

APPENDIX I

HISTORICAL PRESERVATION IN FISH CAMP AREA

The locale of Fish Camp has its beginnings as an Indian fishing and trading area for a few months of each year. This has been substantiated by two investigators from the State Archeological Sites Preservation Commission, based on evidence of existing grinding holes in several rock outcroppings. These can be found at the east end of the driveway of Silvertip Lodge, and on the edge of Big Creek at the south end of the bridge.

Some people believe before Big Creek's water was divided and barrier constructed and the stream flow lowered, salmon made their way to this elevation, hence the reason for the Indians fishing the few months of the year.

Another reason for the Indians coming to Fish Camp was a very large grove of California Black Oaks (TELELI-Miwok Indian Name) where the acorns were easily picked up by the squaws and children for food storage. This grove is no longer in existence. It was removed for the lumber and the land became a garbage dump and is now used as an R.V. park.

1851 found Major James D. Savage and two companies of volunteers on the trail of the rebellious Indians, tracking them over the Black Ridge (Chowchilla Mountains) and down Big Creek to the mouth at the South Fork of the Merced River.

On another foray of the Indian fighters, the volunteers led by Captain John Boling followed one of the old Indian trails from Crane Valley into the Fresno Big Trees (now known as Nelder Grove) and up to the area between White Chief Mountain and Fresno Dome, and into Beasore Meadows near Sivel Mountain. It is claimed this general area could have been the site of the Indian battles, hence the name given "Battle Mountain". Then could it be possible scouts of the troops were in the Fish Camp area in either instance and might have camped here overnight?

When Galen Clark located his station in the area now called Wawona, he didn't stay put content with running his hotel and the horse changing stage station. He spent his spare time exploring the surrounding mountains. During one of his early camping trips he happened upon the Mariposa Big Trees, the year being 1857. Since the trail from the grove down to Fish Camp is approximately a mile in length, could we not surmise he might have camped alongside Big Creek and also dined upon fish he pulled out of the stream?

Shortly thereafter, sheep herders began moving their flocks into summer pastures, filling the high country until the late fall. During the Civil War years, the number of sheep in California increased from 5 1/2 million head to more than 22 million. These figures were gathered in 1871. The Union Army needed much wool for uniforms, blankets and other military gear. The practice of high country summer pasturage continued into the 1930's, but in not such large numbers as in the previous century. It is stated that approximately 50,000 to 60,000 head were run into the Sierra each summer.

Records of the present Summerdale area and the Fish Camp meadows indicate certain known families camped there while the men tended the flocks higher up.

Water continued to be needed in large quantities for irrigation purposes in the San Joaquin Valley. To that end Isaac Friedlander, who was a large landholder in the Madera area, used Fresno River water to irrigate his crops. He looked farther into the high mountains for more. From his office in San Francisco in 1871, he sent word to have work started on the building of the Big Creek Diversion Ditch. Construction was started in the spring of 1872. Is it not conceivable the main camp might have been located in Fish Camp or perhaps a short distance out on Jackson Road? Water was diverted from Big Creek into Lewis Creek in 1873 or 1874.

In order to reach the Yosemite Valley floor more easily, a new road was built from Wawona, the year being 1875. Therefore we can presume more trappers, loggers, horseback riders and tourists might have passed through the Fish Camp area stopping overnight to rest and fish in the creek for their dinner.

During the period of 1875 to his death in 1878, Isaac Friedlander together with W. S. Chapman owned the Big Creek and Soquel Ditches, and had water rights on the Fresno River. Their obligation was to provide water for the flumes of the California Lumber Company. Prior to Friedlander's death, the California Lumber Company filed for bankruptcy.

The year 1878 was another important milestone in the history of Fish Camp. For years Henry M. Washburn had been talking and thinking about a new road into Wawona. Finally his lobbying for a new road paid off. The Yosemite State and Turnpike Company was incorporated in San Francisco, with him being a director and the operator. The new road had a connection with the Southern Pacific railroad. A branch of the railroad was run from Berenda to Raymond, the year being 1886. This was the terminus of the Yosemite State and Turnpike Co. A hotel was built to accommodate overnight passengers. The six horse stages with their flat tops and roll-up side curtains were dispatched via Grub Gulch, Ahwahnee, Miami Lodge, Summerdale (Fish Camp) Wawona and on into the park. This, of course, brought more people into and through our area.

