



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410-1000

This Worksheet was designed to be used by those “Partners” (including Public Housing Authorities, consultants, contractors, and nonprofits) who assist Responsible Entities and HUD in preparing environmental reviews, but legally cannot take full responsibilities for these reviews themselves. Responsible Entities and HUD should use the RE/HUD version of the Worksheet.

Historic Preservation (CEST and EA) – PARTNER

<https://www.hudexchange.info/environmental-review/historic-preservation>

Threshold

Is Section 106 review required for your project?

- No, because a Programmatic Agreement states that all activities included in this project are exempt. (See the [PA Database](#) to find applicable PAs.)

Either provide the PA itself or a link to it here. Mark the applicable exemptions or include the text here:

→ *Continue to the Worksheet Summary.*

- No, because the project consists solely of activities included in a No Potential to Cause Effects memo or other determination [36 CFR 800.3(a)(1)].

Either provide the memo itself or a link to it here. Explain and justify the other determination here:

→ *Continue to the Worksheet Summary.*

- Yes, because the project includes activities with potential to cause effects (direct or indirect). → *Continue to Step 1.*

The Section 106 Process

After determining the need to do a Section 106 review, HUD or the RE will initiate consultation with regulatory and other interested parties, identify and evaluate historic properties, assess effects of the project on properties listed on or eligible for the National Register of Historic Places, and resolve any adverse effects through project design modifications or mitigation.

Step 1: Initiate consultation

Step 2: Identify and evaluate historic properties

Step 3: Assess effects of the project on historic properties

Step 4: Resolve any adverse effects

Step 1 - Initiate Consultation

The following parties are entitled to participate in Section 106 reviews: Advisory Council on Historic Preservation; State Historic Preservation Officers (SHPOs); federally recognized Indian tribes/Tribal Historic Preservation Officers (THPOs); Native Hawaiian Organizations (NHOs); local governments; and project grantees. The general public and individuals and organizations with a demonstrated interest in a project may participate as consulting parties at the discretion of the RE or HUD official. Participation

varies with the nature and scope of a project. Refer to HUD’s website for guidance on consultation, including the required timeframes for response. Consultation should begin early to enable full consideration of preservation options.

Use the [When To Consult With Tribes checklist](#) within [Notice CPD-12-006: Process for Tribal Consultation](#) to determine if the RE or HUD should invite tribes to consult on a particular project. Use the [Tribal Directory Assessment Tool \(TDAT\)](#) to identify tribes that may have an interest in the area where the project is located. Note that only HUD or the RE may initiate consultation with Tribes. Partner entities may prepare a draft letter for the RE or HUD to use to initiate consultation with tribes, but may not send the letter themselves.

List all organizations and individuals that you believe may have an interest in the project here:

Name	Title	Affiliation
Darrel Cruz	Tribal Historic Preservation Officer (THPO)	Washoe Tribe of Nevada and California (Washoe Tribe)
Michon Eben	Tribal Historic Preservation Officer (THPO)	RSIC

→ Continue to Step 2.

Step 2 - Identify and Evaluate Historic Properties

Provide a preliminary definition of the Area of Potential Effect (APE), either by entering the address(es) or providing a map depicting the APE. Attach an additional page if necessary.

Washoe County defined an area of potential effect (APE) that consists of an area of direct impact (ADI) and an area of indirect impact (AII), as illustrated on Figure 1. The ADI covers approximately 18.7 acres. The ADI was defined to include all temporary and permanent easements. The ADI includes the following Washoe County Assessor’s parcels:

- 008-211-47 (situated northwest of Line Drive)
- 008-211-48 (situated adjacent to the I-80 right-of-way)
- 008-211-50 (situated between Line Drive and Threlkel Street)
- 008-211-51 (situated between Threlkel Street and North Kietzke Lane)

Gather information about known historic properties in the APE. Historic buildings, districts and archeological sites may have been identified in local, state, and national surveys and registers, local historic districts, municipal plans, town and county histories, and local history websites. If not already listed on the National Register of Historic Places, identified properties are then evaluated to see if they are eligible for the National Register. Refer to HUD’s website for guidance on identifying and evaluating historic properties.

In the space below, list historic properties identified and evaluated in the APE.

Every historic property that may be affected by the project should be listed. For each historic property or district, include the National Register status, whether the SHPO has concurred with the finding, and whether information on the site is sensitive. Attach an additional page if necessary.

Based on a preliminary review of the project, it was determined that an architectural inventory was required. NCE was retained to conduct the inventory. All work was designed to comply with current state and professional standards. A survey was conducted to document architectural resources located within the Area of Potential Effect (APE) associated with the proposed project. Three architectural resources are present within the Area of Direct Impact (ADI) and five other architectural resources are located within the Area of Indirect Impact (AII).

- Area of Direct Impact
 - Architectural Resource B15585 – Not eligible
 - Architectural District D437: Wells Cargo Freight Yard – Not eligible
 - Architectural Landscape C408: Governors Bowl – Not eligible
- Area of Indirect Impact
 - Architectural District D129: Lincoln Highway – Eligible, Criterion A
 - Architectural District D266: Victory Highway – Eligible, Criterion A
 - Architectural District D265: US 40 – Eligible, Criterion A
 - Architectural District D264: East 4th Street Roadside Historic District – Eligible, Criterion A
 - Architectural District D248: Central Pacific Railroad – Eligible, Criterion A

Architectural resources within the ADI are not eligible for listing on the National Register of Historic Places (National Register). As a result, the proposed project will not have a direct impact on National Register eligible properties. The information on the site is not sensitive.

Provide the documentation (survey forms, Register nominations, concurrence(s) and/or objection(s), notes, and photos) that justify your National Register Status determination.

Was a survey of historic buildings and/or archeological sites done as part of the project?

If the APE contains previously unsurveyed buildings or structures over 50 years old, or there is a likely presence of previously unsurveyed archeological sites, a survey may be necessary. For Archeological surveys, refer to HP Fact Sheet #6, [Guidance on Archeological Investigations in HUD Projects](#).

Yes → *Provide survey(s) and report(s) and continue to Step 3.*

Additional notes:

Please see attached Archeological Monitoring Plan and Architectural Inventory Report

No → *Continue to Step 3.*

Step 3 - Assess Effects of the Project on Historic Properties

Only properties that are listed on or eligible for the National Register of Historic Places receive further consideration under Section 106. Assess the effect(s) of the project by applying the Criteria of Adverse Effect. ([36 CFR 800.5](#)) Consider direct and indirect effects as applicable as per HUD guidance.

Choose one of the findings below to recommend to the RE or HUD.

Please note: this is a recommendation only. It is **not** the official finding, which will be made by the RE or HUD, but only your suggestion as a Partner entity.

No Historic Properties Affected

Document reason for finding:

- No historic properties present.
- Historic properties present, but project will have no effect upon them.

No Adverse Effect

Document reason for finding and provide any comments below.

Comments may include recommendations for mitigation, monitoring, a plan for unanticipated discoveries, etc.

Adverse Effect

Document reason for finding:

Copy and paste applicable Criteria into text box with summary and justification.

Criteria of Adverse Effect: [36 CFR 800.5](#)]

Provide any comments below:

Comments may include recommendations for avoidance, minimization, and/or mitigation.

A records search was conducted through the Nevada Cultural Resource Information System (NVCRIS) using a one-mile buffer to gather information pertaining to previous cultural resource inventories and previously recorded archaeological and/or architectural resources within and adjacent to the project area. Archival research did not result in the identification of any previously recorded archaeological resources within or adjacent to the APE.

A reconnaissance review of the APE was conducted on October 4, 2022. That review demonstrates that the APE has experienced a substantial amount of disturbance, largely through clearing and grading, the construction of buildings, the excavation of gravel, and the paving of roads and parking areas. Very little of the ground surface is presently visible for examination. Based on these findings, a formal inventory would be of no value. In lieu of an inventory, the development and implementation of a monitoring and inadvertent discovery plan is recommended.

Native American correspondence was initiated by NCE with a letter and attached maps to Washoe Tribe of Nevada and California (Washoe Tribe) and RSIC on October 28, 2022. The letter requested response within 30 days of receipt of this letter if they would like to consult on this project and provide a designated lead contact person if they had not provided that information to us already. Inquiry letters were mailed to the tribes identified on October 28, 2022 on Washoe County letterhead. No tribes have responded to date to the letters.

Follow-up phone calls were made to both tribes identified by the County on November 22, 2022. The Washoe Tribe called back November 23, 2022. No immediate knowledge of archaeological resources on-site. Darrel thinks the idea of the Archaeological Monitoring Plan is good, but he wants two individuals at the site (the plan offers one) for all ground excavation work. His suggestion is one individual he's worked with from Alpine California. The project would require hourly rate plus mileage. He is open to the second monitor being from outside the Washoe Tribe.

The County has determined that the proposed undertaking would have No Adverse Effect on a historic resource. SHPO concurrence was provided on January 31, 2023.

The following mitigation measures would be incorporated into the project:

Inadvertent Discovery

The following procedures will be used in response to a SWO if previously unreported, unanticipated, and unidentified cultural resources are discovered. If human remains, graves, associated funerary items, unassociated funerary items, sacred objects, or objects of cultural patrimony are identified or suspected at any time while carrying out these procedures, proceed to the section below entitled, Inadvertent Discovery of Human Remains.

TCR-1a - Procedures for The Inadvertent Discovery of Cultural Resources

The Construction Manager, in coordination with the County, will implement interim treatment measures (e.g., use of tarps, flagging, fencing), as needed, in consultation with the archaeological monitor (and the tribal monitor should one be involved) to protect the discovery from any immediate risks from weather, looting, vandalism, or other exposure to damages, assuming measures can be installed without adverse effects. As soon as practicable, ensure that a professional archaeologist (meeting SOI qualifications) specified above, confirms the discovery, confirms the need for the work stoppage, and assesses the nature of the discovery (i.e., its content, condition, location, and circumstances of its discovery). If at any time the County determines the materials are non-cultural, the County will rescind the SWO and issue a clearance to proceed with the Undertaking.

The County will notify the SHPO within three calendar days of the discovery unless the County determines that the materials are non-cultural (see above). Communication from the County will be made through the primary contact identified on the POC List maintained by the County (see Attachment D). Electronic mail (email) or phone calls will serve as the primary distribution method for initial notifications. The County will follow up with paper copies for all communication from the County to the SHPO.

The County, in consultation with a professional archaeologist and the SHPO, will have 10 calendar days following notification to determine the National Register eligibility of the discovery or determine the need for additional testing. The County may assume the discovery to be National Register eligible for the purposes of Section 106 pursuant to 36 CFR 800.13(c) and proceed to avoidance or resolution of effects. If the County determines testing is needed to make a determination of National Register eligibility and/or determine site boundaries, the County will consult first with the SHPO before proceeding with the testing.

If the County determines the materials are not eligible for listing on the National Register, the County will provide information to the SHPO. The SHPO will have 10 calendar days to respond. If the SHPO concurs, the County will ensure the site is recorded by a professional archaeologist and archaeological resource forms submitted to the SHPO in a routine manner. On receipt of SHPO concurrence, the County will rescind the SWO and allow the Undertaking to proceed. If the County determines or assumes the discovery is National Register eligible, an assessment of adverse effects will be made with consideration of methods for avoiding, minimizing, and/or mitigating those effects. If the County determines the resource cannot be avoided, the County will have 10 calendar days to assess adverse effects and propose measures to minimize or mitigate those effects. The County will consult with a professional archaeologist and appropriate tribal representatives in developing the measures.

Measures will be presented in a Historic Properties Treatment Plan (HPTP), with measures to minimize and mitigate adverse effects, the manner in which these measures will be carried out, and a schedule for their implementation. The HPTP will specify requirements for reporting, analysis, and disposition of any archaeological material collected, as applicable. The County will submit the HPTP to the SHPO. The

SHPO will have 10 calendar days to consult on the measures at which time the County will make a decision and proceed with implementing measures. The County shall ensure that all measures identified in the HPTP are implemented. Work may resume in the area once the fieldwork phase of the implementing measures has been completed and the County has authorized the removal of any protective measures. The County will notify the Construction Manager that they proceed with the Undertaking-related activities in the discovery area.

TCR -1b - Procedures for The Inadvertent Discovery Of Human Remains

If suspected human remains, funerary objects, sacred objects, or items of cultural patrimony are encountered while engaged in construction activities, all work within 100 feet of the find must stop. All appropriate measures will be taken to ensure the site is protected. The Construction Manager shall contact the proper local authorities, including the archaeological monitor (and the tribal monitor should one be involved), the local Sheriff's Office, and the County Coroner. The coroner and law enforcement agency with jurisdiction will evaluate the find to determine whether it is a crime scene or a burial.

If human remains are determined to be associated with an archaeological site (burial), the SHPO will be notified. The SHPO will work with appropriate tribes to determine measures to take. Work may resume in the area once the County has authorized the Construction Manager to continue work and the archaeological monitor has removed any protective measures. The following procedures will be used to ensure compliance with NAGPRA.

Any project personnel responsible for the initial discovery of a previously unreported, unanticipated, and unidentified human remains, graves, associated funerary items, unassociated funerary items, sacred objects, or objects of cultural patrimony must initiate a SWO. All ground-disturbing activities at the site of the discovery and within 100 feet of the discovery will stop immediately. All personnel, except the archaeological monitor (and the tribal monitor should one be involved), if present, should retreat outside the exclusion zone and leave heavy equipment safely in place until they receive further directions from the Construction Manager. The Construction Manager will immediately notify the County POC by telephone, with follow-on written confirmation. The Construction Manager, in coordination with the County, will implement interim measures (e.g., use of tarps, flagging, fencing), as needed, and in consultation with archaeological monitor (and the tribal monitor should one be involved), if present, to make a reasonable effort to protect the discovery from any immediate risks from weather, looting, vandalism, or other exposure to damages assuming measures can be installed without adverse effects.

If the discovery contains human remains, the County will notify the County Coroner within 48 hours, as required by NRS 383.170. If the County Coroner determines the human remains are not Native American, then the County will consult about next steps in compliance with applicable law (if at any time the County determines that the materials are not related to Native American human remains, graves, associated funerary items, unassociated funerary items, sacred objects, or objects of cultural patrimony, the County will revert to other relevant sections of this plan). If the County Coroner determines the human remains are Native American, then the County will continue to follow the procedures herein.

The County will notify the SHPO, and others, as needed, within three working days of the discovery. Communication from the County will be made through the primary POC identified on the POC List maintained by the County (see Appendix B). Phone calls will serve as the primary distribution method for initial notifications for tribes that are likely culturally affiliated with the discovery, the area of discovery, or otherwise may have a cultural relationship with the discovery (43 CFR 10.4(d)(1)(iii)). The County will follow up with written confirmation for all of such communications. Notifications must include pertinent

information as to the kinds of human remains, funerary objects, sacred objects, or objects of cultural patrimony discovered inadvertently, their condition, and the circumstances of their inadvertent discovery.

The County will follow NAGPRA procedures (43 CFR Part 10) for initiating and conducting consultations to discuss treatment and disposition of remains. The County will prepare, approve, sign, and implement a written plan of action to document the agreed upon procedures for removal, disposition, and control of any NAGPRA-related cultural items, pursuant to 43 CFR 10.5(e). Activities in the area of discovery may resume 30 days after certification of notification is received, or sooner, if a signed binding agreement is reached, pursuant to 43 CFR 10.4(d)(2). Before the Undertaking can resume, the County must have implemented the NAGPRA process properly and confirmed with the County legal counsel that the County is in a legal position to proceed with the project in the area of discovery. The County will ensure that all necessary notifications to the Consulting Parties and SHPO have been completed. The County will provide clearance to the Construction Manager to proceed with the Undertaking and ensure that any avoidance measures and/or follow-on monitoring requirements are fulfilled.

Remember to provide all documentation that justifies your National Register Status determination and recommendations along with this worksheet.



NEVADA
**STATE HISTORIC
PRESERVATION OFFICE**

STATE OF NEVADA
Department of Conservation and Natural Resources

Joe Lombardo, *Governor*
James A. Settelmeyer, *Director*
Rebecca L. Palmer, *Administrator*

January 31, 2023

Dwayne Smith
Director, Engineering and Capital Projects
Washoe County
P.O. Box 11130
Reno, NV 89520-0027

RE: Section 106 consultation for Nevada Cares Campus Project, 1800 Threlkel Street, Reno, Nevada; SHPO UT 2023-7423; 29962

Dear Mr. Smith:

The Nevada State Historic Preservation Office (SHPO) has reviewed the subject documents received January 5, 2023 in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

The Archaeological Monitoring Plan has been revised to include the SHPO 48-hour notification of a discovery found at 36 CFR 800.13(b)(3).

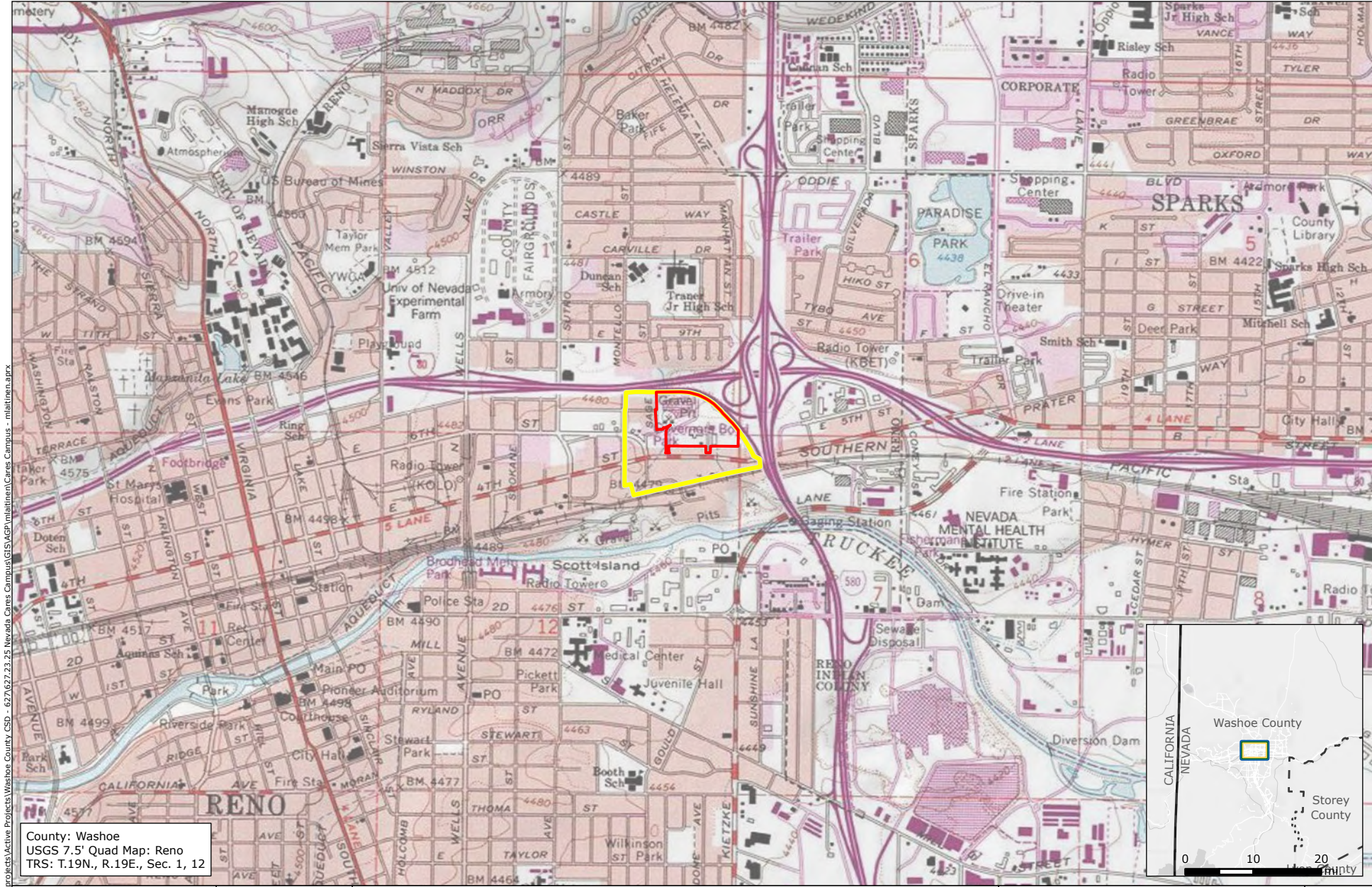
Washoe County Community Services Department provided documentation that consultation with the affected Native American tribes as been concluded per 36 CFR §800.3(f)(2). This consultation did not result in the identification of properties of religious and/or cultural significance that could be affected by the undertaking.

The SHPO previously concurred on the finding of **No Adverse Effect** in our letter dated December 20, 2022. Based on the additional information in the current submittal which demonstrates the County's finding, our office's concurrence stands.

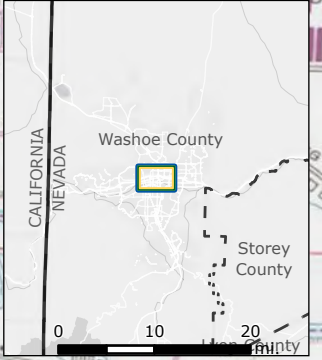
Should you have questions concerning this correspondence, please contact SHPO staff archaeologist Ashley Wiley at (775) 684-3450 or email awiley@shpo.nv.gov.

Sincerely,

Robin K. Reed
Deputy State Historic Preservation Officer



County: Washoe
 USGS 7.5' Quad Map: Reno
 TRS: T.19N., R.19E., Sec. 1, 12



- Legend**
- Direct APE
 - Indirect APE



Nevada Cares Campus Project
 Reno, Nevada
 Area of Potential Effect (APE) Location Map

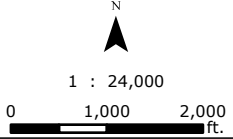


FIGURE
1

SOURCE
 ESRI USGS Topo Maps

JOB NUMBER
 833.22.25

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DATE
 10/20/2022

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APPROVED
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Architectural Inventory Report

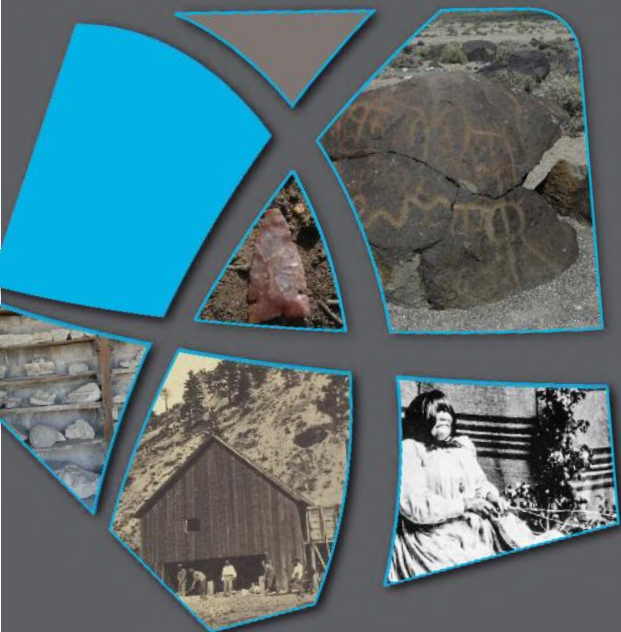
Nevada Cares Campus, Phases 3 and 4

November 2022



Reno, NV

1885 S. Arlington Ave., Suite 111
Reno, NV 89509



Washoe Co. Community Services Dept.

Engineering & Capital Project Office

1001 East Ninth Street

Reno, Nevada 89512

Architectural Inventory Report
Nevada Cares Campus, Phases 3 and 4
Washoe County, Nevada

November 2022

Prepared for:

Washoe County Community Services Department
Engineering & Capital Projects Office
1001 East Ninth Street
Reno, Nevada 89512

Prepared by:

A handwritten signature in black ink, appearing to read "Stuart Rathbone".

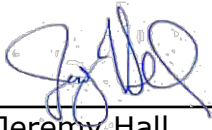
Stuart Rathbone
Project Architectural Historian

A handwritten signature in blue ink, appearing to read "Charles D. Zeier".

Charles Zeier
Senior Archaeologist

A handwritten signature in blue ink, appearing to read "Molly Laitinen".

Molly Laitinen
Staff Archaeologist

A handwritten signature in blue ink, appearing to read "Jeremy Hall".

Jeremy Hall
Cultural Resources Project Manager

NCE

1885 S Arlington Ave., Ste 111
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775.329.4955
NCE Project No. 627.23.25

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Executive Summary

The Nevada Cares Campus Project (Project), located in Reno, Washoe County, Nevada, was established to address the need of emergency shelter space and to offer on-site wrap around services. The goal of the Cares Campus is to meet unhoused individuals and provide focused case management, moving them to stable independent housing.

Phase 1 of the Project has been completed and Phase 2 is currently under construction. Currently under consideration are Phases 3 and 4. Phases 3 and 4 of the Project will be planned and constructed, in part, with congressionally directed spending through a U.S. Department of Housing and Urban Development (HUD) Economic Development Initiative grant. Therefore, compliance with federal historic preservation legislation is necessary. HUD will serve as the lead federal agency and Washoe County (County) will serve as the Responsible Entity. In its capacity as the Responsible Entity, the County assumes all HUD-related Section 106 responsibilities.

Based on a preliminary review of the Project, it was determined that an architectural inventory was required. NCE was retained to conduct the inventory. All work was designed to comply with current state and professional standards. A survey was conducted to document architectural resources located within the Area of Potential Effect (APE) associated with the proposed Project. Three architectural resources are present within the Area of Direct Impact (ADI) and five other architectural resources are located within the Area of Indirect Impact (AII).

- Area of Direct Impact
 - Architectural Resource B15585 – Not eligible
 - Architectural District D437: Wells Cargo Freight Yard – Not eligible
 - Architectural Landscape C408: Governors Bowl – Not eligible
- Area of Indirect Impact
 - Architectural District D129: Lincoln Highway – Eligible, Criterion A
 - Architectural District D266: Victory Highway – Eligible, Criterion A
 - Architectural District D265: US 40 – Eligible, Criterion A
 - Architectural District D264: East 4th Street Roadside Historic District – Eligible, Criterion A
 - Architectural District D248: Central Pacific Railroad – Eligible, Criterion A

Architectural resources within the ADI are not eligible for listing on the National Register of Historic Places (National Register). As a result, the proposed Project will not have a direct impact on National Register eligible properties.

The Project area is in a complex urban environment, with numerous previously recorded historic-aged architectural resources in the immediate vicinity. In November 2022, NCE staff conducted a visibility survey in the vicinity of the Project. The goal was to identify the extent to which Project elements would be visible from the vicinity of nearby eligible resources. Based on results of that survey, NCE recommends the visual impact of the Project to architectural resources within the area does not rise to the level where it would be considered adverse. Restricted lines of site in the dense urban environment mean the number of resources which could potentially be affected by the Project is quite low. Where Project elements are visible, they will represent a small intrusion in an increasingly cluttered viewshed. The impact to architectural resources will be minor, and they are not predicted to constitute an effect on resources where cumulative effects of decades of development in the area have already drastically altered the original outlook.

Based on these considerations, it is recommended that the proposed Project will have no direct or indirect effect on architectural resources designated as historic properties and meets the definition of "no historic properties affected," as that term is defined in 36 Code of Federal Regulations (CFR) Part 800.4(d)(1).

Table of Contents

1	Project Background	1
2	Project Location/Legal Description	3
3	Project Description	4
3.1	Phase 1 (Completed)	4
3.2	Phase 2 (Under Construction).....	4
3.3	Phase 3	5
3.4	Phase 4	5
3.5	Future Phases.....	5
3.6	Land Status and Map References	5
4	Area of Potential Effect.....	6
5	Archival Research	7
6	Architectural Survey Methodology.....	10
6.1	Field Methods	10
6.2	Personnel and Qualifications.....	10
6.3	Field Dates.....	11
7	Historic Overview	12
8	Architectural Context.....	14
9	Survey Results	15
9.1	Previously Recorded Resources.....	15
9.2	Newly Recorded Resources	17
10	National Register Eligibility Recommendations.....	26
10.1	Evaluation Criteria.....	26
10.2	Recorded Resources	27
11	Finding of Effect	35
12	Bibliography	37

List of Tables

Table 1. Previous Inventories within the Archival Study Area.	7
Table 2. Previously Recorded Resources within the APE.	8

List of Appendices

Appendix A

Report Figures

Appendix B

ARA Forms

Appendix C

Visibility Survey Photographs

List of Abbreviations

Abbreviation	Definition
ADI	Area of Direct Impact
AII	Area of Indirect Impact
APE	Area of Potential Effect
ARA	Architectural Resource Assessment
CFR	Code of Federal Regulations
CMU	Concrete Masonry Unit
County	Washoe County
CPRR	Central Pacific Railroad
DPI	Dots per Square Inch
FHWA	Federal Highway Administration
GPS	Global Positioning System
HUD	U.S. Department of Housing and Urban Development
Mead & Hunt	Mead & Hunt, Inc.
NAD83	1983 North American Datum
National Register	National Register of Historic Places
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
Project	Nevada Cares Campus Project
RV	Recreational Vehicle
SHPO	Nevada State Historic Preservation Office
SOI	Secretary of Interior
UTM	Universal Transverse Mercator
WCRM	Western Cultural Resource Management

1 Project Background

The Nevada Cares Campus Project, located in Reno, Washoe County, Nevada (**Figure 1**; figures located in **Appendix A**), was established to address the need of emergency shelter space and to offer on-site wrap around services, enriched through partnerships with local service providers. The goal of the Cares Campus is to meet clients where they are at and provide focused case management, moving clients to stable independent housing. Phase 1 of the Project has been completed and Phase 2 is currently under construction. Currently under consideration are Phases 3 and 4. Since these phases of the Project will be planned and constructed, in part, with congressionally directed spending through a HUD Economic Development Initiative grant, compliance with federal historic preservation legislation is necessary. HUD will serve as the lead federal agency. Washoe County will serve as the Responsible Entity. In its capacity as the Responsible Entity, the County assumes all HUD-related Section 106 responsibilities.

Based on a preliminary review of the Project, it was determined that an architectural inventory was required. NCE was retained to conduct the inventory. All work was designed to comply with current state and professional standards including the Nevada State Historic Preservation Office (SHPO) Section 106 *Architectural Inventory and Survey Guidelines* (SHPO 2013) and subsequent *Instructions for the Architectural Resource Assessment* (ARA) form (SHPO 2017). Goals of the study were to:

- define an APE specific to architectural resources;
- identify buildings, structures, and objects present in the APE that are more than 45 years of age (1977 or earlier) and prepare appropriate inventory forms;
- evaluate identified resources as to their eligibility to the National Register, individually or as components of a district; and,
- provide a preliminary determination of effect and management recommendations regarding properties eligible to the National Register that may be impacted.

