the first decades of the 20th century. As a result, Section M still possesses integrity of workmanship. The feeling of the wall section has been compromised by the removal of the buildings that once sat to the north of the Truckee River and this section of the floodwall. Because of the proximity of those demolished buildings to this wall section, the integrity of feeling has been lost. Is the integrity of association has also been compromised by the changes to the immediate setting of the floodwall.

Section M Floodwall has been determined by the USACE with concurrence of the SHPO to be eligible for inclusion in the NRHP.

### ***3.1.11 Truckee River Floodwalls – Section N (S180)***

Section N is on the south bank from Virginia Street to Center Street in front of the U.S. Post Office at 50 South Virginia Street (see Section 3.1.2 above). The wall is approximately 20 feet tall and approximate 295 feet long and made of poured concrete that is horizontally scored similar to the Virginia Street Bridge and has an Art Deco design balustrade. The balustrade is comprised of square rails with chamfered corner openings and rounded post with vertical grooves. The last two segments of the balustrade have been recently replaced in-kind as part of the Center Street Bridge project. The original part of this section, the nearest to the Virginia Street Bridge, was built along with the segment on the north bank circa 1908. The wall between Virginia Street and Center Street on the south bank was completed in the 1930s to compliment the US Post Office which had been completed in 1933.

Floodwall Section N possesses a higher level of integrity than does Section M when the two are compared. Floodwall Section N is in its original location along the south bank of the Truckee River and thus retains its integrity of location. The majority of the wall was built as part of the 1930s construction of the Reno Main Post Office and was purposely designed to complement the Art Deco post office as well as blend with the style and character of the Virginia Street Bridge. The current wall retains its 1930s design and has its integrity of design. The floodwall section setting has experienced some change over time; however, the major setting changes, such as demolition of the Mapes Hotel, took place on the opposite side of the river. This distance and the visual break given by the Truckee River indicate that this change did not severely diminish the setting of the floodwall. As result, this section of the floodwall retains its integrity of setting. The wall was originally built of concrete and there have been no substitutes for that material have taken place when repairs have been made. The floodwall retains its integrity of materials. Equally, the workmanship of the 1930s construction is still apparent in the aesthetic treatments and the technologies used to construct the wall. As a result, Floodwall Section N still possesses its integrity of workmanship. Despite changes on the opposite side of the river the prominence of the post office and clear relationship of this floodwall section to that Art Deco building has not changed. Thus, this section of the floodwall still possesses its integrity of feeling. The relationship of the floodwall to the Truckee River, the Reno Main Post Office and the retention of integrity of location, design, workmanship, and materials confirm the floodwall's integrity of association.

Section N Floodwall has been determined by the USACE with concurrence of the SHPO to be eligible for inclusion in the NRHP.

## **3.2 SUMMARY OF EFFECTS**

The Virginia Street Replacement Bridge architectural survey (Mehls 2013) assessed the possible effects to the historic architectural properties that are in the APE. **Table 1** summarizes the USACE determination / SHPO concurrence of eligibility and effects of the proposed project.

## 4.0 STATEMENT OF OBJECTIVES AND RESEARCH DESIGN

The objective of this plan is to fulfill the USACE and City of Reno's regulatory obligations under NHPA by mitigating the effects of the undertaking on historic properties. The background section provided details that support the identification of both known and expected resources within the APE. This plan considers property types and research domains that include both architectural and archaeological resources. Property types are categories which associate related resource types and research interests. The National Park Service defines a property type as "a grouping of properties defined by common physical and associative attributes" (National Park Service 1991:53). These property types also help determine which treatments are most appropriate. The categories of property types are:

- Property Type I: Prehistoric
- Property Type II: Urbanization Infrastructure Resources, 1852 -1965
- Property Type III: Commercial, Public and Residential Building and Features (1852-1965)

### 4.1 PROPERTY TYPE I: PREHISTORIC FEATURES AND ELEMENTS

Previous ethnographic as well as archaeological studies conducted along the Truckee River in and near Reno indicate potential patterns of site location. For example, d'Azevedo's (1956:58) Washoe informants recalled a settlement near Verdi, several miles west of Reno, that contained three or four camps with approximately six families and "many fish blinds" situated "on flats on each side of the [Truckee] river, but mainly on the south side." Another ethnographic settlement was identified near the present Mountain View Cemetery on a bluff above the river, and several other camps were situated on a "high plateau" along the river west of Reno (d'Azevedo 1956:59). In addition, three large archaeological sites have been subject to extensive investigations in the vicinity of the Virginia Street Bridge project. These include the Glendale site (26Wa2065), which is situated at the present location of the Nevada Mental Health Institute on a terrace below the bluff on the north side of the Truckee River (Miller and Elston 1979:4), the Vista site (26Wa3017) which is situated at the edge of the flood plain at the eastern edge of the Truckee Meadows where the river leaves the valley (Zeier and Elston 1986:8), and the Daylight site (26Wa7522) located just south of west 4<sup>th</sup> Street and just west of Keystone Ave (Stoner et al. 2006). All three of these sites are considered to be winter base camps, based on the discovery of house floors, storage pits, earth ovens, hearths, and diverse faunal and artifactual remains. Unlike Glendale and Vista, the Daylight site was deeply stratified and contained evidence of short term camps as well as human burials and funerary remains.

The National Park Service defines a property type as "a grouping of properties defined by common physical and associative attributes" (National Park Service 1991:53). Based on previous archaeological investigations along the Truckee River, prehistoric elements of Property Type I have been identified.

#### **Prehistoric Resource Types:**

Temporary Camps/Task sites that might contain:

- Hearths
- Roasting features
- Fish Weirs/dams

Residential Base Camps containing:

- Hearths
- Storage pits
- Earth ovens
- House pits (winter houses)
- Windbreaks (summer houses)
- Complex artifact assemblages including chipped and ground stone tools

Burial Sites that might contain:

- Formal human burials
- Funerary remains
- Scattered human remains
- Red pigment stained and painted and intentionally broken ground stone

#### **4.2 PROPERTY TYPE II: URBANIZATION INFRASTRUCTURE RESOURCES, 1852 -1965**

The theme of urban development and urbanization has a number of elements. Among those are urban planning and spatial organization, commercial development and growth, residential development and growth, municipal services, and quality of life/social development. Property Type II has been developed to cover the growth of municipal services and infrastructure systems. The property type also encompasses other resource types that can be expected based on previous archaeological investigations in Reno (Ringhoff et al. 2006). These include Interurban Railways and Trolley resources, communications resources, and urban industrial/commercial water conveyance features and resources. The brief overview and analysis of the Sanborn Insurance Maps presented earlier in this plan as well as the Mehls study (2013) indicates that the APE will likely contain subsurface evidence of the historic and modern infrastructure systems of Reno. For example, streets and alleys typically were used as the corridors for infrastructure resources. The work proposed for replacement bridge construction should find evidence of those lines underneath the streets and the bridge footprints. The construction also should encounter evidences of changes in how those utilities and others were provided to the residents through time, thus representing the growth and maturation of the city.

##### **Municipal Services and Infrastructure Systems Resource Types:**

- Bridges, bridge abutments, and structural remains<sup>3</sup>
- Cisterns (fire reservoirs)
- Conduits
- Curbs/curb lines
- Electrical lines/transmission systems
- Fire house
- Floodwalls and flood control features<sup>4</sup>
- Gas pipelines
- Sewage lines
- Storm sewers
- Street surfaces
- Telephone/telegraph lines
- Vehicle and pedestrian bridges
- Water mains, systems

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<sup>3</sup> WCRM anticipates finding the remains of earlier bridge abutments in the form of timber, stone, or concrete.

<sup>4</sup> WCRM anticipates finding the remains of earlier floodwalls in the form of timber, stone, or concrete.

**Interurban Railways and Trolley Resource Types:**

- Car barns and shops
- Offices
- Passenger shelters/stops
- Power distribution system features
- Power houses
- Tracks in the street

**Communications Systems Resource Types:**

- Amplifying facilities
- Bridges and conduits for obstacle crossings
- Buried cables and lines/conduits
- Business offices
- Construction and/or maintenance shops or camps
- Line markers/signs
- Manholes and other access points to buried facilities and cables
- Reception towers and antennas
- Repeaters
- Studios
- Switching facilities
- Transmitting towers and antennas
- Trash dumps and debris

**Urban Industrial/Commercial Resource Types:**

- Aqueducts
- Bridges and coverings
- Canals
- Culverts
- Dams
- Ditch maintenance shacks/houses/offices
- Ditches
- Ditching machinery
- Drop boxes
- Flumes
- Headgates
- Ice pond diversions
- Laterals
- Mill races
- Parshall flumes and other water flow measuring equipment
- Pipes
- Power generating features
- Sewer and wastewater systems
- Siphons
- Spreaders
- Tappoons
- Water pipelines
- Weirs

It should be noted that concentrations of debris may be encountered either as fill in other features or in areas of street/utility work. Stoner, et al. (2006) indicates that after the various fires burned materials were scraped and evidences of those episodes be found below the current streets. It is likely that such materials will be found subsurface within the APE.

### **4.3 PROPERTY TYPE III: COMMERCIAL, PUBLIC, AND RESIDENTIAL BUILDINGS AND FEATURES, 1852 -1965**

This property type focuses on the evidence for the evolution of the City through the development of the built environment, in particular, commercial, public and residential structures and related features. The background overview and analysis of the Sanborn Insurance Maps presented earlier in this plan as well as the Mehls study (2013) indicates that the APE contains historic buildings and features and identifies the likelihood of the presence of subsurface archaeological resources. The variety of resources representative of this type share functional and, at the general level, physical similarities. This type considers the history of urban planning in Reno. There is evidence of some early planning Reno (i.e., the plat). However, the documentary record indicates that local residents did not always follow the plan. They also occupied useable and marginal areas of the outside the platted townsite. Further complicating the situation, Lake's Crossing and the other trading posts existed prior to the platting of the town. This could indicate an early haphazard land use pattern based upon opportunity and access to land as well as social pressures.

The presence of documentary as well as physical evidence of these early and later sites and features will offer new insight into the social and economic development of Reno during its first 100 plus years. In addition to subsurface historic evidence, it is likely that archival sources related to this Property Type will further understanding of social and economic issues that created and changed the city.

#### **Associated Resource Types:**

- Basement/cellar
- Boundary markers and landscape features
- Building or structure (including main building and/or outbuildings)
  - Commercial/Office Building (Woolworth/Mapes Building), Government Offices (Reno City Hall, Washoe County Courthouse, Main Post Office), Hotel (Riverside), Fraternal Hall (Masonic Temple), and Theater/Performing Arts Building (Pioneer Theater)
- Building vestige (commercial/industrial or residential)
  - Bank, Post Office, Courthouse, Library, Hotel/Boarding House, Retail Establishments, Saloons, Industrial plants, Warehouses, Lumber Yard, Residences
- Burned debris/deposits
- Cistern or well
- Commercial site other than above listing)
- Domestic can scatter
- Domestic trash dump (trash dump)
- Domestic/industrial trash scatter
- Fences, Gardens, Walkways, Paths, Decorative landscape elements, Signs and sign remains
- Habitation site
- Industrial can or parts scatter
- Industrial trash dump (trash dump)
- Privy/privy pit or vault

### **4.4 PREHISTORIC RESEARCH DESIGN**

One of the most significant findings from the ReTRAC project was the discovery of a deeply stratified archaeological site (26Wa7522; aka the Daylight site) in alluvial sediments immediately adjacent to an old channel of the Truckee River (Stoner et al. 2006; Stoner and Ringhoff 2011). The Daylight site contained 48 prehistoric features dating from 5000 BP to historic times including a 3000 year old house pit, numerous roasting and storage pits, hearths, and formal human burials. The excavation of the site demonstrated that Early and Middle Holocene landforms and deeply buried Middle Holocene sites are preserved within the Truckee Meadows. In addition, the findings from the Daylight site included

extensive data regarding the chronology of the Truckee Meadows along with evidence for semi-sedentary villages along the river during the Middle Archaic. Data regarding mobility and land use patterns, and extensive information on prehistoric subsistence was also recovered. The presence of funerary remains along with red pigment covered and intentionally broken ground stone provided a tantalizing glimpse of the spiritual practices of people in the past. The cooperative efforts between living Native American groups, the City of Reno and various federal and state agencies in coming to a satisfying resolution regarding the discovery of prehistoric human remains stands as a true success and resulted in no delays to the project. This has important implications for the proposed Virginia Street Bridge project.

The following research design is based on what was learned from the ReTRAC project and provides an evaluation and data recovery framework for the current APE.

#### **4.5 RESEARCH DOMAINS**

Prehistoric archaeological sites and localities are generally evaluated with reference to their ability to address important research questions and yield information important in prehistory, per 36 CFR part 60.4 Criterion D (NPS 1991:21). General research concerns have been identified by Pendleton et al. (1982) and include two major objectives for future research: 1) the refinement of local and regional prehistoric chronologies, and 2) the reconstruction of prehistoric lifeways. As Elston et al. (1994) point out, too often, prior investigations in the region have been made in the absence of any model and with only a cursory reference to the general research concerns outlined by Pendleton et al. (1982). Exceptions to this include the detailed research design for the evaluation and treatment of archaeological sites along the Tuscarora Pipeline developed by Delacorte and Hildebrandt (1994). That document identifies five research issues or domains that are considered particularly relevant to research in the Truckee Meadows. They are chronology, mobility and land-use change, population replacement and ethnicity, demographic collapse and acculturation, and trade and exchange.

In addition, Delacorte and Hildebrandt (1994) identified data sets critical to addressing these research issues. These include assemblage composition, raw material variability, natural setting, assemblage diversity, domestic facilities, obsidian hydration, temporally diagnostic artifacts, radiocarbon dates, beads/ornaments, and burials.

Another research design developed for sites in the southern Truckee Meadows (Elston et al. 1995) identifies research issues and data gaps pertinent to the ReTRAC project area with some modifications. Research domains include paleoenvironmental change, cultural chronology, prehistoric land use, and lithic raw material and technology.

Following these established research designs and the results of the investigation of the Daylight site, the research proposed herein will focus on four research domains: geology, geomorphology and lithic terrane, chronology, paleoenvironment and settlement-subsistence patterns, and organization of technologies.

##### **Geology, Geomorphology and Lithic Terrane**

The geology and geomorphology of the APE will be studied within a regional perspective. The potential for stratified cultural deposits along the river has the potential to inform us about local and regional chronologies.

Toolstone varieties found at the Daylight site were derived from both local and distant sources. Lithic variability in the project area will be explained at different scales. These range from local use of lithic material within foraging distance from the site to the apparent annual range of a population, and to a scale large enough to cover the apparent down-the-line exchange that might account for material from the most distant sources represented in a site assemblage.