In 1879, W. H. Thurman and James Dickensen ran the Madera Flume and Trading Company and Sugar Pine. The sawmills continued operation for two more years and then the partnership dissolved. Thurman left for Walla Walla, Washington. After a short stay he returned to California. In the spring of 1883 he brought to Fish Camp an old sawmill to start a sawmill somewhere in the vicinity of the White Chief Motel and the Green Meadows Outdoor School on a 10 acre flat. Thurman had two partners, Thomas and Merritt. Their mill operated until 1893. According to the Madera Historical Society, he left Fish Camp to live in Madera and became the city's first sheriff.

Another landholder in the Fish Camp area was Return Roberts. He owned 200 acres in Section 24, this being listed on the 1897 map drawn by George E. Washburn. Roberts also ran the Madera Flume and Trading Company for 13 years from 1880 to 1893 (this area needs further research). Also Arthur Hill, a lumber tycoon from the east, held vast quantities of timber land surrounding Fish Camp which eventually was incorporated into the Madera Sugar Pine Lumber Company properties and logged over.

It is also noted that 1879 a section of road extending between Fresno Flat (Oakhurst) and Big Creek was surveyed. This is map 198 in the Fresno County archives.

The family of H. Clay Daulton of Madera and a group of friends made a camping trip to Yosemite Valley on June 21, 1880. The group met in Fresno Flats and followed the new stage road, which followed the old road in general, until they get well into the foothills where the new road had an improved grade. From Fresno Flats they traveled Northeast 6 1/2 miles to George Green's Ranch, a stage stop, a mile and a half from the Blackhawk Motel site on Highway 41, on the old road. Twelve miles farther on they reached Coarse Gold. From there they traveled mostly on the old road, with the exception of a mile or two of new grade to Fresno Flats, a stage station. From there they traveled almost due north, and eleven miles later then reached the Board Ranch. Three and one half miles farther on they reached Deep Creek (Big Creek at Fish Camp) where they camped the night and all in the party tried their luck in fishing for their dinner. However no one succeeded, so they decided to go upstream to an Indian camp to buy some fish. The next day they traveled two miles farther where they turned to go into Mariposa Grove. From there they reached Big Tree Station (Wawona) in time for their mid-day meal. This account is taken from the Madera Historical Society Bulletin of July, 1961.

In the year 1881, Annie Philp took up a timber claim on Section 25, comprising of 640 acres. She decided she would call it Fish Camp because of the amount of fish caught daily. Her husband, Albert, built a two story hotel in 1883 upon the present site of the last Silvertip Lodge. The hotel had 12 bedrooms, kitchen, dining room and a parlor. Across the street was a large building with a Post Office in one end. Dances were held seven nights a week. This building plus two barns, huge at that time, made up the town of Summerdale.

Albert Philp also hauled freight from Raymond to Yosemite Valley via Summerdale. He owned three ten animal teams. He also hauled ore from the Star Mine at Mt. Raymond to North Fork (this item taken from the Madera News, 1946).

On November 4, 1884, Joel J. Westfall was the first person to be elected District Number 5 Supervisor. The land of Section 26 was claimed by S.W. Westfall.

W. R. Thurman, son of W. H. Thurman, and J. W. Drysdale moved the Soquel machinery to Fish Camp and sawed the remaining lumber. This activity took place in 1886. Teams of oxen were used to haul logs to the mill and then the lumber was hauled to the San Joaquin valley by lumber wagons.

Another mill in the Fish Camp vicinity located on the south side of Hogan Mountain started construction during the spring of 1887, and remained in operation until the end of 1889 when it went broke. Two men named Nestleroad and Skoll built the mill, while three others named Chaffey, Rawson and Mayo agreed to cut the timber. The mill itself was constructed of large hand hued timbers. The band sawmill was the first of its kind to be built in the area. The Pine City Lumber Company location is to be found at the site of the present day "Pine Mountain Plantation", a reforestation project planted in the late 1930's.