The Project is wholly contained within the APE of a recent Nevada Department of Transportation (NDOT) project. Descriptions of that project, survey areas, and the APE are included in *Architectural Survey Report I-80/I-580/US 395 System to System Interchange Reconstruction (Reno Spaghetti Bowl), Washoe County, Nevada*, prepared by Western Cultural Resource Management (WCRM) for the Federal Highway Administration (FHWA) and NDOT in 2017. The present Project is within Survey Area I, which included the southwest quadrant of the Reno Spaghetti Bowl. The main report provides the overall statement of historic contexts and addresses related property types and registration requirements for completing National Register evaluation of the pre-1978 properties within the area. In 2017,

Mead & Hunt, Inc. (Mead & Hunt) supplemented the historic context statements for commerce and industry based on the types of properties documented in Survey Area I. Results of that effort are provided in *Addendum I: Survey Area I Architectural Survey Report: I-80/I-580/US 395 System to System Interchange Reconstruction (Reno Spaghetti Bowl) Washoe County, Nevada*. In 2018, Mead & Hunt prepared an additional document related to highway and railroad corridors. Results of that effort are provided in *Supplement to Addendums C, E, H, and I – Lincoln/Victory/US 40 Highway Corridor and the Central Pacific Railroad Corridor, Architectural Survey Report: I-80/I-580/US 395 System to System Interchange Reconstruction (Reno Spaghetti Bowl)* (Mead & Hunt 2018). The WCRM and the Mead & Hunt reports were the subject of FHWA and SHPO consultations regarding determinations of resource eligibility and Project effect.

Information provided in the WCRM (2017), and Mead & Hunt (2017, 2018) reports is of direct relevance to the present Project. The reports provide sufficiently recent summaries, pertinent context data, and directly applicable assessment parameters that can be applied specifically to the present Project. Rather than reiterating that information in the present report, relevant information from the earlier reports will be incorporated by reference. The present report is prepared as an addendum to the Mead & Hunt 2018 report. The County discussed this alternate reporting strategy with and received tentative approval from the SHPO on October 20, 2022.

2 Project Location/Legal Description

The Project area encompasses approximately 18.17 acres in the City of Reno, adjacent to the "Spaghetti Bowl" interchange at I-80 and SR395 (**Figure 2**). The site address is 1800 Threlkel Street, Reno, Nevada. The Project area is located in the southeastern most corner of Section 1 and the northeastern most corner of Section 12, Township 19 North, Range 19 East. Several buildings are present within the Project area currently. They include the following:

- Sprung Building, a stressed membrane structure with a high-tension non-corroding aluminum frame. The structure, completed in 2021, is 576 feet long by 80 feet wide.
- B15585, a small square timber frame brick clad office building with a pyramidal roof. This building is 45 feet north to south, 45 feet east to west, and approximately 15 feet tall at the peak of the roof.
- Building 2, a large rectangular side gabled, metal frame, brick walled, mechanics garage. This building is 80 feet north to south, 180 feet east to west, and approximately 35 feet tall at the peak of the roof.
- Building 3, a large rectangular side-gable metal frame warehouse building with vertical ribbed metal siding. This building is 170 feet north to south, 62 feet east to west, and approximately 17 feet tall at the peak of the roof.
- Building 4, a large metal frame side-gable shed with vertical ribbed metal siding. This building is 26 feet north to south, 42 feet east to west, and approximately 13 feet tall at the peak of the roof.
- Governor's Bowl Park Restroom, a building made of cast concrete. This building is 28 feet north to south, 18 feet east to west, and approximately 13 feet tall at the peak of the roof.

Buildings B15585, 2, 3, and 4 comprise what once was the Wells Cargo Trucking Company freight yard and storage facility. Smaller structures associated with the freight yard include electrical supply units, the paved freight yard, a shed, and fencing. The company operated on the site from the 1940s until 1989. Between 1989 and 2020, Wells Cargo leased the facility to others.

The Governor's Bowl Park Restroom building is located adjacent to the area formerly occupied by the Governor's Bowl Park baseball field. The building likely dates to 1980. The ball field area has been filled and leveled to accommodate new construction. Structures associated with the old ball field include a small restroom building, a parking lot, fencing and an access road (Line Drive).

3 Project Description

The Project is designed to help unhoused individuals and families receive mental health support and alternative shelter options. Respect is given to individuals' different needs and the campus is designed to help create community. The cities of Reno and Sparks, and the County recognize the need for government involvement in what has become a major housing and social problem. Multiple funding sources are being pursued, and for Phases 3 and 4 of the Project the County has received conditional approval for Community Project Funding, Congressionally Directed Spending, through a HUD Economic Development Initiative grant. This funding is subject to National Environmental Policy Act (NEPA) requirements.

In keeping with implementing regulations (24 CFR Part 50 or 24 CFR Part 58), environmental reviews must be completed, and a Request for Release of Funds and Certification must be approved by the HUD for all projects prior to taking any "choice limiting actions." This step is required to avoid violations under 24 CFR 58.22 which provides limitations on activities pending clearance, and Section 110(k) of the National Historic Preservation Act (NHPA) which prohibits anticipatory demolition or significant harm of historic properties prior to completion of the Section 106 review. Examples of choice limiting actions include, but are not limited to, purchasing land, entering into contracts for property acquisition or construction, or physical work on the Project.

3.1 PHASE 1 (COMPLETED)

Phase 1 saw the construction of a 45,900 square foot Sprung Building to meet the immediate needs of the unhoused population. Substantial site improvements were needed including utilities, and the export of non-structural fill and the import of structural fill for the building pad. Fifty temporary housing modular units (8 feet by 8 feet by 8 feet ModPods) were purchased and installed in the Spring of 2022 at the Safe Camp site (the old ballfield).

3.2 PHASE 2 (UNDER CONSTRUCTION)

Construction of Phase 2 began on March 10, 2022, and is currently underway. This Phase involves constructing two restrooms (each 3,374 square feet), shower and laundry facilities, concrete floor sealing in the Sprung Building, and providing and installing personal living cubicles, as well as utility infrastructure to support the new buildings. The restrooms will range from 16 feet in height in the main section, to just over 21 feet in the laundry section. Additional temporary shelter space is being created using existing shade tents for feeding occupants. Overflow space is being created in the existing metal storage building (D437, Building 3). This involves cubbies and bunks, laundry units, shower units, and toilets. One restroom and a building pad have been completed to date and utilities are currently being placed.

3.3 PHASE 3

Phase 3 will consist of the construction of a 15,143 square foot Intake Case Management Building and includes site work, landscaping, fencing, roadway and parking lots, and utilities infrastructure. The Intake Building will be 21 feet in height in the cafeteria area, while the gable roof over the main building will be 34 feet at the ridgeline. The Intake Center will process participants into the shelter, provide a security check point, nurses station, case management, counseling, staff offices, break room, warming kitchen, indoor and outdoor dining facilities, and security offices. This Phase requires demolition of existing structures on the site. An existing storage building (D437, Building 3) will be demolished to create an 18,175 square foot Resource Center. The Resource Center will be approximately 20 feet in height. This Center will provide overflow sleeping areas, restrooms, shower and laundry facilities, storage and facilities management space, fencing, and parking.

3.4 PHASE 4

Phase 4 will consist of two buildings, a 3,583 square foot Day Center, and a 3,937 square foot General Administration building. Phase 4 is currently in the schematic design phase. Detailed outlines of the Project are being developed.

3.5 FUTURE PHASES

In addition to the emergency shelter needs, the County will be involved in the development of residential supportive housing. On-site property will be offered to a non-profit housing developer for construction of permanent supportive housing. Site work and utility connections for the area are included as an element of Phase 3.

3.6 LAND STATUS AND MAP REFERENCES

The Project area consists of parcels 008-211-47, 008-211-48, 008-211-050, and 008-211-51, all of which are publicly owned. The Project area is depicted on the following maps:

- Reno 1950 1:62,500 USGS topographic map (a ballpark and two buildings are depicted)
- Reno 1957 1:25,000 USGS topographic map
- Reno 1967 1:24,000 USGS topographic map (a gravel pit, a large building, and two small buildings are depicted)
- Reno 1974 1:24,000 USGS orthophotograph
- Reno 1980 1:100,000 USGS topographic map
- Reno 2012 1:24,000 USGS map (the former gravel pit is shown as a pond)
- Reno 2105 1:24,000 USGS topographic map

4 Area of Potential Effect

The APE consists of an ADI and an AII. The ADI is accessed via Line Drive and Threlkel Street. The ADI covers approximately 18.7 acres. The ADI was defined to include all temporary and permanent easements. The ADI includes Washoe County Assessor's parcels (see **Figure 2**):

- 008-211-47 (situated northwest of Line Drive)
- 008-211-48 (situated adjacent to the I-80 right-of-way)
- 008-211-50 (situated between Line Drive and Threlkel Street)
- 008-211-51 (situated between Threlkel Street and North Kietzke Lane)

Excavation will be required to accommodate certain project elements. For Phases 3 and 4, the maximum depth of excavation will be 8 feet for building foundations, and 10-foot-deep trenches for sewer and water connections. Most such excavation will occur into sediments previously disturbed by utility trenching or building and roadway construction.

A variety of vertical elements currently exist within the Project area. No new light standards will be installed in the Cares Campus. While vertical elements are included in the Project, it is important to note that many existing vertical elements will be removed, and most new vertical elements will replace existing elements. Also, the height of new buildings will not exceed the height of existing buildings. Existing building heights vary from 12 to 35 feet, while proposed building heights vary from 16 to 34 feet. New building heights are as follows:

- The restroom buildings will range from 16 feet in the main section, to just over 21 feet in the laundry section.
- The Intake Building will be 21 feet in the cafeteria area, while the gable roof over the main building will be 34 feet at the ridgeline.
- The Resource Center will be approximately 20 feet.
- Supportive Housing Unit will be approximately 24 feet.

To address the potential for indirect effects, an AII was defined that includes parcels located adjacent to the ADI (see **Figure 2**). To the north, the AII is bounded by the I-80 corridor. To the east, the AII is bounded by the US 395 corridor. To the south, the AII is bounded by the Central Pacific Railroad corridor. To the west, the AII is bounded by Montello Street, East 6th Street, and Sage Street. The AII encompasses approximately 50 acres.

The AII has been reviewed and approved by architectural historian Stuart Rathbone, who meets the Secretary of Interior's (SOI) Professional Qualification Standards for Architectural History.

5 Archival Research

WCRM (2017:2-1 to 2-4) and Mead & Hunt (2017:3-4) conducted exhaustive archival research for an area that included the present Project APE. As noted in **Table 1**, no additional architectural inventories have been conducted in the archival study area since 2018. As a result, the archival research conducted by WCRM, and Mead & Hunt is accepted and incorporated by reference.

Table 1. Previous Inventories within the Archival Study Area.

Report Number	Title	Author	Year
A-473	Survey of River Rock Structures in Reno and Sparks, Washoe County, Nevada.	Lockett, C., and C. Pierce	1984
A-637	Family Locally Operated Grocery Stores in Reno and Sparks, Washoe County, Nevada	Anderson J.	1984
A-624	Revised Nevada State Historic Preservation Plan DeLongchamps Study Unit.	Potter, J.	1986
A-475	Request for Determination of Eligibility for the Reno Railroad Corridor, City of Reno, Washoe County, Nevada.	Frank, M. and Associates	2000
A-438	Historic Property Survey within and near the Truckee Meadows Project Western APE, Washoe County, Nevada. Report	JRP Consulting Services	2002
A-440	Historic Property Survey within and near the Truckee Meadows Project Western APE, Washoe County, Nevada. Forms	JRP Consulting Services	2002
22490	Reconnaissance Survey of East Fourth Street from Lake Street to El Rancho Drive, Washoe County, Nevada.	Connolly, N., I. Kono, C. Magee, P. Martinez, I. Morrison, and S. Phillips	2011
21715	Architectural Report for the Truckee River Sewer Siphon Project, Washoe County, Nevada	Younie, A., and M. Memmott	2015
23280	Addendum I, Appendix I, Survey Area A: Architectural Survey Report I-80/I-580/US 395 System to System Interchange Reconstruction (Reno Spaghetti Bowl), Washoe County, Nevada	WCRM	2017
23592	Supplement to Addendums C, E, H, and I, Lincoln Victory/US 40 Highway Corridor and Central Pacific Railroad Corridor; Architectural Survey Report I-80/I-580/US 395 System to System Interchange Reconstruction (Reno Spaghetti Bowl), Washoe County, Nevada	Mead & Hunt	2018

Work conducted by WCRM (2017), and Mead & Hunt (2017) resulted in the recordation and evaluation of numerous architectural resources within the present APE (**Table 2**). Most of the eligible resources are contributing elements of District 264, the Roadside Historic District, which consists of auto-related commercial

properties along East 4th Street from Threlkel Street to Montello Street. Over time, East 4th Street was designated as the Lincoln Highway, the Victory Highway, and US 40. Within the Project area, all three of these roadways share the same corridor but have been assigned separate district designations (D129, D266, and D265), respectively. All three districts are National Register eligible based on Criterion A. Finally, D248 represents the Central Pacific Railroad corridor. It also is National Register eligible based on Criterion A. All eligibility assessments reflected in **Table 2** have been reviewed and concurred upon by the SHPO.

Table 2. Previously Recorded Resources within the APE.

Site Number	Street	Number	Description	Age	Last Rec.	Eligibility Status	Proximity to APE
B-15528	E. 7 th St.	1439	Residence	1932	2018	Not Eligible	In AII
B-15529	E. 7 th St.	1449	Residence	1946	2018	Not Eligible	In AII
B-15530	E. 7 th St.	1425	Residence	1930	2018	Not Eligible	In AII
B-15531	E. 7 th St.	1465	Residence	1930	2018	Not Eligible	In AII
B-15532	Montello St.	770	Residence	1948	2018	Not Eligible	In AII
B-15534	E. 4 th St.	1445-1447	Commercial Bldg.	1923	2018	Contr. D264, A	In AII
B-15535	E. 4 th St.	1435	Desert Sunset Motel	1935-1965	2018	Contr. D264, A	In AII
B-15537	E. 4 th St.	1750	Hi-Way 40 Motor Court	1948-1949	2018	Contr. D264, A	In AII
B-15538	E. 7 th St.	1491	Commercial Bldg.	1964	2018	Not Eligible	In AII
B-15539	E. 7 th St.	1403	Residence	1928	2018	Not Eligible	In AII
B-15540	Montello St.	680 – 690	Commercial Bldg.	1957	2018	Not Eligible	In AII
B-15543	E 7 th St.	1461	Residence	1930	2018	Not Eligible	In AII
B-15567	Sage St.	355	Jordan’s Truck	1957	2018	Not Eligible	In AII
B-15568	E. 4 th St.	1752	Farris Apartments	1940-1949	2018	Elig., C Contr. D264, A	In AII
B-15569	E 4 th St.	1756	Everybody’s Inn Motel	1935	2018	Contr. D264, A	In AII
B-15570	E. 4 th St.	1650	Tahoe Motel	1961	2018	Contr. D264, A	In AII
B-15571	E. 4 th St.	1505	Commercial Bldg.	1967	2018	Contr. D264, A	In AII
B-15572	E. 4 th St.	1483	Commercial Bldg.	1925	2018	Contr. D264, A	In AII
B-15573	E. 4 th St.	1900	Commercial Bldg.	1956	2018	Contr. D264, A	In AII
B-15574	E. 4 th St.	1490	Restaurant	1965	2018	Contr. D264, A	In AII

Site Number	Street	Number	Description	Age	Last Rec.	Eligibility Status	Proximity to APE
B-15575	E. 4 th St.	1500	Sid's Alignment	1961	2018	Contr. D264, A	In AII
B-15578	E. 4 th St.	1419	Commercial Bldg.	1954	2018	Contr. D264, A	In AII
B-15579	E. 6 th St.	1530	Testing Center	1977	2018	Not Eligible	In AII
B-15581	E. 4 th St.	1940	Hooten Tire	1936	2018	Not Eligible	In AII
B-15582	E. 4 th St.	1400	Economy Inn	1956	2018	Contr. D264, A	In AII
B-15583	Sage St.	360	Commercial Bldg.	1973	2018	Not Eligible	In AII
B-15584	E. 4 th St.	1755	Sandman Motel	1950		Elig., C Contr. D264, A	In AII
B-15585	E. 4 th St.	1775	Commercial Blds.	1946 – 1975	2018	Not Eligible	In ADI
B-15586	E. 4 th St.	1675	Twin City Surplus	1944	2018	Contr. D264, A	In AII
B-15599	E. 4 th St.	1403	Tastee-Freez	1953	2018	Contr. D264, A	In AII
D-129	E. 4 th St.	-	Lincoln Highway	1913	2018	Elig., A	In AII
D-248	-	-	Central Pacific RR Corridor, grade	1902	2018	Elig., A	In AII
D-264	E. 4 th St.	-	Roadside District		2018	Elig., A	In AII
D-265	E. 4 th St.	-	US 40	1926	2018	Elig., A	In AII
D-266	E. 4 th St.	-	Victory Highway	1921	2018	Elig., A	In AII

6 Architectural Survey Methodology

Architectural surveys are defined as the process of documenting physical evidence of the past that expresses and contributes to the history and identity of a region. Physical evidence of architectural history is embodied in buildings, objects, structures, and districts. This evidence is the basis for evaluation, planning, and management decisions. Architectural surveys include field recordation of resources, planning and background research, organization and presentation of survey data, and the development of inventories.

6.1 FIELD METHODS

An intensive architectural survey of the Project area was conducted in a manner consistent with current professional standards. Special attention was paid to the identification and documentation of resources described as architectural per SHPO's Architectural Inventory and Survey Guidelines (SHPO 2013) and subsequent Instructions for the Architectural Resource Assessment Form (SHPO 2017). Documented architectural resources (buildings, structures, and objects) were recorded on ARA forms, photographed with a digital camera, and mapped with a Global Positioning System (GPS) unit using the 1983 North American Datum (NAD83). The GPS data were used to generate sketch and location maps for identified resources. Universal Transverse Mercator (UTM) readings were developed based on aerial imagery. A single UTM location was defined that represents the approximate center of the primary building or structure. For linear resources, a UTM point was defined at either end or where the resource entered the APE. High-resolution (600 dots per square inch [dpi]) digital photographs were taken as warranted to adequately document each resource and its setting. Maps prepared include the project vicinity or overview map, project area location map, and project area detail or sketch map.

Construction of the Project is scheduled to occur in 2023 and 2024. Thus, there is a need to consider architectural resources that will be 50 years old or older by the time of the projected end of construction. To provide the study with additional shelf life, the end of construction is extended to 2026. For this study, then, emphasis has been placed on resources that were constructed in or before 1976. This cut-off date is well within the range investigated by WCRM (2017) and Mead & Hunt (2017).

6.2 PERSONNEL AND QUALIFICATIONS

Work associated with the architectural survey of the APE was undertaken by Stuart Rathbone, PhD, NCE Project Architectural Historian, who performed the field recordation, figure preparation, and ARA form preparation. Dr. Rathbone meets SOI Professional Qualification Standards for Architectural History. Dr. Rathbone was assisted in the field by Molly Laitinen, NCE Staff Archaeologist. Dr. Rathbone and

Charles Zeier, NCE Senior Archaeologist, prepared the technical report. Jeremy Hall, NCE Cultural Resources Project Manager, conducted quality control and project management tasks.

6.3 FIELD DATES

Fieldwork occurred over the period between October 4 and 25, 2022.

7 Historic Overview

WCRM (2017) and Mead & Hunt (2017, 2018) provide ample information regarding the history of the Project area. That historic overview information is incorporated here by reference. A summary is provided that covers only resources present in the Project area.

Reno's first commercial district grew around the railroad depot, located on the north bank of the Truckee River in what is now the downtown area. By the late nineteenth century, East 4th Street was a major commercial corridor extending through the city center. The Project area was a rural, sparsely developed zone outside the city limits.

After the turn of the century, the stretch of East 4th Street between Reno and Sparks, and along the Southern Pacific Railroad corridor began to see more business activity. A handful of the commercial properties in the Project area were constructed in the 1920s and 1930s. This development coincided with the increased use of automobiles and the designation of East 4th Street as a part of the Lincoln and Victory Highways (later US 40). The highway ran parallel to the adjacent Southern Pacific Railroad corridor which served as the only other major arterial in the APE.

Reno's earliest concentration of industrial properties developed just east of downtown, along the east-west Southern Pacific Railroad corridor, between East 4th Street and the north bank of the Truckee River. This area served as Reno's major industrial center throughout the prewar years. Prewar commercial development in the area was almost exclusively limited to the early highway corridors. Commercial properties located along the highway included motels, gas stations, and food service establishments. Industrial development occurred along the railroad corridor. East 4th Street served as a commercial and industrial corridor, and some industry was also located between the railroad corridor and the Truckee River to the south. Residential development was generally confined to the northwestern part of the area, near the eastern edge of Reno's prewar city limits.

Reno's economy boomed in the postwar period, due in large part to tremendous expansion in the gaming industry. As the population increased rapidly, the City annexed additional areas, and by the end of the 1960s, nearly all the land in the Project area lay within the city limits. Commercial development continued along the established US 40/railroad belt, and industry gradually filled in the vacant areas between the rail corridor and riverfront. Several of the postwar industrial and commercial properties in the area were built as part of an urban renewal project. By the mid-1960s this resulted in the demolition of a largely residential area along East 6th Street. The area was subsequently rezoned for commercial and industrial use.

The construction of I-80 and the new US 395 freeway alignment had a profound impact on the area. I-80 superseded East 4th Street as a long-distance, east-west corridor, reducing tourist traffic along the former US 40 alignment. The re-routed US 395 (formerly located to the west along Virginia Street through downtown) created a new north-south freeway corridor, and the completed interchange established a physical boundary between the residential and commercial/industrial areas.

8 Architectural Context

WCRM (2017:3-51 to 3-53) and Mead & Hunt (2018:21-26) provides a discussion of property types and defining characteristics associated with commercial buildings and features. Commercial properties are likely to include:

- Commercial buildings: retail establishment, business establishment (bank, etc.), professional building, mixed-use building, saloon, café/restaurant, brothel, food and/or beverage processing plant, parking garage, warehouse (identified by historic function), main building, outbuilding, basement/cellar.
- Boundary markers and landscape features: fence, parking lot, walkway/path, decorative landscape element, sign, and drive-through facilities.

WCRM assigned a period of significance ranging from 1868 through 1977, beginning with the founding of Reno by the Central Pacific Railroad (CPRR) and extending into the era of rapid urban growth after World War II. Resources associated with this property type may be considered significant at the local and/or state level under the areas of community planning and development. They are related to the Nevada Comprehensive Preservation Plan themes of Land Usage—Town Site Development and City Planning (White et al. 1991).

Commercial resources considered eligible must retain sufficient historic fabric to convey the historic feeling from the period of significance and make the function of the site and its component features readily apparent. Also, resources must be able to convey their design, materials, workmanship, feeling, and association. If they can no longer do so, those resources shall be considered not eligible.

Districts of commercial resources may be considered eligible if they are associated with an important trend identified in the historic overview for the area; if they contain related resources that date to a given, identifiable period of significance, or if they are part of an identifiable architectural or functional collection or event, such as the reconstruction after a disastrous fire or flood. The district must also exhibit some of the typical use and occupational patterns associated with the period being examined. The second requirement is the physical characteristics of a commercial area must be present, specifically the setting and feeling, as they were during the period of significance, should be conveyed by the district. The setting should show evidence of an organizational scheme and infrastructure networks that gave continuity to the district historically. If these elements are not present, then the district will be considered to have insufficient integrity for National Register listing.

9 Survey Results

9.1 PREVIOUSLY RECORDED RESOURCES

One previously recorded architectural resource is located within the ADI. Five previously recorded districts extend through the AII.

9.1.1 Architectural Resource B15585 (Update)

B15585 was previously recorded by Mead & Hunt (2017). NCE was able to examine the building in more detail than was permitted during the 2017 survey. The following description is based on this more detailed examination. The updated ARA form is provided in **Appendix B**.

B15585 is a small square timber frame brick clad office building with a pyramidal roof, a concrete foundation, and a full basement. The walls of the building face the cardinal directions. The building is located on the west side of Threlkel Street, in the southeast corner of the original part of the Wells Cargo Freight Yard. The position of the office suggests that one of its functions was monitoring and tracking vehicles moving into and out of the freight yard. According to the Washoe County Assessor, the building was constructed in 1946, and is visible in an aerial photograph dated to that year. Nova Geotechnical & Inspection Services recently produced a Phase 1 Environmental Site Assessment report of the site and identified B15585 as having been constructed in 1943 (Nova Geotechnical & Inspection Services 2020:16).

The front façade of the building is at the east, facing onto Threlkel Street. It features three closely spaced wood frame triple hung windows at the south. A wooden door with a large light in its upper half and a transom window is located to the north of the midpoint of the wall. The door is accessed from a set of concrete steps with metal handrails. Two wood frame triple hung windows are located at the north of the wall.

The northern side wall features nine closely spaced wood frame, triple hung windows. A small electrical panel with a utility meter is located at the eastern corner of the wall. A small air conditioning unit is mounted in the bottom of the central window, with a wooden board blocking the rest of the opening.

The rear western wall is arranged almost identically to the front wall at the east. It features four closely spaced wood frame triple hung windows at the south. A wooden door with a large light in its upper half, a transom window, and a metal screen door is located to the north of the midpoint. The door is accessed from a set of concrete steps with metal handrails. Two wood frame triple hung windows are located at the north of the wall. The windows on this side of the building are protected by three retractable canvas awnings with thin metal supports.

The southern side wall features a row of six closely spaced wood frame triple hung windows at the west and center, and a seventh wood frame triple hung window close to the eastern corner. A large air conditioning unit is mounted to the bottom part of the fourth window from the west corner, supported by a crude wooden platform. A continuous course of row locked bricks runs around the building, just below the height of the windows. In the areas below groups of adjacent windows the rowlock bricks protrude out from the wall to form long shared windowsills. At the base of the wall, one course above the top of the concrete basement wall, there is a continuous soldier course.

The basement level features a concrete wall which barely protrudes above the surrounding ground surface. There are two lightwells located along the northern side wall and two lightwells located along the southern side wall. The lightwells are lined with poured concrete and have angle iron surrounds mounted into their upper surfaces, indicating the use of covers or security bars at the top of each lightwell. The lightwell at the east of the north wall is currently covered by a diamond pattern iron sheet, but it is unclear if this is an original cover. Each lightwell featured a small wood frame 2-light sliding window at its top. The window in the western light well on the northern wall has been replaced by a simple wooden board which is penetrated by two large metal ventilation pipes.

The low pitch pyramid roof has wide boxed eaves on all sides. Short stretches of gutter run from the northern corners of the east and west corners to the south of each door. Downpipes are located to the north of the eastern door and to the south of the western door. The roof is covered by composition shingles. A large ventilator is located close to the northwest corner of the roof, a slender electrical mast is located at the northeast corner of the roof above the electrical panel, a tall and slender brick chimney is located to the southeast of the apex of the roof, and a small ventilation pipe is located close to the southeast corner of the roof.

The interior of the building is well preserved, and features a foyer, a passage, a large open plan office to the south of the passage, and three private offices to the north of the passage. Within the large open plan office are a set of restrooms, and a door that opens on to the stairs that lead to the basement. The different internal areas are defined by original wood or wood and glass partition walls, which are in good condition. The interior now features a drop ceiling.

9.1.2 Previously Documented Districts

Five previously recorded architectural districts extend through the AII. They include the following:

- Lincoln Highway (D129)
- Victory Highway (D266)
- US 40 (D265)

- East 4th Street Roadside Historic District (D264)
- Central Pacific Railroad Corridor Historic District (D248)

Descriptive information regarding each of these districts is provided by WCRM (2017) and Mead & Hunt (2017, 2018). Because these districts are located outside the ADI, no additional fieldwork was conducted, and the existing district and individual resource forms were not updated.

9.2 NEWLY RECORDED RESOURCES

9.2.1 Architectural District D437 – Wells Cargo Freight Yard

NCE approached the SHPO Nevada Cultural Resources Inventory System (NVCRIS) Coordinator on October 20, 2022, to determine how best to record architectural resources within the Project area. Based on that consultation, the freight yard has been recorded as a historic district. The NVCRIS Coordinator determined the buildings and structures within the historic district should not receive individual resource numbers as they are scheduled for demolition in the near future. Office building B15585 received a resource number in 2017 (Mead & Hunt 2017) and this has been retained. The B15585 ARA form has been updated and, at the same time, it has been added as an element of D437. The recordation of the historic district was conducted in accordance with the instructions provided by the SHPO (SHPO 2017). The ARA form for the district is provided in **Appendix B**.

Freight Yard

The freight yard is a large open hard surfaced freight yard containing four historic buildings, two modern buildings, several modern temporary buildings and structures, and an internal security fence. It is enclosed by a chain link fence on all sides apart from the northwest, where there is a mid-1970s concrete masonry unit (CMU) wall. The original version of the freight yard was constructed in 1942 and was confined to the west of Threlkel Street, with Threlkel Park baseball field being located to the east of Threlkel Street.

The original freight yard had straight well-defined sides along the east and south, and poorly defined irregular sides along the north and west where it met the edge of a gravel pit that also began operating in the 1940s. It is not clear how the original freight yard was surfaced, but aerial photographs suggest it may have been a dirt lot into the mid-1950s. At some point between 1960 and 1962 the freight yard expanded to the east of Threlkel Street and the baseball field was removed. A 1966 aerial photograph shows the whole freight yard as having a neat surface, but it is unclear what this surface comprised of.

The original expanded area of the freight yard had an almost square plan, following the outer perimeter of the baseball field. Between 1968 and 1978 the “Spaghetti Bowl” intersection between I-80 and I-580 was constructed to the north and east of

the freight yard, which necessitated constructing over the northeastern corner of the expanded freight yard. When the Governor's Bowl Park baseball field was constructed to the northwest of the freight yard in the late-1970s, the boundaries along the north and west of the original part of the freight yard were formalized, and the freight yard's current shape was created. The CMU perimeter wall that runs along the northwest side of the freight yard was constructed in the late-1970s, in conjunction with the construction of Governor's Bowl Park and the associated access road, Line Drive.

Building 2

Building 2 is a large rectangular side gabled, metal frame, brick walled mechanics garage. The long axis of the two-story building is aligned east to west, and it is set upon a concrete pad foundation. The building is located to the west of Threlkel Street in the central part of the original freight yard. According to the Washoe County Assessor the building was constructed in 1946, and the building is visible in an aerial photograph dated to that year. Nova Geotechnical & Inspection Services recently produced a Phase 1 Environmental Site Assessment report of the site and identified Building 2 as having been constructed in 1942 (Nova Geotechnical & Inspection Services 2020:16). When originally constructed the building had a long and thin protruding boiler room in the center of the northern wall. By 1953 the building had acquired a small addition on the southern part of the western side wall, and by 1962 a single-story office block had been added to the center of the southern wall. By 1966 a small free-standing garage building had been constructed immediately west of the building. The small free-standing garage was demolished at some point after 1999, leaving only low concrete foundations.

The front façade of the building is at the south. The single-story office block addition is in the center of the front facade. The western section of the front facade features a metal frame 20-light industrial style window with two 4-light center pivot panels at the western corner, a metal frame 30-light industrial style window with two 6-light center pivot panels, a wide metal door with six small lights in the upper half, a second metal frame 30-light industrial style window with two 6-light center pivot panels, and a wide metal door with six small lights in the upper half is located to the west of the office addition. The door is protected by a pitched metal hood. The eastern section of the front facade features a small garage bay door at the eastern corner, which is now boarded up, three large garage bay doors with replacement overhead roller doors, a metal frame 30-light industrial style window with two 6-light center pivot panels, and a wide metal door with six small lights in the upper half is located to the east of the office addition. The door is protected by a pitched metal hood. The windows on the front façade have rowlock brick windowsills.