Technological and social organization throughout the archaic period permitted a mixed settlement pattern combining seasonal foraging and the collection of storable foods in more sedentary winter settlements. Efficient use was made of resources, population grew, and the most favorable environments such as the Truckee River valley floor, attracted a relatively dense population. Because accessible lithic resources are unevenly distributed, opportunistic procurement of toolstone was infeasible in some areas, and it was necessary for specific task groups to enter into trading or to make journeys to procure toolstone. This was the condition in the Eastern Front of the North Central Sierra Nevada until the nineteenth century, when Euro-Americans introduced the economy that changed Native American life forever.

Recent studies in California and the Great Basin have addressed utilization patterns of Sierran toolstone (Bloomer and Waechter 1997; Day et al 1996; Duke 1998; Edwards 2000; Markley and Day 1991; McGuire and Bloomer 1996, cited in Ataman 1999b:8-1). Ataman and colleagues used the term "lithic landscape" after Gould (1980: see Northrup et al. 1999:8-1, 8-2). The term "lithic terrane" after Elston (1990:165-174) and Figure 69 in Elston and Budy (1990) has been used in earlier studies in western Nevada and will be used here (Stoner et al. 1999, 2001). Elston's addition of scale to the concept is especially useful to the present study.

Elston (1990:155) used lithic terrane to refer to the distribution of knappable stone accessible to prehistoric populations in a region of the Great Basin. He defined the lithic terrane as "the area or surface over which a particular rock or group of rocks is prevalent," referring to its earlier usage by the American Geological Institute ([AIG]1980:645) for "an area or region considered in relation to its fitness or suitability for some specific purpose," distinct from the use of "terrain" for area or landscape.

Elston's first use of the concept in his work at the Tosawihi Quarry and James Creek Shelter was in the context of a cost-benefit model proposed to explain lithic assemblage variability (Elston and Raven 1992; Elston and Budy 1990:153-164). In this model, the cost of lithic material is the *availability* of a toolstone to a specific population, attributable to that group's lithic terrane. He proposed that lithic terranes vary in quality, measured both by the characteristics and amount of toolstone available. These factors are related to an area's geology and physiography. He also observed that lithic terranes can be examined from different scales (Elston 1992:71).

Questions designed to explore the lithic terrane of the prehistoric sites are listed below.

- What kinds of lithic procurement (Elston and Raven 1992:37-39) appear to be represented by the assemblages?
- Do the sources of obsidian and basalt present at the site offer clues to an extended territory?
- What do the assemblages tell us about the lithic terrane in which the sites are located (Tankersley et al. 1990; Goodyear 1993); and are the lithic sources used most commonly by site occupants nearby or more distant?

**Data Needs:** To address these questions data required would be raw material varieties for which source can be reliably determined.

**Data Expectations:** It is likely that sources for many of the raw materials can be determined (e.g., trace element analysis of obsidian and FGVR; petrographic analysis of chert, sinter, and FGVR).

### **Chronology**

Temporal control is essential for understanding prehistoric cultures and culture change. As noted by Ingbar (1994:12) "the chronology of the Eastern Sierra Front is neither well known nor unambiguously defined." Whether or not this condition applies only to this subregion, it is necessary to continue to address the problem concerning the extent to which the Western Great Basin chronological sequences (e.g., Elston 1982, 1986a) apply here. Seasonal transhumance throughout the Martis and later phases,

together with trans-Sierran trade accounts for the presence of California artifact styles in some Eastern Front sites, and further blurs a chronological sequence based largely on inferred temporal spans of projectile point and other artifact types. Consequently, research concerning prehistoric cultures is heavily dependent on the presence of reliable dates.

From this brief discussion, five basic research questions regarding chronology are proposed.

- Does the project area contain chronological information with which to date site occupation(s) (i.e., temporally diagnostic projectile points, materials amenable to radiocarbon dating; obsidian sourcing and hydration studies)?
- If concentrations of prehistoric artifacts (e.g., lithic concentrations) are present within the project area, are they related to datable single component activities?
- If they can be identified, do Middle Archaic concentrations contain greater quantities of basalt than Late Archaic concentrations?
- Although questions about the length of time that the Washoe have occupied their historically known territory cannot be addressed with linguistic data, it is appropriate to evaluate archaeological evidence for cultural continuity or discontinuity. There are unresolved questions about the apparently Basin-wide Late Archaic shift to a more diversified, low-ranked, resource subsistence strategy. If Numic-speaking people, equipped with a more efficient technology and strategy for utilizing high-cost resources, were able to migrate into the western Great Basin at the expense of native populations during Kings Beach times, as has been suggested by Bettinger and Baumhoff (1982), why did they not replace the Washoe? Can patterns unrelated to subsistence strategies, which may be driven largely by economic necessity rather than other cultural conditions, be seen to have changed? For example, can stylistic change or persistence be recognized in burial practices or in artifacts not used for resource acquisition or processing?
- What is the cultural chronology for sites within the project area and how does this compare to the chronology from other parts of the Great Basin and the Sierra Nevada? (Elston 1979a; Elston et al. 1994). If radiocarbon-dated components are identified are they consistent with currently postulated temporal spans for associated projectile points, shell beads, or other chronologically sensitive artifact styles?

**Data Needs:** To answer these questions, data needs include the presence of projectile points, obsidian, and hearths. Stratified deposits will play an important role in the consideration of these questions.

**Data Expectations:** Previous ethnographic as well as archaeological studies conducted in the project vicinity along the Truckee River indicated potential patterns of site location. For example, d'Azevedo's (1956:58) Washoe informants recalled a settlement near Verdi, several miles west of the project area, that contained three or four camps with approximately six families and "many fish blinds" situated "on flats on each side of the [Truckee] river, but mainly on the south side." Another ethnographic settlement was identified near the present Mountain View Cemetery on a bluff above the river, and several other camps were situated on a "high plateau" along the river west of Reno (d'Azevedo 1956:59). In addition, the large archaeological sites have been subject to extensive investigations in the vicinity of the APE. These include the Glendale site (26Wa2065), which is situated at the present location of the Nevada Mental Health Institute on a terrace below the bluff on the north side of the Truckee River (Miller and Elston 1979:4), and the Vista site (26Wa3017) which is situated at the edge of the flood plain at the eastern edge of the Truckee Meadows where the river leaves the valley (Zeier and Elston 1986:8) and the Daylight site which is located near West 4<sup>th</sup> Street and Stoker Ave. All of these sites are considered to be winter base camps, based on the discovery of house floors, storage pits, earth ovens, hearths, and diverse faunal and artifactual remains.

#### **Paleoenvironment and Settlement-Subsistence Patterns**

The presence of vertically or horizontally stratified deposits within the project area may provide diachronic information on site assemblages during the periods of occupation. Reconstruction of

settlement-subsistence patterns requires knowledge concerning environment at the time of site occupation. These data may be acquired by studying artifact assemblages, faunal material, and pollen. From these data, the types of resources available to and utilized by the project area's inhabitants, as well as the season of use can be estimated, and subsistence patterns can begin to be delineated.

What the geomorphologic context and setting of the area was during its periods of occupation depends a great deal on when it was occupied and its subsequent relationship to the Truckee River. The project area is in and on both banks of the Truckee River. Although both banks of the river have been modified and faced with flood walls, there is the potential for a number of fluvial features to be preserved along with buried archaeological sites.

The late Holocene paleoenvironment in northwestern Nevada has been outlined by Davis (1982), who maintained that a winter-wet climate persisted from 3200-2000 B.P. A generally drier climate prevailed in the middle to late Holocene (2,000-600 B.P.) punctuated by a moist interval between 1600 and 1200 B.P. From 600 to approximately 50 B.P., a moist, wet climate dominated the region. Since the end of the nineteenth century, the climate has been considerably drier than the preceding interval. Davis (1982) admits that this scenario is tentative and requires additional data. Documentation of paleoenvironmental changes that may be observed in the project area do, however, have the potential to contribute to the regional paleoenvironmental record. Analysis depends on the application of various geological and other methods including sedimentology, stratigraphy, geomorphology, palynology, and ethnobotany.

Elston (1982:199) and Zeier and Elston (1986:377) postulate that shifts from open to dispersed settlement patterns occurred during transitional Martis to Early Kings Beach or during Kings Beach times can best be explained as driven by population rather than environmental stress. Using an index of site utilization intensity derived from projectile point frequencies and temporal spans (after Buoe and Rusco 1985:13), Zeier and Elston (1986:333-335) found that occupation was most intense during Early Kings Beach at the Vista and other Eastern Front sites. Occupational intensity was lower during the Martis phase and decreased again in the Late Kings Beach phase.

In terms of subsistence remains, indirect evidence may be derived from artifact assemblages. For example, the existence of a fishing industry at Pyramid Lake can be inferred from Tuohy's (1984) study of artifacts including sinker stones, a bone fishhook, as well as other tools including projectile points, atlatl weights, milling stones and basketry fragments (Willig 1988:23). Based on the presence of milling stones, it has been suggested that although Archaic peoples hunted both large and small game animals and consumed easily gathered lacustrine-marsh plant foods, a large part of their diet was derived from gathering and processing of mature seeds (Elston 1986a). The presence of milling implements at sites near project area suggests that plants or seeds were indeed being processed. Freshwater shell was found at the Vista (Zeier and Elston 1986) Glendale (Miller and Elston 1979), and Daylight (Stoner et al. 2006) sites, indicating that this resource was obtainable from the nearby Truckee River. The importance of freshwater shellfish in the prehistoric diet is not well known, because shellfish populations indigenous to the Great Basin have not been studied and the nutritional value has not been defined. Shell remains, however, have potential in the assessment of seasonality (Drews 1990, 2002). Growth increments (annuli) of shell have been successfully measured and used to infer the season of death (Weide 1969; Chatters 1986). The role of shellfish in the diets of the prehistoric inhabitants of the project area may be important and has the potential to contribute to studies of living shellfish populations and seasonality.

Based on this discussion, five pertinent research questions regarding paleoenvironment and settlement-subsistence patterns can be posed.

- Are data from project area sites and other known site locations in the vicinity consistent with the postulated open or dispersed settlement location pattern?

- Are the site use intensity estimates from projectile point frequency indices and other data from Martis and Kings Beach phases represented in the project area consistent with data from other excavated Eastern Front sites?
- What direct evidence of subsistence exists on sites within the project area? Is the economic focus on the procurement of riverine resources such as fish and freshwater shellfish, on the collection and processing of plants or seeds, on the procurement of game, or on some combination of procurement strategies?
- What do the organizational properties of any assemblages in terms of technology, production strategy and tool function reveal about adaptive strategies and mobility patterns of prehistoric inhabitants of the project area?
- What is the nature of the changes (if any) of the environmental and topographic setting of the project area from the terminal Pleistocene to the late Holocene? How and when the terraces on which the project area is situated were formed? Did the abandoned channels in the area support a wetlands habitat? Did changes in the course of the river affect archaeological sites within the project area in terms of site preservation?

**Data Needs:** Addressing these questions concerning paleoenvironment and settlement-subsistence patterns requires a series of data sets, as follows: 1) site lithic assemblages analyzed with respect to issues concerning aspects of curation will provide data on resource use and technological efficiency (Bamforth 1986), 2) technological and functional analyses of site assemblages will provide data regarding subsistence strategies and resource utilization, 3) the presence of faunal and macrobotanical remains will contribute to reconstruction of paleoenvironment as well as to the study of on-site resource utilization and, 4) palynological and geomorphologic data that are essential for the reconstruction of paleoenvironment., (5) projectile point type frequencies, and (6) seasonal data.

**Data Expectations:** Abundant data concerning the paleoenvironment of the project area are available through geomorphologic assessment and the analysis of sediments. The nature of past fluvial activities in the project area can be determined using such geomorphologic studies. Similarly, trends in past biotic environments will be suggested by palynological investigations. Datable samples may exist to place these trends in absolute time. Based on previous work done in the area (see above), there is good potential that the low terraces adjacent to the river were occupied prehistorically and were the loci of various subsistence activities. Preservation of the residues from these activities will depend upon depositional and erosional patterns within the Truckee River flood plain and on historic disturbances associated with the construction and continued maintenance within the railroad corridor.

### **Organization of Technologies**

Technological studies are used to define site contents, identify the methods by which assemblages were both made and used, delineate activity areas, determine the mechanics of adaptation, and demonstrate cultural continuity or discontinuity between assemblages from diverse areas. Ultimately, these studies lead to the determination of site function and adaptive strategy, knowledge of which is essential for the study of past land use patterns. This can be accomplished through the examination of lithic reduction sequences and assemblage structure and diversity.

Elston (1982) maintains that Martis-Kings Beach transition denotes the shift between the Middle and Late Archaic. This was a time of profound technological change, including the introduction of the bow and arrow and specialized plant processing equipment, a decreased emphasis on the manufacture and use of large bifacial tools, and increased use of small bifaces and unspecialized tools.

Examination of core reduction techniques have been used to differentiate between assemblages produced by different site occupants (Tuohy 1970; Fagan 1988; Wheeler et al., 1992). Evidence for core reduction, if present, may suggest relationships within and between sites in the surrounding area and region. Core and flake types and sizes will be recorded to determine technologic trajectories, knapper skill levels, and

assemblage variability. Elston and his colleagues (1976, 1977) were able to define both core and biface trajectories for Martis phase occupations in the Tahoe Reach of the Truckee River. In addition to the study of lithic technology, any ground stone recovered will be analyzed for form and function.

On the basis of this background, technological studies can be expected to result in data sets implied by the following questions:

- What type(s) of cores and core reduction occurred within the project area? What was the intended product? Was a specific form of flake, blade, or flake blank the desired end product? Do these remains suggest technological continuity of use?
- What stages of biface manufacture are present? What technological trajectories produced these bifaces? Are there differences among sites or concentrations within the project area?
- Is there differential use of raw material? Is there evidence of the use of bifaces as cores for the production of expedient tools (Kelly 1988)? Can Martis phase components be identified based on the presence of basalt?
- What is the range of variability in the groundstone assemblage?
- Was ground stone intentionally burned or broken, or does presence of burned fragments in hearths and other features indicate “recycling”?

**Data Needs:** To address the above questions, representative samples of site assemblages must be collected and analyzed. Analyses include technological, functional, and stylistic attributes. Lithic material types should be characterized, so they can be related to technological traits and sources, if possible. Spatial relationships should be preserved as a part of data collection. Interpretations regarding technological variability will be compared to surrounding Middle and Late Archaic phases. Technological and functional variability will be analyzed in terms of relationships to the site environment and compared to that of other sites.