The thirty acres were burned over by sparks emitting from the stack of the donkey engine that yarded and loaded the logs on the mill truck. This Dolbeer engine was the first steam logging rig to enter the forest. The foregoing was taken from Bert Hurt's book, Sawmill History of the Sierras 1852 to 1940.

A Fish Camp resident, Martin Dillon, reported in 1888 that "15 families and fully 100 people were living in Pine City. An extensive sawmill with all the latest improvements different from anything of the kind ever seen before in this country, is underway sawing lumber in great quantities and shipping to various points". Mariposa Gazette of June 9, 1888.

An article from the same newspaper and date tells of Martin Dillon traveling to Mariposa to the Courthouse to prove his land (his apple orchard is still in existence today on Jackson Rd.). He also stated that a wagon road was constructed from Fish Camp to Mt. Raymond (a distance of 4 miles), the site of the Star Silver Mine. A portable 2 saw steam mill was set up in 1882 to cut lumber to build the mill and the cabins of the crew. Also a mill was being built on Rainer Creek on a huge slab of granite. A stamp mill was to reduce the size of the ore to be hauled by freight wagons to the railroad at Raymond. A tramway was also constructed between the mine and the mill. It was one and one-half miles long. The whole operation continued until 1893.

It is well to note here that Yosemite National Park was being administered by the U. S. Cavalry in 1891 under Captain A. W. Wood and his troopers. R. O. Keller's log cabin in Fish Camp is said to have been constructed during this time for certain of the troopers to winter in the Fish Camp area. The exact date of occupancy and construction is unknown, however, the timber is said to come from the east side of the mountains along the Tioga Road.

1893 is a year of much consequence to Mariposa County as well as Fish Camp, as on March 25th the Summerdale Post Office was established and the tempo of travel to Fish Camp for family recreational camping during the summer months quickened. There is a record of Charles L. Sewell and a group of friends on a camping trip to Yosemite and they found staying overnight in Fish Camp was a logical stopping place.

Also that year, the Sierra Forest Preserve was established placing much virgin timber under its protection.

Breaking away from Mariposa County, large areas in the San Joaquin valley and the Sierra Nevada territory were brought together to form a new county called Madera, thereby lessening the claim of Mariposa County on the future happenings of the Madera Sugar Pine Lumber Company, the Mt. Raymond Star Mine operation, the Madera Irrigation District's ditch and later law suit, the Miami stage stop and lodge. Even though all of these activities had their roots in the old county, the perimeter of Fish Camp, in Mariposa County, from this point on was substantially reduced in size.

A picture taken in 1898 of Fish Camp showing the name Summerdale also states it was the principal stopping place on the road to Wawona. Also, the article mentions the town burning down after this date. When it was rebuilt, it was called Fish Camp (however, the Post Office was still called Summerdale).

Another article dated 1900 tells about the great July 4th celebrations in Yosemite Valley. Traveling from Fresno or Madera would be a three day trip. The first night would be camping in Fish Camp and the second night camping in Wawona. The third day brought the travelers into the Valley.

An early Madera Pioneer, William Martin Sell, Jr., was one of the drivers of the horse stages for the Yosemite Stage and Turnpike Company from Raymond to Wawona. The trip going up would take 12 hours, and the return trip only took 8½ hours. He speaks of "Summerland" as a station to change horses. This account was also dated 1900.

In 1901, the Cannonball stage was started and continued to run until 1912 or 1913, when the horse drawn stage was retired. The official record of the trip states it took 12 hours to cover 72 miles.

Apparently, the only stagecoach hold-ups and robberies occurred on the Chowchilla Mountain run (Raymond to Wawona). In 1905 the last of these occurred. An accounting of the affair is recorded in the Madera Daily Mercury newspaper.

A story in the Fresno Bee dated November 23, 1980, tells about Vivian E. Duncan who drove a 10 horse team and 2 tandem freight wagons from Raymond into Yosemite Valley. His route was over the original Yosemite Stage and Turnpike Company Road.