The office addition extending from the center of the front facade features a wooden door with three horizontal lights in the upper half at the western corner, accessed from a wide concrete step. East of the door is a row of four adjacent metal frame 4-light awning windows, with one of the windows now housing a small air conditioning unit. Further east there is a second wooden door with three horizontal lights in the upper half, accessed from a wide concrete step. At the east of the wall there is a metal frame 9-light industrial style window with the upper 6-lights being an awning opening panel. The western side wall of the office addition features two adjacent metal frame 4-light awning windows towards the northern corner, and a metal frame 2-light window towards the southern corner that now houses an air conditioning unit. The eastern side wall of the office addition features two adjacent metal frame 4-light awning windows towards the northern corner, and a metal frame 2-light window towards the southern corner that now houses an air conditioning unit. The windows on the office addition have rowlock brick windowsills.

The eastern gable wall features a plain metal security door at the south corner. The central part of the wall features a large metal frame 45-light industrial style window with three 6-light center pivot panels, a metal frame 30-light industrial style window with two 6-light center pivot panels, and a flush wooden door. The northern part of the wall features two adjacent shallow inset sections. The southern inset features a metal frame 15-light industrial style window with a 6-light center pivot panel. The northern inset section is partially occupied by a free-standing electrical box. All of the window openings feature rowlock brick windowsills. The gable is clad in vertical corrugated asbestos-cement panels. The only opening in the gable is a door opening to the south of the midpoint at the base of the gable. The door opening is filled by a wooden 6-panel door, which is accessed from the freight yard via a vertical metal ladder that leads up to a small metal gantry outside of the door.

The northern rear wall is divided into two equally sized parts by the long and thin projecting boiler room that extends out to the north. The western section of the rear wall features four large garage bay doors with replacement overhead roller doors. The eastern section of the rear wall features four large garage bay doors with replacement overhead roller doors. At the eastern corner there is a smaller garage bay door which features a wooden 30-panel door, with 12-lights in its upper panels. The door is now permanently closed, and a crude set of plywood shelves has been attached to the lower part of the door. Metal handles low down on the door indicate that it raised upwards, but the lifting mechanism could not be determined. It is likely that the similarly sized and positioned blocked garage bay at the east end of the front façade originally featured a similar 30-panel wooden door.

The boiler room has a gently sloping single pitch roof. The southern portion, closest to the main part of the building, has brick walls, and the northern portion has CMU

walls. The brick portion of the eastern wall features two metal frame 15-light industrial style windows with 6-light center pivot panels, and a metal frame 10-light industrial style window with a 4-light center pivot panel. The CMU portion of the eastern wall features a metal frame 9-light industrial style window, with a 6-light awning opening panel at the top. The CMU northern end wall of the boiler room features a centrally positioned metal frame 10-light industrial style window with a 4-light center pivot panel. The brick portion of the western wall features two metal frame 15-light industrial style windows with 6-light center pivot panels, and a metal frame 10-light industrial style window with a 4-light center pivot panel. The CMU portion of the western wall features a metal 2-panel door with a concrete step and a metal frame 9-light industrial style window, with a 6-light awning opening panel at the top. At the southeast corner of the boiler room there is a gas meter and an electrical panel with a utility meter, protected by bollards, and a tall cylindrical metal water or fuel tank. The windows on the boiler room have rowlock brick windowsills. The roof of the boiler room is covered with corrugated asbestos-cement sheets with several small vent pipes and a large metal chimney. The roof panels overhang the walls of the boiler room by a small amount on all three sides. It is unclear if the CMU portion of the boiler room is an addition or if it is a direct replacement of an original brick built northern end that had become damaged. The use of the same style of industrial windows and rowlock brick windowsills may favor the idea that the CMU portion is a direct replacement of an original brick-built portion.

The western gable wall features a wide metal door with six small lights in its upper portion at the northern corner. Between the door and the midpoint of the wall there is a set of three adjacent metal frame 15-light industrial style window with 6-light center pivot panels and a continuous rowlock brick windowsill. Immediately south of the midpoint there is a very tall and narrow door opening that has now been neatly boarded up. The southern portion of the wall is concealed by a large addition with a single pitch roof. The gable is clad in vertical corrugated asbestos-cement panels. A large circular metal ventilation hatch with a raising mechanism is located at the base of the center of the gable. A large concrete pad with several metal grate covered sumps is located immediately next to the western gable wall. At the western edge of the concrete pad there are the foundations of a now demolished metal frame workshop or garage building with a metal grate covered sump or oil pit in the center.

The northern side of the addition on the western gable wall extends up to the base of the gable, and its roof slopes down to the south. The walls of the addition are clad in corrugated asbestos-cement panels, with some replacement galvanized corrugated sheets. The northern wall features a centrally positioned metal frame 32-light industrial style window with a 4-light center pivot panel. The western wall features a centrally positioned wide plain metal door, flanked by two metal frame-

32 light industrial style windows. A small wood lined hatch or window was located at the southern corner of the western wall. It has been blocked up with an internal wooden board. The southern wall features a centrally positioned metal frame 20-light industrial style window with a 4-light center pivot panel. A small wood lined hatch or window was located towards the eastern corner of the southern wall. It has been blocked up with an internal wooden board. The gently sloping single pitch roof is covered by corrugated asbestos-cement sheets.

The moderately pitched side-gable roof of the main building is covered with asbestos-cement sheets. It has short overhangs on all sides. There are two large skylights on each pitch, and two large ventilators are positioned towards either end of the ridgeline, which all appear to be original features. A set of more recent multiple floodlights are positioned at the apex of each gable to illuminate the freight yard on the north side of the building. A relatively recent double-sided commercial sign is in the middle of the ridgeline, with lights to illuminate both sides located further down the roof.

There is a collection of electrical supply components located at the northern end of the east gable wall. The components are a tall utility pole, a large freestanding electrical panel (which extends into the inset area at the north of the adjacent gable wall), and a transformer box. The features are set on a small concrete pad and a total of nine bollards are arranged in a semi-circle around the edge of the pad.

Building 3

Building 3 is a large rectangular side-gable metal frame trucking transfer station. The building is clad with vertical ribbed metal siding, and it is set upon a raised concrete plinth foundation. The building is located to the east of Threlkel Street, in the southwestern portion of the extension to the freight yard. According to the Washoe County Assessor the building was constructed in 1964, and the building is visible in an aerial photograph dated to 1966.

The front façade of the building is at the west, facing onto Threlkel Street. The main entrance to the building is located towards the southern corner of the western wall. It consists of a pair of adjacent metal doors with large glass lights in their upper halves. The doors are accessed via two sets of concrete steps which lead up, from the north and south respectively, to a small stoop. The western side of the steps and the stoop feature a metal handrail. To the south of the doors there are two adjacent, medium size, metal frame 2-light sliding windows. An electrical panel with a utility meter is located to the south of the doors and north of the window. To the north of the door there is a second pair of adjacent, medium size, metal frame 2-light sliding windows, which are partially boarded up. The remainder of the west wall of the building features ten regularly spaced large loading bay doors with overhead roller doors. The northernmost loading bay door features a folding metal loading ramp with large rubber bumpers. The remaining loading bay doors feature

metal brackets where loading ramps were previously mounted. The loading ramp and the brackets are mounted at the top of the concrete plinth foundation, approximately four foot above the surrounding ground surface.

The northern gable wall features a metal security door at the western corner and three regularly spaced loading bay doors. The security door at the west is accessed by a set of metal steps with metal handrails. The loading bay door to the west of the midpoint has been infilled with vertical ribbed metal sheeting, and the infilled panel features a centrally positioned metal security door. The door is accessed via a temporary metal disabled access ramp leading up from the northeast corner of the building. The other two loading bay doors feature overhead roller doors with folding loading ramps and rubber bumpers.

The rear wall at the east features ten regularly spaced large loading bay doors with overhead roller doors, which occupy most of the wall apart from the southern portion. The loading bay doors feature folding metal loading ramps with large rubber bumpers. The loading ramps are mounted at the top of the concrete plinth foundation, approximately four foot above the surrounding ground surface. The southern section of the wall, beyond the loading bay doors, features two medium sized metal frame 2-light sliding windows. The northern window is boarded up and the southern window is protected by a heavy metal mesh.

The southern gable wall is largely obscured by two recently positioned temporary office buildings. A large metal framed 2-light window is located towards the western corner of the wall. Wooden boards attached to the center and eastern corner of the wall presumably conceal two further windows.

The side-gable roof has a very low pitch with wide overhanging unboxed eaves along the front and rear walls of the building. The overhangs are supported by I-beams which are part of the main roof structure extending beyond the walls. The roof is flush with the gables at the north and south of the building and closed off with metal flashing. The roof is covered with corrugated metal sheets. Three large air conditioning units are located towards the southern end of the roof. The section of the roof overhanging the entrance on the front façade features a metal gutter with two downpipes running under the overhang and then down the walls. A continuous metal gutter runs along the edge of the roof along the overhanging roof along the eastern wall, but no downpipes remain intact.

Building 4

Building 4 is a large metal frame side-gable shed located at the northern boundary of the freight yard and 45-meters north of Building 2. It was constructed between 1974 and 1978, when it first appears on aerial photographs. The shed is clad in vertical ribbed metal siding. The front façade of the shed is at the south and features a large off-center set of sliding doors. The eastern gable wall features a

large set of sliding doors. The west gable wall and the rear northern wall are plain. The low-pitched side-gable roof is covered by ribbed metal sheets, has short overhangs at the north and south, and is flush with the gables at the east and west.

Structure 2 - Perimeter Fence and Wall

The perimeter of the freight yard is defined by a tall chain link fence topped by multiple strands of barb wire and a CMU wall. The north, northeast, east, and the southern side of the eastern extension of the freight yard are defined by a chain link fence which also stands around 6-foot tall and has multiple strands of barb wire at the top. The southern side of the original western part of the freight yard is largely marked by the CMU-built rear wall of the mid-990s recreational vehicle (RV) storage shed, which was built over the existing perimeter fence. Short stretches of chain link fence connect the southeast and southwest corners of the RV storage shed to the entrance to the freight yard on Threlkel Street to the east, and to the CMU wall along Line Drive to the west. The CMU wall runs along the west and northwest sides of the original freight yard to the west of Threlkel Street. It consists of a mixture of grey and pink CMU blocks laid in a running bond and the wall stands around 6-foot tall. Both the CMU wall and the chain link fence are replacements for earlier perimeter features and appear to have been constructed in the 1970s, in association with the construction of the Spaghetti Bowl intersection and the Governors Bowl Park baseball field in the areas adjacent to the freight yard.

Structure 3 - Interior Security Fence

The Internal Security Fence consists of three sections of modern chain link fence that follow a zig-zag course from north to south across the parcel, forming a barrier to stop ingress into the freight yard from Threlkel Street. The first section of the fence runs from the west side of Building 4 to the west side of the boiler room at the north of Building 2. The second section runs from the eastern side of the front addition on the southern side of Building 2 to the northeast corner of B1558. The third section runs from the southeast corner of B1558 towards the northeast corner of the Sandman Motel (B15584) where it connects to the Structure 2, the perimeter fence. All three sections of the fence are approximately 6-foot tall, have plastic privacy strips, and have multiple strands of barb wire at the top. Two large gates allow controlled access into the freight yard to the north and south of Building 2. The fence first appears on aerial photographs in 1999 and it divided the freight yard into two halves, with an RV storage facility occupying the western half and the eastern half continuing to operate as a freight yard.

9.2.2 Architectural Landscape C408 - Governor's Bowl

Governor's Bowl Park baseball field is located to the north of East 4th Street and south of I-80, with the Spaghetti Bowl intersection to the east. Governor's Bowl Park occupies two adjacent parcels, APN 008-211-47 and APN 008-211-48, and

consists of three major elements, the baseball field, a parking lot, and an access road called Line Drive. The site was in good condition until as recently as November 2020, but during 2021 it began to be used as a staging area for works occurring at the adjacent Nevada Cares Campus site, and in 2022 the site began to be prepared to be occupied by the Safe Camp facility that is part of the planned expansion of the Nevada Cares Campus.

Governor's Bowl Park was originally constructed within the southern portion of a gravel pit that operated between the 1940s and the 1960s. The gravel pit was closed ahead of the construction of the Spaghetti Bowl intersection in the 1970s, and the western leg of the intersection was constructed across the northern half of the gravel pit. Work on Governor's Bowl Park was completed by 1978 when it was captured on an aerial photograph. The playing field was created at the bottom of the gravel pit, with steep banks that rise to the original ground surface on all sides. The home plate and the backstop were in the southwest corner, with small bleachers incorporated into the adjacent banks to the south and west. Wide concrete paths ran along the top of the banks at the south and west, where spectators could set up chairs, tables, and barbeques etc. Low chain link fences ran along the top of the banks surrounding the playing field, preventing access to the banks. The baseball field had a purpose-built access road, Line Drive, which ran northwards from 4th Street to the southwest corner of the field, and then turned to run northeast along the southern side of the field to reach a triangular parking lot. A precast concrete restroom was added to the west side of the baseball field in 1980. At some point flood lights were added to illuminate the playing field.

When surveyed in October 2022 the site was found to be in a much-altered condition, and no longer recognizable as a baseball field. The playing field was no longer extant, with up to 12-foot of fill material having been deposited to create a new building surface for the Safe Camp facility. The banks around the playing field and the low chain link fences at the tops of the banks are still present but the bleachers, floodlights, and the backstop have all been removed. The paths along the tops of the banks at the south and west are currently the location of 'Mod Pods', small 8-foot square prefabricated residential units.

Accessory Resource 1 is Line Drive, a paved road that connects the parking lot, Accessory Resource 2, to East 4th Street. The road is largely unaltered. Current plans for the site will involve the removal of the eastern portion of Line Drive running along the southern side of the baseball field.

Accessory Resource 2 is the short chain link fence that runs along the tops of the banks surrounding the baseball field. It is approximately 4-foot tall and is currently largely intact.

Accessory Resource 3 is a paved triangular parking lot accessed by Line Drive. The parking lot is largely unaltered, but only features three out of an original six flood

lights. The parking lot is currently used by as a temporary NDOT construction crew parking lot, staging area, and temporary office facility, and numerous mobile office units have been placed in the central part of the parking lot. These facilities will be removed when ongoing NDOT work on the adjacent Spaghetti Bowl intersection is completed, and the parking lot will then be incorporated into the Nevada Cares Campus.

Accessory Resource 4 is a cast concrete restroom that is located to the west of the baseball field. It is accessed from the concrete path that runs along the top of the western bank. The front façade of the restroom is at the east. It features a wide central doorway leading to a passage that provides access to a central utility room with male and female restrooms are located at either end of the passage. The doorway is now covered by a metal mesh door which is not original. To either side of the doorway there are large circular window openings that illuminate the passage, but which do not appear to have ever been glazed. The other external walls are plain. The building has a moderately sloping single pitch roof, which slopes down to the west. The roof appears to be covered with flat metal sheeting. The restroom is likely to be retained for use by the expanded Nevada Cares Campus.

10 National Register Eligibility Recommendations

10.1 EVALUATION CRITERIA

For a resource to be considered eligible for the National Register, it must meet one or more of the following significance criteria:

- Criterion A—properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B—properties that are associated with the lives of persons significant in our past;
- Criterion C—properties that embody the distinctive characteristics of a type, period or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction;
- Criterion D—properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition, a resource must retain sufficient integrity to convey its significance. Resources that have been substantially altered may not retain sufficient integrity to reflect their original character. Integrity may be diminished by a single major change or a cumulative effect of numerous minor changes. There are seven aspects or qualities that in various combinations define integrity. A resource that retains its integrity will possess several, and usually most, of the following aspects:

- Location—refers to the place where the historic resource was constructed or the specific place where the historic event took place. It involves relationships between the resource and place.
- Setting—refers to the general physical environment of a historic property. It refers to the character of the place in which the resource played its historical role.
- Design—refers to the combination of elements that create the form, plan, space, structure, and style of a property.
- Materials—refer to the physical elements that were combined or deposited during a particular period and in a particular pattern or configuration to form a historic property.
- Workmanship—refers to the physical evidence of craftsmen’s labor and skill in constructing or altering a building, structure, object, or site.
- Feeling—refers to the quality a historic resource has in evoking the aesthetic or historic sense of a past period of time.
- Association—refers to the direct link between a property and an important historic event or person.

More detailed evaluation criteria are provided by WCRM (2017) and Mead & Hunt (2018).

10.2 RECORDED RESOURCES

10.2.1 Architectural Resource B15585 (Update)

B15585 is one of two buildings constructed in the early 1940s as part of a Wells Cargo trucking company facility on the north side of East 4th Street. The building lies within District D437, the Wells Cargo Freight Yard District. Prior to the construction of B15585, the large mechanics garage Building 2, and the associated freight yard, the area had been a part of several rather irregular agricultural fields, with Threlkel Park Baseball Field (constructed in 1930) lying to the immediate east. The area represents the boundary zone between the City of Reno and the City of Sparks, and development had been spreading along East 4th Street from both directions since the early-1900s, with this area being the final undeveloped land adjacent to the main road. By the early 1950s the southern side of East 4th Street had been occupied by a row of motels, and the conversion of this area from rural to urban had been completed. The Wells Cargo trucking company operation expanded in 1961 to take over the site of Threlkel Park following the death of the owner, Jack Threlkel (Henrick 2017). By 1966 a large trucking transfer station (Building 3), had been built on the expanded property.

Wells Cargo Inc. was a trucking firm founded in 1935 by Howard A. Wells Sr. and his two brothers, Joseph W. and Robert C. Wells. The firm continues to operate today with their headquarters now located in Las Vegas. Wells Cargo Inc. claim to hold the lowest-numbered active contractor's license in the state of Nevada and the current CEO, Guy Wells, is the grandson of Howard A Wells. Joseph W. Wells was the father of Dawn Elberta Wells, who was the 1959 Miss Nevada winner and subsequently an actor who's most famous role was Mary Ann on the popular TV show Gilligan's Island. The firm operated the site continuously up until 1989, and between 1989 and 2020 it leased various parts of the property to several different businesses.

B15585 was previously recorded by Mead & Hunt (2017), who stated, "The property remains at its original site in an urban, commercial area and thus retains integrity of location, setting, feeling, and association. The integrity of design, materials, and workmanship is slightly diminished" (Mead & Hunt 2017). Having examined the building in more detail than was permitted during the 2017 survey, NCE identified the building as being less altered than was previously suggested, with most features including the doors, windows, and internal arrangements being largely original. NCE recommends the building retains integrity of location, design, materials, and workmanship. It is noted the construction of the Spaghetti Bowl intersection to the north and east of the freight yard had a dramatic impact on the visual outlook of the freight yard and its associated buildings, and the construction of a large RV storage shed in c.1999 had a further impact on the visual impact, introducing a large physical barrier that separates the original western half of the

site from East 4th Street. The development of the first phases of the Nevada Cares Campus since 2020 have impacted the site even further. NCE recommends B15585 no longer retains integrity of setting, feeling, or association.

B15585 is not known to be strongly associated with any events important to history. It is associated with the development of the adjacent US-40 as a transportation corridor during the 1940s, but it is one of several buildings with that association and is not distinguished from them in any significant way. B15585 is not known to be meaningfully associated with any persons important to history. B15585 is a typical small industrial office building of the 1940s, with its design having a strong overlap with the residential architecture of the period. Although B15585 is a well-preserved example of this type of building, such buildings are relatively common and B15585 is not distinguished in its own right. The current recording of B15585 appears to have exhausted the research potential of this building, and further investigation is unlikely to answer any specific research questions. Therefore, B15585 is not recommended for National Register listing under Criterion A, B, C, or D.

Although not recommended as eligible for individual National Register listing, the building is part of historic district D437, the Wells Cargo Freight Yard District. Because B15585 dates from the initial phase of activity at the freight yard, and because it has retained integrity of location, design, materials, workmanship, it is recommended by NCE as a contributing element of the historic district, alongside Building 3 and Building 4. However, the cumulative impacts of the construction of the Spaghetti Bowl intersection, the RV storage shed, and the buildings associated with the Nevada Cares Campus, NCE recommends D437, the Wells Cargo Freight Yard District is not eligible for National Register listing under any of the criteria (Rathbone & Laitinen 2022).

10.2.2 Architectural District D437 – Wells Cargo Freight Yard

District D437 is a freight yard owned and operated by Wells Cargo, Inc. between 1942 and 2020, and subsequently sold to the City of Reno. The freight yard is located on the north side of East 4th Street in what was the final undeveloped area along 4th Street between Reno and Sparks. Prior to development of the area in the 1940s, it had been a part of several rather irregular agricultural fields, with Threlkel Park Baseball Field (constructed 1930) lying to the immediate east. The area represents the boundary zone between the City of Reno and the City of Sparks, and development had been spreading along East 4th Street from both directions since the early 1900s, with this area being the final undeveloped land adjacent to the main road. By the early 1950s the southern side of East 4th Street had been occupied by a row of motels, and the conversion of this area from rural to urban had been completed.

Wells Cargo, Inc. was a Reno based trucking firm founded in 1935 by Howard A. Wells Sr. and his two brothers, Joseph W. and Robert C. Wells. The firm continues to operate today with their headquarters now located in Las Vegas. Wells Cargo claim to hold the lowest-numbered active contractor's license in the state of Nevada and the current CEO, Guy Wells, is the grandson of Howard A Wells. Joseph W. Wells was the father of Dawn Elberta Wells, who was the 1959 Miss Nevada winner and subsequently an actor who's most famous role was Mary Ann on the popular TV show Gilligan's Island. The firm operated the site continuously up until 1989, and between 1989 and 2020 it leased various parts of the property to several different businesses.

The original version of the freight yard had well defined boundaries at the south and east, marked by fences of some kind that are visible in 1946 and 1953 aerial photographs. The boundaries to the north and west where the freight yard abutted a gravel pit that was also developed in the early 1940s were poorly defined. It is unclear how the freight yard was surfaced in the early period. In 1960 or 1961, Threlkel Park was purchased by Wells Cargo, Inc., following the death of its owner, local businessman Jack Threlkel (Henrick 2017). By 1962, the freight yard had been expanded to the east of Threlkel Street, incorporating the whole area of the former baseball field. The fence running along the eastern side of the original freight yard is no longer visible in a 1962 aerial photograph, which shows the eastern expansion. By 1966, the yard had been resurfaced and obtained more formal definition of its edges, with a rectangular area to the west of Threlkel Street, which featured a truncated corner at the northwest next to the gravel pit, and a square area to the east of Threlkel Street, occupying the former baseball field. The southern, eastern, and northern sides of the eastern extension were defined by fences that aligned with the fence on the southern side of the western part of the freight yard. When the Spaghetti Bowl intersection was constructed in the early 1970s, the slip road at the southwest was constructed over the northeast corner of the eastern part of the freight yard, giving the freight yard its current distinctive six-sided shape, effectively an east to west aligned rectangle with truncated corners at the northeast and northwest.

The first building on the site was a large mechanics garage (Building 2) constructed in 1942, in the center of the original version of the freight yard to the west of Threlkel Street. The following year a small office building (B15585) was constructed near the southeast corner of the original version of the freight yard, adjacent to Threlkel Street (Nova Geotechnical & Inspection Services 2020:16). At some point between 1964 and 1966 a large Trucking Transfer Station (Building 3) was constructed close to the southwestern corner of the eastern extension of the freight yard. At some point between 1974 and 1978 a small metal clad shed (Building 4) was constructed at the northern boundary of the freight yard, to the west of Threlkel Street and adjacent to the truncated northwestern corner of the freight

yard. A chain link perimeter fence was constructed around the eastern extension of the site and the northern part of the original part of the freight yard, and a CMU wall was constructed around the west and northwest sides of the original western part of the freight yard. These structures are assumed to be part of the overall Spaghetti Bowl construction effort, with the CMU wall relating to the construction of Line Drive, the access road for the adjacent Governor's Bowl Park (C408) baseball field.

Between 1994 and 1999, two large buildings were added to the western part of the freight yard. A long rectangular RV storage shed was constructed along the southern boundary to the west of Threlkel Street. The rear wall at the south of the RV storage shed appears to have replaced the central section of fence along the southern boundary of the western part of the freight yard. A second long rectangular building or structure was constructed along the northwestern truncated corner, but this building had been removed by 2006 and no other details of the structure are known. Given how rapidly it was removed, this may have been an elongated shade structure. Around the same time frame a chain link fence was constructed running from Building 4 to Building 2, from Building 2 to B15585, and from B15585 to the southern boundary fence. The chain link fence controls access into the western half of the freight yard from Threlkel Street via a pair of large gates.

In 2020, the eastern half of the freight yard was purchased by the City of Reno for use as an emergency shelter location during the Covid epidemic, a facility now known as the Nevada Cares Campus. By June 2021, a large semi-permanent Sprung Building was constructed around the eastern perimeter of the extension to the freight yard. The building consists of a metal arched frame with a stretched membrane skin. Numerous temporary structures have subsequently been placed on the site, including a large mess tent and a profusion of portable modular offices. In October 2022 work was being undertaken constructing two CMU-built toilet blocks adjacent to the Sprung Building, to which they will be directly connected via covered walkways. It is currently intended that B15585, Building 2, Building 3, and Building 4 will be demolished and replaced by a large expansion of the Nevada Cares Campus. Simultaneous to the work on the freight yard, the Governor's Bowl Park baseball field, located to the immediate northwest has been re-developed as another extension of the Nevada Cares Campus.

The freight yard has been recorded as a historic district following consultation with the NVCRIS Coordinator on October 20, 2022. The NVCRIS Coordinator determined the buildings and structures within the historic district would not receive individual resource numbers as the buildings are scheduled for demolition. The office building received a resource number in 2017 (B15585) and this has been retained (Mead & Hunt 2017). The assessment of the historic district was undertaken in accordance

with the Instructions for the Architectural Resource Form document produced by Nevada SHPO (2017).

The freight yard has not retained a high level of integrity, and arguably only retains integrity in two areas. The original western portion of the freight yard largely reflects the original location of the freight yard in the 1940s, although the northern and western boundaries were not formalized until several decades later. The eastern extension of the freight yard effectively doubled the size of the facility, but this occurred more than 50 years ago, and reflects an expansion of the original operation rather than a change of purpose. The freight yard retains integrity of location. The freight yard was constructed to the north of a major transportation corridor US 40, which has a national level of significance as the final iteration of the first transcontinental highway route, the Lincoln Highway (D129), as the route of the second iteration of the transcontinental Highway, Victory Highway (D266), and the third iteration of the transcontinental highway, US-40 (D265). Historic District D264, Lincoln Highway/Victory Highway/US 40, East 4th Street (Threlkel Street to Montello Street) Roadside Historic District is located along the same stretch of US-40 as the freight yard (Mead & Hunt 2018:7). The freight yard still possesses a direct connection to US-40 via the original Threlkel Street entrance and therefore retains integrity of association.

In contrast, the construction of the CMU perimeter wall at the northwest, the RV storage building at the southwest, the Governor's Bowl Park baseball field to the immediate northwest, the construction of the Spaghetti Bowl intersection and the first elements of the Nevada Cares Campus have had very dramatic impacts on the setting and feeling of the site. The freight yard does not possess integrity of setting or feeling. The regular maintenance and re-surfacing of the freight yard, the removal of the original perimeter fence, the construction of replacement fences and a wall around the perimeter of the freight yard, and the construction of an internal security fence within the original western portion of the freight yard means that the freight yard lacks integrity of materials, and workmanship. Finally, the loss of the northeast corner of the freight yard during the construction of the Spaghetti Bowl intersection is also important, as the distinctive plan of the freight yard is not an original feature, and the freight yard does not retain integrity of design.

Four historic age buildings are located within the boundaries of the freight yard. B15585, Building 3, and Building 4 have high levels of integrity in all regards except setting. As such these three buildings are recommended to be contributing elements of the district. However, the largest of the historic buildings - Building 2 - has a poor level of integrity, having several additions and the prominent loading door bays all being modern replacements. Building 2 is recommended as a non-contributing element of the district, because of its poor condition.

The freight yard is not known to be strongly associated with any events important to history. It is associated with the development of the adjacent US-40 as a transportation corridor during the 1940s, but it is one of a large number of such facilities in the area with that association and it is not distinguished from them in any significant way. The freight yard is not known to be meaningfully associated with any persons important to history. The association with the Wells family is of some interest, but they were member of a large group of business owning families in the Reno area, and the family's only member known to be a historically important figure, Dawn Wells, does not have a strong connection to this location. The freight yard is a poorly preserved example of a common type of transportation related facility, and many similar facilities exist along the main transportation corridors running through Reno. The current recording of the freight yard appears to have exhausted the research potential of this resource, and further investigation is unlikely to answer any specific research questions. The freight yard is not recommended for National Register listing under Criterion A, B, C, or D.

10.2.3 Architectural Landscape C408 – Governor's Bowl

The location later occupied by Governor's Bowl Park baseball field was farmland until the mid-1940s, when it began to be operated as a gravel pit. The gravel pit was closed ahead of the construction of the Spaghetti Bowl intersection in the 1970s. The western leg of the intersection was constructed across the northern half of the gravel pit. The southern half of the gravel pit became a somewhat stranded piece of land located between I-80 to the north, the intersection to the east, the 1940s freight yard (D437) to the south, and a mixed residential and light industrial area to the west. The site was accessible only from the terminal of East 7th Street to the west.

The site was developed into Governor's Bowl Park during the mid-1970s, with work having been completed by 1978 when the completed site is depicted on an aerial photograph. The facilities included a sunken baseball field surrounded by neatly graded banks, a purpose-built access road, Line Drive, which connected the site to 4th Street, and a parking lot. A baseball field which hosted semi-professional games, Threlkel Park, had been located a short distance to the southeast of the site of the Governor's Bowl Park from 1930 through to 1960 when it was lost to an eastwards expansion of the freight yard (Henrick 2017; Nevada Historical Society Docent Council 2011:115). By the time Threlkel Park was demolished the focus of baseball in the area had shifted to Moana Stadium (Barber 2018), but Governor's Bowl Park may have been conceived as a partial replacement for the earlier baseball field. Governor's Bowl Park was extant until 2020, but in 2021 it began to be used as a staging area for building work associated with the Nevada Cares Campus to the south, and it is currently being developed as the location of an expansion of the Nevada Cares Campus.

Governor's Bowl Park was evaluated with regard to National Register Bulletin 18 – Historic Landscapes (Keller & Keller, n.d.), which specifically identifies sports grounds as a type of Historic Landscape. Had Governor's Bowl Park been in pristine condition when it was surveyed it seems doubtful whether it would have met the standards specified for National Register eligibility as a Historic Landscape because it was never an 'exemplary representative' of a Baseball Field and because it is not known to have any specific social significance or to have associations with important historic people or events (Keller & Keller, n.d.:3). The results of the survey rendered any such considerations to be entirely moot, as the site was found to be so lacking in integrity it could not even be recognized as a baseball field.