**Data Expectations:** Again, preservation of lithic and ground stone assemblages depended upon depositional and erosional patterns within the Truckee River flood plain and on historic disturbances including those associated with the construction bridges and floodwalls on both sides of the river in the APE.

#### **4.6 HISTORIC PERIOD RESEARCH DESIGN**

The research design for historic resources relies heavily on the final report of WCRM’s work on the ReTRAC project. Underlying this research design is the agreement by all consulting parties that all archaeological resources discovered during construction will be considered eligible for NRHP inclusion and that as a result the research design focuses on mitigation level questions rather than those typically used for resource evaluations. This research design takes advantage of the deeper understanding of Reno’s historic archaeology gained through the monitoring and treatment work WCRM completed for the ReTRAC project (Ringhoff et al 2006a). The research questions in this research design are linked to the seven key themes identified for this Treatment Plan for the Virginia Street Bridge Demolition and Replacement APE. The seven themes are: 1) The Truckee River and Its Historical Uses (1852-Present), 2) Transportation (1852-Present), 3) Commercial Undertakings (1885-Present), 4) Gaming and Entertainment (1931-Present), 5) The Divorce and Marriage Industry (1906-Present), 6) Community Development and City Growth (1852-Present), and 7) Reno’s Historic Telecommunications (1861-1965). The historic background of these themes was presented earlier in this document. The research design follows a structure of inquiry focused on testable hypotheses; the research design presents three principal problem domains (urban landscape, urbanization infrastructure and community development, and ethnic identity) relevant to furthering the understanding of life in Reno between 1868 and the present day. In tandem with this exploration, the data requirements for testing each problem domain’s hypotheses are identified.

## Research Framework

The research framework is based on the data recovery plan that WCRM developed for the ReTRAC project (Mehls et al. 2005) and upon the final report for the historic resources identified during the course of that project (Ringhoff et al. 2006). David Lowenthal in his book *The Past Is a Foreign Country* argues that understanding the past is best gained by traveling along the routes of history, memory, and relics together. He says, "Each route requires the others for the journey to be significant and credible. Relics trigger recollection, which history affirms and extends backwards in time. History in isolation is barren and lifeless; relics mean only what history and memory convey" (Lowenthal 1985: 249). Following Lowenthal's idea the research design in this Treatment Plan anticipates combining data from multiple sources into a contextual approach taking advantage of written accounts, archaeological and architectural material remains, and memories of local informants are incorporated into the research domains.

Following Deetz's (1988) integrative, conjunctive approach, WCRM's research design begins with basic theoretical perspectives developed from preliminary historical and archaeological research. These perspectives are used to identify hypotheses that could be tested with new documentary and archaeological data; the research model is revised to reflect the results of the new information, leading to other testable hypotheses and consequent refinement of the concepts. This research design also uses elements of the positivist (processual) as well as interpretive (postprocessual) approaches. Processual approaches employ hypotheses to elucidate larger behavior patterns while the postprocessual approaches focus on smaller-scale, situated, multiple interpretations of data and view a search for predictability and patterns as largely unproductive of behavior (Ringhoff et al. 2006a: 4.2).

WCRM uses hypotheses in this research design as an organizational scheme to facilitate interpretation rather than a strict model to find universal "laws" of human behavior or minimizing individual realities into mere demonstrations of overarching theories. The hypotheses posed are derived from the data recovered during the ReTRAC project (Ringhoff et al. 2006). Writers including Praetzellis and Praetzellis (2004:4-5) or Johnson (1999:42-43) convincingly argue that strict positivist models have only limited utility in understanding past human particularities and idiosyncrasies of human practices of the past. As an alternative, these authors advocate the adoption of interpretive models that argue that the meanings of artifacts depend upon their particular contexts of time, place, and use. These types of models emphasize careful interpretation on smaller scales; even down to that of the individual. This approach, usually referred to as contextual or interpretive archaeology, is particularly applicable in the realm of historical archaeology due to the larger number of information sources. As Deetz (1977:5-8, 138-154) has stated, historical archaeology's multiple lines of evidence enable emphasis on "those of little note" (Scott 1994) and are capable of linking larger patterns of identity and behavior with the material remains of disenfranchised individuals and groups. The establishment of social, cultural, and economic context situates individual stories in broader perspectives.

This approach is furthered by Mayne and Murray (2001a) who emphasize the need for this kind of contextual approach in the introduction to *The Archaeology of Urban Landscapes: Explorations in Slumland*. Noting that because much urban archaeological research is done in the context of cultural resource management with the inherent limitations of project location, time, and money, such studies have produced individual data inventories instead of synthesized interpretations (Mayne and Murray 2001a: 2). Calling for a more academic, contextualized approach to urban archaeology they argue for data being interpreted at a variety of scales from larger to small (Mayne and Murray 2001a:2).

The theoretical perspectives of both Mayne and Murray (2001a, 2001b) and Praetzellis and Praetzellis (2004) come from work on archaeological sites in urban settings and as a result are relevant to the Virginia Street Bridge research design. While these theoretical perspectives provide a solid foundation for analyzing and interpreting the archaeological data their utility is limited because they focused more on domestic urban sites while the current study area is more government and commerce oriented with few

anticipated to be derived from exclusively domestic settings. This reflects many factors in Reno's history:

1. The influence of the transcontinental railroad on the geographical development of Reno;
2. The relatively late date of the town's founding in archaeological terms;
3. The city-like scale of a moderately sized town; and
4. The ground disturbance stemming from large-scale construction projects such as the Riverside Hotel or the Downtown Post Office.

To accommodate these factors WCRM's archival research will focus on demographic features (e.g., population density), political and administrative features, economic features, and social heterogeneity (Rothschild and Rockman 1982:4). These are the essential shaping forces for an urban setting. Equally important for our needs, to some extent these are archaeologically visible through both landscape (land use and management, municipal structures and buildings, and site formation processes) and artifact distribution patterns (Rothschild and Rockman 1982:4-12). Recognizing the distinguishing features of urban features and assemblages, as shaped by multiple forces, facilitates a deeper examination of what it means to live in a western city.

The development of this research design is essential to approach the mitigation of adverse effects to the historic resources encountered during the course of the ReTRAC project. The necessary linkage of archival sources and material remains to overarching theoretical ideas happens within the context of the research design; this research design, like many others in cultural resource management, is based on what archaeologist Donald Hardesty calls "questions that count" (Hardesty 1994). Within a particular historic context, "questions that count" are what tie the archaeology and the theory together. In Hardesty's exploration of settler communities of the West, the "questions that count" addressed issues like community scales, local integration into world systems, social structure, ethnic relations, and consumer behavior (Hardesty 1994b). In this Treatment Plan these are organized as problem areas within the problem domains presented below.

#### **4.7 RESEARCH PROBLEM DOMAINS**

Previous research conducted in urban Reno focused on three principal problem domains: urban landscape, urbanization infrastructure and community development, and ethnic identity (Mehls et al. 2005; Ringhoff et al. 2006). All three problem domains are considered to be appropriate for the Virginia Street Bridge project and all three relate to varying degrees to Property Types II and III discussed above.

##### **4.7.1 PROBLEM DOMAIN I: THE URBAN LANDSCAPE**

Hood (1996:123) defines cultural landscapes as "the physical spaces perceived and utilized by humans both explicitly and implicitly." He links culture to the physical landscape by using the term "cultural landscape" as seen in the following quotation:

This is one way of expressing how landscapes are created in terms of human use through action and perception and are loaded with cultural meaning in specific historical contexts. Cultural landscape can be extended to include all aspects of culturally defined space...The landscape is not only a physical context that helps to constitute social relations, but it is also a meaningful context as well [Hood 1996:123].

In the exploration of the establishment and development of Reno's urban setting, WCRM proposes to use Hood's definition of cultural landscape together with the distinctive characteristics of urban areas as outlined by Rothschild and Rockman (1982). Together, these become the theoretical context for interpreting Reno's urban landscape. As illustrated by archaeological projects focusing on landscape

(e.g., Yamin and Metheny 1996; Larsen 2003) landscape studies are a valuable way to approach concepts of space and place and are of equal utility in urban or rural settings. WCRM's ReTRAC studies (Ringhoff et al. 2006a: 14.1-14.4) found that the Central Pacific/Southern Pacific/Union Pacific corridor north of the Virginia Street Bridge APE had tremendous impacts on the landscape of early Reno and WCRM anticipates that study of the Virginia Street Bridge APE will show that the river crossing had similar impacts on the urban landscape.

#### **Problem Area I-A: Urban Landscape Evolution: The Virginia Street Bridge Demolition and Replacement Project APE**

**Hypothesis:** The physical layout of the APE and its buildings and structures, as traced over time, reflects intangible economic, social and cultural forces; the APE's physical evolution over time parallels the evolution of these forces.

**Expectations:** The area around the Virginia Street Bridge, south of the Central Pacific rail line and yards, was part of Reno's earliest north-south corridor as well as being on a well-traveled east-west wagon route prior to the opening of the railroad in 1868. Its development was shaped by topographical (proximity to the Truckee River), economic (lodging, recreation, and divorce seekers), and social forces (catering to divorce seekers needing to fulfill residency requirements). The physical expression of these forces can be elucidated through archival, documentary, and archaeological research. This will enable WCRM to trace the evolution and development of this particular area of the city over a 160-year period. The hypothesis will be rejected if the research cannot produce a sufficiently detailed picture of the area's physical development from the 1850s to 2014, or if its physical development cannot directly be linked to patterns of economic change, evolving perceptions of class and appropriate land uses.

**Data Needs:** Testing the hypothesis requires archaeological, architectural, documentary, archival, and oral information about the establishment and development of the APE. Identified archival and documentary sources include local newspaper accounts, local histories of Reno, Washoe County assessor's maps and records, Sanborn Fire Insurance maps, City of Reno building permits, historic photographs, and local business directories. Archaeological sources of information will consist of archaeological resources found during the construction of the Virginia Street Replacement Bridge. Architectural information will be derived from observations of streetscapes and structures in historic photographs. Interviews with informants will provide oral history information.

#### **4.7.2 PROBLEM DOMAIN II: URBANIZATION INFRASTRUCTURE AND COMMUNITY DEVELOPMENT**

Reno's relatively rapid growth during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries resulted in the development of infrastructure resources related to water supply, refuse disposal, sewage management, electricity, telephone, gas, and public transportation. Although the infrastructure systems were managed by a mixture of private corporations and municipal administrators, their development did not necessarily happen swiftly and smoothly. The evolution of municipal utilities was often fitful, often driven by perceived opportunities for a profit, such as the rapid expansion of the transit system during the first decade of the 20<sup>th</sup> century. The infrastructure grew at different rates in different parts of town and while the bridge and road south from town represent a major element of early Reno's infrastructure, it was not until later in the 19<sup>th</sup> century and then into the early 20<sup>th</sup> century that other infrastructure elements are known to have arrived at the APE. WCRM's ReTRAC studies of Reno's infrastructure development identified numerous examples of the growth and evolution of the various infrastructure types such as water delivery systems or fire protection that help to understand the city's growth as an urban center in northern Nevada. The ReTRAC studies also identified cases of symbiotic relationships between the city government and the various public utilities that appear to be applicable to the study of the Virginia Street Bridge APE (Ringhoff et al 2006a: 14.25-14.27 and 14.33).

The material remains of historic infrastructure systems retain information about community development, urban planning, spatial organization, municipal services, and general quality of life in the urban environment (Mehls et al. 2005:20). Investigating the ways in which these features develop over time and across geographic space can help trace the physical and social development of a community.

#### **Problem Area II-A: Development of Infrastructure Feature Systems**

**Hypothesis:** Reno's urban infrastructure features such as water lines, storm drains, sewer lines, and public transit are physical expressions of systematic urbanization over time as well as patterns of differential adoption rates in various geographical areas of the city.

**Expectations:** Research into historic infrastructure features is likely to reveal patterns of development and geographical distribution. The hypothesis will be rejected if the physical remains and archival record of infrastructure features do not reflect evolution over time or do not demonstrate geographically influenced adoption rates.

**Data Needs:** Testing the hypothesis requires archaeological, documentary, archival, and oral information about the establishment and development of urban infrastructure features. Identified archival and documentary sources include local newspaper accounts, local histories of Reno, Sanborn Fire Insurance maps, city council meeting minutes, and historic photographs. Archaeological sources of information consist of resources that may be found during the replacement bridge construction. Oral informants may be able to collaborate our interpretations of the other data sets.

#### **Problem Area II-B: Telecommunications and Community Development**

**Hypothesis:** The buried material remains of Reno's telecommunications systems demonstrate local manifestations of a national network. Reno's relatively early (in regional context) adoption and use of these systems augmented its status as a business hub.

**Expectations:** Developments in telecommunication technology in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries facilitated Reno's connection to larger spheres. A comparison of the construction styles, materials, and functions of buried telecommunication conduit features will show how regional and national telegraph and telephone systems were manifested within the city. An additional comparison of these local manifestations with similar features from other towns in northern Nevada will demonstrate Reno's relatively early adoption and use of this network. The hypothesis will be rejected if the physical remains of the telecommunication features are not sufficiently intact to enable comparison with features elsewhere in the region, if comparative features from fewer than three other communities can be located, if it is determined that Reno's adoption and use of telecommunication systems was no earlier than in other parts of northern Nevada, or if it cannot be demonstrated that the adoption and use of telecommunication systems were relevant to community economic development.

**Data Needs:** Testing the hypothesis requires archaeological, architectural, documentary, archival, and oral information about the construction and maintenance of telecommunication features. Identified archival and documentary sources include local newspaper accounts, local histories of Reno, city council meeting minutes, and historic photographs. Archaeological sources of information will consist of discovered resources found during bridge construction. Architectural information will be derived from observations of current standing structures as well as streetscapes and structures in historic photographs. Interviews with informants will provide oral history information.

### 4.7.3 PROBLEM DOMAIN III: ETHNIC IDENTITY IN “THE BIGGEST LITTLE CITY”

As outlined by Rothschild and Rockman (1982), social heterogeneity is a defining characteristic of urban areas; this is often manifested in a plurality of ethnic and cultural identities. This research design avoids using the term “race” except as mentioned in primary sources, as it follows Killick (1998:284) and others in defining race as “a *social* product, not a biological fact; racial distinctions are assertions of relative status in stratified societies.” A more useful term is “ethnic group,” describing groups that “form around shared interests and values, and sometimes (but not always) around shared language, shared class position or a putative common origin” (Killick 1998:284).