The picture accompanying the story showed the team and wagon in front of Yosemite Falls and was taken in the spring of 1905. Duncan drove alone riding the wheel horse. According to the article, the trip took seven days into the valley with the wagons loaded and the weather being good. The return trip took only four days out with the wagons empty. When the roads were muddy or the weather was bad, it took nine days in and five days out.

The Summerdale Post Office was moved to Sugar Pine in 1908. Could this have been the year of the burning of the area? Or could it have happened as the Madera Sugar Pine Lumber Company began its extensive logging operations?

In the same year the logging railroad lines were extended into the Fish Camp area. Hank Johnson's "Thunder in the Mountains" shows a map of the 1908-18 line going into Fish Camp and on to the present day Summerdale Camp Ground, Tipperary Switch and the many branches onto Laurel Creek and Rush Creek. On the R.O. Keller's property, can still be seen the railroad elevation bed to Big Creek. The trestle is long gone. Also, Allen Harder, a historian, had a map drawn showing the Fish Camp Switch to Sugar Pine. The Switch was located where the Mile High cabins now stand, and the Mt. Raymond railroad grade became the road now known as Jackson Road.

In 1910, another picture was taken of Fish Camp showing the town was still there and operating!

1911, Yosemite National Park recorded a heavy snowfall, therefore Fish Camp enjoyed a larger than usual amount (this needs research).

The horse drawn stages were replaced by auto stages in 1912 on the Raymond to Wawona run. The auto stages originally were two Pope Hartfords and one Thomas Flyer. One would go between Raymond to Wawona and one auto from Wawona to Raymond each day. The third auto stage remained in Ahwahnee as a spare. Running time was clocked at 12 miles per hour. A portable telephone was carried by the drivers, so if needed in any emergency, they could hook on to the road phone line and get help. Later on, Ellsworth Gordon's father, who had an automobile agency in Madera, sold vehicles for this run.

In the meantime, logging was still going on in the Fish Camp area. This is attested to by a picture showing "the flying machine", a stationary pole and cable rigging designed to move logs onto the railroad cars.

The July 24, 1913 edition of the Madera Daily Mercury had a small social note, "Mrs. C.H. Hubbard and children left for Fish Camp where they will pass the remainder of the summer". Did they camp out, or did they stay at a hotel? One wonders.

Also a picture in the Sierra Star shows a deer hunting party in Fish Camp. Those listed were R.D. Harder, Laun Wright and others. Mr. Wright owned and operated the store and hotel at this time. In later years, his family also ran cattle through here enroute to the high mountain pastures.

Another change of hands in Fish Camp is noted with the coming of Mr. and Mrs. Elmer Amer who owned and operated the hotel. A picture exists showing Evelyn Amer in front of the "Fish Camp Hotel" (more research is needed).

In a 1918 newspaper account, it was stated a Mr. Stanton who was running the Fish Camp store, came into the store and fell dead on the floor! Although the sign on the hotel said "Fish Camp Hotel", the 1918 Fireman's Fund Auto Tour Book called it Summerdale.

Also in 1918, another camp was added to the Madera Sugar Pine Lumber Company on the Mt. Raymond line, Skidder Camp. In 1941, this became Fred Wass's pack horse camp, according to the diary of Matilda Wright. Today, we know it as Mike Knapp's pack station.

The "hooley car" made its appearance that summer of 1918. It was the brawn and brains of 11½ year old Alexander Harder and two other youngsters. It consisted of four 12 inch flanged wheels with axles, a flat bed body made from scrap lumber about four feet square. On one side a notch was cut so a pole or stick could be wedged against the car body and wheel to act as a brake. The height of the car was 14 inches. The three boys started down the railroad grade from Fish Camp switch, and part way down one lad got excited and grabbed at the pole to slow the car down. It reached down to the rail ties below and broke off. They eventually made it safely to the Sugar Pine Mill with many thrills and chills along the way. After repairing the car, they hitched a ride on the rear end of a train going back up to Fish Camp. When they reached the top, they unhitched it and left it behind the switchman's shed. The "hooley car" made a few more trips that summer, but never were the rides as wild as that Sunday's escapade. The Harder family returned yearly to summer camp through 1922. This was taken from an account by Allen Harder, historian.