Governor's Bowl Park has been heavily impacted by recent developments associated with the Nevada Cares Campus. The playing field that was originally created in the base of the gravel pit has been buried under approximately 12-foot of fill material to create a new surface for future construction. Most of the structures associated with the playing field have been removed or buried, including the infield features, the backstop, and the floodlights. The banks surrounding the playing field remain partially intact, although their lower portions have been buried and the two sets of bleachers that were located on the banks have been removed. The road leading to the baseball field, the parking lot, and the toilet block are intact and have so far only been subject to temporary alterations. Governor's Bowl Park is lacking in every aspect of integrity, due to the recent changes that have occurred to the site. Although some features remain intact, the site is no longer identifiable as a baseball field, and it lacks integrity of design, materials, workmanship, and feeling. The burial of the playing field under a deep layer of fill means that it no longer possesses integrity of location. Changes to the surrounding area that have occurred during the development of the Nevada Cares Campus mean that Governor's Bowl Park does not possess integrity of setting. Integrity of association is not pertinent to this site.

The construction of Governor's Bowl Park was not a significant historical event, and its construction was not strongly associated with any historically important persons. Recent changes to the site mean that its original form has been lost and only fragmentary pieces of the facility survive. The site no longer embodies the distinctive characteristics of a baseball field. Further investigation of this site is not likely to yield information important to history. Governor's Bowl Park is not recommended as being eligible for National Register listing under criterion A, B, C, or D. Governor's Bowls Park was a relatively late addition to the area, constructed when a small piece of otherwise problematic land became available to the City of Reno for recreational use. The site does not relate strongly to any of the surrounding properties. Governor's Bowl Park is not recommended as being a contributing element of a historic district.

10.2.4 Historic Districts

WCRM (2017) and Mead & Hunt (2018) addressed three districts collectively. The three districts represent the Lincoln Highway (D129), the Victory Highway (D266), and US 40 (D265). The segment of roadbed within the Project area retains its character-defining features and sufficient integrity to convey a direct and important association with two named highways, the Lincoln Highway and Victory Highway, and an early numbered highway, US 40. WCRM (2017) and Mead & Hunt (2018) recommended that the portion of the roadway corridor located adjacent to the Project area contributes to the Lincoln Highway/Victory Highway/US 40 district's eligibility based on Criterion A. Based on this recommendation, the FHWA made the determination that the segment was National Register eligible based on Criterion A. The SHPO concurred with that determination.

The East 4th Street (Threlkel Street to Montello Street) Roadside Historic District (D264) possess significance for its direct association with the commercial development of the Lincoln Highway, Victory Highway, and US 40 corridor. The district demonstrates a geographically contiguous concentration of resources united historically by their physical development along the roadbed that collectively illustrate the range of functions and/or services provided to the traveling public along the route. Individual contributing resources within the district have undergone alterations over time but collectively retain a sufficient degree of integrity to convey their significance and contribute to a sense of time and place. WCRM (2017) and Mead & Hunt (2018) recommended that the district was eligible based on Criterion A in the areas of Commerce and Transportation. Based on this recommendation, the FHWA made the determination that the segment was National Register eligible based on Criterion A. The SHPO concurred with that determination.

The CPRR was a part of the main line of the first transcontinental railroad, which was constructed through the Reno area in 1868. The SHPO has assigned the CPRR resource number D248. The segment of the CPRR adjacent to the present study area features a double-tracked main line with siding tracks and minor small-scale, rail-related features such as signal lights, barriers, and electrical boxes. The segment of the CPRR corridor within the Project area was evaluated as a linear historic district. WCRM (2017) and Mead & Hunt (2018) recommended that the CPRR segment within the vicinity of the present Project is eligible at the state and local levels of significance under Criterion A in the area of Transportation. Based on this recommendation, the FHWA made the determination that the segment was National Register eligible based on Criterion A. The SHPO concurred with that determination.

11 Finding of Effect

Effects to National Register listed or eligible properties can be direct (demolition, for example) or indirect (visual or auditory, for example) and are defined as any action that would adversely affect the characteristics of a property that make it National Register eligible.

A survey was conducted to document architectural resources located within the APE associated with the proposed Project. Three architectural resources are present within the ADI and five other architectural resources are located within the AII.

- Area of Direct Impact
 - Architectural Resource B15585 – Not eligible
 - Architectural District D437: Wells Cargo Freight Yard – Not eligible
 - Architectural Landscape C408: Governors Bowl – Not eligible
- Area of Indirect Impact
 - Architectural District D129: Lincoln Highway – Eligible, Criterion A
 - Architectural District D266: Victory Highway – Eligible, Criterion A
 - Architectural District D265: US 40 – Eligible, Criterion A
 - Architectural District D264: East 4th Street Roadside Historic District – Eligible, Criterion A
 - Architectural District D248: Central Pacific Railroad – Eligible, Criterion A

Architectural resources within the ADI are not eligible for listing on the National Register. As a result, the proposed Project will not have a direct impact on National Register eligible properties.

The Project area is in a complex urban environment, with a large number of previously recorded historic-age architectural resources in the immediate vicinity. In November 2022 NCE staff conducted a visibility survey in the vicinity of the Project area. The goal was to identify the extent of the area where the top of the Sprung Building was clearly visible. The Project will involve the construction of numerous new buildings, which will range in height between 20-foot and 34-foot. To assess the visibility of these Project elements, the top of the Sprung Building was used as a proxy for the approximate height of the ridgeline of the tallest of the proposed new buildings. The locations visited by NCE are presented in **Appendix C: Figure 1**.

It was apparent the areas to the north of I-80 and east of I-580 did not have a visual connection to the Project area, (**Appendix C: Photographs 1-4**), with the raised roads entirely blocking the line of sight.

The Sprung Building was visible from various positions along Montello Street (**Appendix C**: Photographs 5-7), but the views were largely blocked by intervening buildings. From locations west of Montello Street the top of the Sprung Building was extremely difficult to identify. The very top of the Sprung Building was just visible from the eastern end of the City of Reno Public Works Corporation Yard, which is located to the south of the railroad (**Appendix C**: Photographs 8-9).

Traversing along East 4th Street (**Appendix C**: Photographs 10-20), it appears unlikely that historic resources at the west end of District D264 would be adversely affected by the continuing development of the Nevada Cares Campus; existing tall buildings largely block the view to the Project area (**Appendix C**: Photograph 14). The central area of the historic district contains four resources, the Sandman Motel (B15584), the Highway 40 Motel (B15537), the Farris Apartments (B15568), and the Everybody's Inn Motel (B15569), that are close to the Nevada Cares Campus. Because the proposed new buildings will be largely concealed behind the existing RV storage building (**Appendix C**: Photograph 17), the impact to these adjacent properties is likely to very minimal. Also, none of the new buildings will impact on the intervisibility of the District D264 resources to each other. It should be noted that the views outwards from these resources have already been impacted by the construction of I-80 and I-580, and they have not retained their original views.

A single historic-age resource is located at the eastern end of District D264, a gas station that has been converted into a smog testing facility (B15573). The massive, raised roadbed of I-580 looms over this resource, and it is located immediately west of the three flyovers that carry I-580 over East 4th Street and the railroad. The recently constructed Sprung Building is highly visible from this resource but will partially block the view towards and the new Project buildings. Outward views from this resource have been impacted by the construction of I-80 and I-580, and numerous non-period buildings. The building has not retained its original views.

Based on results of the visibility survey, NCE recommends the visual impact of the Project to architectural resources within the AII does not rise to the level where it would be considered adverse. Restricted lines of site in the dense urban environment mean that the number of resources which could potentially be affected by the Project is quite low. Where Project elements are visible, they will represent a small intrusion in an increasingly cluttered viewshed. The impact to architectural resources will be minor, and they are not predicted to constitute an effect on resources where cumulative effects of decades of development in the area have already drastically altered the original outlook.

Based on these considerations, it is recommended that the proposed Project will have no direct or indirect effect on architectural resources designated as historic properties and meets the definition of "no historic properties affected," as that term is defined in 36 CFR Part 800.4(d)(1).

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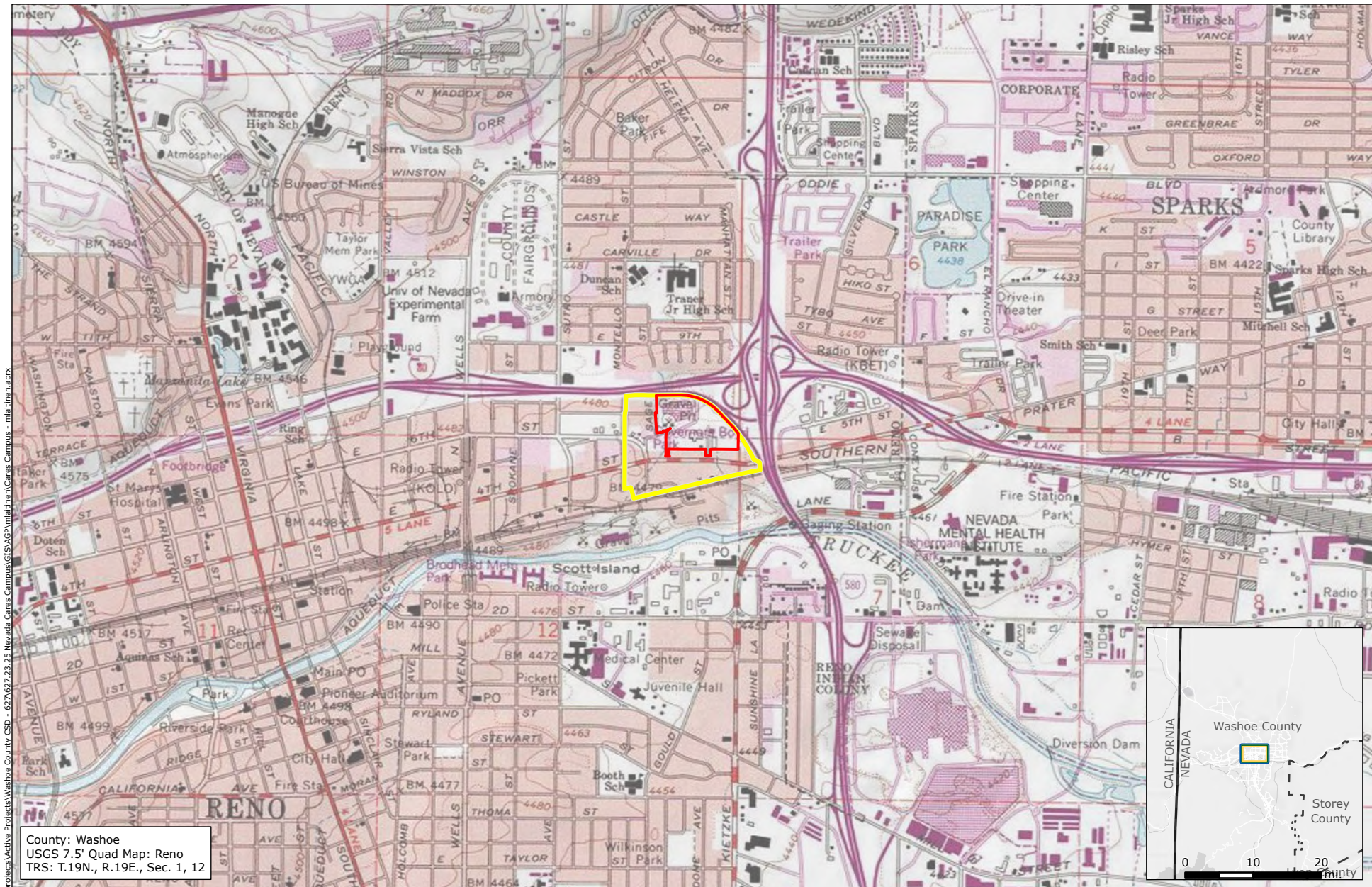
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Appendix A

REPORT FIGURES

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County: Washoe
 USGS 7.5' Quad Map: Reno
 TRS: T.19N., R.19E., Sec. 1, 12

- Legend**
- Direct APE
 - Indirect APE



Nevada Cares Campus Project
 Reno, Nevada
 Area of Potential Effect (APE) Location Map

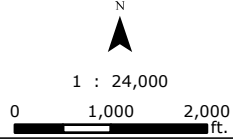


FIGURE
1

SOURCE
 ESRI USGS Topo Maps

JOB NUMBER
 833.22.25

DRAWN
 mlaitinen

DATE
 10/20/2022

REVISED
 -

APPROVED
 sdavenport

Document Path: \\NCE-RCH-PEER\projects\active\Projects\Washoe County_CSD - 627AG27.23.25 Nevada Cares Campus\GIS\ASPP\mlaitinen\Cares Campus - mlaitinen.aprx



Legend

- Direct APE
- Indirect APE
- Parcel

SOURCE
ESRI Aerial Basemap

Nevada Cares Campus Project
Reno, Nevada

APE Detail Map

JOB NUMBER 627.23.25	DRAWN mlaitinen	DATE 10/20/2022	REVISI 10/28/2022
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N

1 in. = 300 ft.

FIGURE
2

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Appendix B

ARA FORMS

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Architectural Resource Assessment (ARA) Form

For SHPO Use Only		SHPO Concurrence?: Y / N		Date:	
Survey Date	10/4/2022	Recorded By	S Rathbone and M Laitinen	Agency Report #	

1. Property Type

Building <input checked="" type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
--	------------------------------------	---------------------------------	--

2. Property Overview and Location

Street Address		1775 4 th Street			
City, Zip		Reno, 89512			
County		Washoe			
Assessor's Parcel #		008-211-50		Subdivision Name	
UTM Location (NAD 83, UTM Zone 11 North)			Easting: 260121mE		Northing: 4379802mN
USGS Info	Township: 19N	Range: 19E	Section: 12	USGS 7.5' Quad & Date: Reno 1992	
Ownership	Private <input type="checkbox"/>	Public-Local <input checked="" type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>
Should the property's location be kept confidential?			Yes <input type="checkbox"/>		No <input checked="" type="checkbox"/>

3. Architectural Information

(Insert primary photograph below.)

Construction Date	1943	
Architectural Style	No style	
Architectural Type	Industrial office	
Roof Form	Pyramid	
Roof Materials	Composition shingles	
Exterior Wall Materials	Brick	
Foundation Materials	Concrete	
Window Materials	Wood	
Window Type	Triple hung	
Accessory Resources?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
	Number?:	



Condition of Resource(s)?		
Good <input checked="" type="checkbox"/>	Fair <input type="checkbox"/>	Poor <input type="checkbox"/>
Explanation: The building has received few modifications and retains most original features both internally and externally.		

4. NRHP Eligibility - Existing Listings, Districts, & Potential Districts

Is the property listed in the National Register?		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If yes, provide:	Date Listed:
					NRIS #:
Contributing to a listed historic district?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If yes, provide:	Name:	NRIS #:
				Date listed:	
If no, is there a potential district?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If so, is the potential district eligible for the NRHP?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
			If so, is this resource contributing?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
District Name: Lincoln Highway/Victory Highway/US 40. E 4 th Street (Threlkel Street to Montello Street) Roadside Historic District				SHPO #: D264	

Note: A resource that is contributing to a National Register-eligible district is considered eligible for the National Register for the purposes of project review, even though the resource itself may not be individually eligible.

Other Resource #:

5. NRHP Eligibility - Individual*If not already listed, complete the information below:*

Eligible Under:	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>		
	Not Eligible <input checked="" type="checkbox"/>	Unevaluated <input type="checkbox"/>				
Area(s) of Significance	Transportation, commerce					
Period(s) of Significance	1940-1975					
Integrity – Does the resource possess integrity in all or some of the 7 aspects?						
Location <input checked="" type="checkbox"/>	Design <input checked="" type="checkbox"/>	Materials <input checked="" type="checkbox"/>	Workmanship <input checked="" type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Threats to Resource:	Development of Nevada Cares Campus					
Historic Name	Wells Cargo Office					
Current/Common Name	Wells RV Office					
Historic/Original Owner	Wells Cargo Inc					
Current Owner	City of Reno					
Current Owner Address	1001 E 9th Street, Reno					
Historic Building Use	Transportation firm office					
Current Building Use	Nevada Cares Campus office					
Architect/Engineer/Designer	Unknown					
Builder/Contractor	Unknown					

6. Narrative Eligibility Justification

Provide a detailed explanation of the resource's eligibility for the National Register, including supporting historic information, methods for evaluation under the four criteria, discussion of the seven aspects of integrity, and conclusions about eligibility.

B15585 is one of two buildings constructed in the early 1940s as part of a Wells Cargo trucking company facility on the north side of E 4th Street. The building lies within District D437, the Wells Cargo Freight Yard District. Prior to the construction of B15585, the large mechanics garage Building 2, and the associated freight yard, the area had been a part of several rather irregular agricultural fields, with Threlkel Park Baseball Field (constructed 1930) lying to the immediate east. The area represents the boundary zone between the City of Reno and the City of Sparks, and development had been spreading along E 4th Street from both directions since the early-1900's, with this area being the final undeveloped land adjacent to the main road. By the early 1950s the southern side of E 4th Street had been occupied by a row of motels, and the conversion of this area from rural to urban had been completed. The Wells Cargo trucking company operation expanded in 1961 to take over the site of Threlkel Park following the death of the owner, Jack Threlkel (Henrick 2017). By 1966 a large trucking transfer station, Building 3, had been built on the expanded property.

Wells Cargo Inc. was a trucking firm founded in 1935 by Howard A. Wells Sr. and his two brothers, Joseph W. and Robert C. Wells. The firm continues to operate today with their headquarters now located in Las Vegas. Wells Cargo Inc. claim to hold the lowest-numbered active contractor's license in the state of Nevada and the current CEO, Guy Wells, is the grandson of Howard A Wells. Joseph W. Wells was the father of Dawn Elberta Wells, who was the 1959 Miss Nevada winner and subsequently an actor whose most famous role was Mary Ann on the popular TV show Gilligan's Island. The firm operated the site continuously up until 1989, and between 1989 and 2020 it leased various parts of the property to several different businesses.

B15585 was previously recorded in 2017 by Mead & Hunt, who identified the building stated, "The property remains at its original site in an urban, commercial area and thus retains integrity of location, setting, feeling, and association. The integrity of design, materials, and workmanship is slightly diminished," and identified the building as having retained integrity of location, setting, feeling, and association (Mead & Hunt 2017). Having examined the building in more detail than was permitted during the 2017 survey, NCE identified the building as being less altered than was previously suggested, with the majority of features including the doors, windows, and internal arrangements being largely original.

Other Resource #:

NCE recommend that the building retains integrity of location, design, materials, and workmanship. NCE note that the construction of the 'Spaghetti Bowl' intersection to the north and east of the freight yard had a dramatic impact on the visual outlook of the freight yard and its associated buildings, and the construction of a large RV storage shed in c.1999 had a further impact on the visual impact, introducing a large physical barrier that separates the original western half of the site from E 4th Street. The development of the first phase of the Nevada Cares Campus since 2020 has impacted the site even further. NCE recommend that B15585 no longer retains integrity of setting, feeling, or association.

B15585 is not known to be strongly associated with any events important to history. It is associated with the development of the adjacent US-40 as a transportation corridor during the 1940s, but it is one of a large number of buildings with that association and is not distinguished from them in any significant way. B15585 is not known to be meaningfully associated with any persons important to history. B15585 is a typical small industrial office building of the 1940s, with its design having a strong overlap with the residential architecture of the period. Although B15585 is a well-preserved example of this type of building, such buildings are relatively common and B15585 is not distinguished in its own right. The current recording of B15585 appears to have exhausted the research potential of this building, and further investigation is unlikely to answer any specific research questions. B15585 is not recommended for NRHP listing under Criteria A, B, C, or D.

Although not recommended as eligible for individual NRHP listing, the building is part of a historic district, D437 the Wells Cargo Freight Yard District. Because B15585 dates from the initial phase of activity at the freight yard, and because it has retained integrity of location, design, materials, workmanship, it is recommended by NCE as a contributing element of the historic district, alongside Building 2 and Building 3. However, the cumulative impacts of the construction of the Spaghetti Bowl intersection, the RV storage shed, and the buildings associated with the Nevada Cares Campus, NCE have recommended that D437 the Wells Cargo Freight Yard District is not eligible for NRHP listing under any of the criteria (Rathbone & Laitinen 2022).

7. Narrative Architectural Description

Provide a detailed description of the resource, including all character defining features, potential construction methods, potential alterations (both historic and non-historic), and any accessory resources.

B15585 is a small square timber frame brick clad office building with a pyramidal roof, a concrete foundation, and a full basement. The walls of the building face the cardinal directions. The building is located on the west side of Threlkel Street, in the southeast corner of the original part of the freight yard. The position of the office suggests that one of its functions was monitoring and tracking vehicles moving in to and out of the freight yard. According to the Washoe County Assessor the building was constructed in 1946, and the building is visible in an aerial photograph dated to that year. Nova Geotechnical & Inspection Services recently produced a Phase 1 Environmental Site Assessment (ESA) report of the site and identified B15585 as having been constructed in 1943, and the nearby Building 2 as having been constructed in 1942 (Nova Geotechnical & Inspection Services 2020:16).

The front façade of the building is at the east, facing onto Threlkel Street. It features three closely spaced wood frame triple hung windows at the south. A wooden door with a large light in its upper half and a transom window is located to the north of the midpoint of the wall. The door is accessed from a set of concrete steps with metal handrails. Two wood frame triple hung windows are located at the north of the wall. The northern side wall features nine closely spaced wood frame triple hung windows. A small electrical panel with a utility meter is located at the eastern corner of the wall. A small air conditioning unit is mounted in the bottom of the central window, with a wooden board blocking the rest of the opening. The rear western wall is arranged almost identically to the front wall at the east. It features four closely spaced wood frame triple hung windows at the south. A wooden door with a large light in its upper half, a transom window, and a metal screen door is located to the north of the midpoint. The door is accessed from a set of concrete steps with metal handrails. Two wood frame triple hung windows are located at the north of the wall. The windows on this side of the building are protected by three retractable canvas awnings with thin metal supports. The southern side wall features a row of six closely spaced wood frame triple hung windows at the west and center, and a seventh wood frame triple hung window close to the eastern corner. A large air conditioning unit

is mounted to the bottom part of the fourth window from the west corner, supported by a crude wooden platform. A continuous course of row locked bricks runs around the building, just below the height of the windows. In the areas below groups of adjacent windows the rowlock bricks protrude out from the wall to form long shared windowsills. At the base of the wall, one course above the top of the concrete basement wall, there is a continuous soldier course.

The basement level features a concrete wall which barely protrudes above the surrounding ground surface. There are two lightwells located along the northern side wall and two lightwells located along the southern side wall. The lightwells are lined with poured concrete and have angle iron surrounds mounted into their upper surfaces, indicating the use of covers or security bars at the top of each lightwell. The lightwell at the east of the north wall is currently covered by a diamond pattern iron sheet, but it is unclear if this is an original cover. Each lightwell featured a small wood frame 2-light sliding window at its top. The window in the western light well on the northern wall has been replaced by a simple wooden board which is penetrated by two large metal ventilation pipes.

The low pitch pyramid roof has wide boxed eaves on all sides. Short stretches of gutter run from the northern corners of the east and west corners to the south of each door. Downpipes are located to the north of the eastern door and to the south of the western door. The roof is covered by composition shingles. A large ventilator is located close to the northwest corner of the roof, a slender electrical mast is located at the northeast corner of the roof above the electrical panel, a tall and slender brick chimney is located to the southeast of the apex of the roof, and a small ventilation pipe is located close to the southeast corner of the roof.

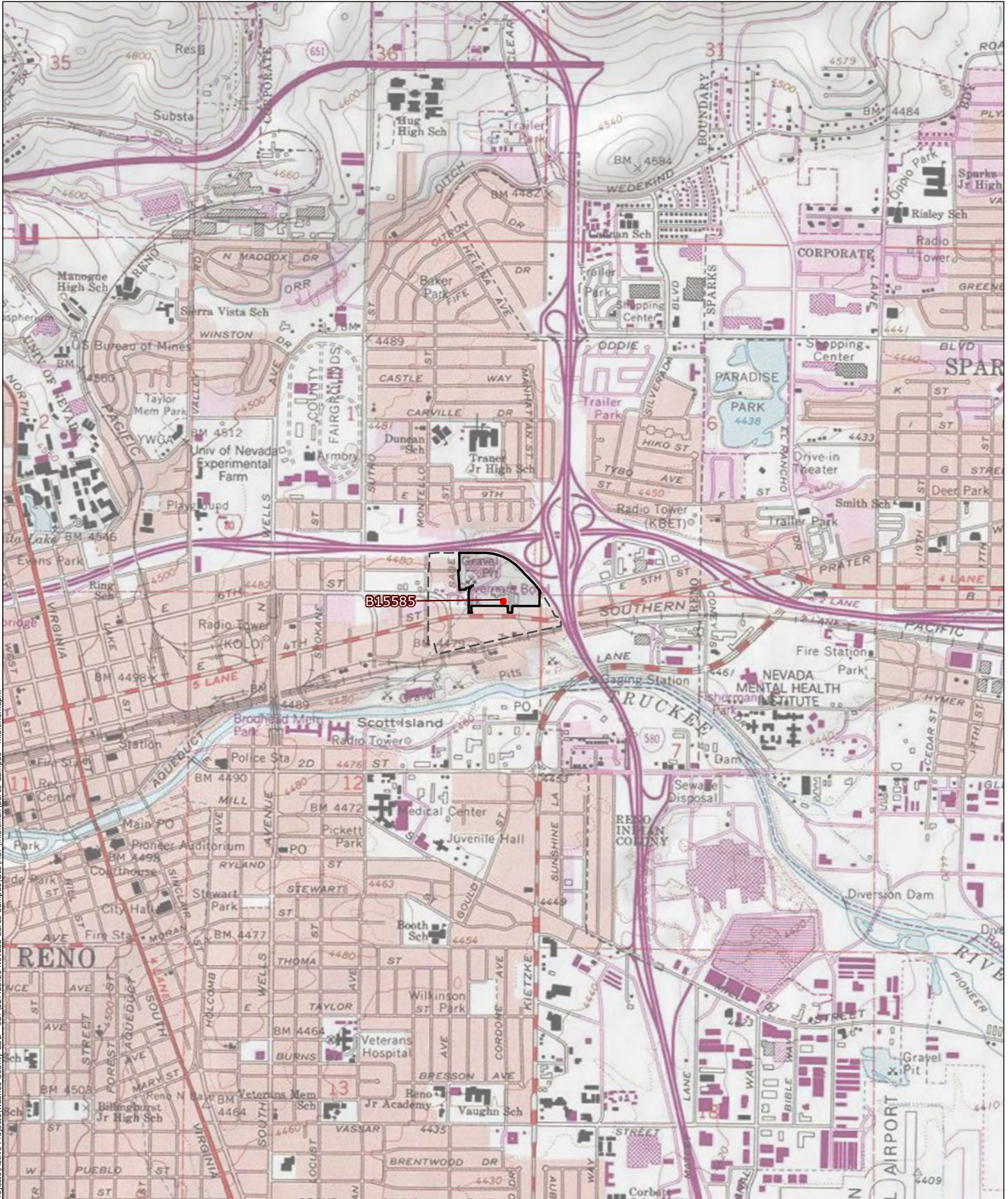
The interior of the building is well preserved, and features a foyer, a passage, a large open plan office to the south of the passage, and three private offices to the north of the passage. Within the large open plan office are a set of restrooms, and a door that opens on to the stairs that lead to the basement. The different internal areas are defined by original wood or wood and glass partition walls, which are in good condition. The interior now features a drop ceiling.

8. References

List references used to research and evaluate the individual property.

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2017 Field of Dreams. *Footprints*, 20 (2), Spring 2017.
- Mead & Hunt
2018 District Form D264: Lincoln Highway/Victory Highway/US 40. E 4th Street (Threlkel Street to Montello Street) Roadside Historic District
- Nova Geotechnical & Inspection Services
2020 Phase 1 Environmental Site Assessment. Prepared for City of Reno.
- Rathbone, S. & Laitinen, M. J.
2022 Historic District Resource Assessment (RA) Form D437: Wells Cargo Freight Yard District.

9. Area Location Map



Document Path: \\NCE\RGH\FEER\projects\Active Projects\Washoe County\CS.D - 627.627.23.25 Nevada Cares Campus\GIS\AC\maitinen\Cares Campus - maitinen.aprx

Legend

- Direct APE
- Indirect APE
- B15585



Nevada Cares Campus Project
 Reno, Nevada
 Site Location Map

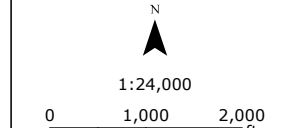


FIGURE
1

SOURCE ESRI USGS Topo Basemap	JOB NUMBER 627.23.25	DRAWN mlaitinen	DATE 10/19/2022	REVISED 10/24/2022	APPROVED cvaz
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10. Site Plan Map



Document Path: \\NCE\CH-HEER\projects\Active Projects\Washoe County\CSO - 627.627.23.25 Nevada Cares Campus\GIS\AGP\mlaitinen\Cares_Campus - mlaitinen.aprx

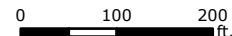
Legend

-  Direct APE
-  Indirect APE
-  B15585

Nevada Cares Campus Project
Reno, Nevada
 Site Sketch Map



1 in. = 200 ft.



FIGURE

2

SOURCE	JOB NUMBER	DRAWN	DATE	REVISED	APPROVED
ESRI World Imagery Basemap	627.23.25	mlaitinen	10/19/2022	10/26/2022	cvaz

11. Photographs

Include as many photographs as needed to accurately depict the resource.



Elevation: B15585 Eastern elevation
Date: 10/4/2022

Direction facing: 270

Photographer: S Rathbone



Elevation: B15585 Northern elevation
Date: 10/4/2022

Direction facing: 180

Photographer: S Rathbone



Elevation: B15585 Western elevation Direction facing: 90
Date: 10/4/2022

Photographer: S Rathbone



Elevation: B15585 Southern elevation Direction facing: 0
Date: 10/4/2022

Photographer: S Rathbone



Elevation: B15585 Eastern lightwell on north wall of basement
Photographer: S Rathbone

Direction facing: 170

Date: 10/4/2022



Elevation: B15585 Detail of largely intact interior
Date: 10/4/2022

Direction facing: N/A

Photographer: S Rathbone

12. Accessory Resources

Complete only if Accessory Resources are present. Include as many extra entries as necessary.

Accessory Property Type

Building <input type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
-----------------------------------	------------------------------------	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name			
Construction Date		Contributing?	Yes <input type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting:		Northing:

Insert photograph here.

Elevation: Direction facing: Photographer: Date:

Accessory Property Type

Building <input type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
-----------------------------------	------------------------------------	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name			
Construction Date		Contributing?	Yes <input type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting:		Northing:

Insert photograph here.

Elevation: Direction facing: Photographer: Date:

Other Resource #:



NEVADA
STATE HISTORIC
PRESERVATION OFFICE

Architectural Resource Assessment (ARA) Form

1/12/2018
KB

For SHPO Use Only	SHPO Concurrence? <u>Y</u> /N	Date: 12-16-17 →
Survey Date	10/20/2017	Recorded By
Mead & Hunt, Inc.		Agency Report #

1. Property Type

Building <input checked="" type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
--	------------------------------------	---------------------------------	--

2. Property Overview and Location

Street Address	1775 E 4th Street		
City, Zip	Reno, 89512		
County	Washoe		
Assessor's Parcel #	821143	Subdivision Name	N/A
UTM Location (NAD 83, UTM Zone 11 North)	Easting: 260791	Northing: 4379951	
USGS Info	Township: 19N	Range: 19E	Section: 12
USGS 7.5' Quad & Date: Reno, 2015			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>
			Public-Federal <input type="checkbox"/>
Multiple <input type="checkbox"/>			
Should the property's location be kept confidential?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	

3. Architectural Information

(Insert primary photograph below.)