While ethnicity is a difficult subject to access archaeologically, using multiple lines of evidence to explore the realities of cultural identities in a particular temporal period can provide snapshots of everyday life as part of a marginalized group. Oral histories are particularly useful. Historical archaeologists have demonstrated that social forces like segregation have physical as well as social and cultural manifestations (e.g., Larsen 2003) and that ethnic groups’ responses to social forces sometimes include the conscious manipulation of physical objects and spaces (e.g., Ferguson 1992; Costello 1998).

Ethnic identity was a crucial factor in social organization in northern Nevada during the 19<sup>th</sup> and 20<sup>th</sup> centuries, to the point that racial segregation was an everyday reality for Reno’s various ethnic groups. For example, during the early to middle years of the 20<sup>th</sup> century downtown casino and hotel owners did not allow African-Americans to patronize their establishments and the general social climate was hostile to the African-American population, leading to Reno’s nickname “The Mississippi of the West” (Nevada State Legislature [NSL] 2001). This project’s exploration of ethnic identities in Reno is influenced by the view that material objects and spaces are sometimes actively created and manipulated in response to social forces, often to reinforce or reinterpret cultural identities.

#### **Problem Area III-A: Responses to Segregation in Northern Nevada**

**Hypothesis:** If the ethnic composition of the populations that inhabited the part of Reno near the Virginia Street Bridge can be established through archival and documentary research, oral history, and archaeological investigations, then issues such as institutionalized racism and active, conscious responses to segregation by certain ethnic groups from the late 19<sup>th</sup> to the middle 20<sup>th</sup> century can be explored.

**Expectations:** Reno is an example of a city in which institutionalized racism was a fact of life well into the 1960s. For example, African-Americans were not allowed to patronize most of the downtown casinos, hotels, and clubs, and experienced the same obstacles as did the population in other parts of the country. They responded by finding areas in the city that had housing and businesses owned by and catering to ethnic minorities. WCRM’s ReTRAC project discovered that African-Americans and Asian-Americans built enclaves on the peripheries of the business district that supplied recreational services as well as residential locales (Ringhoff et al 2006a:12.42 and 14.76). Based on information found during the preparation of the architectural survey for the Virginia Street Bridge demolition and replacement project (Mehls 2013) WCRM anticipates finding evidence of Asian-American service business and other ethnically operated enterprises in and near the APE during the late 19<sup>th</sup> century while the area was on the periphery of the downtown business district. The hypothesis will be rejected if archival, archaeological, or oral histories do not reflect the existence of segregation or do not reflect memories about specific areas of Reno and types of businesses owned or operated by Asian-Americans or African-Americans.

**Data Needs:** Testing the hypothesis requires archaeological, architectural, documentary, archival, and oral information about the owners and patrons of businesses in the four blocks immediately adjacent to the Virginian Street Bridge. Identified archival and documentary sources include local newspaper accounts, local histories of Reno, Washoe County assessor’s maps and records, Sanborn Fire Insurance maps, City of Reno building permits, city council meeting minutes, historic photographs, and local

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business directories. Archaeological sources of information will consist of discovered commercial, service or residential resources from the bridge demolition and replacement project. Architectural information will be derived from observations of streetscapes and structures in historic photographs. Interviews with informants may provide oral history information.

## 5.0 RECOMMENDED TREATMENTS

This chapter provides recommended treatments for both architectural and archaeological resources. The architectural resources have been summarized in a previous section of this plan. The archaeological resources are anticipated yet not identified at this time.

### 5.1 TREATMENT OF ARCHITECTURAL PROPERTIES

There are nine historic properties adversely effected by the planned bridge demolition and replacement project (see **Table 1** and **Figure 4**).

#### Demolition of Historic Property

- 1905 Virginia Street Bridge (S99)
- Truckee River Floodwalls – Section M (S180)

#### Rehabilitation of Historic Property

- Truckee River Floodwalls – Section N (S180)

#### Visual Impact

- 1933 Reno Main Post Office (B2649)
- 1965 F.W. Woolworth/Mapes Building (B2624)
- 1963 First National Bank/Reno City Hall (B11931)
- 1953/1961 Masonic Temple (B11932)
- 1927 Riverside Hotel (B2650)
- 1967 Pioneer Theater Auditorium (B11933)
- 1910 Washoe County Courthouse (B2651)

### 5.2 RECOMMENDED TREATMENT

Based on eligibility determinations by the USACE and concurrence by the SHPO all the historic architectural resources within the Virginia Street Bridge Demolition and Replacement Project APE are considered eligible for listing (or are currently listed) on the NRHP.

#### 5.2.1 Photo-Documentation

As part of the mitigation effort, WCRM will complete an extensive photo-documentation program of the seven buildings, and the two floodwalls (Section M and N [at the Reno Main Post Office]). The Post Office floodwall will be included to assure a complete record of the floodwall's condition prior to bridge replacement-related disturbance. The rehabilitated floodwall (Section N) will also be photographed after the rehabilitation is complete. Based SHPO staff recommendations made during preliminary discussions of the possible treatments, the Virginia Street Bridge will not be included in the photographic study). This work will be done using a medium format camera with Black and White film. The negatives and prints will be processed to National Park Service HABS/HAER/HALS standards. This combination of film size and format and processing is referred to as Level II photo-recording and is discussed in further detail in the Methods chapter that follows. This will be done to establish a permanent visual record of the resources as appropriate. This photo-documentation will also meet SHPO standards for State and Local Significance reports. During the photo-documentation, the field team will also take high-resolution digital images of the sites and features.

### **5.2.2 Nevada State and Local Significance Documentation Reports**

Another phase of the architectural treatment program will be to complete Nevada State and Local Significance Documentation Reports for buildings that do not yet have equivalent or greater levels of documentation. The buildings to be included in this program will be determined by WCRM in consultation with the SHPO staff. WCRM will complete the Nevada State and Local Significance Document Reports which will include historical documentation that develops a detailed record of the historical context and significance following the report format outlined by the SHPO in *Documentation Standards for Historical Resources of Local and State Significance*. The study will follow the methodological suggestions made by the SHPO in the standards. WCRM plans to include both archival/documentary research and oral histories to gather the background data to write these reports. More details on the methods for these tasks can be found in the Methods chapter. The package will also include an architectural and engineering documentation section that follows the SHPO's requirements.

### **5.2.3 Preservation and Re-use of Key Architectural Elements of the Virginia Street Bridge**

The USACE and the City of Reno have agreed that certain key architectural elements of the existing Virginia Street Bridge will be removed, salvaged, refurbished, and reused. Specifically, four of the existing historic globe lighting fixtures will be removed, salvaged, refurbished and reinstalled on the new bridge. A determination will be made as to which four fixtures of the existing six shall be refurbished and reinstalled as part of the project prior to removal of the fixtures. The remaining two fixtures will be stored and used to supply replacement parts to perpetuate the historic integrity of the reused fixtures. The City of Reno will be responsible for storage of the light fixtures and other items salvaged from the bridge to be reused at its Public Works Corporation Yard until such time that they are to be reused on the project. In addition to the light fixtures, the existing metal portion of the decorative bridge railing shall be removed and salvaged prior to the removal of the bridge. The approximately 95 feet of the railing will be installed as part of a landscaping feature on the Ice Rink Plaza. The remaining railing will be stored in dry conditions and protected from the environment at the City of Reno Public Works Corporation Yard until such time that they are to be reused on the project. All existing plaques, will be removed, salvaged, and re-installed in a similar fashion and at a similar location on the pylons of the proposed bridge. After removal of all elements, and prior to replacement, light fixtures, railing, and plaques, all elements shall be stored in dry conditions and protected from the environment at the City of Reno Public Works Corporation Yard.

### **5.2.4 Mitigation - Interpretive Area**

An interpretive area is planned to be located near the new bridge as mitigation for effects to the historic properties and the visual effect of the bridge to the surrounding area. The area will contain the relocated historic markers for the post office (#245) and the library (#247), the former occupant of the post office location. The interpretive area will contain three interpretive panels on pedestals which are visually consistent with the adjacent floodwall. The panels will include the following:

- interpretive materials related to the previous bridges in this location;
- interpretive materials detailing the significance of the floodwalls in downtown Reno; and
- interpretive materials regarding the visual effects of the Virginia Street Bridge to the surrounding area.

The panels will be placed at the northern edge of the interpretive area, with the bridge in the background. The approximate size of the panels will be 24 inches x 36 inches, but may be adjusted during design if the content could be better represented in a different format. The material of the panels will be durable, laminated, color panels. The colors will be designed to be visually consistent with the surrounding area, river, bridge, and floodwalls. Content of the interpretive panels will be developed by the City of Reno ideally employing a National Association for Interpretation (NAI) Certified Interpretive Planner (CIP). The final design of the interpretive area and the content of the interpretive materials are subject to the

review and approval of the USACE and SHPO. Benches or seating may be placed in the interpretive area at the discretion of the City of Reno.

### **5.3 TREATMENT AND DATA RECOVERY OF NON-ARCHITECTURAL RESOURCES**

Typically, Treatment Plans are developed to mitigate adverse effects on known, significant, historic properties. However, in the case of the Virginia Street Bridge Demolition and Replacement Project, this cannot be done at present because the anticipated archaeological resources have only been identified through documentary sources. Consequently, treatments have been developed by resource category and type for anticipated buried archaeological resources. To adequately protect the values represented by the buried cultural resources a monitoring plan has been developed and discussed in the Methods section.

Given the nature of this project with a tight time frame and urban APE, this plan recommends a process to expedite consultations between the City of Reno's consultants, the USACE, the SHPO and FHWA, the Nevada Department of Transportation (NDOT), as appropriate or needed. WCRM's approach is based upon the successful ReTRAC Project Treatment Plan which was developed for the rail corridor in downtown Reno. The ReTRAC project worked with the SHPO and other agencies to amend the treatment/discovery plan in order to streamline the process of documentation, treatment and agency review of cultural resources anticipated to be found in the construction area.

Based on the current construction plan the work to be carried out under this Treatment Plan will generally be done during the demolition of the existing bridge and retaining walls that will begin with stripping pavement, appurtenances, and contaminated soils from Virginia Street. This step will be followed by demolition of the south abutment and span, then the north abutment and span, followed by demolition and replacement of the floodwalls starting with the northwest quadrant. The floodwall construction will be completed on the north side of the river before moving to the south side of the river. It is felt that most discoveries and treatments will be done during the demolition phase of the project and WCRM recommends a program of expedited consultation, similar to the one carried out for the ReTRAC Project can be of great importance both during this phase of the project as well as during the subsequent construction. Thus, there is a great likelihood that archaeological monitoring and treatment will be going on simultaneously.

### **5.4 MONITORING**

To provide adequate supervision to the monitoring and help expedite the consultation process all archaeological work will be supervised directly by a qualified archaeologist that has demonstrated compliance with the Secretary of Interior's (SOI) Professional Qualifications Standards (PQS) for Archeology, History, or Architectural History, as appropriate (NPS 1983; 48 CFR 44738-44739). These individuals will be required to have appropriate experience and familiarity with historic period cultural resources in urban settings as well as prehistoric archaeology. Prior to commencing the project these individuals, and other members of the City of Reno's construction management team will work closely with SHPO and USACE staff members.

The City of Reno shall allow and provide the opportunity for a RSIC and/or Washoe Tribe of Nevada and California qualified Native American Monitor to be present during any earth disturbing activities associated with the project in addition to the monitoring described above.

The excavation of test trenches at 100 foot intervals during the ReTRAC project (Stoner et al. 2006) and the excavation of the train trench itself provided an unprecedented view into the fluvial sediments along a 2.25 mile stretch of the Truckee River floodplain and terraces. In many places, a thin veneer of historic fill material covered Pleistocene age Tahoe outwash gravels. The Tahoe glaciation lasted from approximately 118,000 years before present (BP) to 56,000 years before present (Yount and La Pointe

1997; Purkey and Garside 1995). Thus, these sediments pre-date any currently accepted dates for the presence of humans in North America. During the ReTRAC project a number of deep excavations into the Tahoe Outwash were monitored and no cultural materials were found within them. For the Virginia Street Bridge project, a geoarchaeologist with a great deal of local expertise will be available to examine representative trench profiles and help to identify the geomorphologic and stratigraphic sequence along the river in the APE.

Although no cultural materials are expected to be found within the Tahoe Outwash deposits, WCRM does anticipate finding both sites and isolates in the historic fill and probably within thin soils deposited on the outwash that constituted the original pre-1860s surface. Other fluvial deposits include clays deposited in oxbow lakes, levees, flood overbank deposits, and fluvial terraces. The presence of a pre-1860s surface however, will depend on how much disturbance was caused during the construction of buildings, flood walls, and bridges. Based on this, WCRM expects to find the following types of cultural resources within the APE both during the removal of the bridge and modern infrastructure:

1. Concrete structures of various kinds including building or bridge vestiges;
2. Trolley lines;
3. Historic urban infrastructure features such as water and sewer lines;
4. Historic telecommunications features such as buried telephone and telegraph lines; and
5. Historic ditches.

Less likely, the Virginia Street Bridge APE might also contain:

6. The remains of early historic settlements such as Lake's Crossing;
7. The remains of immigrant camps or trails;
8. Pre-1868 Farming or Ranching related occupations; and
9. Evidence of prehistoric or ethnohistoric occupations.

It should be stressed that this may not be all inclusive and there may be additions to it. For the site types listed 1 through 5 WCRM recommends the following treatments:

- All cultural resource discoveries be fully documented on IMACS forms.
- All discoveries be considered eligible to the NRHP; that they be field documented in accord with NPS and SHPO standards and described in Appendix G of the State Protocol Agreement between BLM and the SHPO.
- Once the sites, structures, objects and features, linear or otherwise, found within the APE are documented and treated, the site documentation will be transmitted via email to USACE, FHWA and SHPO along with a cover letter describing the treatments done. These will not be subject to consultation.
- Resources that are clearly identifiable as Isolated Finds (IF's) will not be subject to consultation.

In the unlikely event that WCRM discovers resources that are complex such as those listed as items 6 through 9 above (e.g., intact features with associated primary and undisturbed deposits containing artifacts) and that contain a variety of significant sources of information, WCRM will develop appropriate treatments and seek agency review and concurrence prior to implementing any treatments or data recovery. The process to initially notify the USACE and SHPO of these more complex discoveries is detailed in the monitoring section of the next chapter. It should be stressed that prior to the submittal of site documentation and treatment recommendations, that subsurface testing may be necessary in order to fully evaluate the site. Data recovery may require excavation with vertical and horizontal control to an extent that adequately addresses research questions and complies with the research design.

Once the treatments are complete, work will allowed to proceed and a short letter will be drafted and sent to the agencies stating that the National Register values of the site have been addressed.