In 1919, a fire was recorded in the sawdust pile at Thurman's sawmill at Fish Camp. It smoldered all winter long under the snow. Nothing was noted if anything else had burned.

At the end of the 1923 logging season, all logging on the water-shed of Big Creek was completed by the Thurman Mill. However, camping in Fish Camp still went on.

The Arbios family, being Basques, had their family camp during the months of June, July and August located downstream from Fish Camp, near the present day Summerdale Camp Ground. The children dammed up the water, and it is noted that the stream was a very fast rapid one then. Grandmere Arbios had maintained a summer camp there for 20 to 30 years. Although they all slept in tents, which they removed at the end of the summer, they had wooden tables, shelves and cupboards with doors that could be locked. All of this remained over the winter. The men would tend the flock of sheep higher up in the mountains during the week and come down Saturday night to spend Sunday with their families (this is from an article in the San Francisco Chronicle).

In 1924, the Fish Camp Post Office was established. The population must have increased once again to merit a post office.

The winter of 1928-28 was another hard one. An article in the Mariposa Gazette of April 13th, states that nearly 200 men were ready to cut timber on Signal Peak for the Madera Sugar Pine Lumber Company, but were delayed in doing so for two weeks due to heavy storms in March.

The construction of the new and present Wawona Road-Highway 41 was started. The work was to last until 1932. Also in 1929, Charles Beery sold a parcel of property to Henry A. Crowell on September 27th. Mr. Crowell built his log cabin himself. He had rock brought in by mule train from quite some distance. Seventeen tons of it went into the building of the massive fire place. Also, some of the remainder of the rock was used in building a spring house. This log cabin and spring house still exist in Fish Camp today.

The next recorded year for activity in Fish Camp was September 30, 1933. The Post Office was removed to Oakhurst. This left an empty building in the area. However, the new Wawona Road and tunnel Highway 41 was dedicated on June 10th. This event would bring many travelers through Fish Camp.

In 1938, the Standard Oil Company leased property from Charles and Maude Beery to build a new gas station. The Beery's had become the owners of the Lodge and surrounding property. The Lodge was called "Beery's Paradise Lodge". His brothers were Noah and Wallace Beery, the movie actors. The area by Big Creek was subdivided and was known as Block A. Many lots were sold and some cabins were constructed on the lots.

On September 10, 1939, the Fish Camp Post Office was re-established and has remained in continuous operation since.

With the success of the first subdivision, Blocks B and C were subsequently subdivided with, again, many of the lots sold.

During the summer of 1941, the Wright family once again ran their cattle up to Fish Camp and up the Mt. Raymond trail to the upper high country. Matilda Wright recorded this in her diary of spending the summer at Cow Camp by Dillon's apple orchard.

Also during this year, a chinchilla fur farm was constructed on the present White Chief Motel property by a Mr. Edwards.

Right after the Pearl Harbor attack in 1941, the County revised its Civil Defense Program, one facet of which were the Airplane Observation Posts. Thomas L. Graham appointed G.F. Martinez of Fish Camp to staff one, according to a Mariposa Gazette article.

In 1942, Beery's Paradise Lodge burned to the ground. Thereafter in 1943, the Beery's sold their property to H.J. Baker Real Estate Company.

The next lodge was built in 1944 and 1945 by Baker. He named it the Silvertip Lodge. He also built a home in a lovely setting across Rainbow Lake, which was completed in 1948. The house stood until 1956 when it burned down. The foundation and the wishing well can still be seen today.

According to Yosemite National Park records, the winter of 1952 was the heaviest winter since 1911. Seventeen feet of snow were recorded at Badger Pass at an elevation of 7,300 feet.