Construction Date	1946
Architectural Style	No Style
Architectural Type	Commerce/Trade
Roof Form	Pyramidal
Roof Materials	Asphalt shingles
Exterior Wall Materials	Brick
Foundation Materials	Concrete
Window Materials	Wood
Window Type	Other
Accessory Resources?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	Number?: 4



Condition of Resource(s)?	
Good <input checked="" type="checkbox"/>	Fair <input type="checkbox"/> Poor <input type="checkbox"/>
Explanation:	

4. Existing Listing & Potential District

Is the property listed in the National Register?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If yes, provide:	Date Listed:
				NRIS #:
Contributing to a listed historic district?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If yes, provide:	NRIS #:
			Name:	
			Date Listed:	
If no, is there a potential district?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If so, is this resource contributing?	Yes <input type="checkbox"/>
				No <input checked="" type="checkbox"/>
District Name:				SHPO #:

Other Resource #:

5. NRHP Evaluation*If not already listed, complete the information below:*

Eligible Under:	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>		
	Not eligible <input checked="" type="checkbox"/>	Unevaluated <input type="checkbox"/>				
Area(s) of Significance:	N/A					
Period(s) of Significance:	N/A					
Integrity - Does the resource possess integrity in all or some of the 7 aspects?						
Location <input checked="" type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input checked="" type="checkbox"/>	Feeling <input checked="" type="checkbox"/>	Association <input checked="" type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Threats to Resource:	None known					
Historic Name	Unknown					
Current/Common Name	Wells RV Storage Office					
Historic/Original Owner	Unknown					
Current Owner	Wells Fourth Street Prop LLC					
Current Owner Address	1775 E 4th Street Attn: James Wells, Reno, NV 89512					
Historic Building Use	Business					
Current Building Use	Business					
Architect/Engineer/Designer	Unknown					
Builder/Contractor	Unknown					

6. Narrative Eligibility Justification

Provide a detailed explanation of the resource's eligibility for the National Register, including supporting historic information, methods for evaluation under the four criteria, discussion of the seven aspects of integrity, and conclusions about eligibility.

This property was evaluated for eligibility under National Register *Criteria A, B, C, and D*. Based on the results of the literature review and the historic context developed for the project, the property does not appear to have played an important role in commercial development within the study area; have an association with an important trend or event in local, state, or national history; or be associated with a significant person. Thus, the property lacks significance under *Criterion A* and *Criterion B*. Furthermore, research and field survey did not identify evidence that this property represents distinctive characteristics of a type, method, or period of construction; the work of a master; or high artistic value. Therefore, the property does not have significance under *Criterion C*. Additionally, this property has not yielded, nor is it likely to yield, information important in prehistory or history and does not have significance under *Criterion D*.

Integrity

This commercial property is altered. The property remains at its original site in an urban, commercial area and thus retains integrity of location, setting, feeling, and association. The integrity of design, materials, and workmanship is slightly diminished.

Recommendation

This property lacks significance and therefore does not meet National Register Criteria and is recommended not eligible for the National Register.

Other Resource #:

7. Narrative Architectural Description

Provide a detailed description of the resource, including all character defining features, potential construction methods, potential alterations (both historic and non-historic), and any accessory resources.

This property contains multiple buildings, including an 1946 office, 1963 building, c.1975 outbuilding, c.1975 storage building and c.1995 storage building. The 1946, one-story, square-plan, vernacular, commercial building (now Wells RV Storage Office) is located in a commercial setting, and the property faces east. The building has a concrete foundation, walls clad in brick, and a pyramidal roof covered with asphalt shingles. The low-pitched roof has wide overhanging eaves. Window openings contain wood double-hung units, each topped with a single-pane awning window. Some lower window panes are filled with wood. This office building does not appear to have alterations.

One accessory building is a 1963, one-story, rectangular-plan, commercial building (now Wells RV Storage) that faces south. The building has a concrete foundation, walls clad in brick, and a side-gable roof covered with metal. Most window openings contain metal multi-light units, and vinyl double-hung units are also present. The building has several large garage bays on the side elevation. Alterations are limited to some replacement windows and doors. The property also contains a c.1975 outbuilding, a c.1975 storage building, and a c.1995 storage building. The c.1995 storage building is not visible from the street.

8. References

List references used to research and evaluate the individual property.

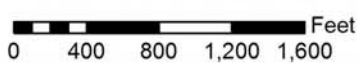
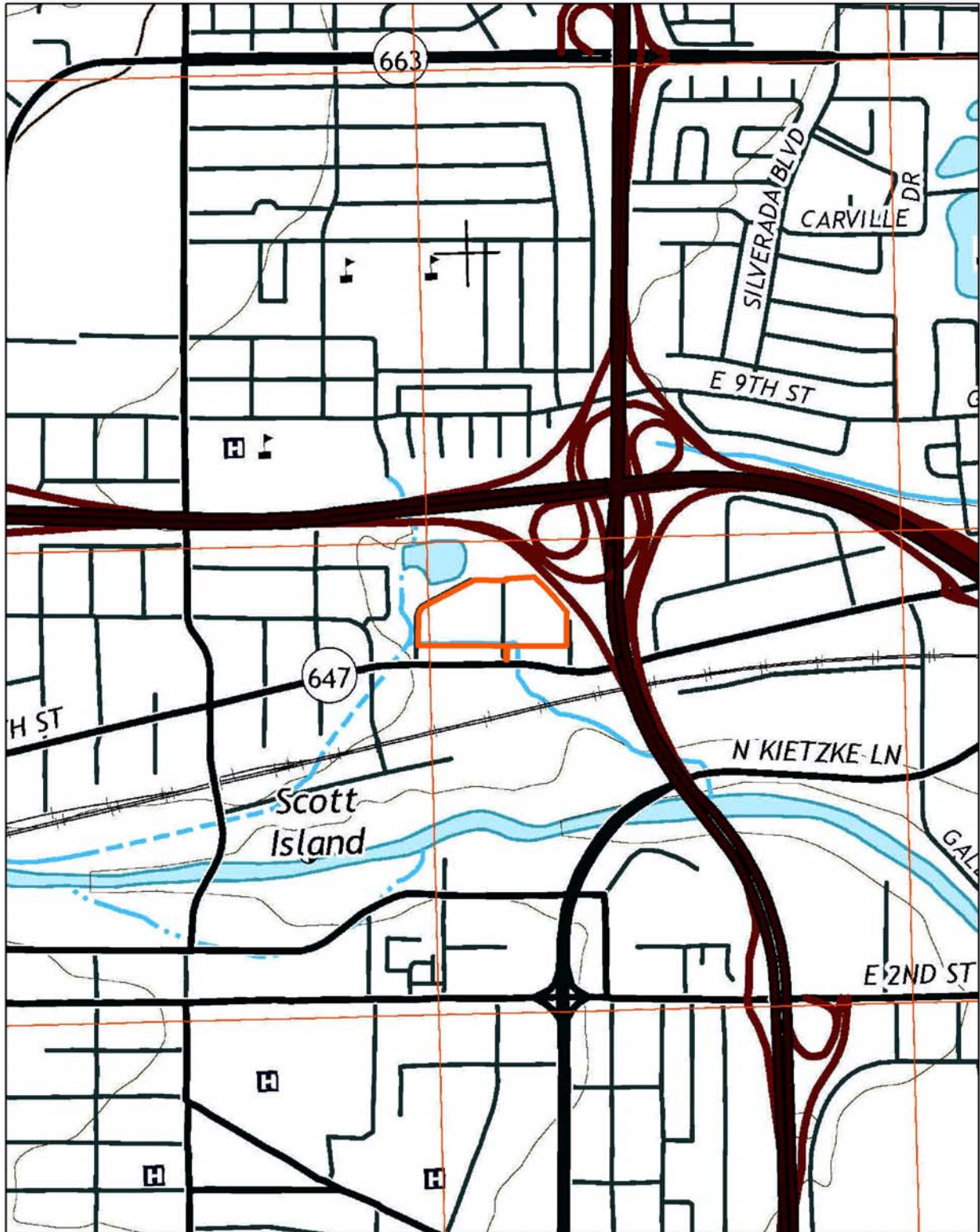
Mead & Hunt, Inc. *Survey Area I: Architectural Survey Report: 1-80/I-580/US 395 System to System Interchange Reconstruction (Reno Spaghetti Bowl)*. Prepared for the Federal Highway Administration and Nevada Department of Transportation, 2018.

WCRM. *Architectural Survey Report I-80/I-580/US 395 System to System Interchange Reconstruction (Reno Spaghetti Bowl), Washoe County, Nevada*. Prepared for the Federal Highway Administration and Nevada Department of Transportation, 2017.

Other Resource #:

9. Area Location Map

Use a USGS quadrangle map at large extent to show general area of resource.



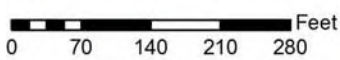
1775 E 4th Street

 Property Boundary

Other Resource #:

10. Site Plan Map

Use aerial imagery, drafting software, or a hand-drawn sketch (to scale) showing, at minimum, building/structure footprints and relationship to associated features. Attach extra maps if needed.



1775 E 4th Street

- Resource Footprint
- Subject Property Boundary
- Parcel Boundaries

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Other Resource #:

11. Photographs

Include as many photographs as needed to accurately depict the resource.



Elevation: east Direction facing: northwest Photographer: Mead & Hunt, Inc. Date: 10/20/2017



Elevation: east Direction facing: northwest Photographer: Mead & Hunt, Inc. Date: 10/20/2017

Other Resource #:

11. Photographs

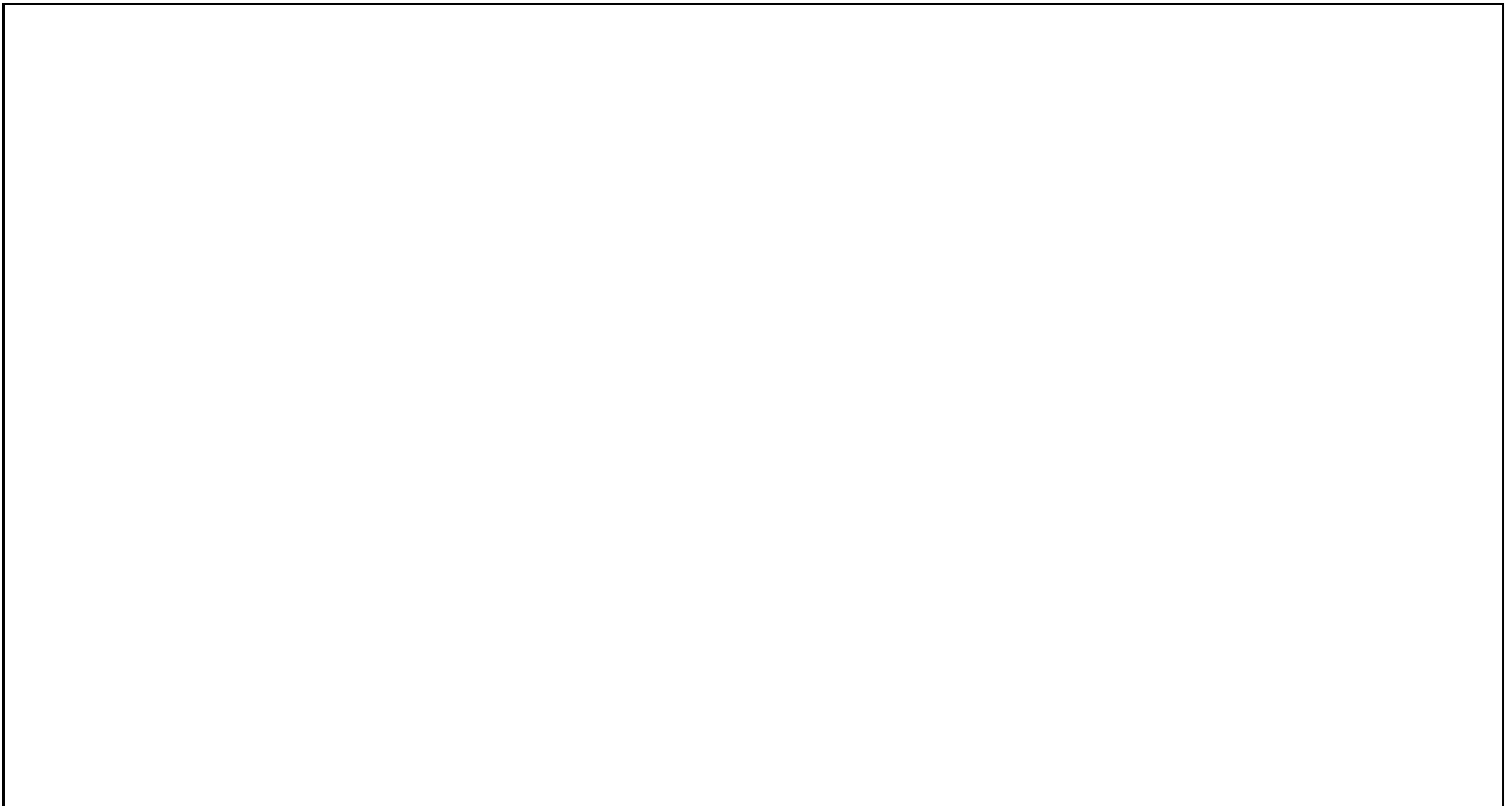
Include as many photographs as needed to accurately depict the resource.



Elevation: east

Direction facing: northwest

Photographer: Mead & Hunt, Inc. Date: 10/20/2017



Elevation:

Direction facing:

Photographer:

Date:

Other Resource #:

12. Accessory Resources

Complete only if Accessory Resources are present. Include as many extra entries as necessary.

Accessory Property Type

Building <input checked="" type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
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Accessory Resource Overview

Accessory Resource Name	Building (A1)		
Construction Date	1963	Contributing?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 260632	Northing: 4379812	



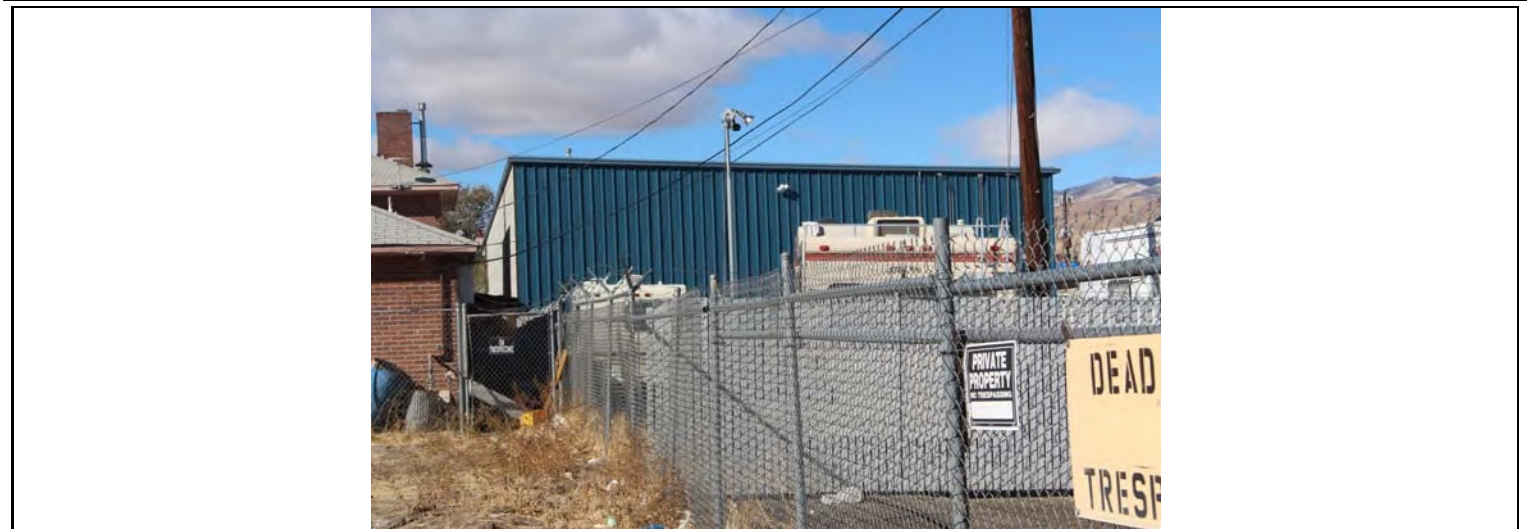
Elevation: south Direction facing: northwest Photographer: Mead & Hunt, Inc. Date: 10/20/2017

Accessory Property Type

Building <input checked="" type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
--	------------------------------------	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Outbuilding (A2)		
Construction Date	c.1975	Contributing?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 261153	Northing: 4380120	



Elevation: east Direction facing: west Photographer: Mead & Hunt, Inc. Date: 10/20/2017

Other Resource #:

12. Accessory Resources

Complete only if Accessory Resources are present. Include as many extra entries as necessary.

Accessory Property Type

Building <input checked="" type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
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Accessory Resource Overview

Accessory Resource Name	Storage Building (A3)		
Construction Date	c.1975	Contributing?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 260632	Northing: 4379812	



Elevation: west Direction facing: northeast Photographer: Mead & Hunt, Inc. Date: 10/20/2017

Accessory Property Type

Building <input checked="" type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
--	------------------------------------	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Storage Building(A4) - Not visible from street, ©Microsoft Bing Bird's Eye view		
Construction Date	c.1995	Contributing?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 261164	Northing: 4380118	



Elevation: south Direction facing: north Photographer: Mead & Hunt, Inc. Date: 10/20/2017



Historic District Resource Assessment (RA) Form

For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
Survey Date	10/4/2022	Recorded By S Rathbone & M Laitinen Agency Report #

1. District Overview & Information

District Historic Name		Wells Cargo Freight Yard District	
Current/Common Name		Nevada Cares Campus	
City, Zip Code(s)		Reno 89512	
County		Washoe	
Subdivision(s)			
UTMs (NAD 83, UTM Zone 11 North)			
Coordinate #	Easting	Northing	
#	259978	4379779	
#	259983	4379857	
#	260099	4379915	
#	260162	4379917	
#	260223	4379902	
#	260276	4379838	
#	260276	4379783	
USGS Info	Township: 19N	Range: 19E	Section: S12 USGS 7.5' Map & Date: Reno (1982)
Total Acres in the District	18		
Ownership	Private <input type="checkbox"/>	Public-Local <input checked="" type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>
Should the district's location be kept confidential?	Yes <input type="checkbox"/>		No <input checked="" type="checkbox"/>

2. National Register Eligibility

Is the district listed in the National Register?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If yes, provide:	Date Listed:	NRIS #:
<i>If not already listed, complete the information below:</i>					
Eligible Under:	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>	
	Not Eligible <input checked="" type="checkbox"/>		Unevaluated <input type="checkbox"/>		
Area(s) of Significance	Transportation, commerce				
Period(s) of Significance	1942-1975				
Total Resources:	7	Contributing:	5	Non-contributing: 2	
Integrity – Does the resource possess integrity in all or some of the 7 aspects?					
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>		Moved <input type="checkbox"/>	Date(s):
Location <input checked="" type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/> Association <input checked="" type="checkbox"/>
Condition of District?	Good <input type="checkbox"/>		Fair <input type="checkbox"/>	Poor <input checked="" type="checkbox"/>	
Explanation	The construction of the initial phases of the Nevada Cares Campus in the eastern half of the district, the construction of a large RV Storage Building within southwestern part of the district, and the construction of the 'Spaghetti Bowl' interchange adjacent to the northern and eastern sides of the district have strongly impacted the integrity of the resource.				
Threats to Resource?	Demolition of existing buildings and construction of new buildings, as part of the expansion of the Nevada Cares Campus.				

SHPO Resource Number: D437
Other Resource Number:

Rev. 2017

3. District Inventory

SHPO RESOURCE # AND/OR TRINOMIAL	NAME	ADDRESS	YEAR BUILT	CONTRIBUTING ? (YES OR NO)
Structure 1	Wells Cargo Freight Yard	1775 4 th Street, Reno	1942	Yes
Structure 2	Perimeter Wall and Fence	1775 4 th Street, Reno	c.1972	Yes
Structure 3	Security Fence	1775 4 th Street, Reno	c.1999	No
B15585	Wells Cargo Office	1775 4 th Street, Reno	1943	Yes
Building 2	Wells Cargo Mechanics Garage	1775 4 th Street, Reno	1942	No
Building 3	Wells Cargo Trucking Transfer Station	1775 4 th Street, Reno	1962	Yes
Building 4	Metal Shed	1775 4 th Street, Reno	1975	Yes

4. Narrative Eligibility Justification

Provide a detailed explanation of the district's eligibility for the National Register, including supporting historic information, methods for evaluation under the four criteria, a discussion of the seven aspects of integrity, and conclusions about eligibility.

District D437 is a freight yard owned and operated by Wells Cargo, Inc. between 1942 and 2020, and subsequently sold to the City of Reno. The freight yard is located on the north side of E 4th Street in what was the final undeveloped area along 4th Street between Reno and Sparks. Prior to development the area in the 1940s it had been a part of several rather irregular agricultural fields, with Threlkel Park Baseball Field (constructed 1930) lying to the immediate east. The area represents the boundary zone between the City of Reno and the City of Sparks, and development had been spreading along E 4th Street from both directions since the early 1900's, with this area being the final undeveloped land adjacent to the main road. By the early 1950s the southern side of E 4th Street had been occupied by a row of motels, and the conversion of this area from rural to urban had been completed.

Wells Cargo Inc was a Reno based trucking firm founded in 1935 by Howard A. Wells Sr. and his two brothers, Joseph W. and Robert C. Wells. The firm continues to operate today with their headquarters now located in Las Vegas. Wells Cargo claim to hold the lowest-numbered active contractor's license in the state of Nevada and the current CEO, Guy Wells, is the grandson of Howard A Wells. Joseph W. Wells was the father of Dawn Elberta Wells, who was the 1959 Miss Nevada winner and subsequently an actor whose most famous role was Mary Ann on the popular TV show Gilligan's Island. The firm operated the site continuously up until 1989, and between 1989 and 2020 it leased various parts of the property to several different businesses.

The original version of the freight yard had well defined boundaries at the south and east, marked by fences of some kind that are visible on 1946 and 1953 aerial photographs. The boundaries to the north and west where the freight yard abutted a gravel pit that was also developed in the early 1940s were poorly defined. It is unclear how the freight yard was surfaced in the early period. In 1960 or 1961 Threlkel Park was purchased by Wells Cargo, Inc., following the death of its owner, local businessman Jack Threlkel (Henrick 2017). By 1962 the freight yard had been expanded to the east of Threlkel Street, incorporating the whole area of the former baseball field. The fence running along the eastern side of the original freight yard is no longer visible in a 1962 aerial photograph, which depicts the eastern expansion. By 1966 the yard had been resurfaced and obtained more formal definition of its edges, with a rectangular area to the west of Threlkel Street, that featured a truncated corner at the northwest next to the gravel pit, and a square area to the east of Threlkel Street, occupying the former baseball field. The southern, eastern, and northern sides of the eastern extension were defined by fences, that aligned with the fence on the southern side of the western part of the freight yard. When the 'Spaghetti Bowl' intersection was constructed in the early 1970s, the slip road at the southwest was constructed over the northeast corner of the eastern part of the freight yard, giving the freight yard its current distinctive six-sided shape, effectively an east to west aligned rectangle with truncated corners at the northeast and northwest.

The first building on the site was a large mechanics garage (Building 2) constructed in 1942, in the center of the original version of the freight yard to the west of Threlkel Street. The following year a small office building (B15585) was constructed near the southeast corner of the original version of the freight yard, adjacent to Threlkel Street (Nova Geotechnical & Inspection Services 2020:16). At some point between 1964 and 1966 a large Trucking Transfer Station (Building 3) was constructed close to the southwestern

corner of the eastern extension of the freight yard. At some point between 1974 and 1978 a small metal clad shed (Building 4) was constructed at the northern boundary of the freight yard, to the west of Threlkel Street and adjacent to the truncated northwestern corner of the freight yard. A chain link perimeter fence was constructed around the eastern extension of the site and the northern part of the original part of the freight yard, and a concrete masonry unit (CMU) wall was constructed around the west and northwest sides of the original western part of the freight yard. These structures are assumed to be part of the overall Spaghetti Bowl construction project, with the CMU wall relating to the construction of Line Drive, the access road for the adjacent Governor's Bowl Park (C408) baseball field.

Between 1994 and 1999 two large buildings were added to the western part of the freight yard. A long rectangular RV storage shed was constructed along the southern boundary to the west of Threlkel Street. The rear wall at the south of the RV storage shed appears to have replaced the central section of fence along the southern boundary of the western part of the freight yard. A second long rectangular building or structure was constructed along the northwestern truncated corner, but this building had been removed by 2006 and no other details of the structure are known. Given how rapidly it was removed, this may have been an elongated shade structure. Around the same time frame a chain link fence was constructed running from Building 4 to Building 2, from Building 2 to B15585, and from B15585 to the southern boundary fence. The chain link fence controls access into the western half of the freight yard from Threlkel Street via a pair of large gates.

In 2020 the eastern half of the freight yard was purchased by the City of Reno for use as an emergency shelter location during the Covid epidemic, a facility now known as the Nevada Cares Campus. By June 2021 a large semi-permanent 'Sprung Building' was constructed around the eastern perimeter of the extension to the freight yard. The building consists of a metal arched frame with a stretched membrane skin. Numerous temporary structures have subsequently been placed on the site, including a large mess tent and a profusion of portable modular offices. In October 2022 work was being undertaken constructing two CMU-built toilet blocks adjacent to the Sprung Building, to which they will be directly connected via covered walkways. It is currently intended that B15585, Building 2, Building 3, and Building 4 will be demolished and replaced by a large expansion of the Nevada Cares Campus. Simultaneous to the work on the freight yard, the Governor's Bowl Park baseball field, located to the immediate northwest has been re-developed as another extension of the Nevada Cares Campus.

The freight yard has been recorded as a historic district following consultation with the NVCRIS Coordinator on October 20, 2022. The NVCRIS Coordinator determined that the buildings and structures within the historic district would not receive individual resource numbers as the buildings are scheduled for demolition in the near future. The Office B15585 received a resource number in 2017 and this has been retained (Mead & Hunt 2017). The assessment of the historic district was undertaken in accordance with the *Instructions for the Architectural Resource Form* document produced by Nevada SHPO (NVSHPO 2017).

The freight yard has not retained a high level of integrity, and arguably only retains integrity in two areas. The original western portion of the freight yard largely reflects the original location of the freight yard in the 1940s, although the northern and western boundaries were not formalized until several decades later. The eastern extension of the freight yard effectively doubled the size of the facility, but this occurred more than 50 years ago, and reflects an expansion of the original operation rather than a change of purpose. The freight yard retains integrity of location. The construction of the CMU perimeter wall at the northwest, the RV storage building at the southwest, and the Governor's Bowl Park baseball field to the immediate northwest had negative impacts to the integrity of the sites setting and feeling.

The construction of the adjacent Spaghetti Bowl intersection and the first elements of the Nevada Cares Campus have had very dramatic impacts on the setting and feeling of the site. The freight yard does not possess integrity of setting or feeling. The regular maintenance and re-surfacing of the freight yard, the removal of the original perimeter fence, the construction of replacement fences and a wall around the perimeter of the freight yard, and the construction of an internal security fence within the original western portion of the freight yard means that the freight yard lacks integrity of materials, and workmanship. The loss of the northeast corner of the freight yard during the construction of the Spaghetti Bowl intersection is also important, as the distinctive plan of the freight yard is not an original feature, and the freight yard does not retain integrity of design. The freight yard was constructed to the north of a major transportation corridor US 40, which has a national level of significance as the final iteration of the first transcontinental highway route, the Lincoln Highway (D129), as the route of the second iteration of the transcontinental Highway, Victory Highway (D266), and the third iteration of the transcontinental highway, US-40 (D265). Historic District D264, Lincoln Highway/Victory Highway/US 40, E 4th Street (Threlkel Street to Montello Street) Roadside Historic District is located along the same stretch of US-40 as the freight yard. D264 currently consists of "13 auto-related commercial properties that includes: seven motels, one commercial building, two restaurants; two service stations; and an auto garage," (Mead & Hunt 2018:7). The freight yard still possesses a direct connection to US-40 via the original Threlkel Street entrance and therefore retains integrity of association.

Four historic age buildings are located within the boundaries of the freight yard, with B15585, Building 3, and Building 4 having high levels of integrity in all regards except setting. As such these three buildings are recommended to be contributing elements of the district. However, the largest of the historic buildings, Building 2, has a poor level of integrity, having several additions and the prominent loading door bays all being modern replacements. Building 2 is recommended as a non-contributing element of the district, because of its poor condition. The other contributing elements of the district are Structure 1, the freight yard, and Structure 2, the perimeter wall and fence.

The freight yard is not known to be strongly associated with any events important to history. It is associated with the development of the adjacent US-40 as a transportation corridor during the 1940s, but it is one of a large number of such facilities in the area with that association and it is not distinguished from them in any significant way. The freight yard is not known to be meaningfully associated with any persons important to history. The association with the Wells family is of some interest, but they were member of a large group of business owning families in the Reno area, and the families only member known to be a historically important figure, Dawn Wells, does not have a strong connection to this location. The freight yard is a poorly preserved example of a common type of transportation related facility, and many similar facilities exist along the main transportation corridors running through Reno. The current recording of the freight yard appears to have exhausted the research potential of this resource, and further investigation is unlikely to answer any specific research questions. The freight yard is not recommended for NRHP listing under Criteria A, B, C, or D.

5. Written Description

Provide a written description of the district, including all character-defining features or elements. Be sure to describe accessory resources as well.

Structure 1 - Freight Yard

The freight yard is a large open hard surfaced freight yard defined by a perimeter wall and chain link fence. It contains four historic buildings, two modern buildings, a number of modern temporary buildings and structures, and an internal security fence. The original version of the freight yard was constructed in 1942 and was confined to the west of Threlkel Street, with Threlkel Park baseball field being located to the east of Threlkel Street. The original freight yard had straight well-defined sides along the east and south, and poorly defined irregular sides along the north and west where it met the edge of a gravel pit that also began operating in the 1940s. It is not clear how the original freight yard was surfaced, but aerial photographs suggest it may have been a dirt lot into the mid-1950s. At some point between 1960 and 1962 the freight yard expanded to the east of Threlkel Street and the baseball field was removed. A 1966 aerial photograph shows the whole freight yard as having a neat surface, but it is unclear what this surface comprised of. The original expanded area of the freight yard had an almost square plan, following the outer perimeter of the baseball field. Between 1968 and 1978 the 'Spaghetti Bowl' intersection was constructed to the north and east of the freight yard, which necessitated constructing over the northeastern corner of the expanded freight yard. When the Governor's Bowl Park baseball field was constructed to the northwest of the freight yard in the late-1970s the boundaries along the north and west of the original part of the freight yard were formalized, and the freight yard's current shape was created. The CMU perimeter wall that runs along the northwest side of the freight yard was constructed in the late-1970s, in conjunction with the construction of Governor's Bowl Park and the associated access road, Line Drive. The remainder of the perimeter is defined by a tall chain link fence, which has been replaced and repaired in a piecemeal fashion, but which still has sections dating back to the 1970s or earlier.