Should human remains be encountered within the APE, recovery procedures for any remains will follow accepted archaeological standards and will comply with all applicable laws pertaining to the treatment and recovery of human remains. Since the APE is completely within private property, the applicable law is the Nevada Revised Statutes (NRS 383.150-383.190).

In summary, all cultural resources discovered in the course of monitoring earth disturbing activities associated with the project will be addressed in the following manner:

- The locations of all modern or currently functioning infrastructure features within the APE will be identified using maps provided by the City and will not be documented.
- Cultural resources such as those listed above as most likely to be encountered will be considered eligible to the NRHP, and documented and treated per this plan. These will not be subject to USACE/ FHWA/SHPO consultation.
- Subsurface testing of features found during earth disturbing activities shall be limited to the minimum necessary to provide the data to define the nature, density and distribution of the materials in the site.
- Complex sites will require more detailed consultation and development of appropriate treatments. For sites that contain intact features with associated primary and undisturbed deposits containing artifacts or that contain a variety of significant sources of archaeological data information) WCRM will develop appropriate treatments and seek agency review and concurrence prior to implementing any treatments or data recovery.
- For linear resources such as historic redwood conduits or pipelines, the first time they are exposed as a result of earth disturbing activities, they will be documented and treated. If they are subsequently exposed in other locations and WCRM can demonstrate that they are part of something we have already recorded and treated, we will map the location, note it, and continue.
- All intrusive pits (excavations into native soils or sediments, or historic fill or other anthropogenic sediments and can include things like historic wells, privy pits, cellars, and trash pits) will be thoroughly investigated through backhoe trenching.

#### **5.4.1 Treatments for Resource Categories**

##### **5.4.1.1 Category I: Prehistoric Resources (Property Type I)**

As has been mentioned, preservation of data sets critical to addressing the research issues will depend upon depositional and erosional patterns within the Truckee River flood plain and on historic disturbances including those associated with the construction and continued maintenance within the Virginia Street Bridge Demolition and Replacement Project APE. Critical data sets include the collection of undisturbed prehistoric or contact period sediments for paleoenvironmental reconstructions, and geomorphologic assessments in order to determine the potential for intact cultural deposits. Single archaeological features such as hearths will be excavated and samples collected in order to address chronological and/or settlement-subsistence issues. In the case that multiple related features are discovered, representative features will be completely excavated and all features will be at least sectioned and a sample of feature fill collected for analysis. When possible, excavation will be done by machine (i.e., a backhoe) in order to expose features in cross-section and then by hand off of the trench profiles. All temporally diagnostic artifacts such as projectile points will be collected. .

##### **5.4.1.2 Category II: Subsurface Urban Infrastructure Resources (Property Types II)**

Information gathered from the historic record indicates the high likelihood that the bridge demolition and replacement project will encounter a number of early and abandoned or buried historic utility lines, water

conveyances (water and sewer lines, ditches), communication lines, and others associated with the development of the City's infrastructure and municipal services, such as the fire or sewer services, as well as potable water and natural gas distribution systems. These resources are considered to be part of the urbanization and maturation process Reno experienced from the late 19th-century until the 1960s. As a category, these resources are considered important for their association with Reno's growth and also as examples of early utility construction and engineering. These resources may have been used as trash depositories or for other purposes after their abandonment by the City and thus could be repositories of important information about the social and economic history of Reno. The resource and the trash it contains are both considered potentially significant and worthy of treatment. The best method to treat the resource is to complete a Level II recording, including the detailed written description, photography, and profile or other appropriate sketches. The materials that might be within by the features (trash, etc.) should be evaluated under all four National Register Criteria for their data potential and integrity and if appropriate then sampled through hand excavation and collected for later laboratory analysis. When possible, sample excavation units will be placed off of existing profiles. In the case of multiple features of the same type, a sample of these features will be chosen for treatment. The photography should include both digital images and medium format photos using black and white film archivally processed, complete profile or other appropriate sketches, and plot them on the project maps (Level II recording). Trimble GPS reading will be taken for all discoveries. Also, as an over-arching treatment activity further research in city records and other sources will be done in an attempt to build a composite picture of Reno public utilities, its infrastructure and their evolution through time. Thus, each of the individual occurrences adds to the cumulative picture of the history of Reno's utilities infrastructure. The specific types of treatments done and the methods used will be specified based on the evaluation of the feature and treatment plan for the discovered resources and will subject to agency consultation.

#### **5.4.1.3 Category III: Subsurface Commercial, Public, and Residential Features (Property Type III)**

Previous research indicates the high likelihood that construction of the new Virginia Street Bridge will encounter a number of abandoned and buried historic features related to the development of the commercial enterprises and the early residential history of Reno. These resources are considered to be part of the commercial and residential buildings and features property type related to period from the late 19th-century until the 1960s. As a category, these resources these are considered important for their associations with Reno's social and business history as well as the possible links to early business and community leaders. These resources also may represent distinct types and periods of construction in Reno. The best method to treat the resource is complete documentation including mapping, detailed measurements and description, photography, sample collections and profiles. In some instances excavation may be recommended. Artifacts found within subsurface contexts will be assessed for their data potential and integrity and then either hand excavated or collected in some other manner for later laboratory analysis. Where appropriate, sample excavation units will be placed off of existing profiles. In the case of multiple features of the same type, a sample of these features will be chosen for excavation but only after agency consultation. Also, further research in archival sources and records may be appropriate to develop a more complete record of the site and for the interpretation of the archaeological record.

#### **5.4.1.4 Category IV: Other Resources**

Resources that do not fall into any of the previously mentioned categories will be treated as unanticipated discoveries. Since the potential for undisturbed sediments dating prior to the historic period is unknown, prehistoric resources fall under the rubric of unanticipated discoveries.

## 6.0 METHODS

### 6.1 LEVEL II RECORDING

Level II photographic recording as defined by NPS (Athearn 1998) will be used to document and mitigate portions of the architectural/engineering features that the proposed bridge demolition and replacement may touch or impact. The photo-recording will be photographed using the standards described here. Level II recording includes use of medium format (120 roll film) black and white photography following Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) standards for processing and printing to assure archival permanency. The negatives and photo prints will be permanently archived at a museum facility. In addition, plan view and/or profile sketches are made at a scale of 1/4" = 1' or similar scale and the final sketches are done with ink on Mylar to assure permanency. This is a cost effective alternative to complete HABS/HAER documentation.

### 6.2 HISTORICAL RESEARCH METHODS

Documentary, oral and archival research will be completed either by or under the direction of the Project Historian (PH). Documentary research is all research into published or unpublished theses, articles, books and other similar materials (historian's secondary sources). Archival research is performed in primary sources as defined by historians, such as manuscript collections (company records, diaries and the like), government documents such as census taker reports, and other uninterpreted sources. WCRM's anticipated archival research will be in direct response to the research questions posited in the research design. The specific archival sources that will likely be used include manuscript census records, minutes of city council meetings, city franchise records, city building permits, Washoe County assessor's maps and records, Sanborn Fire Insurance maps, newspaper accounts about specific events or individuals relevant to the APE and the archaeological resources found there, business directories, and historic photos of the APE. This information will be researched and used to develop more detailed studies of the land uses of the APE, the demographics of the APE and changes in the populations over time and details about the history and use of archaeological features discovered during the ground disturbing activities. Associated archival research efforts will be done to help define the evolution of the urban landscape and its components over time.

At archives and libraries researchers will either make photo or electronic copies (scans) of source materials or use laptop computers to take notes from the source material (as allowed by the various research institutions). WCRM's historian will also take advantage of the available on-line research sources such as Newspaper Archives, an on-line service that provides electronic copies of historic newspapers, including the various versions of the Reno Gazette and the Nevada State Journal. Notes will be taken from all these sources and those notes will serve as a first analysis and refinement of the raw data into a meaningful contribution toward understanding the historic resources.

Two principles will guide the archival task. The first is a continual questioning of the source; is it reliable, can it be corroborated by other sources and, what are its biases? The second principle is to have the researchers always watching for another scrap of evidence, and from those scraps, build a history in as judicious and unbiased a way as possible. As can be seen from this short discussion, every effort will be made to assure that the notes and other materials will be compiled to meet the highest professional standards as explained in works such as *The Modern Researcher* (Barzun and Graff, 2004). The second item of the historic research process is oral history. As a portion of the overall data gathering phase of the project, it is complementary to the documentary/archival research in many ways.

### **6.3 ORAL HISTORY**

Any oral interviews will be conducted with participants identified as having knowledge of the project area, such as individuals who worked for the City of Reno or in one of the local businesses and thus are knowledgeable about the Virginia Street Bridge and its immediate surroundings. Efforts will be made to avoid second generation interviews, as those frequently are much less reliable. The interviews will be conducted to currently accepted professional standards such as those in Yow (1994). WCRM will work with the Corps of Engineers, the Nevada SHOP, and the City to develop an appropriate consent form and deed to fulfill all legal and regulatory requirements to protect the rights of the participants, and protect the agencies and WCRM from liability. The interviewer, either the PH or under the direction of the PH, will conduct pre-interview meetings or conversations with the subject to allay fears about tape recording and to establish any other ground rules. Tapes of the interviews will be made part of the permanent project collection. Another facet of the oral history will be research in the holdings of the University of Nevada Oral History Program for data relevant to the study of the Virginia Street Bridge APE. A brief review of the index to the collection indicates that more than 85 interviews may contain information about the bridge APE that could be of use during the implementation of this Treatment Plan.

### **6.4 MONITORING**

Based upon data developed from the nearby ReTRAC project, there is a strong potential for the Virginia Street Bridge Demolition and Replacement Project area to contain important buried cultural resources. The entire pre-stripping phase of construction will be monitored for subsurface archaeological remains. Monitors will be on duty every hour that construction crews are actively disturbing ground. If multiple work areas are being worked simultaneously each work area will have a monitor due to safety concerns and the necessity for paying close attention to each earth disturbing activity, WCRM recommends a monitor for each earth disturbing activity. When an unanticipated resource is discovered all ground-disturbing work will halt at and in the vicinity of the resource at the direction of the SOI-qualified archaeologist/monitor.

If potentially National Register eligible historic properties are discovered during construction, ground disturbing activities will cease until the provisions of 36 CFR 800.13(b), Discoveries Without Prior Planning, are met. The USACE will provide the SHPO and the Council an opportunity to review and comment on proposed treatment. The USACE will contact SHPO by telephone and/or email within 48 hours of the unanticipated discovery. The SHPO has 48 hours to respond by facsimile machine, telephone, and/or email following initial contact by the USACE.

After the consultation, treatment of the resource, if needed, will be completed according to the Treatments for Resource Categories described above. Specific treatments for complex resources will be developed in consultation with USACE, the City of Reno, and SHPO (and/or Tribal Historic Preservation Office [THPO] as appropriate). A buffer zone will be created around each unanticipated discovery. The size of the buffer zone will depend on where the discovery is located but will range from 25 feet to 50 feet (the buffer zone will be based upon WCRM previous experience with the protection of the resource and the necessary safe working zone for the archaeologist and continued construction). The buffer zone will be determined by the SOI-qualified archaeologist/monitor, the project manager on duty, and the City of Reno's representative. The buffer zone may be marked by caution flagging, cyclone fencing or concrete barriers depending on the location and nature of the find. Once the treatments are completed the project manager on duty will contact the City of Reno's representative and SHPO's representative. After those contacts indicating completion of the field are made construction activities will be allowed to resume.

The City of Reno shall allow and provide the opportunity for a RSIC and/or Washoe Tribe of Nevada and California qualified Native American Monitor to be present during any earth disturbing activities associated with the project.

## **6.5 SITE AND FEATURE RECORDING**

The monitoring archaeologist will examine all historic and prehistoric materials in the field. If structural debris is discovered, attempts will be made to associate the cultural remains with historic structures, buildings or features documented in the archival background. All finds will be photographed using digital cameras. All cultural materials will be documented with particular attention focused on materials or features that can address the research domains and questions established for this project. All sites, features and isolated finds will be located using Trimble GPS devices as well as plotted on project maps. Intermountain Antiquities Computer System (IMACS) site forms and Architectural Resource Assessment (ARA) forms will be prepared as appropriate for all sites or features revealed during the construction activity. Isolated finds will be recorded separately.

## **6.6 DATA RECOVERY METHODS**

### **6.6.1 Mapping**

Detailed maps will be prepared for each historic property. Maps will include the locations of all features, artifacts, concentrations, collection grids, test units, backhoe trenches, and environmental sample locations. Available maps include a U.S. Geological Survey (USGS) map of 1:24000 and project maps. A total station transit and data collector will be used to map any sites, collected artifacts, concentrations, features, and backhoe trench locations as well as establish excavation and collection grids. Additional mapping will be done as needed during data recovery. The methods used to map the site and establish excavation guides are discussed in detail by Stoner et al. (2012).

### **6.6.2 Excavation**

The purpose of the subsurface excavations is to evaluate the nature and extent of subsurface cultural deposits, identify the resources with the potential to address research questions and recover the information held by those resources. Previously unidentified features encountered during excavation will be treated as unexpected finds. Two types of excavation may occur on and adjacent to the historic properties. Each type of excavation will seek and collect different varieties of data essential for evaluating a sites' potential to address issues presented in the research orientation. These excavation units include: 1) a limited number of 1 m x 1 m excavation pits or small excavation blocks divided into one square meter units; and 2) backhoe trenches. Additional units may be excavated if areas with well-developed soils containing artifacts or features are identified. The trenches will also be used to gather sediments for reconstruction of paleoenvironmental history.

The goals of the 1 m x 1 m unit excavations are: 1) collection of a large sample of artifacts from contiguous areas to assess potential to identify technologies used by site inhabitants; 2) identification, if present, of features associated with concentrations of artifacts; and 3) identification of pockets of deeper, preserved soils containing intact site deposits. Should features or deeper buried deposits be discovered, additional excavation units may be required to delineate their character and extent.

The results of excavations will be recorded on standardized excavation record forms, which record horizontal provenience (site, area or feature, grid location), vertical provenience (level and depth below datum and present ground surface), date excavated, excavators, a detailed map, and lists of field and ancillary specimens collected from each unit. If found, features will be recorded on separate forms to ensure detailed data concerning feature provenience, morphology, soil matrix, and associated cultural and natural materials are gathered.

Profiles will be drawn of all excavated unit and trench walls intact enough to draw. Stratigraphic profiles showing soil color, texture, and consistence will be prepared for each site or feature. The presence of laminae, cobbles, fine-to-large particle layers, or other evidence of slow or fast water movement such as

flooding, will also be recorded. The profile will record the location of the original surface (native soil or surface at the time of the earliest rail bed construction) and subsequent strata, layers of cultural fill, and fire horizons as appropriate. Contact with Pleistocene gravels, if encountered, will be noted. The drawings will point-plot the locations of all cultural materials (structural remains, former rail bed or road alignments, historic and/or prehistoric debris). The drawings will be reviewed in the field by a geoarchaeologist and/or supervisory archaeologist with geoarchaeological experience or training.