The Sierra Star had an article and pictures in 1957 about John Allred and his honey bees. He owned 10 acres at his Sugar Pine Range and he called it Honey Hill. He also had a plot of ground on the Hogan Mountain road that was surrounded by an electrified fence to repel bears who are very fond of honey! Inside the fence were placed the white boxes containing the hives. The bees would fly out and gather nectar from manzanita and elderberry blossoms and wild flowers. That fenced-in plot is still discernable today.

In 1958, an article in the Sierra Star states Fish Camp boasts the only ice skating rink in the mountains, a rope tow and a tobaggan slide, also a warming hut for the teenagers. Promotion of winter activities went on even then! Clarence Bettencourt was the lessor and operator of the Silvertip Lodge during this time.

When H.L. Baker died, control of the property was passed on to Mr. and Mrs. Robert O. Keller, Evelyn Keller being his daughter.

In 1968, the Yosemite Alpine Village subdivision was being planned and implemented by George Knapp of Fresno. The first lot was sold in September 1969. That winter was the winter of another record breaking snowfall in Yosemite Park. Pictures of the snowfall in Fish Camp show the snow piled up to the roof line of the Silvertip Lodge. The windows were covered up.

On August 31, 1981, the Silvertip Lodge burned to the ground. Arson was found to be the cause of the fire.

A LIST OF BUILDINGS AND SITES OF HISTORICAL INTEREST

1. Fish Camp Post Office - 93623

According to the Mariposa Historical Society, the Post Office was established on September 10, 1924 and discontinued on September 30, 1933. It was established on February 10, 1939 and has been in continuous operation to the present time.

A picture published by the Sierra Star shows a building with the name "SUMMERDALE" and the words "POST OFFICE", dated September 20, 1898 as a fore-runner to Fish Camp.

Also, a map of Mariposa County, drawn by George E. Washburn, dated July 7, 1897, shows the Summerdale Post Office on it. This map is hanging in the Mariposa County Library.

2. Rainbow Lake

The lake was in existence prior to C.H. Beery's ownership in the 1930's. It probably dates back to the Philip's ownership. In 1944, the dam was strengthened and the lake was deepened.

3. Ski Tow Pole and Engine

These are located on the hill behind Yosemite Alpine Village's Silvertip Lane homes. During the 30's, this was utilized as a recreation ski lift.

4. Silvertip Lodge

The lodge was rebuilt upon the site of Beery's PARADISE LODGE, the latter having burned down several times. The lodge was built by H.J. Baker in 1944 and 45. Upon his death, the Robert O. Kellers assumed ownership in 1962.

The brown cottages at the rear of the lodge we moved from the Miami Lodge stage stop at Miami Mills on the Chowchilla Mountain Road by H.J. Baker in the 1940's.

5. Railroad Avenue

This street is located in Block B and was the former site of the Madera Sugar Pine Lumber Company railroad bed. This bed continued on around the hill on a trestle across the small stream, past Yosemite Alpine Village area, around the Big Meadow area and over Big Creek and across the then non-existent Highway 41 and on up the White Chief Road. Somewhere along the way, around the big meadows area, was a large water tank, fed by springs, which serviced the logging engines.

6. Keller's Log Cabin

This was constructed in the 1880's after the Civil War and allegedly was used by the U. S. Cavalry in the Mt. Savage Indian Fracas. It was built of Sycamore trees from 8500' elevation. The logs were brought down from the Tioga Road area. The cabin also has 16 inch redwood beams.

7. Happy Camp - T5S Section 26 SW 1/4

This clearing is located within the Sierra National Forest, just south of Fish Camp, and west of Highway 41, on the old dirt road maintained as a recreation site by the Forest Service.

The location had a railroad trestle crossing for the use of the Madera Sugar Pine Railroad line during the years of 1908-18.

A tent community was first set up by prostitutes to service the loggers who lived at Fish Camp switch and also those workers of the Sugar Pine Mill. Business was so good, permanent dwellings were erected for seasonal usage. Happy Camp continued until the mid-20's when the coming of the automobile made it easier for the men to travel to Madera and Fresno.

8. Jackson Road - known also as Big Sandy Road

This road follows the old railroad bed of the Madera Sugar Pine Lumber Co. logging trains.