Structure 2 - Perimeter Fence and Wall

The perimeter of the freight yard is defined by a tall chain link fence topped by multiple strands of barb wire and by a section of CMU wall at the northwest and west. Both the fence and the wall stand to a height of around 6 feet. The southern side of the original western part of the freight yard is largely marked by the CMU-built rear wall of the mid-1990s RV storage shed, which was built over the existing perimeter fence. The chain link perimeter fence connects the southeast corner of the RV storage shed. A short section of the CMU wall connects to the southwest corner of the RV storage shed. The CMU wall continues along the west and northwest sides of the original freight yard to the west of Threlkel Street. It consists of a mixture of grey and pink CMU blocks laid in a running bond and the wall stands around 6-foot tall. Both the CMU wall and the chain link fence are replacements for earlier perimeter features and appear to have been constructed in the 1970s, in association with the construction of the Spaghetti Bowl intersection and the Governors Bowl Park baseball field in the areas adjacent to the freight yard. It is possible that some sections of the perimeter fence at the east and north of the extension to the freight yard date back to the 1960s.

Structure 3 - Internal Security Fence

The Internal Security Fence consists of three sections of modern chain link fence that follow a zig-zag course from north to south across the parcel, forming a barrier to stop ingress into the freight yard from Threlkel Street. The first section of the fence runs from the west side of Building 4 to the west side of the boiler room at the north of Building 2. The second section runs from the eastern side of the front addition on the southern side of Building 2 to the northeast corner of B1558. The third section runs

from the southeast corner of B1558 towards the northeast corner of the Sandman Motel (B15584) where it connects to the Structure 2, the perimeter fence. All three sections of the fence are approximately 6-foot tall, have plastic privacy strips, and have multiple strands of barb wire at the top. Two large gates allow controlled access into the freight yard to the north and south of Building 2. The fence first appears on aerial photographs in 1999 and it divided the freight yard into two halves, with an RV storage facility occupying the western half and the eastern half continuing to operate as a freight yard.

B15585

B15585 is a small square timber frame brick clad office building with a pyramidal roof, a concrete foundation, and a full basement. The walls of the building face the cardinal directions. The building is located on the west side of Threlkel Street, in the southeast corner of the original part of the freight yard. The position of the office suggests that one of its functions was monitoring and tracking vehicles moving in to and out of the freight yard. According to the Washoe County Assessor the building was constructed in 1946, and the building is visible in an aerial photograph dated to that year. Nova Geotechnical & Inspection Services recently produced a Phase 1 Environmental Site Assessment (ESA) report of the site and identified B15585 as having been constructed in 1943, and the nearby Building 2 as having been constructed in 1942 (Nova Geotechnical & Inspection Services 2020:16).

The front façade of the building is at the east, facing onto Threlkel Street. It features three closely spaced wood frame triple hung windows at the south. A wooden door with a large light in its upper half and a transom window is located to the north of the midpoint of the wall. The door is accessed from a set of concrete steps with metal handrails. Two wood frame triple hung windows are located at the north of the wall. The northern side wall features nine closely spaced wood frame triple hung windows. A small electrical panel with a utility meter is located at the eastern corner of the wall. A small air conditioning unit is mounted in the bottom of the central window, with a wooden board blocking the rest of the opening. The rear western wall is arranged almost identically to the front wall at the east. It features four closely spaced wood frame triple hung windows at the south. A wooden door with a large light in its upper half, a transom window, and a metal screen door is located to the north of the midpoint. The door is accessed from a set of concrete steps with metal handrails. Two wood frame triple hung windows are located at the north of the wall. The windows on this side of the building are protected by three retractable canvas awnings with thin metal supports. The southern side wall features a row of six closely spaced wood frame triple hung windows at the west and center, and a seventh wood frame triple hung window close to the eastern corner. A large air conditioning unit is mounted to the bottom part of the fourth window from the west corner, supported by a crude wooden platform. A continuous course of row locked bricks runs around the building, just below the height of the windows. In the areas below groups of adjacent windows the rowlock bricks protrude out from the wall to form long shared windowsills. At the base of the wall, one course above the top of the concrete basement wall, there is a continuous soldier course.

The basement level features a concrete wall which barely protrudes above the surrounding ground surface. There are two lightwells located along the northern side wall and two lightwells located along the southern side wall. The lightwells are lined with poured concrete and have angle iron surrounds mounted into their upper surfaces, indicating the use of covers or security bars at the top of each lightwell. The lightwell at the east of the north wall is currently covered by a diamond pattern iron sheet, but it is unclear if this is an original cover. Each lightwell featured a small wood frame 2-light sliding window at its top. The window in the western light well on the northern wall has been replaced by a simple wooden board which is penetrated by two large metal ventilation pipes.

The low pitch pyramid roof has wide boxed eaves on all sides. Short stretches of gutter run from the northern corners of the east and west corners to the south of each door. Downpipes are located to the north of the eastern door and to the south of the western door. The roof is covered by composition shingles. A large ventilator is located close to the northwest corner of the roof, a slender electrical mast is located at the northeast corner of the roof above the electrical panel, a tall and slender brick chimney is located to the southeast of the apex of the roof, and a small ventilation pipe is located close to the southeast corner of the roof.

The interior of the building is well preserved, and features a foyer, a passage, a large open plan office to the south of the passage, and three private offices to the north of the passage. Within the large open plan office are a set of restrooms, and a door that opens on to the stairs that lead to the basement. The different internal areas are defined by original wood or wood and glass partition walls, which are in good condition. The interior now features a drop ceiling.

Building 2 – Mechanics Garage

Building 2 is a large rectangular side gabled, metal frame, brick walled, mechanics garage. The long axis of the two-story building is aligned east to west, and it is set upon a concrete pad foundation. The building is located to the west of Threlkel Street in the central part of the original freight yard. According to the Washoe County Assessor the building was constructed in 1946, and the building is visible in an aerial photograph dated to that year. Nova Geotechnical & Inspection Services recently produced a Phase 1 Environmental Site Assessment (ESA) report of the site and identified Building 2 as having been constructed in 1942, and the nearby B15585 as having been constructed in 1943 (Nova Geotechnical & Inspection Services 2020:16). When originally constructed the building had a long and thin protruding boiler room in the center of the northern wall. By 1953 the building had acquired a small addition on the southern part of the western side wall, and by 1962 a single-story office block had been added to the center of the southern wall. By 1966 a small free-standing garage building had been constructed immediately west of the building. The small free-standing garage was demolished at some point after 1999, leaving only low concrete foundations.

The front façade of the building is at the south. The single-story office block addition is located in the center of the front facade. The western section of the front facade features a metal frame 20-light industrial style window with two 4-light center pivot panels at the western corner, a metal frame 30-light industrial style window with two 6-light center pivot panels, a wide metal door with six small lights in the upper half, a second metal frame 30-light industrial style window with two 6-light center pivot panels, and a wide metal door with six small lights in the upper half is located to the west of the office addition. The door is protected by a pitched metal hood. The eastern section of the front facade features a small garage bay door at the eastern corner, which is now boarded up, three large garage bay doors with replacement overhead roller doors, a metal frame 30-light industrial style window with two 6-light center pivot panels, and a wide metal door with six small lights in the upper half is located to the east of the office addition. The door is protected by a pitched metal hood. All of the windows on the front façade have rowlock brick windowsills.

The office addition extending from the center of the front facade features a wooden door with three horizontal lights in the upper half at the western corner, accessed from a wide concrete step. East of the door is a row of four adjacent metal frame 4-light awning windows, with one of the windows now housing a small air conditioning unit. Further east there is a second wooden door with three horizontal lights in the upper half, accessed from a wide concrete step. At the east of the wall there is a metal

frame 9-light industrial style window with the upper 6-lights being an awning opening panel. The western side wall of the office addition features two adjacent metal frame 4-light awning windows towards the northern corner, and a metal frame 2-light window towards the southern corner that now houses an air conditioning unit. The eastern side wall of the office addition features two adjacent metal frame 4-light awning windows towards the northern corner, and a metal frame 2-light window towards the southern corner that now houses an air conditioning unit. All of the windows on the office addition have rowlock brick windowsills.

The eastern gable wall features a plain metal security door at the south corner. The central part of the wall features a large metal frame 45-light industrial style window with three 6-light center pivot panels, a metal frame 30-light industrial style window with two 6-light center pivot panels, and a flush wooden door. The northern part of the wall features two adjacent shallow inset sections. The southern inset features a metal frame 15-light industrial style window with a 6-light center pivot panel. The northern inset section is partially occupied by a free-standing electrical box. All of the window openings feature rowlock brick windowsills. The gable is clad in vertical corrugated asbestos-cement panels. The only opening in the gable is a door opening to the south of the midpoint at the base of the gable. The door opening is filled by a wooden 6-panel door, which is accessed from the freight yard via a vertical metal ladder that leads up to a small metal gantry outside of the door.

The northern rear wall is divided into two equally sized parts by the long and thin projecting boiler room that extends out to the north. The western section of the rear wall features four large garage bay doors with replacement overhead roller doors. The eastern section of the rear wall features four large garage bay doors with replacement overhead roller doors. At the eastern corner there is a smaller garage bay door which features a wooden 30-panel door, with 12-lights in its upper panels. The door is now permanently closed, and a crude set of plywood shelves has been attached to the lower part of the door. Metal handles low down on the door indicate that it raised upwards, but the lifting mechanism could not be determined. It is likely that the similarly sized and positioned blocked garage bay at the east end of the front façade originally featured a similar 30-panel wooden door.

The boiler room has a gently sloping single pitch roof. The southern portion, closest to the main part of the building, has brick walls, and the northern portion has CMU walls. The brick portion of the eastern wall features two metal frame 15-light industrial style windows with 6-light center pivot panels, and a metal frame 10-light industrial style window with a 4-light center pivot panel. The CMU portion of the eastern wall features a metal frame 9-light industrial style window, with a 6-light awning opening panel at the top. The CMU northern end wall of the boiler room features a centrally positioned metal frame 10-light industrial style window with a 4-light center pivot panel. The brick portion of the western wall features two metal frame 15-light industrial style windows with 6-light center pivot panels, and a metal frame 10-light industrial style window with a 4-light center pivot panel. The CMU portion of the western wall features a metal 2-panel door with a concrete step and a metal frame 9-light industrial style window, with a 6-light awning opening panel at the top. At the southeast corner of the boiler room there is a gas meter and an electrical panel with a utility meter, protected by bollards, and a tall cylindrical metal water or fuel tank. All of the window on the boiler room have rowlock brick windowsills. The roof of the boiler room is covered with corrugated asbestos-cement sheets with several small vent pipes and a large metal chimney. The roof panels overhang the walls of the boiler room by a small amount on all three sides. It is unclear if the CMU portion of the boiler room is an addition or if it is a direct replacement of an original brick built northern end that had become damaged. The use of the same style of industrial windows and rowlock brick windowsills may favor the idea that the CMU portion is a direct replacement of an original brick-built portion.

The western gable wall features a wide metal door with six small lights in its upper portion at the northern corner. Between the door and the midpoint of the wall there is a set of three adjacent metal frame 15-light industrial style window with 6-light center pivot panels and a continuous rowlock brick windowsill. Immediately south of the midpoint there is a very tall and narrow door opening that has now been neatly boarded up. The southern portion of the wall is concealed by a large addition with a single pitch roof. The gable is clad in vertical corrugated asbestos-cement panels. A large circular metal ventilation hatch with a raising mechanism is located at the base of the center of the gable. A large concrete pad with several metal grate covered sumps is located immediately next to the western gable wall. At the western edge of the concrete pad there are the foundations of a now demolished metal frame workshop or garage building with a metal grate covered sump or oil pit in the center.

The northern side of the addition on the western gable wall extends up to the base of the gable, and its roof slopes down to the south. The walls of the addition are clad in corrugated asbestos-cement panels, with some replacement galvanized corrugated sheets. The northern wall features a centrally positioned metal frame 32-light industrial style window with a 4-light center pivot panel. The western wall features a centrally positioned wide plain metal door, flanked by two metal frame-32 light industrial style windows. A small wood lined hatch or window was located at the southern corner of the western wall. It has been blocked up with an internal wooden board. The southern wall features a centrally positioned metal frame 20-light industrial style window with a 4-light center pivot panel. A small wood lined hatch or window was located towards the eastern corner of the southern wall. It has been blocked up with an internal wooden board. The gently sloping single pitch roof is covered by corrugated asbestos-cement sheets.

The moderately pitched side-gable roof of the main building is covered with asbestos-cement sheets. It has short overhangs on all sides. There are two large skylights on each pitch, and two large ventilators are positioned towards either end of the ridgeline, which all appear to be original features. A set of more recent multiple floodlights are positioned at the apex of each gable to illuminate the freight yard on the north side of the building. A relatively recent double-sided commercial sign is located in the middle of the ridgeline, with lights to illuminate both sides located further down the roof.

There is a collection of electrical supply components located at the northern end of the east gable wall. The components are a tall utility pole, a large freestanding electrical panel (which extends into the inset area at the north of the adjacent gable wall), and a transformer box. The features are set on a small concrete pad and a total of nine bollards are arranged in a semi-circle around the edge of the pad.

Building 3 – Trucking Transfer Station

Building 3 is a large rectangular side-gable metal frame trucking transfer station. The building is clad with vertical ribbed metal siding, and it is set upon a raised concrete plinth foundation. The building is located to the east of Threlkel Street, in the southwestern portion of the extension to the freight yard. According to the Washoe County Assessor the building was constructed in 1964, and the building is visible in an aerial photograph dated to 1966.

The front façade of the building is at the west, facing onto Threlkel Street. The main entrance to the building is located towards the southern corner of the western wall. It consists of a pair of adjacent metal doors with large glass lights in their upper halves. The doors are accessed via two sets of concrete steps which lead up, from the north and south respectively, to a small stoop. The western side of the steps and the stoop feature a metal handrail. To the south of the doors there are two adjacent, medium

size, metal frame 2-light sliding windows. An electrical panel with a utility meter is located to the south of the doors and north of the window. To the north of the door there is a second pair of adjacent, medium size, metal frame 2-light sliding windows, which are partially boarded up. The remainder of the west wall of the building features ten regularly spaced large loading bay doors with overhead roller doors. The northernmost loading bay door features a folding metal loading ramp with large rubber bumpers. The remaining loading bay doors feature metal brackets where loading ramps were previously mounted. The loading ramp and the brackets are mounted at the top of the concrete plinth foundation, approximately four foot above the surrounding ground surface.

The northern gable wall features a metal security door at the western corner and three regularly spaced loading bay doors. The security door at the west is accessed by a set of metal steps with metal handrails. The loading bay door to the west of the midpoint has been infilled with vertical ribbed metal sheeting, and the infilled panel features a centrally positioned metal security door. The door is accessed via a temporary metal disabled access ramp leading up from the northeast corner of the building. The other two loading bay doors feature overhead roller doors with folding loading ramps and rubber bumpers.

The rear wall at the east features ten regularly spaced large loading bay doors with overhead roller doors, which occupy most of the wall apart from the southern portion. All of the loading bay doors feature folding metal loading ramps with large rubber bumpers. The loading ramps are mounted at the top of the concrete plinth foundation, approximately four foot above the surrounding ground surface. The southern section of the wall, beyond the loading bay doors, features two medium sized metal frame 2-light sliding windows. The northern window is boarded up and the southern window is protected by a heavy metal mesh.

The southern gable wall is largely obscured by two recently positioned temporary office buildings. A large metal framed 2-light window is located towards the western corner of the wall. Wooden boards attached to the center and eastern corner of the wall presumably conceal two further windows.

The side-gable roof has a very low pitch with wide overhanging unboxed eaves along the front and rear walls of the building. The overhangs are supported by I-beams which are part of the main roof structure extending beyond the walls. The roof is flush with the gables at the north and south of the building and closed off with metal flashing. The roof is covered with corrugated metal sheets. Three large air conditioning units are located towards the southern end of the roof. The section of the roof overhanging the entrance on the front façade features a metal gutter with two downpipes running under the overhang and then down the walls. A continuous metal gutter runs along the edge of the roof along the overhanging roof along the eastern wall, but no downpipes remain intact.

Building 4 – Metal Shed

Building 4 is a large metal frame side-gable shed located at the northern boundary of the freight yard and 45-meters north of Building 2. It was constructed between 1974 and 1978, when it first appears on aerial photographs. The shed is clad in vertical ribbed metal siding. The front façade of the shed is at the south and features a large off-center set of sliding doors. The eastern gable wall features a large set of sliding doors. The west gable wall and the rear northern wall are plain. The low-pitched side-gable roof is covered by ribbed metal sheets, has short overhangs at the north and south, and is flush with the gables at the east and west.

6. References

List references used to research and evaluate the individual property.

Henrick, K.

2017 Field of Dreams. *Footprints*, 20 (2), Spring 2017.

Mead & Hunt

2017 *B15585 Architectural Resource Assessment (ARA) Form*

Mead & Hunt

2018 *District Form D264: Lincoln Highway/Victory Highway/US 40. E 4th Street (Threlkel Street to Montello Street) Roadside Historic District*

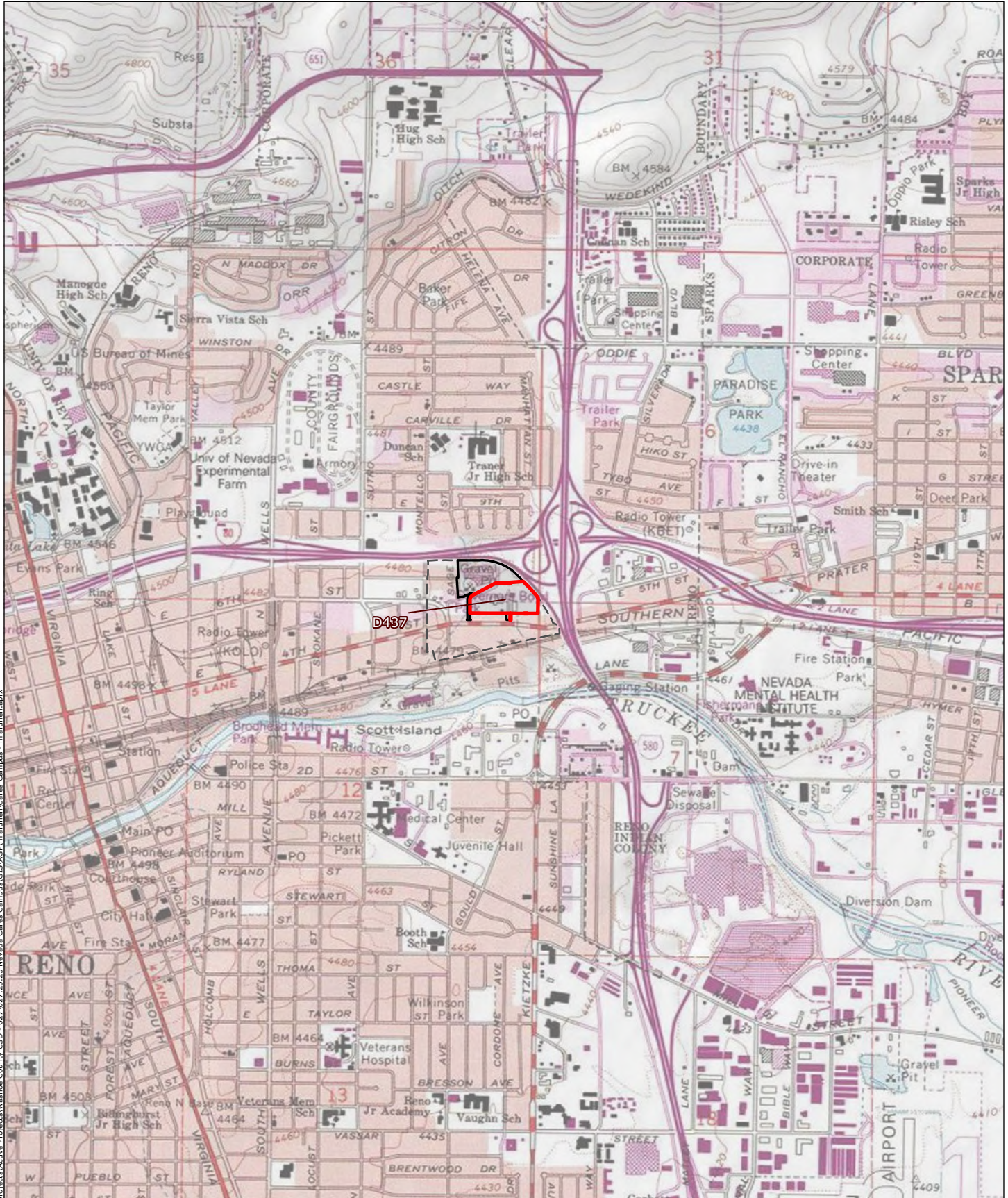
NVSHPO

2017 *Instructions for the Architectural Resource Assessment Form (Revised 2017)*. NVSHPO: Carson City

Nova Geotechnical & Inspection Services

2020 *Phase 1 Environmental Site Assessment*. Prepared for City of Reno.

9. Area Location Map



Document path: \\NCE\RGH\FEER\projects\Active Projects\Washoe County\CD - 627.627.23.25 Nevada Cares Campus\GIS\AC\PM\maitinen\Cares Campus - maitinen.aprx

Legend

- Direct APE
- Indirect APE
- D437



Nevada Cares Campus Project
 Reno, Nevada
 Site Location Map

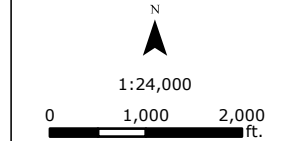
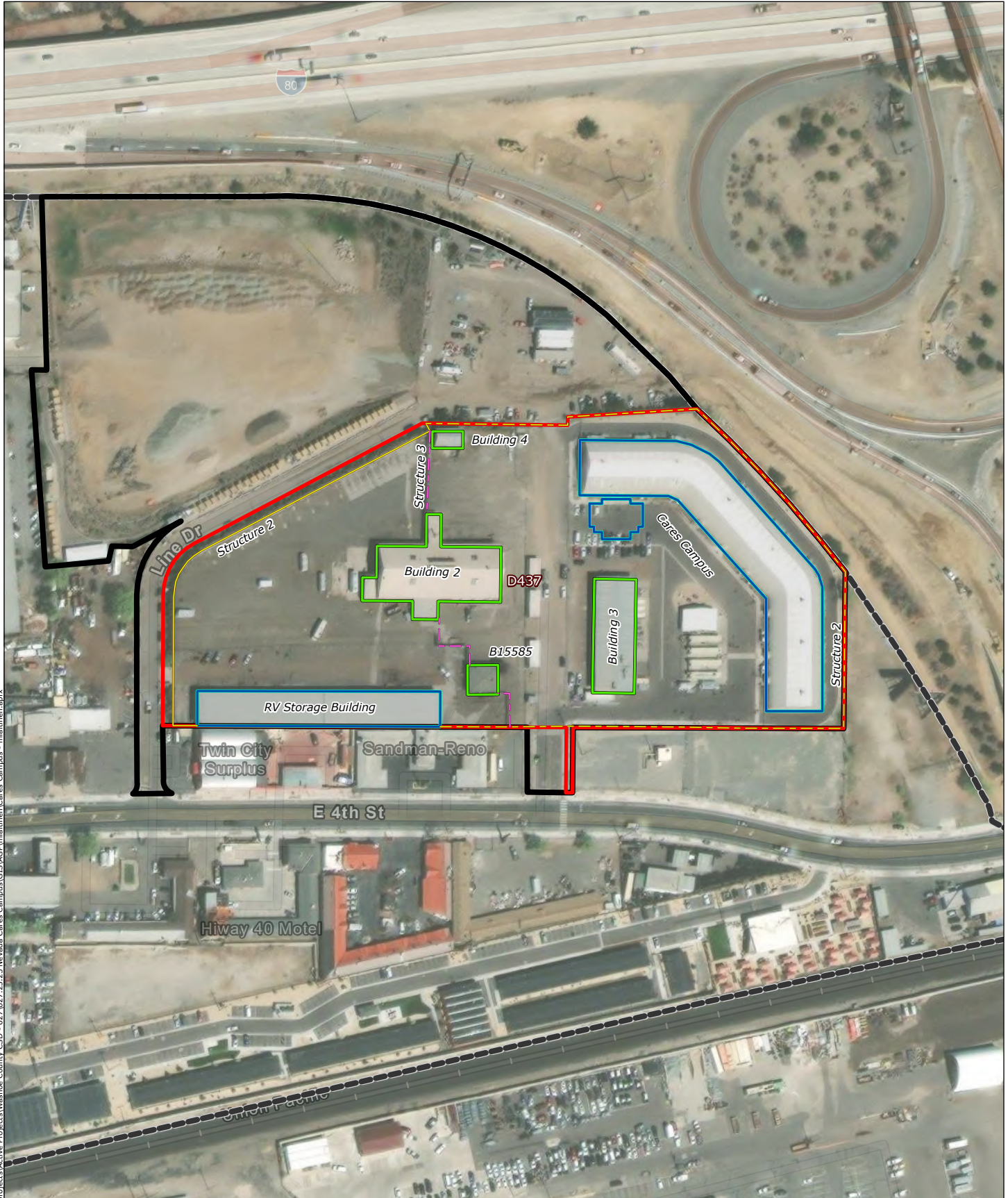


FIGURE
1

SOURCE ESRI USGS Topo Basemap	JOB NUMBER 627.23.25	DRAWN mlaitinen	DATE 10/19/2022	REVISED 10/24/2022	APPROVED cvaz
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10. Site Plan Map



Document Path: \\NCE\RC\HFEER\projects\Active Projects\Washoe County\CSO - 627.627.23.25 Nevada Cares Campus\GIS\AGP\mlaitinen\Cares_Campus - mlaitinen.aprx

Legend

- Direct APE
- Indirect APE
- D437
- Historic Building
- Modern Building
- Structure 2 - CMU Wall
- Structure 2 - Chain Link Fence
- Structure 3 - Security Fence

Nevada Cares Campus Project
Reno, Nevada
 Site Sketch Map

1 in. = 200 ft.

FIGURE
2

SOURCE	JOB NUMBER	DRAWN	DATE	REVISED	APPROVED
ESRI World Imagery Basemap	627.23.25	mlaitinen	10/19/2022	10/26/2022	cvaz

9. Photographs

Include as many photographs as needed to accurately depict the district, including examples of representative properties or property types, streetscapes, landscapes, etc.