The time it takes to excavate a 1 m x 1 m units varies depending on the nature of the sediments, the depth of the deposit, artifact density, stratigraphy, and the presence of features. For example, it might take a single excavator using hand tools such as trowels, and picks a day to dig and screen two 10 cm levels in extremely hard, rocky soil. Thus, it might take 5 person days to excavate one cubic meter. In sandy sediments where a shovel could be used, a single excavation might dig and screen four or five 10 cm levels in a day and complete one cubic meter in two days.

In the event that excavation in 1 m x 1 m units with vertical control is necessary, specific data recovery measures would need to be recommended and COE in consultation with SHPO would need to determine if such work is warranted.

Site investigations will be further documented with photography. Digital photographs will be taken of the site in general, all features, and the various phases of excavations.

During the course of the fieldwork, the Sparks Nevada WCRM office will serve as a field laboratory near the project area under the direction of an experienced laboratory director who has a background in conservation procedures. This individual will be responsible for processing and storage of all incoming material. This material will be checked in on a daily basis. Each specimen will be checked against field records and stored separately according to structure/feature and specimen type to await laboratory processing and analysis.

### **6.6.3 Collection during Excavation**

Field specimens defined as diagnostic artifacts, such as projectile points, are to be placed individually in strong paper envelopes or plastic boxes as cases warrant. Non-diagnostic artifacts will be bagged together for individual levels in a given square. Fragile and perishable materials will be carefully treated in the field in terms of removal from the ground (especially lifting) packaging and transportation. Consolidation of some items may be required using synthetic materials such as B72. Any consolidation will be performed by the field laboratory director. All materials identified as perishable and fragile in the field will be photographed and mapped in situ before removal procedures are undertaken.

Collection envelopes, boxes or bags will be labeled with provenience and other information including: site number, feature number, north and east coordinates of the find (or for glass and metal fragments, coordinates of the one meter unit's southwestern corner) depth below ground surface using the southwest corner where possible, elevation relative to datum, date, excavator's initials, brief artifact description, and field specimen (FS) number. Each one-meter square will have its own series of continuous FS numbers beginning with the first level and ending with the completion of the excavation. Again, indelible marking pens will be used.

Metal items are expected to be recovered. Because metal is highly susceptible to corrosion and/or encrustation due to its exposure to water, oxygen, and soil acids while it is buried in the ground, special handling procedures are required. No cleaning or removal of accretions will occur at this time. If the metal is damp when discovered it will be allowed to slowly but completely dry to prevent further corrosion or deterioration. This will be followed by proper lifting techniques. If necessary, the artifact will be undercut, coated with a barrier of Saran Wrap and then coated with plaster of Paris to provide support. A sheet of metal will be carefully slipped under the object to provide support during lifting. The

object will be placed in a plastic box. Cardboard boxes are not recommended because of their high acid content, which may de-stabilize the object. Once in the plastic box, a small plastic bottle filled with water and having holes cut into it will be placed inside the container. If a corrosion inhibitor is needed to arrest deterioration, regional conservation experts will be consulted. Dry metal objects will be stored in packages allowing for a free air flow, and they will be taken to the laboratory as soon as possible.

Tanned leather items are extremely vulnerable to heat and moisture as well as infestation by insects, bacteria, and fungus. These materials may be preserved intact. If such a case results, however, they are apt to be extremely brittle. This condition again requires special handling and care with the specimen placed in a padded box and covered with plastic. Such procedures should prevent any mechanical damage to the specimen until it can be more properly examined in the laboratory. Items falling into this category may be found in a damp condition. If this situation occurs the specimen will be kept damp by placing it in a plastic box with a humectant, such as a small plastic bottle filled with water and small holes cut into the top of the bottle to allow for evaporation. This container will be marked "Conservation" so that it will receive immediate attention in the laboratory. Completely saturated items may have to be placed in water to stabilize them.

Textiles tend to be extremely fragile. When recovered from an archaeological context they may be insect laden, moldy or stiff and brittle. No attempt will be made to disturb the original state. They will not be unfolded, rolled out or flattened. They will be placed in a box for extra support and cushioned with cotton or some other soft substance. To protect this fragile item even further, acid free tissue will be placed between the textile and its cushion. This will prevent contamination from the cushioning material as well as decreasing the chances of snagging.

Other potential products that may be recovered from the site are paper and wood. Paper products should be handled in a manner very similar to textiles in that they should not be flattened, unfolded or unrolled. Furthermore they should not be folded or rolled to fit into a smaller container. This packaging should have rigid support that will be provided by a box and covered on both sides with acid free tissue. Contamination from moldy or insect laden paper will be prevented by placing paper items in separate containers. Wood objects such as sled runners may also be encountered. Because excavations may occur when ground conditions may be wet, these may require some consolidation before lifting. Wet wood may require a synthetic material, such as PVA or B72, to consolidate it before removal.

Ancillary field specimens (AFS) or non artifactual materials (such as shell, bone, and macrobotanical remains) may require special collection procedures. They should be packaged with labels containing the same information as field specimens. A separate set of continuous numbers beginning with the first level and ending with the completion of excavation is kept for AFS numbers too. Small unidentifiable bones will be collected together for a given level of an individual square unit being assigned a single AFS number. They are to be packed in cotton and sturdy vials or boxes. Larger identifiable bones, macrobotanical remains, etc. will be provenienced, assigned separate AFS numbers, and protectively packaged as before. All provenienced AFS numbers should appear on the excavation record map for each level.

Radiocarbon dating based on the collection of charcoal is considered extremely important. Samples will be removed with care and hand-picked in the laboratory. Soil samples for macrobotanical purposes will be collected and put in double plastic bags. A minimum of two liters of soil should constitute a sample. Care should be taken so that the sample is not packed tightly. This may crush small specimens in the soil. Soil samples should be extracted in small chunks ca. 2 cm thick so as not to damage small inclusions by trowel scraping.

Care will be taken with all soil samples so that provenience labels are protected from moisture damage. The best technique is to put labels in separate airtight plastic bags that are then included with the soil bags.

#### **6.6.3.1. Features**

Disturbances such as krotovina, are denoted as secondary features. Special procedures for screening soil will often be required when one encounters secondary features such as rodent holes, pits, and other soil discolorations. Soil from such secondary features should be screened separately from that in the rest of a square to prevent the mixture of finds, possibly from different periods. In general, secondary features as well as aggregations of artifacts or other culturally associated materials (e.g., cobbles) should be recorded on the feature forms. Provenience information is to be noted on the form together with the descriptions and preliminary information required by the forms. Secondary features will be mapped and photographed, if deemed necessary, by the crew chief in plan view and in profile. North arrows and map keys must appear on all supplemental maps.

Features, such as hearths, will be cross sectioned and if their significance and the excavator's time constraints warrant they may be basined. Munsell soil colors and soil textures will be recorded both within the secondary feature itself and to its immediate exterior. When soil staining would suggest the presence of charred plant remains or other botanical materials, soil samples will be taken; one from the center of the secondary feature and one from each of the four cardinal directions 50 cm away from the secondary feature's edge. Each of these samples should be at least one liter in size, preferably two liters. These outside samples establish control for the secondary feature contents and may contain evidence of processing outside of the feature proper.

### **6.7 SAFETY CONCERNS**

As the work will be conducted in an active construction zone all appropriate personal safety equipment (safety shoes, hard hat, etc.) will be worn or used by all project personnel. For trenches greater than 4.5 ft. sloping is to be used as cave-in protection, the slopes must be no greater than 1:1.5, rise to run, or approximately 34 degrees from the horizontal. This is usually unacceptable as it doesn't provide a shear face for mapping as both sides are slopped.

The proposed method to protect personnel from potential cave-ins in "intact sediments" and excavations greater than 4.5 ft. or where there is a risk of cave-in as determined by WCRM's competent person, is stepping. If stepping is to be used as cave-in protection, the slopes can be vertical if soils are competent. An adequate number of ladders must be present in the excavation for access and egress (OSHA requires ladder(s) protrude from trench no less than 3 ft. and be no more than 25 ft. of lateral travel between ladders). Daily inspections must be done by the competent person to monitor the condition of the excavation and the support system. Cave-in protection system(s) (e.g., shoring, shielding or systems other than sloping or stepping per OSHA Excavations Standards – 29 CFR 1926 Subpart P) must be provided if excavation is 4.5 ft. or deeper. If the trenching should encounter areas with concentrations of buried hazardous materials all efforts will be made, following OSHA standards, to minimize exposure for the monitors and other crew or staff members.

### **6.8 ANALYSIS**

Historic artifacts have the potential to contribute considerable information on the background of the sites and the project area once they are recovered. They can give insights into the activities occurring there, the composition of the social groups engaged in those activities, external social and economic ties, and the times when the sites were used. The variety of artifacts from historic sites poses unique problems to the analyst. A strict classification into categories based on material, as is usually done with prehistoric artifacts, is difficult as many historic items consist of a combination of two or more substances. An article

of clothing, for example, could be made of fabric or leather, combined with metal rivets, bone and/or ceramic buttons, and glass beads. A shoe, an especially common artifact, may consist of leather, gut string, wood, fabric, metal, or rubber. Classification according to function is equally problematical. Most western historic sites date to a time when goods were scarce and extremely dear. All possessions were used and re-used in many different ways before consignment to the refuse pile. A simple tin can could serve as a commercial container, a cooking pot, a ladle, a vase, a cup, a shaker, a flower pot, or a pet dish, then be flattened to patch a hole, mend a machine, or divert water in the garden. Consequently it is usually more meaningful to classify historic materials using a system combining both material and functional attributes.

The analysis system utilized for this project requires an initial classification into type categories, such as all bottles and other types of glass. If the artifact is complete enough, attributes such as color, shape, construction, size, and where possible, identified as to original content and date of production will be recorded. Similar schemes will be used for ceramics, clothing, tin cans, building materials, nails, cartridges and other categories. Each classification includes an assignment of functional context so the diverse artifacts can be grouped according to their functions, such as food-processing, personal grooming and dressing, adults' and children's leisure activities, construction or repair activities, and the like. From the functional contexts information on economic and commercial practices, available commercial resources, occupations, cooking procedures, age, sex, housing, personal habits, diet, and degree of self-reliance and be examined that will help to address the research domains and questions posed above.

Data from the detailed laboratory analysis of material recovered from the sites will be entered directly into a relational database (Access) tailored to the needs of the project. All field specimens (lithic tools and debitage) and ancillary field specimens (charcoal, bone, etc.) will be entered. A separate file to integrate these specimens with features will be created as well.

Additional analytical tools to be used by laboratory personnel include binocular light microscopes with magnification up to 60x, a sample splitter, nested sieves and sieve shaker, calipers accurate to 0.1 mm, an edge-angle template, a 10x hand lens, statistical summaries, a metric weight scale, and a camera for documentation of selected tools.

Prehistoric artifact analysis will examine patterns in artifact manufacture sequences, that is, repetition in the manufacturing stages of tools and tool use-wear patterns. Debitage and tools will be examined to establish whether chipped stone tool manufacturing processes and their distribution can be identified through space and time. The technological analysis is based on the concept of manufacturing systems, rather than a particularistic typological approach. In this manner, each piece of toolstone modified by human action is representative of a particular systemic context. If enough representatives of a particular technological system are identified through analysis it is possible to reconstruct the reduction system.

Technologies, including lithic technologies, are some of the most stable cultural systems. If distinctive lithic technologies are defined as part of this data collection project, it may be possible to identify the presence of individual technologies in a stratified context. Flenniken (Flenniken and Ozbun 1988) considers lithic technology to be culturally and chronologically diagnostic in some cases. Others have also shown this in both Great Basin and Great Plains assemblages (Green 1975; Wade 1986; Collins 1975).

The reconstruction of lithic technological systems is based on attribute analysis. Specific attribute states are diagnostic of specific reduction systems. Measurement of these attributes permits the reconstruction of the reduction technologies. Once these are defined, the spatial relationships of artifacts representing various stages of reduction and various reduction technologies can be analyzed in order to begin to understand the patterns of human behavior as they occurred on the site in question.

Procurement and processing of stone tools requires a tool kit. Evidence of this tool kit is expected to take the form of use-wear on wedges, hammers, flakes, etc. To investigate these activities use-wear on tools will be examined. Patterns of use-wear will be used to help define tool use that may be related to toolstone procurement. Use-wear analysis will also help to establish the kinds of subsistence activities which were taking place on the site. Integrating the results of the technological and functional analyses will contribute to an understanding of past human activities in this region. In addition, artifacts exhibiting traces of use-wear including both chipped and ground stone will not be washed so the various residue analyses can be done as appropriate.

Analysis is based upon the following defined criteria. A diagnostic tool refers to a tool that is a member of a particular tool type. A tool type is a group of tools that are more similar to each other, on the basis of shared attributes than they are to another group which comprise a separate tool type. The types are defined based on sets of shared attributes (e.g., stemmed, indented base projectile points as opposed to straight base, corner-notched projectile points). An attribute is a recognizable characteristic that is usually morphological in nature, such as blade form, base shape, etc. Wherever possible, the analyses will employ metric data to quantify the magnitude of variation of an attribute, rather than simply using qualitative categories to define variation within an attribute.

The form and function of all tools will be investigated, as will that of a sample of the debitage. The manner in which lithic assemblages change through time will be documented. The investigation of change through time include both the study of form and function as well as the study of the spatial, and perhaps temporal, variation of distributions of lithic assemblages and the technologies used to produce them.

Laboratory activity and detailed analysis will consist of 5 tasks (**Table 5**).

Table 5. Laboratory and Analysis Tasks

<b>Task</b>	<b>Description of Task</b>
1	Separation of debitage from excavated matrix if necessary
2	Separation of non-diagnostic shatter from the surface grid collection units
3	Count of debitage from all proveniences and attribute analysis of a small (minimum 5 percent) of the debitage
4	Detailed attribute analysis of the collected tools and projectile points from all proveniences
5	Study of tools exhibiting use-wear patterns
6	Detailed attribute analysis of collected ground stone artifacts from all proveniences

The above methods are used to address the Organization of Technologies research domain and the related domain of Paleoenvironment and Settlement and Subsistence. Another domain, that of toolstone trade can possibly be addressed in terms of supplying baseline data for use by other investigators studying the Archaic at the regional level. Toolstone material will be characterized in terms of Munsell colors, grain size, homogeneity, and other distinctive traits observed.