A. Skidder Camp - established in 1918. It is now known as Knapp's Pack Station. Logging was carried on from here to Mt. Raymond, Fresno Dome and White Chief.

B. Dillon's Apple Orchard - was planted some time just before the turn of the century. The apple trees are still bearing fruit today.

C. Grey House - located inside the Madera Irrigation District property was the site of the Wright's cow camp in the 1940's. They ran cattle on over the mountain to Hoggem Mountain, site of Murray's cow camp.

D. The Diversion Canal - This man-made canal was part of the Madera Canal Irrigation Co. and prior was part of the Madera Sugar Pine Lumber Co. flume system. The canal was built originally by Chinese laborers and black powder. It had been repaired during the depression by the W.P.A. This canal diverts part of Big Creek water into Lewis Creek for part of the year. A sign is posted on Jackson Road above Knapp's pack station, designating the site.

9. White Chief Lodge Site

Formerly a sawmill stood at the stream edge. Then in the 1940's a chinchilla farm was constructed lasting only a short time. Some of the buildings are in use today.

10. The Yosemite Mountain Ranch

The Yosemite Mountain Ranch was the property of Madera Sugar Pine Lumber Co. A barracks building with a large recreation and dining room is still in use today. Also 3 or 4 homes are lived in during the summer months. A large apple orchard fronts the buildings.

In the late 1920's - 30's a group of professional people in Southern California purchased the property. A foundation for a large resort hotel was started, also a large man made lake was created. When the depression hit, all prospects of building the resort were abandoned. It is now a tree farm and also a game preserve.

11. Log Cabin on William Winterberg's Property

This is located on the north side of Big Creek and was built by Henry A. Corwell in the 1920's. Rock for the 17 ton fireplace was brought in by mules, also the stones for the spring house across the creek. The front door is of interest due to the iron straps and other iron metal decorations.

12. Green Meadows Outdoor School

This property has been under special use permit by the Merced County School District for 15 years. Prior to that, it was a Boy Scout camp for 20 years. Also the area was used as a ball park for baseball, particularly while the Madera Sugar Pine Lumber Co. was operating. Games were held there between visiting teams.

APPENDIX II

COMMUNITY SERVICES -- SNOW REMOVAL

According to National Park Service weather records, the twenty (20) year average snowfall at the South Entrance (State Highway Route 41) to Yosemite National Park is 136 inches, or 11 ft. plus. Fish Camp is located approximately 0.8 mile from the South Entrance and is the same elevation (approximately 5,100 ft.) At this elevation, it is essential that a snow blower be available for removing snow from the TPA road system. Maintenance of the County road system is the responsibility of the Mariposa County Road Department.

At the present time, the equipment available for snow removal in Fish Camp includes:

1. County Owned and Operated Equipment:

One 1948 Ford, all-wheel drive, Marmon diesel powered snow blower.

2. Privately Owned and Operated Equipment:

A tow-truck equipped with an 8 ft. blade (owned by L. Pacheco), contracted out by the County, and used in conjunction with the County owned snow blower.

3. Other Privately Owned and Operated Equipment:

This equipment is used by individual owners for their own roads.

The expense of snow removal from the Fish Camp TPA road system is considerable. Review of the expense and source of financing for snow removal from this road system in 1981-82 shows that approximately 75% of the cost is financed from the County Road Fund and 25% directly by property owners in the Fish Camp TPA. See the following schedule.

SNOW REMOVAL EXPENSE AND SOURCE OF FINANCING

WINTER 1981-82

FISH CAMP TOWN PLANNING AREA

Expenditures

Yosemite Alpine Village Community Services District

Total charges for County administrative expense, equipment and labor	\$ 2,090.39	
Total charges for privately contracted equipment and labor	<u>1,200.00</u>	\$ 3,290.39

Fish Camp Road System, as maintained by County

Total charges for County equipment and labor	\$12,787.82	
Total charges for privately contracted equipment and labor	<u>2,200.00</u>	\$14,987.82

Private Roads and Accesses, as maintained by Individual owners*

Total charges for County equipment and labor	\$ 2,049.33	
Total charges for County administrative expense	<u>102.47</u>	\$ 2,151.80*
		<u>\$20,430.01*</u>

Source of Financing

Yosemite Alpine Village Community Services District (Assessments)	\$ 3,290.39
Fish Camp Road System, as maintained by County-- County Road Fund	\$14,987.82
Private roads and accesses, as maintained by individual owners-- Reimbursement by individual owners for County equipment and labor	\$ 2,151.80
	<u>\$20,430.01</u>

*Excludes charges for privately contracted equipment and labor used for snow removal on private roads and accesses.