Elevation: Structure 1 Overview
Date: 10/4/2022

Direction facing: 320 Photographer: S Rathbone



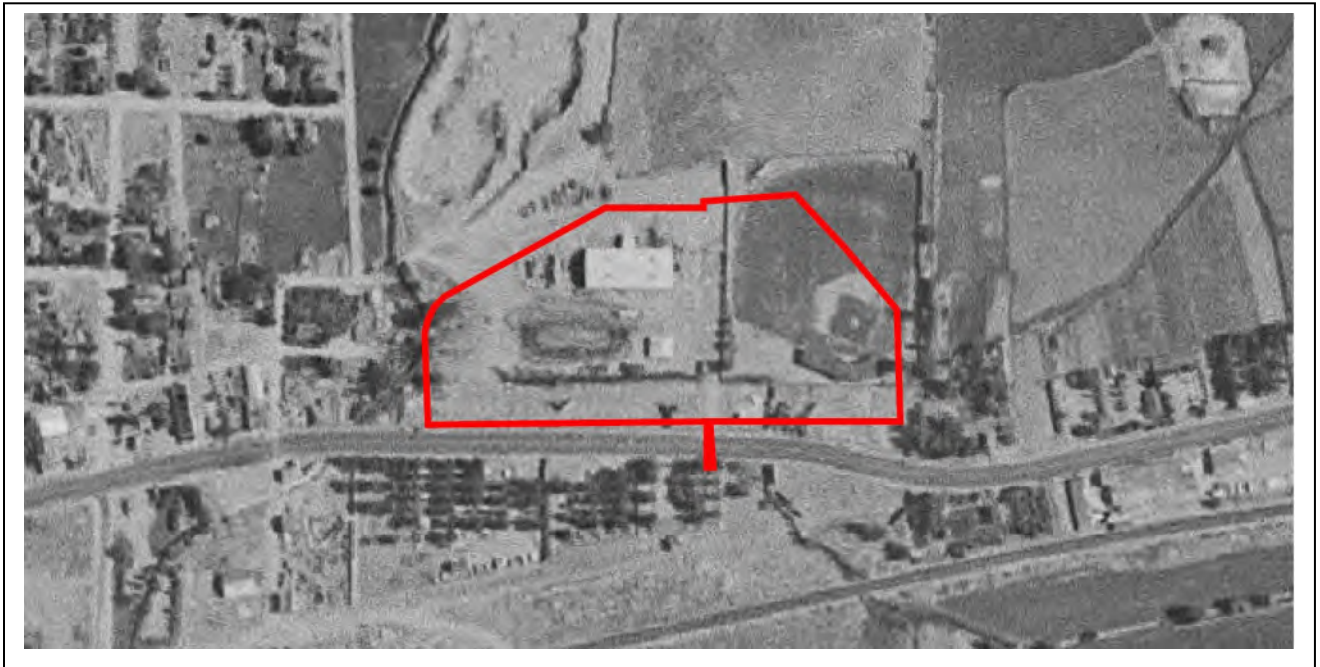
Elevation: Structure 1 Overview
Date: 10/4/2022

Direction facing: 210 Photographer: S Rathbone



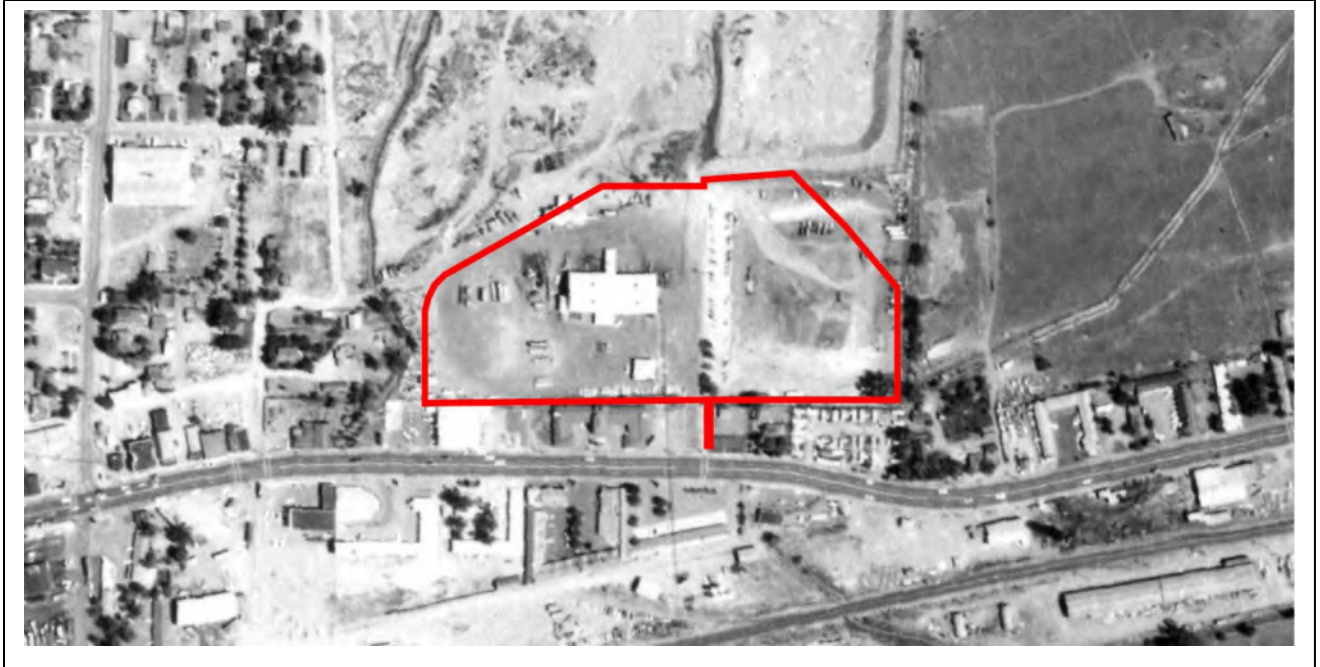
Elevation: 1939 Aerial Photograph Direction facing: N/A
Photographer: United States Department of Agriculture

Date: 1939



Elevation: 1946 Aerial Photograph Direction facing: N/A
Photographer: United States Geological Survey

Date: 1946



Elevation: 1962 Aerial Photograph Direction facing: N/A
Photographer: Nevada Highways Department

Date: 1962



Elevation: 1966 Aerial Photograph Direction facing: N/A
Photographer: United States Geological Survey

Date: 1966



Elevation: 1972 Aerial Photograph
Date: 1972

Direction facing: N/A

Photographer: Unknown



Elevation: 1978 Aerial Photograph
Date: 1978
Photographer: Nevada Highways Department

Date: 1978



Elevation: 1999 Aerial Photograph Direction facing: N/A
Photographer: United States Geological Survey

Date: 1999



Elevation: Overview of CMU portion of Structure 2 Direction facing: 240
Photographer: S Rathbone Date: 10/25/2022



Elevation: Detail of CMU portion of Structure 2 Direction facing: 330
Photographer: S Rathbone Date: 10/25/2022



Elevation: Detail of chain link portion of Structure 2 running towards RV storage shed
Direction facing: 270 Photographer: S Rathbone Date: 10/4/2022



Elevation: Detail of Structure 3 running between Building 2 and Building 4
Photographer: S Rathbone

Direction facing: 270

Date: 10/25/2022



Elevation: Detail of Structure 3 running between B15585 and Building 2
Photographer: S Rathbone

Direction facing: 270

Date: 10/4/2022



Elevation: B15585 Eastern elevation
Date: 10/4/2022

Direction facing: 270

Photographer: S Rathbone



Elevation: B15585 Northern elevation
Date: 10/4/2022

Direction facing: 180

Photographer: S Rathbone



Elevation: B15585 Western elevation Direction facing: 90
Date: 10/4/2022

Photographer: S Rathbone



Elevation: B15585 Southern elevation Direction facing: 0
Date: 10/4/2022

Photographer: S Rathbone



Elevation: B15585 Eastern lightwell on north wall of basement
Photographer: S Rathbone

Direction facing: 170

Date: 10/4/2022



Elevation: B15585 Detail of largely intact interior
Date: 10/4/2022

Direction facing: N/A

Photographer: S Rathbone



Elevation: Building 2 South elevation
Date: 10/4/2022

Direction facing: 50

Photographer: S Rathbone



Elevation: Building 2 South elevation
Date: 10/4/2022

Direction facing: 310

Photographer: S Rathbone



Elevation: Building 2 Front Wall Addition
Date: 10/4/2022

Direction facing: 0

Photographer: S Rathbone



Elevation: Building 2 East elevation
Date: 10/4/2022

Direction facing: 210

Photographer: S Rathbone



Elevation: Building 2 West elevation
Date: 10/4/2022

Direction facing: 90

Photographer: S Rathbone



Elevation: Building 2 West Wall Addition
Date: 10/4/2022

Direction facing: 40

Photographer: S Rathbone



Elevation: Building 2 External Garage Foundations
Photographer: S Rathbone

Direction facing: 0

Date: 10/4/2022



Elevation: Building 2 North west corner
Date: 10/4/2022

Direction facing: 130
Photographer: S Rathbone



Elevation: Building 2 North elevation
Date: 10/4/2022

Direction facing: 170

Photographer: S Rathbone



Elevation: Building 2 Boiler Room
Date: 10/4/2022

Direction facing: 120

Photographer: S Rathbone



Elevation: Building 2 North elevation
Date: 10/4/2022

Direction facing: 180

Photographer: S Rathbone



Elevation: Building 2 Door detail at east end of north wall
Photographer: S Rathbone

Direction facing: 210

Date: 10/4/2022



Elevation: Building 3 West elevation
Date: 10/4/2022

Direction facing: 140

Photographer: S Rathbone



Elevation: Building 3 Main entrance
Date: 10/4/2022

Direction facing: 20

Photographer: S Rathbone



Elevation: Building 3 Northwest corner Direction facing: 130
Date: 10/4/2022

Photographer: S Rathbone



Elevation: Building 3 North elevation Direction facing: 180
Date: 10/4/2022

Photographer: S Rathbone



Elevation: Building 3 Northeast elevation
Date: 10/4/2022

Direction facing: 210

Photographer: S Rathbone



Elevation: Building 3 East elevation
Date: 10/4/2022

Direction facing: 200

Photographer: S Rathbone



Elevation: Building 3 Southeast corner
Date: 10/4/2022

Direction facing: 300

Photographer: S Rathbone



Elevation: Building 3 South elevation
Date: 10/4/2022

Direction facing: 0

Photographer: S Rathbone



Elevation: Building 4 South elevation
Date: 10/25/2022

Direction facing: 0

Photographer: S Rathbone



Elevation: Building 4 Southeast corner
Date: 10/25/2022

Direction facing: 310

Photographer: S Rathbone



Architectural Resource Assessment (ARA) Form

For SHPO Use Only		SHPO Concurrence?: Y / N		Date:	
Survey Date	10/4/2022	Recorded By	S Rathbone and M Laitinen	Agency Report #	

1. Property Type

Building <input type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input checked="" type="checkbox"/>
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2. Property Overview and Location

Street Address	1498 E 7th Street				
City, Zip	89512				
County	Washoe County				
Assessor's Parcel #	008-211-47, 008-211-48	Subdivision Name			
UTM Location (NAD 83, UTM Zone 11 North)	Easting: 259996 mE		Northing: 4379945 mN		
USGS Info	Township: 19N.	Range: 19E.	Section: 1, 12	USGS 7.5' Quad & Date: Reno 1992	
Ownership	Private <input type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input checked="" type="checkbox"/>
Should the property's location be kept confidential?	Yes <input type="checkbox"/>		No <input checked="" type="checkbox"/>		

3. Architectural Information

(Insert primary photograph below.)

Construction Date	1972-1978	
Architectural Style	N/A	
Architectural Type	Baseball field	
Roof Form	N/A	
Roof Materials	N/A	
Exterior Wall Materials	N/A	
Foundation Materials	N/A	
Window Materials	N/A	
Window Type	N/A	
Accessory Resources?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
	Number?: 4	



Condition of Resource(s)?	Good <input type="checkbox"/>	Fair <input type="checkbox"/>	Poor <input checked="" type="checkbox"/>
Explanation:	The Governor's Bowl Park is being redeveloped and is currently an active construction site.		

4. NRHP Eligibility - Existing Listings, Districts, & Potential Districts

Is the property listed in the National Register?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If yes, provide:	Date Listed:	
				NRIS #:	
Contributing to a listed historic district?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If yes, provide:	NRIS #:	
			Name:		
			Date listed:		
If no, is there a potential district?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If so, is the potential district eligible for the NRHP?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
			If so, is this resource contributing?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
District Name:				SHPO #:	

Note: A resource that is contributing to a National Register-eligible district is considered eligible for the National Register for the purposes of project review, even though the resource itself may not be individually eligible.

5. NRHP Eligibility - Individual

If not already listed, complete the information below:

Eligible Under:	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
	Not Eligible <input checked="" type="checkbox"/>	Unevaluated <input type="checkbox"/>		
Area(s) of Significance	Entertainment/recreation			
Period(s) of Significance	1970s-2020s			
Integrity – Does the resource possess integrity in all or some of the 7 aspects?				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Threats to Resource:	Re-development of site			
Historic Name	Governor's Bowl Park			
Current/Common Name	Governor's Bowl Park			
Historic/Original Owner	City of Reno			
Current Owner	City of Reno			
Current Owner Address	1001 E 9th Street			
Historic Building Use	Baseball field			
Current Building Use	Construction site			
Architect/Engineer/Designer	Unknown			
Builder/Contractor	Unknown			

6. Narrative Eligibility Justification

Provide a detailed explanation of the resource's eligibility for the National Register, including supporting historic information, methods for evaluation under the four criteria, discussion of the seven aspects of integrity, and conclusions about eligibility.

The location later occupied by Governor's Bowl Park baseball field was farmland until the mid-1940s, when it began to be operated as a gravel pit. The gravel pit was closed down in advance of the construction of the major intersection of I-80 and I-580, known locally as 'the Spaghetti Bowl,' the western leg of which was built over the northern half of the gravel pit. The southern half of the gravel pit became a somewhat stranded piece of land located between I-80 to the north, the intersection to the east, the 1940s freight yard (D437) to the south, and a mixed residential and light industrial area to the west. The site was accessible only from the terminal of E 7th Street to the west. The site was developed into Governor's Bowl Park during the mid-1970s, with work having been completed by 1978 when the completed site is depicted on an aerial photograph. The facilities included a sunken baseball field surrounded by neatly graded banks, a purpose-built access road, Line Drive, that connected the site to 4th Street, and a parking lot. A baseball field which hosted semi-professional games, Threlkel Park, had been located a short distance to the southeast of the site of the Governor's Bowl Park from 1930 through to 1960 when it was lost to an eastwards expansion of the freight yard (Henrick 2017; Nevada Historical Society Docent Council 2011:115). By the time Threlkel Park was demolished the focus of professional baseball in the area had shifted to Moana Stadium (Barber 2018), but Governor's Bowl Park may have been conceived as a partial replacement for the earlier baseball field. Governor's Bowl Park was extant until 2020, but in 2021 it began to be used as a staging area for building work associated with the Nevada Cares Campus to the south, and it is currently being developed as the location of an expansion of the Nevada Cares Campus.

Governor's Bowl Park was evaluated with regard to National Register Bulletin 18 – Historic Landscapes, which specifically identifies sports grounds as a *type* of Historic Landscape. Had Governor's Bowl Park been in pristine condition when it was surveyed it seems doubtful whether it would have met the standards specified for NRHP eligibility as a Historic Landscape because it was never an 'exemplary representative' of a Baseball Field and because it is not known to have any specific social significance or to have associations with important historic people or events (NRB 18:3). The results of the survey rendered any such considerations to be entirely moot, as the site was found to be so lacking in integrity it could not even be recognized as a baseball field.

Governor's Bowl Park has been heavily impacted by recent developments associated with the Nevada Cares Campus. The playing field that was originally created in the base of the gravel pit has been buried under approximately 12-foot of fill material to create a new surface for future construction. Most of the structures associated with the playing field have been removed or buried, including the infield features, the backstop, and the floodlights. The banks surrounding the playing field remain partially intact, although their lower portions have been buried and the two sets of bleachers that were located on the banks have been removed. The road leading to the baseball field, the parking lot, and the toilet block are intact and have so far only been subject to temporary alterations. Governor's Bowl Park is lacking in every aspect of integrity, due to

Other Resource #:

the recent changes that have occurred to the site. Although some features remain intact, the site is no longer identifiable as a baseball field, and it lacks integrity of design, materials, workmanship, and feeling. The burial of the playing field under a deep layer of fill means that it no longer possesses integrity of location. Changes to the surrounding area that have occurred during the development of the Nevada Cares Campus mean that Governor's Bowl Park does not possess integrity of setting. Integrity of association is not pertinent to this site.

The construction of Governor's Bowl Park was not a significant historical event, and the construction project was not strongly associated with any historically important persons. Recent changes to the site mean that its original form has been lost and only fragmentary pieces of the facility survive. The site no longer embodies the distinctive characteristics of a baseball field. Further investigation of this site is not likely to yield information important to history. Governor's Bowl Park is not recommended as being eligible for NRHP listing under criteria A, B, C, or D. Governor's Bowl Park was a relatively late addition to the area, constructed when a small piece of otherwise problematic land became available to the City of Reno for recreational use. The site does not relate strongly to any of the surrounding properties. Governor's Bowl Park is not recommended as being a contributing element of a historic district.

7. Narrative Architectural Description

Provide a detailed description of the resource, including all character defining features, potential construction methods, potential alterations (both historic and non-historic), and any accessory resources.

Governor's Bowl Park baseball field is located to the north of E 4th Street and south of I-80, with the 'Spaghetti Bowl' intersection to the east. Governor's Bowl Park occupies two adjacent parcels, APN 008-211-47 and APN 008-211-48, and consists of three major elements, the baseball field, a parking lot, and an access road called Line Drive. The site was in good condition until as recently as November 2020, but during 2021 it began to be used as a staging area for works occurring at the adjacent Nevada Cares Campus site, and in 2022 the site began to be prepared to be occupied by the SAFE Camp facility that is part of the planned expansion of the Nevada Cares Campus.

Governor's Bowl Park was originally constructed within the southern portion of a gravel pit that operated between the 1940s and the 1960s. The gravel pit was closed ahead of the construction of the Spaghetti Bowl intersection in the 1970s, and the western leg of the intersection was constructed across the northern half of the gravel pit. Work on Governor's Bowl Park was completed by 1978 when it was captured on an aerial photograph. The playing field was created at the bottom of the gravel pit, with steep banks rising up to the original ground surface on all sides. The home plate and the backstop were in the southwest corner, with small bleachers incorporated into the adjacent banks to the south and west. Wide concrete paths ran along the top of the banks at the south and west, where spectators could set up chairs, tables, and barbecues etc. Low chain link fences ran along the top of the banks surrounding the playing field at the east, south, and west, controlling access to the banks. The baseball field had a purpose-built access road, Line Drive, that ran northwards from 4th Street to the southwest corner of the field, and then turned to run northeast along the southern side of the field to reach a triangular parking lot. A precast concrete restroom was added to the west side of the baseball field in 1980. At some point flood lights were added to illuminate the playing field.

When surveyed in October 2022 the site was found to be in a much-altered condition, and no longer recognizable as a baseball field. The playing field was no longer extant, with up to 12-foot of fill material having been deposited to create a new building surface for the SAFE Camp facility. The banks around the playing field and the low chain link fences at the tops of the banks are still present but the bleachers, floodlights, and the backstop have all been removed. The paths along the tops of the banks at the south and west are currently the location of a large number of 'Mod Pods', small 8-foot square prefabricated residential units.

Accessory Resource 1 is Line Drive, a paved road that connects the parking lot, Accessory Resource 2, to E 4th Street. The road is largely unaltered. Current plans for the site will involve the removal of the eastern portion of Line Drive running along the southern side of the baseball field.

Accessory Resource 2 is the short chain link fence that runs along the tops of the east, south, and west banks surrounding the baseball field. It is approximately 4-foot tall and is currently largely intact.

Accessory Resource 3 is a paved triangular parking lot accessed by Line Drive. The parking lot is largely unaltered, but only features three out of an original six flood lights. The parking lot is currently used by as a temporary Nevada Department of Transportation (NDOT) construction crew parking lot, staging area, and temporary office facility, and numerous mobile office units and a raised water bowser have been placed in the central part of the parking lot. These facilities will be removed when ongoing NDOT work on the adjacent Spaghetti Bowl intersection is completed, and the parking lot will then be incorporated into the Nevada Cares Campus.

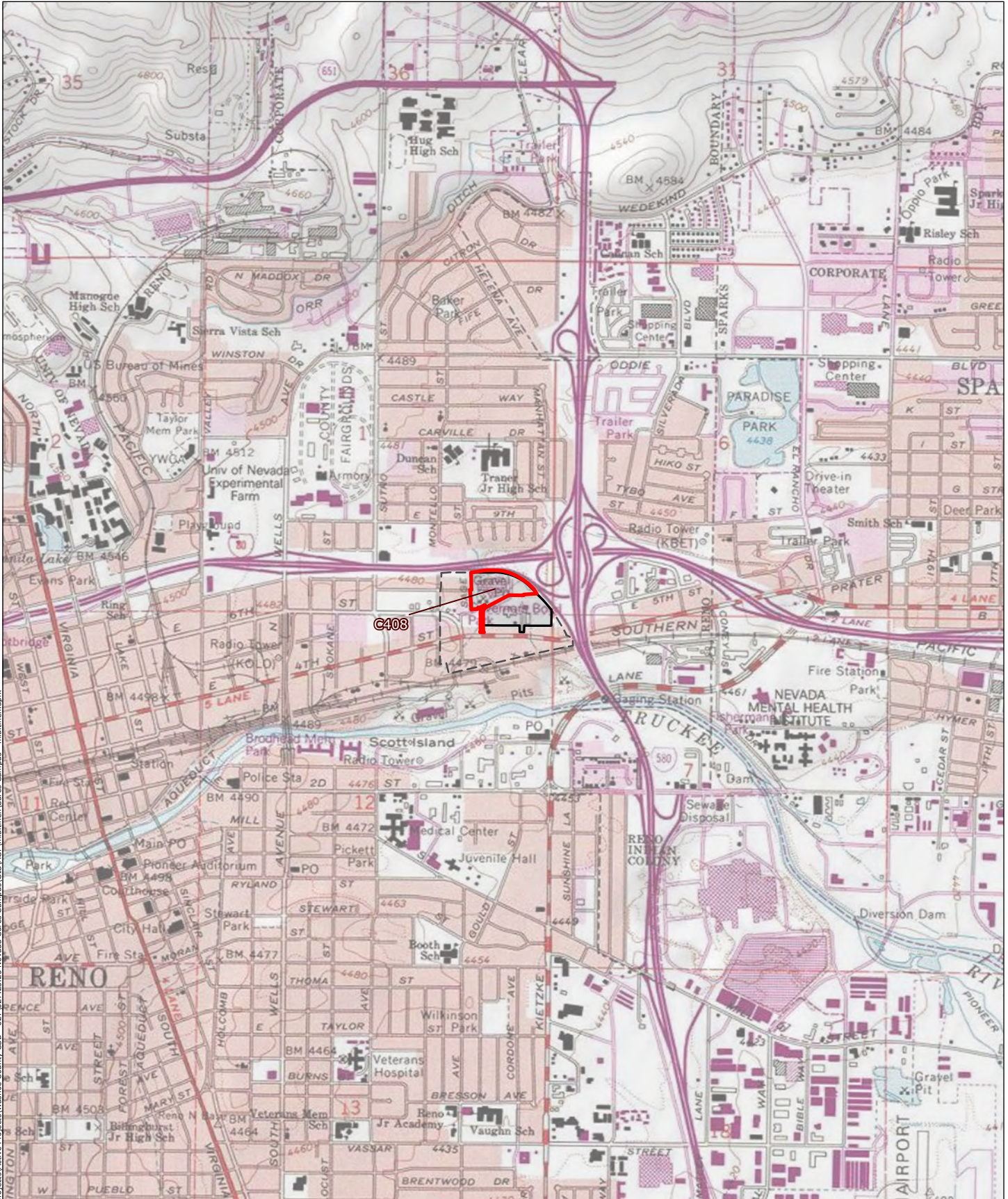
Accessory Resource 4 is a cast concrete restroom that is located to the west of the baseball field. It is accessed from the concrete path that runs along the top of the western bank. The front façade of the restroom is at the east. It features a wide central doorway leading to a passage that provides access to a central utility room with male and female restrooms are located at either end of the passage. The doorway is now covered by a metal mesh door which is not original. To either side of the doorway there are large circular window openings that illuminate the passage, but which do not appear to have ever been glazed. The other external walls are plain. The building has a moderately sloping single pitch roof, which slopes down to the west. The roof appears to be covered with flat metal sheeting. The restroom is likely to be retained for use by the expanded Nevada Cares Campus.

8. References

List references used to research and evaluate the individual property.

- Barber, A.
2018 *Early Baseball in Reno*. Electronic Document accessed 10/13/2022
<https://www.kunr.org/time-place-with-alicia-barber/2018-03-28/early-baseball-in-reno>
- Henrick, K.
2017 Field of Dreams. *Footprints*, 20 (2), Spring 2017.
- Nevada Historical Society Docent Council
2011 *Early Reno*. Arcadia Publishing, Charleston

9. Area Location Map



Document Path: \\NCE\RGH\PEER\projects\Active Projects\Washoe County\CSO - 627.23.25 Nevada Cares Campus\GIS\AC\maitinen\Cares_Campus - maitinen.aprx

Legend

- Direct APE
- Indirect APE
- C408



Nevada Cares Campus Project
 Reno, Nevada
 Site Location Map

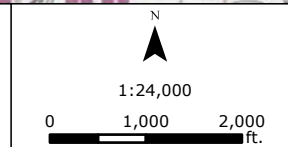


FIGURE
1

SOURCE ESRI USGS Topo Basemap	JOB NUMBER 627.23.25	DRAWN mlaitinen	DATE 10/19/2022	REVISED 10/24/2022	APPROVED cvaz
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10. Site Plan Map



Document Path: \\NCE\CH-HEER\projects\Active Projects\Washoe County\CSO - 627.23.25 Nevada Cares Campus\GIS\AGP\mlaitinen\Cares_Campus - mlaitinen.aprx

Legend	
	Direct APE
	Indirect APE
	C408
	Accessory Resource
	Accessory Resource
	Parking Lot Light

Nevada Cares Campus Project
Reno, Nevada
 Site Sketch Map

1 in. = 200 ft.

0

100

200

ft.

FIGURE
2

SOURCE	JOB NUMBER	DRAWN	DATE	REVISED	APPROVED
ESRI World Imagery Basemap	627.23.25	mlaitinen	10/19/2022	10/26/2022	cvaz

11. Photographs

Include as many photographs as needed to accurately depict the resource.



Elevation: 1978 Aerial Photograph
Date: 1978

Direction facing: N/A

Photographer: Nevada Highways Department



Elevation: 1999 Aerial Photograph
Date: 1999

Direction facing: N/A

Photographer: United States Department of Agriculture



Elevation: 2018 Aerial Photograph
Date: 6/2018

Direction facing: N/A

Photographer: Google Earth



Elevation: 2022 Aerial Photograph
Date: 7/2022

Direction facing: N/A

Photographer: Google Earth



Elevation: Governor's Bowl Park construction site overview Direction facing: 260 Photographer: S Rathbone
Date: 10/4/2022



Elevation: Governor's Bowl Park construction site overview Direction facing: 310 Photographer: S Rathbone
Date: 10/4/2022



Elevation: Governor's Bowl Park construction site overview Direction facing: 350 Photographer: S Rathbone
Date: 10/4/2022



Elevation: Path running along the top of the bank to the northwest of Line Drive Direction facing: 240
Photographer: S Rathbone Date: 10/4/2022

12. Accessory Resources

Complete only if Accessory Resources are present. Include as many extra entries as necessary.

Accessory Property Type

Building <input type="checkbox"/>	Structure <input checked="" type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
-----------------------------------	---	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 1 – Line Drive		
Construction Date	1970s	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 260096	Northing: 4379928	



Elevation: Northeast end of Line Drive Direction facing: 240 Photographer: S Rathbone Date: 10/4/2022

Accessory Property Type

Building <input type="checkbox"/>	Structure <input checked="" type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
-----------------------------------	---	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 1 – Line Drive		
Construction Date	1970s	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 259974	Northing: 4379858	



Elevation: Midpoint of Line Drive Direction facing: 60 Photographer: S Rathbone Date: 10/4/2022

Accessory Property Type

Building <input type="checkbox"/>	Structure <input checked="" type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
-----------------------------------	---	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 1 – Line Drive		
Construction Date	1970s	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 259968	Northing: 4379756	



Elevation: South end of Line Drive Direction facing: 0 Photographer: S Rathbone Date: 10/4/2022

Accessory Property Type

Building <input type="checkbox"/>	Structure <input checked="" type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
-----------------------------------	---	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 2 – Chain link fence		
Construction Date	1970s	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 260033	Northing: 4379907	



Elevation: Chain link fence on south bank of Governor's Bowl Park baseball field Direction facing: 220
 Photographer: S Rathbone Date: 10/25/2022

Accessory Property Type

Building <input type="checkbox"/>	Structure <input checked="" type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
-----------------------------------	---	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 2 – Chain link fence		
Construction Date	1970s	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 260096	Northing: 4379972	



Elevation: Direction facing: Photographer: Date:

Accessory Property Type

Building <input type="checkbox"/>	Structure <input checked="" type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
-----------------------------------	---	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 3 – Line Drive Parking Lot		
Construction Date	1970s	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 260128	Northing: 4379953	



Elevation: Parking Lot Overview Direction facing: 350 Photographer: S Rathbone Date: 10/4/2022

Accessory Property Type

Building <input type="checkbox"/>	Structure <input checked="" type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
-----------------------------------	---	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 3 – Line Drive Parking Lot		
Construction Date	1970s	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 260128	Northing: 4379953	



Elevation: Parking Lot Overview Direction facing: 50 Photographer: S Rathbone Date: 10/4/2022

Accessory Property Type

Building <input type="checkbox"/>	Structure <input checked="" type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
-----------------------------------	---	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 3 – Line Drive Parking Lot		
Construction Date	1970s	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 260128	Northing: 4379953	



Elevation: Parking Lot floodlight Direction facing: 50 Photographer: S Rathbone Date: 10/4/2022

Accessory Property Type

Building <input checked="" type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
--	------------------------------------	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 4 – Restroom		
Construction Date	1980	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 259923	Northing: 4379898	



Elevation: Oblique view of restroom Direction facing: 210 Photographer: S Rathbone Date: 10/4/2022

Accessory Property Type

Building <input checked="" type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
--	------------------------------------	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 4 – Restroom		
Construction Date	1980	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 259923	Northing: 4379898	



Elevation: Oblique view of restroom Direction facing: 320 Photographer: S Rathbone Date: 10/4/2022

Accessory Property Type

Building <input checked="" type="checkbox"/>	Structure <input type="checkbox"/>	Object <input type="checkbox"/>	Landscape (non-archaeological site) <input type="checkbox"/>
--	------------------------------------	---------------------------------	--

Accessory Resource Overview

Accessory Resource Name	Accessory Resource 4 – Restroom		
Construction Date	1980	Contributing?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
UTM (NAD 83, UTM Zone 11 North)	Easting: 259923	Northing: 4379898	



Elevation: Side elevation of restroom Direction facing: 180 Photographer: S Rathbone Date: 10/4/2022

Appendix C

VISIBILITY SURVEY PHOTOGRAPHS

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<p>Legend</p> <ul style="list-style-type: none"> 1 Photo Point Direct APE Indirect APE 	 	<p>Nevada Cares Campus Project Reno, Nevada</p> <p>Indirect APE Photo Points Map</p>	<p>N</p> <p>1 in. = 500 ft.</p> <p>0 500 ft.</p> <p>REVISOR: - APPROVED: mlaitinen</p>
<p>SOURCE ESRI Aerial Basemap</p>	<p>JOB NUMBER 627.23.25</p>	<p>DRAWN jhall</p>	<p>DATE 10/26/2022</p>

Figure 1. Map showing Project Area and location of Photographs used during the assessment of Indirect Effects.



Photograph 1: View towards the project area from Casale's Halfway Club on E 4th Street
Direction facing: 260

Photographer: S Rathbone

Date: 10/5/2022



Photograph 2: View towards the project area from 9th Street & Trident Way
Direction facing: 220

Photographer: S Rathbone

Date: 10/5/2022



Photograph 3: View towards the project area from 9th Street & Erbium Way

Direction facing: 180

Photographer: S Rathbone

Date: 10/5/2022



Photograph 4: View towards the project area from Sage Street Park

Direction facing: 120

Photographer: S Rathbone

Date: 10/5/2022



Photograph 5: View towards the project area from E 7th Street & Montello Street
Direction facing: 90

Photographer: S Rathbone

Date: 10/5/2022



Photograph 6: View towards the project area from E 6th Street & Montello Street
Direction facing: 80

Photographer: S Rathbone

Date: 10/5/2022



Photograph 7: View towards the project area from E 4th Street & Montello Street
Direction facing: 80

Photographer: S Rathbone

Date: 10/5/2022



Photograph 8: View towards the Project Area from the City of Reno Public Works Corporation Yard
Direction facing: 0

Photographer: S Rathbone

Date: 10/5/2022



Photograph 9: View towards the Project Area from the City of Reno Public Works Corporation Yard

Direction facing: 40

Photographer: S Rathbone

Date: 10/5/2022



Photograph 10: View towards the project area from E 4th Street & Sage Street

Direction facing: 80

Photographer: S Rathbone

Date: 10/5/2022



Photograph 11: View of Zamboni's Muffler with Project Area in the background

Direction facing: 80

Photographer: S Rathbone

Date: 10/5/2022



Photograph 12: View of Tahoe Motel with Project Area in the background

Direction facing: 60

Photographer: S Rathbone

Date: 10/5/2022



Photograph 13: View towards the project area from E 4th Street & Line Drive
Direction facing: 50

Photographer: S Rathbone

Date: 10/5/2022



Photograph 14: View of Twin City Surplus with Project Area in the background
Direction facing: 40

Photographer: S Rathbone

Date: 10/5/2022



Photograph 15: View of Highway 40 Motel with Project Area in the background
Direction facing: 80

Photographer: S Rathbone

Date: 10/5/2022



Photograph 16: View from Farris Apartments looking towards the Project Area
Direction facing: 20

Photographer: S Rathbone

Date: 10/5/2022



Photograph 17: View of Sandman Motel with Project Area in the background
Direction facing: 0

Photographer: S Rathbone

Date: 10/5/2022



Photograph 18: View from Everybody's Inn Motel looking towards the Project Area
Direction facing: 20

Photographer: S Rathbone

Date: 10/5/2022



Photograph 19: View towards the Project Area from E 4th Street entrance to Hope Springs
Direction facing: 0 Photographer: S Rathbone Date: 10/25/2022



Photograph 20: View towards the Project Area from E 4th Street near I-580 bridge
Direction facing: 320 Photographer: S Rathbone Date: 10/5/2022

Archaeological Monitoring Plan

Nevada Cares Campus, Phases 3 and 4
November 2022



Reno, NV

1885 S. Arlington Ave., Suite 111
Reno, NV 89509



Washoe Co. Community Services Dept.

Engineering & Capital Project Office

1001 East Ninth Street

Reno, Nevada 89512

Archaeological Monitoring Plan
Nevada Cares Campus, Phases 3 and 4
Cit of Reno, Washoe County, Nevada

Prepared on Behalf of:

Washoe County
1001 E. Ninth Street
Reno, NV 89512

Prepared by:

A handwritten signature in blue ink that reads "Charles D. Zeier".