Laboratory processing will include cleaning, cataloging, and the development of curation procedures. Each field specimen will first be provenienced. The following information will be recorded for all

excavated artifacts: site, area, grid number expressed as coordinates north and east, provenience within grid (if known) FS number, depth, and feature number (if the artifact was found in direction association). For artifacts that were collected during surface mapping activity, the grid number and within-grid provenience will be replaced by coordinates relative to a surface datum. Following provenience information, general information about the completeness, material type, color, condition, and artifact type will be encoded.

Artifact categories may include stone tools, debitage, as well as bone and wood tools. Perishable specimens that have diagnostic value will be submitted to regional experts for analysis if they are discovered.

Ancillary field specimens are all non-artifactual items. They include such categories as soils, fauna (bone and shell), and macrobotanical remains. As additional data is received from auxiliary analyses of these specimens, a flexible, hierarchically-structured data base management system is needed to integrate these elements of the analyses.

Ancillary field specimens will have the same provenience information encoded as field specimens. Where applicable, each ancillary specimen will have its condition (complete or incomplete) and dimensions recorded. Additions to this list of attributes will be made as data from special analyses become available. Finally, a line for comments has been created to allow for any observations not already coded by the analyst.

Larger faunal remains will undergo taxonomic analysis and will be examined for such indications of human use as butcher marks, diagnostic fractures, and charring. Determination of age and sex of the specimens will aid understanding of past human behavior. Bone frequencies will be examined to determine periods of overall availability and selection for human use. Finally, the bones will be analyzed for evidence of modification and/or use as tools.

Feature information will be encoded into a computer as well. Feature shape in plan view, orientation of the long axis in plan view, and other information such as the position of stones or rock linings will be recorded. The types of samples extracted from the feature will be entered. Data from analysis of these samples (bone, and macrobotanical results) will be added as they become available. All artifacts and other specimens found in association with the feature will be cross referenced. Thus, quantitative descriptions and provenience of all artifacts, and ancillary objects in association with the structure/feature will be encoded directly into a computer in preparation for a variety of statistical tests.

## **6.9 REPORT**

Report preparation will be done by the project personnel listed below and will be completed to the standards specified by the USACE for cultural resource reports. At a minimum, the final report will include those sections specified in the Secretary of the Interior's Standards and Guidelines (Federal Register (48) 190 1983). Appendices to the report will include all site/discovery documentation, correspondence to the USACE, and daily monitoring logs and summary reports.

## **6.10 CURATION**

The USACE shall ensure that the materials and records resulting from the historic preservation work stipulated in the MOA are curated in accordance with 36 CFR Part 79.) Archaeological items and materials from privately owned lands to be returned to their owners will be maintained in accordance with 36 CFR 79 until any specified analyses are completed.

## **6.11 HUMAN REMAINS**

Human remains could be encountered during any phase of the work. Recovery procedures for any remains will follow accepted archaeological standards and will comply with all applicable laws pertaining to the treatment and recovery of human remains, including Nevada Revised Statutes (NRS 383.150-383.190) and the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 (P.L. 101-601; 25 USC 3001 et seq.; 104 Stat. 3048 et seq.). If a suspected Native American burial is discovered, work will immediately cease at this location. A buffer zone 50 to 100 feet will be established around the remains depending on their location. Caution flagging, cyclone fencing, or concrete barriers will be erected depending on the nature and location of the find. The qualified Native American Monitor shall be responsible for reporting back to the RSIC, the Washoe Tribe of Nevada and California, and the Pyramid Lake Paiute Tribe. WCRM will inform the USACE and SHPO immediately of any human remains and will remain at the find until a plan is developed to remove them. It is anticipated that the SHPO will contact the local health officer or Washoe County Coroner. For Non-Native Americans, the local health officer or coroner will determine the appropriate action to take per NRS 451.045.

## 7.0 NATIVE AMERICAN CONSULTATION

As part of the Section 106 process (36 CFR Part 800) of the National Historic Preservation Act, Native American Tribes with ancestral or other ties to an area affected by an undertaking must be consulted during the planning process. On November 12, 2013, the USACE sent letters to the Washoe Tribe of Nevada and California, the RSIC, and the Pyramid Lake Paiute Tribe requesting review and comments of the proposed project. On February 24, 2014, the RSIC Tribal Historic Preservation Officer responded to the USACE's request for comments. On May 11, 2015, the Washoe Tribe of Nevada and California Tribal Historic Preservation Officer responded to the USACE's request for comments. The USACE worked to incorporate those comments into their review of the proposed project and are reflected in this document as appropriate. To date, no additional comments have been received.

The City of Reno shall allow and provide the opportunity for a RSIC and/or Washoe Tribe of Nevada and California qualified Native American Monitor to be present during any earth disturbing activities associated with the project. If treatment recommendations include data recovery, the qualified Native American Monitor will be allowed and provided the opportunity to observe the treatment activities.

## 8.0 PUBLIC CONSULTATION

The public consultation to date is summarized in **Table 6** including identification of groups whom have been consulted and the form of the consultation (individual meetings with local businesses have been conducted on an as needed basis, including Antique Angel Wedding Chapel, Wild River Grille, and Bruka Theater).

Because of the location of the activities in downtown Reno and the anticipated traffic disruption that the bridge demolition and replacement will have the City of Reno Public Information Office to support press releases and other informational packets to keep the public apprised of the progress of the construction progress and any archaeological work as deemed appropriate by the project manager in charge and the City. In addition, it must be stressed that the project is a federal undertaking and all requirements for public notification will be followed.

Table 6. Summary of Public Consultation

DATE	MEETING	PURPOSE
3/28/2011	Design Review Committee Meeting #1	Identify historic parameters in conformance with the Secretary of Interior Standards.
5/23/2011	Design Review Committee Meeting #2	Finalize and apply historic parameters in conformance with the Secretary of Interior Standards for Rehabilitation.
1/30/2012	Design Review Committee Meeting #3	Develop aesthetic packages for public and stakeholder consideration in conformance with the SOI Standards for Rehabilitation
3/12/2012	Design Review Committee Meeting #4	Finalize aesthetic packages for public and stakeholder consideration in conformance with the Secretary of Interior Standards for Rehabilitation.
8/22/2012	Reno City Council	Approval of Agreement for Consultant Services for Constructability Review
1/16/2013	Reno City Council	Presentation of Status Report on Virginia Street Bridge Project
2/14/2013	Public Art Committee of the Reno Arts and Culture Commission	Review of artists for VSB public art
3/25/2013	Stakeholder Meeting	Stakeholder meeting regarding construction schedule, hours of work, days of work.
3/27/2013	Reno City Council	Funding Agreement for Virginia Street Bridge Project NDOT
4/1/2013	Reno Arts and Culture Commission	Review and approval finalists for VSB art
4/4/2013	Reno Arts and Culture Commission's Public Art Committee and the Virginia Street Bridge public art panel special meeting	Review of materials from top two artists as finalists for VSB art.
5/6/2013	Reno Arts and Culture Commission	Final selection of artist for VSB
6/25/2013	Reno Access Advisory Committee	Virginia Street Bridge ADA access
7/3/2013	Reno City Council	Public Art Agreement with Tutto Ferro for the Virginia Street Bridge Project
9/25/2013	Reno City Council	Utility Relocation Agreement
9/25/2013	Reno City Council	Funding Agreement for Virginia Street Bridge Project TRFMA

10/21/2013	Public Art Committee of the Reno Arts and Culture Commission	Review of the Virginia Street Bridge public art
10/23/2013	Reno City Council	Utility Relocation Agreement
11/4/2013	Reno Arts and Culture Commission	Approval of modification for public art for VSB
11/20/2013	Reno City Council	Quit Claim Deed for Masonic Temple
12/11/2013	Reno City Council	Utility Relocation Agreement
12/12/2013	Historic Resources Commission of the City of Reno	Update on the status of the Virginia Street Bridge Project and selection of the art component.
1/15/2014	Reno City Council	Utility Relocation Agreement
1/15/2014	Reno City Council	Funding Agreement for Virginia Street Bridge Project RTC
5/7/2014	Bruka Theater	Status Update
3/19/2014	Downtown Police Special Assessment District Advisory Committee	Presentation of traffic flow, pedestrian access, construction timelines for VSB.
5/28/2014	Reno City Council	Amendment to Funding Agreement for Virginia Street Bridge Project NDOT
6/18/2014	Immediate Area Stakeholders	Meeting to discuss status
10/2/2014	Status update to DRC & stakeholders	Email status update
10/22/2014	Reno City Council	Approval of Temporary Easement with Nevada State Lands
10/23/2013	Reno City Council	Utility Relocation Agreement
11/4/2013	Reno Arts and Culture Commission	Approval of modification for public art
11/20/2013	Reno City Council	Quit Claim Deed for Masonic Temple
12/11/2013	Reno City Council	Utility Relocation Agreement
12/12/2013	Historic Resources Commission of the City of Reno	Update on the status of the Virginia Street Bridge Project and selection of the art component
1/15/2014	Reno City Council	Utility Relocation Agreement
1/15/2014	Reno City Council	Funding Agreement for Virginia Street Bridge Project RTC
3/19/2014	Downtown Police Special Assessment District Advisory Committee	Presentation of traffic flow, pedestrian access, construction timelines for VSB
5/28/2014	Reno City Council	Amendment to Funding Agreement for Virginia Street Bridge Project NDOT

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## 9.0 PROJECT PERSONNEL

Supervisory personnel will include archaeologists and geoarchaeologists whose education and experience meet the Secretary of the Interior's Professional Qualifications Standards (NPS 1983; 48 CFR 44738-44739) for evaluating historic and prehistoric resources (see Appendix A for key personnel and experience). These individuals will be required to have extensive experience and familiarity with historic period cultural resources as well as prehistoric archaeology and knowledge of Reno's history. Specialized analyses such as radiocarbon, macrobotanical, faunal, petrography, and geochemistry (if needed) will be conducted by recognized experts in these fields.

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State of Nevada Department of Water Resources

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2006 *The Archaeology of the "Biggest Little City in the World" The ReTRAC Project, Reno, Washoe County, Nevada: Prehistoric Resources*. Submitted to Federal Highway Administration, Carson City, Nevada.

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2000 *Reno Railroad Corridor: Archaeological Resources Technical Report*. Prepared for Myra L. Frank and Associates, Inc.

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 1996 *Landscape Archaeology: Reading and Interpreting the American Historical Landscape*. The University of Tennessee Press, Knoxville.
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 1997 Guidebook and road log for glaciation, faulting and volcanism in the southern Lake Tahoe basin, NAGT Field Trip II, in *Where the Sierra Nevada Meets the Basin and Range: Field Trip Guidebook for the National Association of Geoscience Teachers Far Western Section, 1997 Fall Field Conference*, compiled by Brigitte Dillet.

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1994 *Recording Oral History: A Practical Guide for Social Scientists*. Sage Books, Thousand Oaks, Calif.

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1986 *The Archaeology of the Vista Site 26Wa3017*. Intermountain Research, Silver City. Submitted to Cultural Resources Section, Environmental Services Division, Nevada Department of Transportation, Carson City. Contract No. P51-84-013.

1992 *Changes in Washoe Land Use Patterns: A Study of Three Archaeological Sites in Diamond Valley, Alpine County, California*. Monographs in World Archaeology 5. Prehistory Press, Madison, Wisconsin.

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APPENDIX A - Key Project Personnel & Experience

**Thomas Joseph Lennon, Ph.D., RPA  
President & Project Principal**

**Personal Information:**

Email: tom.lennon@wcrminc.com  
Languages: Reading, writing, and speaking fluency in Spanish

**Academic Background/Education:**

University of Colorado, Boulder, **Ph.D. in Anthropology**; Emphasis: Archaeology; Ph.D. Dissertation  
Title: *Raised Fields of the Lake Titicaca Region of Peru: A Pre-Hispanic Water Management System*  
Ph.D. Research funded by National Science Foundation, Fulbright Commission, and University of  
Colorado, Department of Anthropology, 1982  
University of Colorado, Boulder, **M.A. in Anthropology**; Emphasis: Archaeology, 1975  
Fairfield University, Fairfield, Connecticut, **M.A. in Human Communication, Corporate and Political**;  
1973  
Montana State University, Bozeman, Peace Corps instruction, 1968  
International Rice Institute, Kauai, Hawaii, Peace Corps instruction, 1968  
Ithaca College, **B.A. in History**, minor in Literature, 1968

**University Teaching Experience:**

Instructor, Spring Semester, Division of Continuing Education, University of Colorado, 1983  
Instructor, Fall Semester, Division of Continuing Education, University of Colorado, 1982  
Teaching assistant, Fall Semester, Department of Anthropology, University of Colorado, 1978  
Teaching assistant, Spring Semester, Department of Anthropology, University of Colorado, 1977

**Continuing Education:**

October, 2013 Mediation Process Training. Presented by Jonathan Bartsch, Ryan Golten, and  
Angela Jo Woolcott of Collaborative Decision Resources (CDR) Associates,  
Boulder, Colorado.

Earned, 2013 Udall Certificate in Environmental Collaboration. Awarded for completion of the  
Environmental Conflict Resolution Program through the Udall Foundation,  
Tucson, Arizona.

May, 2013 Facilitation and Mediation of Public and Environmental Conflicts. Presented by  
Jonathan Bartsch of Collaborative Decision Resources (CDR) Associates, Boulder,  
Colorado.

January, 2013 Effective Tribal Consultation. Presented by Milton Bluehouse of the U.S.  
Institute for Environmental Conflict Resolution, Udall Foundation, Phoenix,  
Arizona.

May, 2012 Collaboration in NEPA. Presented by Mike Eng of the U.S. Institute for  
Environmental Conflict Resolution, Udall Foundation, Denver, Colorado.

December, 2010 Introduction to Managing Environmental Conflict. Presented by Joan Calcagno  
of the U. S. Institute for Environmental Conflict Resolution, Udall Foundation,  
Reno, Nevada.

September, 2010 Multi-Party Negotiation of Environmental Disputes. Presented by Cherie  
Shanteau-Wheeler of the U. S. Institute for Environmental Conflict Resolution,  
Udall Foundation, Denver, Colorado.

April, 2010            Interest-Based Negotiation of Environmental Issues. Presented by Jeffrey Silvyn of the U. S. Institute for Environmental Conflict Resolution, Udall Foundation, Denver, Colorado.

Winter, 2010            Archaeological Law Enforcement. Presented by Archaeological Resource Investigations, Inc. at the Southern Ute Tribal Offices. Martin McAllister and Chuck Wheeler, Instructors, Ignacio, Colorado.

April, 2007            NEPA for Cultural Resource Managers. Dr. Thomas King, Instructor. Farmington, New Mexico.