Charles Zeier
Senior Archaeologist

A handwritten signature in blue ink that reads "Jeremy Hall".

Jeremy Hall
Cultural Resources Project Manager

NCE
1885 South Arlington Street, Suite 111
Reno, Nevada 89509
(775) 329-4955
NCE Project No. 627.23.25

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Table of Contents

1 Introduction 1
2 Regulatory Background 3
3 Resources at Issue 6
4 Monitoring Plan 7
5 Inadvertent Discovery Plan..... 11

List of Appendices

Appendix A

Report Figures

Appendix B

Points of Contact

List of Abbreviations

Abbreviation	Definition
ACHP	Advisory Council on Historic Preservation
ADI	Area of Direct Impact
AII	Area of Indirect Impact
APE	Area of Potential Effect
CFR	Code of Federal Regulations
County	Washoe County
HPTP	Historic Properties Treatment Plan
National	National Register of Historic Places
HUD	Department of Housing and Urban Development
NEPA	National Environmental Protection Act
NHPA	National Historic Preservation Act
NPS	National Park Service
NRS	Nevada Revised Statutes
POC	Points of Contact
PRC	Public Resource Code
RPA	Register of Professional Archaeologists
SHPO	State Historic Preservation Office
SOI	Secretary of Interior
SWO	Stop Work Order
THPO	Tribal Historic Preservation Officer

1 Introduction

DEFINITION OF UNDERTAKING

The Nevada Cares Campus Project (project), located in Reno, Washoe County, Nevada (**Figure 1**; figured provided in **Appendix A**), was established to address the need of emergency shelter space and to offer on-site wrap around services, enriched through partnerships with local service providers. The goal of the Cares Campus is to meet clients where they are at and provide focused case management, moving clients to stable independent housing. Phase 1 of the project has been completed and Phase 2 is now under construction. Currently under consideration are Phases 3 and 4. Since the project will be planned and constructed, in part, with congressionally directed spending through a Department of Housing and Urban Development (HUD) Economic Development Initiative grant, compliance with federal historic preservation legislation is necessary. Washoe County (County) will serve as the Responsible Entity. In its capacity as the Responsible Entity, the County assumes all HUD-related Section 106 responsibilities.

The Nevada Cares Project, Phases 3 and 4 will constitute the Undertaking, as that term is commonly used in cultural resources management. The Undertaking requires compliance with Section 106 of the National Historic Preservation Act (NHPA). HUD is the lead federal agency overseeing compliance with the NHPA. It is acknowledged by all parties that HUD delegates authority to Washoe County to act in its behalf with regard to implementation and oversight of this monitoring and inadvertent discovery plan.

AREA OF POTENTIAL EFFECT

An Area of Potential Effect (APE) was defined that takes into consideration the lateral extent of all project-related disturbances and the depth of that disturbance. The lateral extent of the APE consists of 18.7 acres (**Figure 2**). All project elements are contained within this area of direct impact. The APE includes Washoe County Assessor's parcels:

- 008-211-47 (situated northwest of Line Drive)
- 008-211-48 (situated adjacent to the I-80 right-of-way)
- 008-211-50 (situated between Line Drive and Threlkel Street)
- 008-211-51 (situated between Threlkel Street and North Kietzke Lane)

The APE is accessed via Line Drive and Threlkel Street.

RESOURCE IDENTIFICATION EFFORTS

Archival research did not result in the identification of any previously recorded archaeological resources within or adjacent to the APE. A reconnaissance review of the APE was conducted. That review demonstrates that the APE has experienced a substantial amount of disturbance, largely through clearing and grading, the

construction of buildings, the excavation of gravel, and the paving of roads and parking areas. Very little of the ground surface is presently visible for examination. Based on these findings, the County determined that a formal Class III inventory would be of no value. In lieu of an inventory, the County called for the development and implementation of a monitoring and inadvertent discovery plan.

2 Regulatory Background

State and federal laws and regulations call for the preservation, protection, and treatment of archaeological sites, historic structures, human burials, and other cultural resources. This section provides a brief overview of a selection of pertinent laws and regulations.

FEDERAL LAWS

Section 106 of the National Historic Preservation Act

The NHPA of 1966 sets forth a national policy for recognizing and protecting historic properties. This law established the National Register of Historic Places (National Register), SHPO, and the Advisory Council on Historic Preservation (ACHP).

Under Section 106 of the NHPA, federal agencies are required to take into account the effects of their undertakings on historic properties and provide the ACHP an opportunity to comment on those undertakings. Historic properties are defined by federal law as those properties that are listed in or meet the criteria for listing in, the National Register.

Implementing regulations for Section 106 are contained in 36 Code of Federal Regulations (CFR) 800. These regulations identify specific steps federal agencies must follow when taking into account the effects their projects may have on historic properties. In most cases, compliance with Section 106 is carried out by federal agencies through consultation with the SHPO. In the case of projects involving tribal lands, consultation is with the Tribal Historic Preservation Officer (THPO).

National Register of Historic Places

The National Register, administered by the National Park Service (NPS), is the nation's official list of significant cultural resources. It is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect the nation's significant historic and archaeological resources. Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture, and that retain integrity (a measure of a resource's condition). Properties listed in, or determined eligible for listing in, the National Register are referred to as "historic properties". Both listed and eligible properties have equal standing under Section 106.

National Environmental Policy Act

The National Environmental Policy Act (NEPA) is the broad environmental law that applies to federal agencies and their activities. NEPA defines the responsibilities of the federal government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions,

programs, and resources to preserve important historic, cultural, and natural aspects of our national heritage. The preservation of cultural resources is included as part of the general policy of environmental protection, and NEPA requires that cultural resources be considered in the preparation of NEPA documents.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) is a federal law that requires federal agencies and institutions that receive federal funding to return Native American "cultural items" to lineal descendants and culturally affiliated American Indian tribes, Alaska Native villages, and Native Hawaiian organizations. Cultural items include human remains, funerary objects, sacred objects, and objects of cultural patrimony. NAGPRA also establishes procedures for the inadvertent discovery or planned excavation of Native American cultural items on federal or tribal lands. While these provisions do not apply to discoveries or excavations on private or state lands, the collection provisions of the Act may apply to Native American cultural items if they come under the control of an institution that receives federal funding.

NEVADA STATE LAWS

Nevada Revised Statutes Section 383.121

Nevada Revised Statutes Section (NRS) 383.121 states that all departments, commissions, boards and other agencies of the State and its political subdivisions shall cooperate with the SHPO to salvage or preserve historic, prehistoric, or paleo-environmental evidence located on property owned or controlled by the United States, the State of Nevada, or its political subdivisions. When any agency of the State or its political subdivisions is preparing or has contracted to excavate or perform work of any kind on property owned or controlled by the United States, the State of Nevada or its political subdivisions which may endanger historic, prehistoric, or paleo-environmental evidence found on the property, or when any artifact, site, or other historic or prehistoric evidence is discovered in the course of such excavation or work, the agency or the contractor hired by the agency shall notify the SHPO and cooperate with the SHPO to the fullest extent practicable, within the appropriations available to the agency or political subdivision for that purpose, to preserve or permit study of such evidence before its destruction, displacement or removal.

Nevada Revised Statutes Section 383.150 through 190, Inclusive

NRS 383.150 through 190, inclusive address the protection of Indian burial sites. Specifically, a person who disturbs the cairn or grave of a native Indian through inadvertence while engaged in a lawful activity or any other person who discovers the cairn or grave of a native Indian that has not been previously reported to the SHPO shall immediately report the discovery and the location of the Indian burial site

to the SHPO. NRS 383.170 spells out in detail procedures to be followed with regard to such discoveries.

3 Resources at Issue

As noted previously, archival research did not result in the identification of any previously recorded archaeological resources within or adjacent to the APE. A reconnaissance review of the APE was conducted. That review demonstrates that the APE has experienced a substantial amount of disturbance, largely through clearing and grading, the construction of buildings, the excavation of gravel, and the paving of roads and parking areas. Very little of the ground surface is presently visible for examination. Based on these findings, the County determined that a formal Class III inventory would be of no value. In lieu of an inventory, the County called for the development and implementation of a monitoring and inadvertent discovery plan.

4 Monitoring Plan

This section provides standard monitoring protocols, consistent with measures agreed upon by the County and the SHPO.

CULTURAL RESOURCES TRAINING FOR PROJECT PERSONNEL

All project personnel who will be involved with ground-disturbing activities are required to take cultural resources sensitivity training. The project contractor will provide a training program, either through a self-directed training module or through an in-person training course, as directed by the County. At a minimum, the topics will include:

- Applicable laws and regulations (e.g., National Register).
- Types of cultural resources that may be found in the project area.
- Monitoring requirements and applicable cultural resources avoidance measures.
- Required procedures for working with archaeological monitors (and the tribal monitor should one be involved) with emphasis on respectfully treating all monitors as part of the team and understanding their role, responsibilities, and work authority.
- Stop Work Authority and required procedures in the event of an inadvertent discovery of cultural resources and/or human remains.

PROFESSIONAL QUALIFICATIONS

Archaeological monitors must have five years of archaeological experience in western Nevada and be supervised by someone meeting the Secretary of the Interior's (SOI) Professional Qualification Standards for archaeology. A Principal Investigator/ Professional Archaeologist, who may be needed if there is an inadvertent discovery, must possess a master's degree and Register of Professional Archaeologist (RPA) certification, and meet the minimum SOI Professional Qualification Standards for archaeology.

Should they be employed, tribal monitors must be locally knowledgeable, experienced in identifying artifacts and cultural deposits, and able to recognize objects of likely importance to the indigenous and/or archaeological community. Tribal monitors must be affiliated with the tribes that have ancestral ties to the immediate project area.

The County will be responsible for obtaining and hiring the monitors, and for ensuring that the monitor's qualifications are consistent with those specified in this plan.

WORKER SAFETY / HEALTH AND SAFETY PLANS

All archaeological monitors (and the tribal monitor should one be involved) will comply with applicable portions of the Health and Safety Plan(s) and procedures

prepared and implemented by the project contractor. This may include required Occupational Safety and Health Administration training, participating in daily or weekly safety briefs, and using personal protective equipment.

MONITORING, DAILY LOGS & REPORTING

Field monitoring will occur during ground-disturbing activities that have the potential to disturb historic properties. Only one archaeological monitor will be required per work area unless otherwise determined by the County. The project contractor will coordinate monitoring schedules and access issues. The monitor will be present and actively engaged in field activities (as identified in **Section 5**) unless it is determined that monitoring is not needed based on the types of activities scheduled each day. The County and the project contractor, in coordination with the archaeological monitor (and the tribal monitor should one be involved), will determine the process for making these types of day-to-day decisions prior to beginning each phase of the Undertaking. This process may include weekly planning meetings to discuss upcoming work and solicit input on what planned activities may or may not cause a ground disturbance that has the potential to disturb historic properties.

Each day's monitoring activities will be documented on a daily monitoring form developed in conjunction with and approved by the County. The daily log will include information on personnel present, stationing or location, activities monitored, field conditions, findings, and problems encountered. Each monitor present on a given workday will prepare a separate monitoring form.

If a monitor observes that ground-disturbing activities have occurred without required monitoring, the monitor or their supervisor will alert the County and the project contractor immediately. The monitor may stop work in the area until the County has addressed the issue.

The County will ensure that the project contractor and each of the monitors have a copy of the Monitoring and Inadvertent Discovery Plan, a list of up-to-date Points of Contact (POC) (**Appendix B**), and a clear chain of command for communication. The project contractor will keep a copy of this plan and the list of POCs available on site at all times.

At the completion of field monitoring, the County will commission a report documenting the monitoring program. The report will be submitted to the County within 30 days of the last day of monitoring. The report will describe the types of field activities that were monitored, document monitoring methods, and summarize the findings recorded on the daily monitoring logs. All daily monitoring logs will be provided as an appendix to the monitoring report. Upon receipt of comments from the County, a revised report will be prepared addressing all comments.

STANDARD PROTECTION MEASURES

There may be situations where the project contractor or a monitor implements standard protection measures to ensure the avoidance of an archaeological site or feature. Because fencing and flagging are effective methods to delineate off-limit areas to field crews, similar requirements may be needed to protect an inadvertent discovery. Installation of required flagging or fencing around an archaeological site or inadvertent discovery must be conducted in the presence of monitors to ensure installation methods (e.g., digging fence posts) do not damage the resource it's designed to protect.

It is possible that other potential standard protection or avoidance measures may be developed as the project-related activities move forward. The project contractor will ensure that the archaeological monitor (and the tribal monitor should one be involved) and other field crews understand and implement applicable standard protection or avoidance measures.

STOP WORK AUTHORITY

The archaeological monitor (and the tribal monitor should one be involved) is responsible for reviewing any discovered cultural resource, determining the need for protective measures, assessing the likely significance of the discovered material, and preparing required documentation (at a minimum, a monitoring form that will be included in a monitoring report prepared post-construction). The archaeological monitor (and the tribal monitor should one be involved) has the authority to temporarily pause ground-disturbing activity to better assess and review uncovered cultural materials. These work pauses are not lengthy and are not the same as a Stop Work Order (SWO). If nothing is found to warrant a SWO, the monitor will allow work to proceed in that location.

If the monitor encounters a cultural resource that required detailed consideration, they will notify the Construction Manager and relevant equipment operators immediately. All construction-related activities within 100 feet of the discovery will stop (it is recognized and acknowledged by all parties that the monitor does have the authority to stop work in the area of the discovered resource). As necessary, that area will be secured with construction fencing to protect the find from additional damage. Vehicles, equipment, and individuals who are not qualified monitors are not permitted to traverse or alter the discovery site.

Any project personnel, not just a monitor, has the authority and responsibility to initiate a SWO in the event of a suspected cultural resource and/or human remains. If a monitor is not present and a construction worker discovers a cultural resource, that worker shall notify the Construction Manager, who shall contact the monitors as soon as possible and follow the same notification and site protection procedures identified in the previous paragraph.

The standard language in all contracts will require contractors to notify the County immediately if a SWO is issued.

- If the resource is found to be potentially significant, work in the area of the discovery will not resume until all field-related aspects of an approved treatment plan have been implemented. Work may resume in the area once the County has authorized the removal of any protective measures and rescinds the SWO.
- If the resource is found to not be potentially significant, a treatment plan will not be necessary. Work may resume in the area once the County has authorized removal of any protective measures and rescinds the SWO.

5 Inadvertent Discovery Plan

The following procedures will be used in response to a SWO if previously unreported, unanticipated, and unidentified cultural resources are discovered. If human remains, graves, associated funerary items, unassociated funerary items, sacred objects, or objects of cultural patrimony are identified or suspected at any time while carrying out these procedures, proceed to the section below entitled, *Inadvertent Discovery of Human Remains*.

PROCEDURES FOR THE INADVERTENT DISCOVERY OF CULTURAL RESOURCES

The Construction Manager, in coordination with the County, will implement interim treatment measures (e.g., use of tarps, flagging, fencing), as needed, in consultation with the archaeological monitor (and the tribal monitor should one be involved) to protect the discovery from any immediate risks from weather, looting, vandalism, or other exposure to damages, assuming measures can be installed without adverse effects. As soon as practicable, ensure that a professional archaeologist (meeting SOI qualifications) specified above, confirms the discovery, confirms the need for the work stoppage, and assesses the nature of the discovery (i.e., its content, condition, location, and circumstances of its discovery). If at any time the County determines the materials are non-cultural, the County will rescind the SWO and issue a clearance to proceed with the Undertaking.

The County will notify the SHPO within three calendar days of the discovery unless the County determines that the materials are non-cultural (see above). Communication from the County will be made through the primary contact identified on the POC List maintained by the County (see Attachment D). Electronic mail (email) or phone calls will serve as the primary distribution method for initial notifications. The County will follow up with paper copies for all communication from the County to the SHPO.

The County, in consultation with a professional archaeologist and the SHPO, will have 10 calendar days following notification to determine the National Register eligibility of the discovery or determine the need for additional testing. The County may assume the discovery to be National Register eligible for the purposes of Section 106 pursuant to 36 CFR 800.13(c) and proceed to avoidance or resolution of effects.

If the County determines testing is needed to make a determination of National Register eligibility and/or determine site boundaries, the County will consult first with the SHPO before proceeding with the testing.

If the County determines the materials are not eligible for listing on the National Register, the County will provide information to the SHPO. The SHPO will have 10 calendar days to respond. If the SHPO concurs, the County will ensure the site is recorded by a professional archaeologist and archaeological resource forms are

submitted to the SHPO in a routine manner. On receipt of SHPO concurrence, the County will rescind the SWO and allow the Undertaking to proceed.

If the County determines or assumes the discovery is National Register eligible, an assessment of adverse effects will be made with consideration of methods for avoiding, minimizing, and/or mitigating those effects. If the County determines the resource cannot be avoided, the County will have 10 calendar days to assess adverse effects and propose measures to minimize or mitigate those effects. The County will consult with a professional archaeologist and appropriate tribal representatives in developing the measures.

Measures will be presented in a Historic Properties Treatment Plan (HPTP), with measures to minimize and mitigate adverse effects, the manner in which these measures will be carried out, and a schedule for their implementation. The HPTP will specify requirements for reporting, analysis, and disposition of any archaeological material collected, as applicable. The County will submit the HPTP to the SHPO. The SHPO will have 10 calendar days to consult on the measures at which time the County will make a decision and proceed with implementing measures. The County shall ensure that all measures identified in the HPTP are implemented. Work may resume in the area once the fieldwork phase of the implementing measures has been completed and the County has authorized the removal of any protective measures. The County will notify the Construction Manager that they proceed with the Undertaking-related activities in the discovery area.

PROCEDURES FOR THE INADVERTENT DISCOVERY OF HUMAN REMAINS

If suspected human remains, funerary objects, sacred objects, or items of cultural patrimony are encountered while engaged in construction activities, all work within 100 feet of the find must stop. All appropriate measures will be taken to ensure the site is protected. The Construction Manager shall contact the proper local authorities, including the archaeological monitor (and the tribal monitor should one be involved), the local Sheriff's Office, and the County Coroner. The coroner and law enforcement agency with jurisdiction will evaluate the find to determine whether it is a crime scene or a burial.

If human remains are determined to be associated with an archaeological site (burial), the SHPO will be notified. The SHPO will work with appropriate tribes to determine measures to take. Work may resume in the area once the County has authorized the Construction Manager to continue work and the archaeological monitor has removed any protective measures. The following procedures will be used to ensure compliance with NAGPRA.

Any project personnel responsible for the initial discovery of a previously unreported, unanticipated, and unidentified human remains, graves, associated funerary items, unassociated funerary items, sacred objects, or objects of cultural patrimony must

initiate a SWO. All ground-disturbing activities at the site of the discovery and within 100 feet of the discovery will stop immediately. All personnel, except the archaeological monitor (and the tribal monitor should one be involved), if present, should retreat outside the exclusion zone and leave heavy equipment safely in place until they receive further directions from the Construction Manager. The Construction Manager will immediately notify the County POC by telephone, with follow-on written confirmation. The Construction Manager, in coordination with the County, will implement interim measures (e.g., use of tarps, flagging, fencing), as needed, and in consultation with archaeological monitor (and the tribal monitor should one be involved), if present, to make a reasonable effort to protect the discovery from any immediate risks from weather, looting, vandalism, or other exposure to damages assuming measures can be installed without adverse effects.

If the discovery contains human remains, the County will notify the County Coroner within 48 hours, as required by NRS 383.170. If the County Coroner determines the human remains are not Native American, then the County will consult about next steps in compliance with applicable law (if at any time the County determines that the materials are not related to Native American human remains, graves, associated funerary items, unassociated funerary items, sacred objects, or objects of cultural patrimony, the County will revert to other relevant sections of this plan). If the County Coroner determines the human remains are Native American, then the County will continue to follow the procedures herein.

The County will notify the SHPO, and others, as needed, within three working days of the discovery. Communication from the County will be made through the primary POC identified on the POC List maintained by the County (see **Appendix B**). Phone calls will serve as the primary distribution method for initial notifications for tribes that are likely culturally affiliated with the discovery, the area of discovery, or otherwise may have a cultural relationship with the discovery (43 CFR 10.4(d)(1)(iii)). The County will follow up with written confirmation for all of such communications. Notifications must include pertinent information as to the kinds of human remains, funerary objects, sacred objects, or objects of cultural patrimony discovered inadvertently, their condition, and the circumstances of their inadvertent discovery.

The County will follow NAGPRA procedures (43 CFR Part 10) for initiating and conducting consultations to discuss treatment and disposition of remains. The County will prepare, approve, sign, and implement a written plan of action to document the agreed upon procedures for removal, disposition, and control of any NAGPRA-related cultural items, pursuant to 43 CFR 10.5(e).

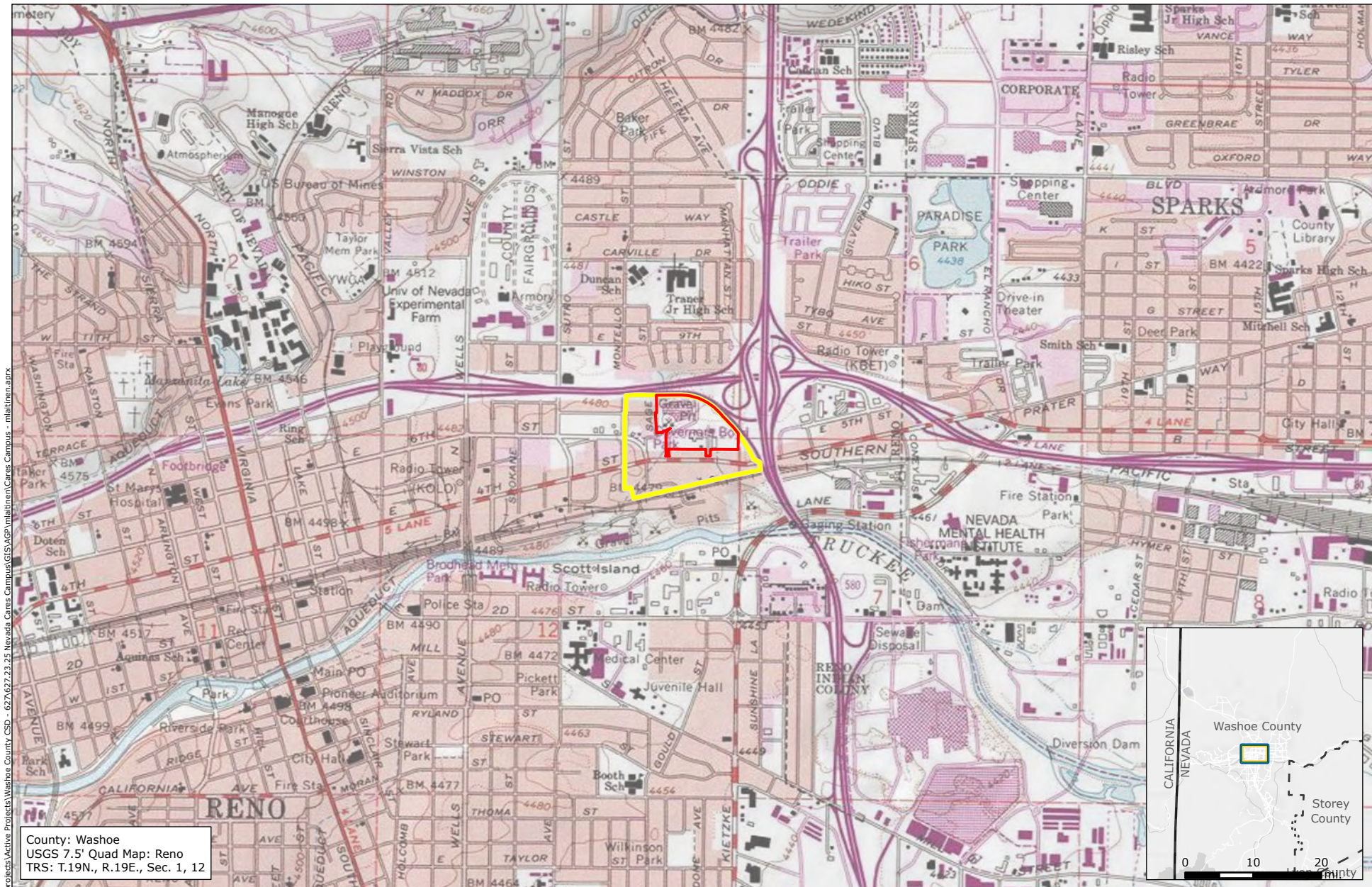
Activities in the area of discovery may resume 30 days after certification of notification is received, or sooner, if a signed binding agreement is reached, pursuant to 43 CFR 10.4(d)(2). Before the Undertaking can resume, the County must have

implemented the NAGPRA process properly and confirmed with the County legal counsel that the County is in a legal position to proceed with the project in the area of discovery. The County will ensure that all necessary notifications to the Consulting Parties and SHPO have been completed. The County will provide clearance to the Construction Manager to proceed with the Undertaking and ensure that any avoidance measures and/or follow-on monitoring requirements are fulfilled.

Appendix A

REPORT FIGURES

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County: Washoe
 USGS 7.5' Quad Map: Reno
 TRS: T.19N., R.19E., Sec. 1, 12

- Legend**
- Direct APE
 - Indirect APE



Nevada Cares Campus Project Reno, Nevada

Area of Potential Effect (APE) Location Map

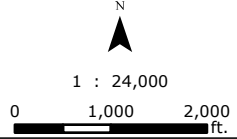


FIGURE
1

SOURCE
ESRI USGS Topo Maps

JOB NUMBER
833.22.25

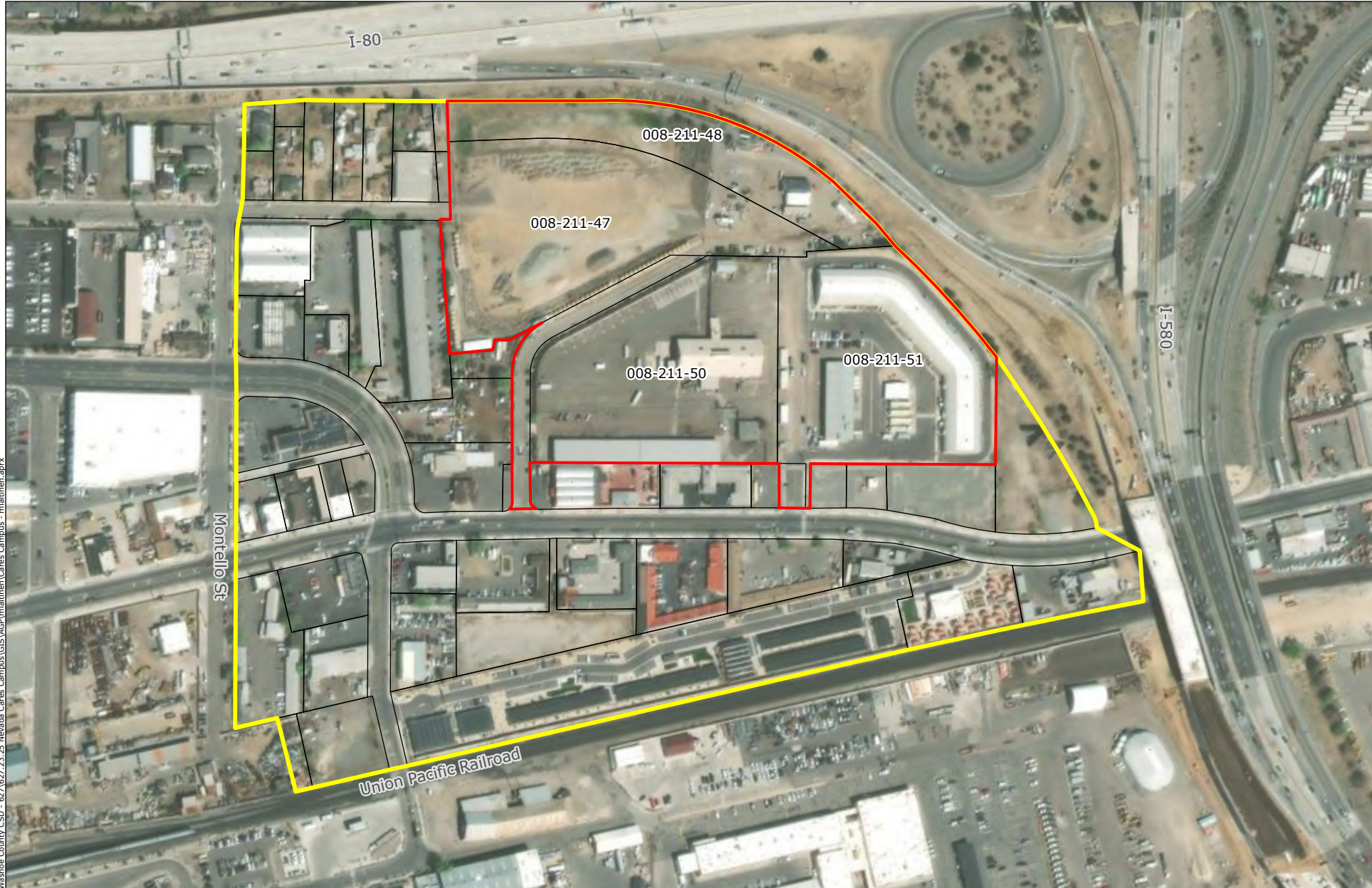
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DATE
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APPROVED
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Legend

- Direct APE
- Indirect APE
- Parcel

Nevada Cares Campus Project
Reno, Nevada
 APE Detail Map

SOURCE ESRI Aerial Basemap	JOB NUMBER 627.23.25	DRAWN mlaitinen	DATE 10/20/2022
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 1 in. = 300 ft.
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FIGURE
2
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Appendix B

POINTS OF CONTACT

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Cares Campus, Construction Points of Contact.

Name	Organization	Role	Position	Email	Phone
n/a	Washoe County Medical Examiner - Coroner's Office	Human Remains Discovery	n/a	n/a	o: 775-785-6114
n/a	Washoe County Sheriff's Office	Human Remains Discovery	n/a	n/a	o: 775-328-3001
Timber Weiss	Washoe County	Project Proponent	Professional Engineer	TWeiss@washoecounty.gov	o: 775-954-4626
Dwayne Smith	Washoe County	Project Proponent		desmith@washoecounty.gov	o: 775-328-2043
Darrel Cruz	Washoe Tribe of Nevada and California	Affiliated Tribe	THPO	darrel.cruz@washoetribe.us	c: 775-546-3421
Michon Eben	Reno Sparks Indian Colony	Affiliated Tribe	THPO	meben@rsic.org	o: 775-785-1363, ext. 5402
Jeremy Hall	NCE	Consultant	Senior Archaeologist	Jhall@ncenet.com	c: 775-354-9860
Gail Ervin	NCE	Consultant	Project Manager	GErvin@ncenet.com	c: 916-764-2498
Michael Baldrica	NCE	Consultant	Archaeological Monitor	MBaldrica@ncenet.com	c: 775-722-1669
Molly Laitinen	NCE	Consultant	Archaeological Monitor	MLaitinen@ncenet.com	c: 408-823-4570
Robert Foster	Clark Sullivan Construction	Construction	Construction Manager	info@clarksullivan.com	o: 775-355-8500