April, 2006            The Cultural Side of NEPA. Dr. Thomas King, Instructor. Las Vegas, Nevada.

March, 2005            Issues in Section 106: An Advanced Seminar. Dr. Thomas King, Instructor. Phoenix, Arizona.

**Areas of Interest:**

Cultural Resource Management  
 Archaeology of the Western United States  
 South American Prehistory and Ethnography

**Membership in Professional Organizations:**

American Cultural Resource Association, Board of Directors (1996-1999; 2001-2002)  
 Register of Professional Archaeologists  
 Society of Professional Archaeologists  
 Society for American Archaeology  
 Society of Historic Archaeology  
 Institute of Andean Studies

**Employment:**

**Present:**

Western Cultural Resource Management, Inc., **President**, 1983 – Present

**Previous:**

Western Cultural Resource Management, Inc., **Vice-President**, 1978 – 1982  
 University of Colorado-Boulder, Department of Anthropology, **Research Associate**, 1982 – 1988  
 U. S. Geological Survey, Paleontology and Stratigraphy Division, **Laboratory Technician**, 1977 – 1978  
 U. S. National Park Service, Denver, **Archaeologist**, 1975

**Edward J. Stoner Jr., M.A., RPA**  
**Northwest Regional Manager & Project Manager**

**Personal Information:**

Email: ed.stoner@wcrminc.com  
Languages: English, Spanish

**Academic Background/Education:**

University of Nevada, Reno, **M.A. in Anthropology**, 2001

University of Colorado, Denver, **B.A. in Anthropology**, Minor in Geology; Graduate course work in Research Methods in Archaeology, Prehistoric Agriculture, and Geoarchaeology (Independent Research), 1988

Metropolitan State College, Denver, 1983

**Teaching Experience:**

1985-1988 Teaching and laboratory assistant: Earth Sciences Department, Metropolitan State College, Denver, Colorado. Dr. Dixon Smith, Chairman.

**Museum:**

1988 Cataloging of archaeological and osteological material, University of Wyoming. Karen Bridger, Supervisor.

**Continuing Education:**

- Theory in Contemporary Archaeology. University of Nevada, Reno, Historic Preservation Program. Patty Jo Watson, Ph.D., Instructor. January 10-13, 1994
- Introduction to Federal Projects and Historic Preservation Law. Course given by the Advisory Council on Historic Preservation. Sacramento, California. January 15-17, 1995
- Preparing Historical Contexts. University of Nevada, Reno Heritage Resources Management. Alice Baldrice, Nevada SHPO, Instructor. Reno, Nevada. March 9, 1999
- FHWA - Section 4f Workshop. Nevada Department of Transportation. Ms. Katiann Wong-Murillo and Mr. Merrill Deskins, Instructors. Carson City, Nevada. June 2, 1999
- The New 36 CFR: Highlights of Changes (New Section 106 Regulations, 1999). Presented by the Advisory Council on Historic Preservation. Alan Stanfil, Instructor. Sacramento, CA. August 4, 1999
- Access Version 2002. Business and Industry Training Center, San Juan College, Farmington, New Mexico. August 26-27, 2003
- Getting the Most from Microsoft Excel. Reno, Nevada. February 18, 2005
- Issues in Section 106: An Advanced Seminar. Dr. Thomas King, Instructor. Phoenix, Arizona. March 24-25, 2005
- The Cultural Side of NEPA. Dr. Thomas King, Instructor. Las Vegas, Nevada. April 7-9, 2006
- NEPA for Cultural Resource Managers. Dr. Thomas King, Instructor. Farmington, New Mexico. April 17-19, 2007
- Archaeological Law Enforcement. Presented by the Tribal Technical Assistance Program at Colorado State University and Archaeological Resource Investigations, Inc. Ron Hall, Martin McAllister and James Moriarty, Instructors. Acoma, New Mexico. October 9-12, 2007
- NEPA. Presented by CLE International. Reno, Nevada. March 27-28, 2008

- Archaeological Damage Assessment Class. Bureau of Land Management National Training Center and Nevada State Office. Presented by Archaeological Resource Investigations, a Division of Western Cultural Resource Management, Inc. Martin McAllister, and Dr. Charles Wheeler, Instructors. Reno, Nevada. April 28-May 2, 2008
- 24 hour HAZWOPER training and certification class. Presented by Compliance Solutions in Las Vegas, Nevada. March 14-17, 2010
- Introduction to Managing Environmental Conflict. Presented by U.S. Institute for Environmental Conflict Resolution, Reno, Nevada. December 16-17, 2010
- 40 hours of instruction and practical mediation experience required to earn a certificate in Beginning Mediation and Conflict Resolution. Training included: the mediation process, communication, culture, organizational conflict management, problem solving, and agreement writing. University of Nevada, Reno Extended Studies Program. August 4-8, 2012

**Areas of Interest:**

Geoarchaeology

Lithic Technology

Ground Stone Technology

Pleistocene and Holocene Ecology in the Western United States

Paleoindian and Archaic Period Traditions in the Western Intermountain Area, the Great Basin, and the Great Plains

Applications of Archaeological Method and Theory

Historical Archaeology and Historic Conservation Techniques

**Membership in Professional Organizations:**

Register of Professional Archaeologists

Society for American Archaeology

Society for Historical Archaeology

Nevada Archaeological Association

Society for California Archaeology

**Employment:**

**Present:**

Lab Director and Northwest Region Manager – Project Director

Western Cultural Resource Management, Inc.

Consulting Firm, 1984 to present

**Steven F. Mehls, Ph.D.**  
**Historian / Architectural Historian & Project Historian**

**Personal Information:**

Email: steve.mehls@wcrminc.com  
Languages: English, Spanish

**Academic Background / Education:**

Doctor of Philosophy - University of Colorado, Boulder, Colorado, 1982

Major: History of U. S. Westward Movement  
Minors: U. S. Colonial and Revolutionary History  
U. S. History Since 1865  
History of Urban America  
History of France

Dissertation Topic: David H. Moffat: Early Colorado Business Leader  
Directed by Robert G. Athearn

Master of Arts Degree - University of Colorado, Boulder, Colorado, 1975

Major: U. S. History Since 1865  
Minors: Archives and Records Management

Thesis Topic: A History of the Denver Federal Archives and Records Center

Bachelor of Arts Degree - Drake University, Des Moines, Iowa, 1974

Major: United States History  
Minors: Economics, Urban Studies

High School Degree - Ankeny Community Schools, Ankeny, Iowa, 1970

**Certification:**

Nevada State Historic Preservation Office – Certified Architectural Historian

New Mexico State Historic Preservation Office – Certified Historian (Permitted to record and evaluate historic architecture and engineering resources)

U.S. Department of Labor, Mine Safety and Health Administration – Certified Mine Safety Instructor, MIIN # M58437255

Amateur Radio License, Advanced Class, call sign KIOCE

**Employment:**

**Present:**

Western Cultural Resource Management, Inc.

**Previous:**

Western Historical Studies, Inc.

Stearns-Rogers, Inc.

U.S. Department of the Interior, Bureau of Land Management, Colorado State Office and Canyon City District Northeast Resource Area Office

## WCRM Related Project Experience

### *Virginia Street Bridge Project*

**Start Date:** 2007

**Completion Date:** On-going

**Client:** Prime Client: Jacobs and Client Subcontractor: JBR Environmental Consultants

**Client Contact:** Chris Martinovich (Jacobs) and Debra Lemke (JBR Environmental Consultants)

**Owner:** City of Reno

**Owner Contact:** Charla Honey and Kerri Lanza

**Location/State(s):** Reno, Washoe County, Nevada

**Agency:** U.S. Army Corps of Engineers, FHWA

**Services:** Section 106 compliance, Planning, File and literature searches, Intensive survey, Architectural survey; Treatment planning, NEPA support (CatEx), Section 4(f) compliance, Consultation support, Public education, Treatments, Construction monitoring,

**Key WCRM Personnel:** Tom Lennon (Principal Investigator); Ed Stoner (Project Manager and Project Archaeologist); Mark Demuth (Environmental Planner); Steve Mehls (Project Historian and Architectural Historian)

**Project Description:** The City of Reno proposes to replace the existing historic Virginia Street Bridge in downtown Reno. The U. S. Army Corps of Engineers (USACE) is serving as the lead federal agency for the Section 106 process of NHPA and the USACE and the Federal Highway Administration (FHWA) are co-lead federal agencies for the NEPA process. The City of Reno hired Jacobs Engineering to design and permit the project. Jacobs subcontracted with JBR Environmental Consultants to address environmental issues. JBR retained WCRM to assist with all cultural resources issues. WCRM's involvement began in 2007 when we were asked to review the existing documentation for the project. The next two years we assisted in project planning and scoping. During 2010 WCRM began a series of tasks that included: 1) updating of the project's FHWA Memorandum of Agreement; 2) assistance with public meetings regarding the project; 3) preparation of the cultural resources sections of the supplemental Environmental Assessment; 4) assess the adequacy of the existing Historic American Engineering Record (HAER) record of the Virginia Street Bridge; and 5) update the existing architectural inventory of buildings within the Area of Potential Effect (APE) and assess the view shed of the Virginia Street Bridge.

During 2012 WCRM completed the architectural inventory within the APE and worked with Jacobs, JBR, and the City to identify the effects of the bridge demolition and replacement project on the historic properties. Following completion of the architectural report, we began work on a project-wide monitoring and treatment plan.

## ***Reno Rail Access Corridor (ReTRAC) Project***

**Start Date:** 1999  
**Completion Date:** 2006  
**Construction Date:** 2005  
**Client:** City of Reno  
**Client Contact:** Mark Demuth (formerly MADCON)  
**Owner:** City of Reno  
**Owner Contact:** Steve Varela, Director of Public Works (retired)  
**Location/State(s):** Reno, Washoe County, Nevada  
**Agency:** Federal Highway Administration



**Services:** Synthesis studies; Development of research designs; Non-technical publications; Management of multidisciplinary experts; Project management; Construction/discovery monitoring; Archaeological data recovery and mitigation; Historic building monitoring; Documentary and archival research; Oral histories; Environmental remediation/mitigation monitoring; Section 106 compliance; Intensive survey; and Archaeological NRHP significance testing

**Key WCRM Personnel:** Tom Lennon (Principal); Ed Stoner (Project Manager); Steve Mehls (Project Historian); Mark Demuth (NEPA Compliance Lead)

**Project Description:** The Reno Rail Access Corridor (ReTRAC) project is an outstanding example of WCRM's ability to work on a multidisciplinary project with both technical and popular deliverables. Our involvement with the project spanned from 1999 until the project's completion in 2006. ReTRAC, the largest public works project ever completed in the city of Reno involved the construction of a 2.5 mile long depressed railway trench through the middle of the city. WCRM completed intensive level surveys of parts of the right-of-way prior to construction while developing a categorical treatment plan and assisted with preparation of the Programmatic Agreement for the project as well as assisting in the preparation of portions of EIS. WCRM monitored the construction and mitigated significant archaeological sites discovered during this design-build project. During the trench construction WCRM's monitors also helped identify hazardous materials within the project area that included a trash dump filled with crucibles and cupules from an assay office, underground tanks that contained fuel oil and diesel that were contaminating the surrounding sediments, contaminated soils from the disposal of paints and solvents from a road striping and sealing company, and sediments contaminated with polychlorinated biphenyls (PCBs) related to a historic laundry and dry cleaning operation. All cultural resource discoveries (84 sites) were handled following a streamlined consultation process designed by WCRM and endorsed by the City of Reno, Nevada Department of Transportation, and SHPO. As a result, the construction contractor made no claims for delay due to cultural resources discoveries. Among the resources WCRM excavated during the ReTRAC project were ones associated with the basement of the Harlem Club, a historic African American nightclub, the dump related to the Frank Brothers Bottling works, municipal cisterns, and privies. We also coordinated the Native American consultation process with two tribes while dealing with the complexities of 11 prehistoric burials and the subsurface remains of historic Reno which were burned down in late 1880's. The WCRM's field and analysis efforts were complemented by documentary and archival research and oral histories to further the interpretations of the archaeological record.

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WCRM developed and participated in a variety of public, non-technical efforts for this project in downtown Reno, Nevada. The company hosted public open houses and hands-on days for public schools and other groups. Staff members developed and presented lectures on the archaeology of Reno as found by the ReTRAC studies, and the company, working with City officials, kept the local news media involved in the progress of the overall project. In addition to the technical reports, the results of the project will be published by the University of Nevada as *The Archaeology of the Biggest Little City in the World*. The overall project was completed in less time than planned and under budget.

## ***Reno CitiCenter Transit Facility Monitoring Project***

**Start Date:** 2008  
**Completion Date:** 2009  
**Construction Date:** 2008  
**Client:** CH2M Hill  
**Client Contact:** David Roundtree  
**Owner:** Washoe County Regional Transportation Commission  
**Owner Contact:** Jeffrey D. Hale, P.E., RTC Engineering Director  
**Location/State(s):** Reno, Washoe County, Nevada  
**Agency:** Federal Transit Administration



**Services:** Section 106 compliance; Archaeological construction monitoring; Emergency archaeological mitigation

**Key WCRM Personnel:** Tom Lennon (Principal Investigator), Ed Stoner (Project Manager), Steve Mehls (Project Historian)

**Project Description:** During August of 2008 CH2M Hill subcontracted WCRM to monitor all ground disturbing activities at the site of the Reno CitiCenter Transit Facility (RCTF) in downtown Reno, Nevada. The monitoring continued until the end of October and WCRM completed reporting on the project. The transit center construction covered a full city block in a part of Reno that has been part of the city's urban core since the late 19<sup>th</sup> century. The monitoring and mitigation of significant archaeological discoveries was specified in the amended RCTF Environmental Assessment. The monitoring resulted in the identification and documentation of five archaeological discoveries, all historic in age. WCRM mitigated adverse effects to all of the archaeological discoveries following statewide policies based on a protocol agreement between the Bureau of Land Management and the Nevada SHPO.

Our key discovery occurred during the removal of regulated materials from the RCTF when the excavations exposed a water well dating to the 1890s. Implementing the provisions of Mitigation Measure CULT-3 of the RCTF Environmental Assessment, all work was stopped within 100 meters of the discovery. WCRM documented the discovery and submitted the site documentation to the Federal Transit Administration (FTA) and the Nevada State Historic Preservation Office. The discovery was determined eligible to the National Register of Historic Places and adverse effects were mitigated as described above. Our work was approved by the SHPO and the Washoe County Regional Transportation Commission, the project's owner, received a notice-to-proceed without undue delays because of our timely and effective archaeological work, getting the construction moving again without undue delay.