APPENDIX III

WASTEWATER SYSTEM

At the present time, wastewater in the TPA is handled by individual on-site septic systems. Most of the existing systems are installed on relatively small lots which do not conform to present County and State standards. At present, there is some concern over the long term usefulness of these existing systems.

During the winter months many of the existing systems are adversely affected by high levels of soil saturation which results in the system not being able to operate for its designed purpose. Numerous permits are issued during the spring and summer to repair these failed systems in the Fish Camp area. Most septic systems will eventually fail. Present County standards allow for this eventuality by requiring expansion areas for on-site septic disposal. The existing lot sizes in many parts of Fish Camp frequently do not provide adequate expansion areas.

Another aspect of the existing or potential problems of wastewater disposal in Fish Camp is the limitation it poses for the future growth of the community. At present, Mariposa County standards require 2 1/2 acres as a minimum lot size where private on-site wastewater systems and water systems are to be used. Given the constraints exhibited in the Fish Camp area, even these large lot sizes may not be adequate for on-site wastewater disposal.

This Specific Plan provides for considerably higher densities (lower minimum lot sizes) provided that central wastewater treatment is developed. In short, the proposed policies of the Plan cannot be implemented to the maximum potential until a sewerage treatment plant is constructed.

The long term solution to the continued development, and potential future use of existing development, may be dependent upon construction of a sewer system to serve the TPA. It is estimated that approximately 200,000 gallons per day plant capacity would be needed to serve the TPA. Given the nature of the area, its terrain, weather conditions, etc., any system proposed would be costly to develop. The following costs are only provided as an example of the costs at the date of the preparation of this document.

Package Treatment Plant (.2 MGD)	\$ 866,700
Collection System: Trunk Lines	184,800
Service Lines	<u>406,000</u>
Total	\$ 1,457,500
Annual Operating Costs:	
Chemicals, power, manpower	\$ 90,000/year

Such a facility could be financed through a combination of connection fees, user fees and special property tax assessments. Traditionally the capital costs are secured by special tax assessments; maintenance and operating costs are financed through user fees and replacement capital costs are financed through connection fees.

The following table has been developed to show the taxing obligation that would need to be assessed to finance a central wastewater treatment plant and collection system to service the TPA. The rates, expressed as a percentage of value is calculated on the 1982 values of the Fish Camp area.

Capital Cost Amortization Scheule				
% Interest	Term 20 Year (Rate)	Term 30 year (Rate)	Term 40 year (Rate)	Term 50 year (Rate)
12	195,128.64(2.51%)	180,939.88(2.33%)	176,800.58(2.27%)	175,507.78(2.26%)
11	183,027.02(2.35%)	167,648.94(2.16%)	162,830.44(2.09%)	161,198.04(2.07%)
10	171,197.95(2.20%)	154,610.14(1.99%)	149,042.49(1.92%)	147,001.99(1.89%)
9	159,663.30(2.05%)	141,867.22(1.82%)	135,489.20(1.74%)	132,963.35(1.71%)
8	148,499.29(1.91%)	129,465.35(1.67%)	122,225.95(1.57%)	119,147.42(1.53%)
7	137,577.80(1.77%)	117,454.10(1.51%)	109,325.62(1.41%)	105,610.45(1.36%)
6	127,072.14(1.63%)	105,885.92(1.36%)	96,868.37(1.25%)	92,469.63(1.19%)

As can be seen from the above table, project feasibility is highly dependent upon interest rates. Historically, most tax exempt bond issues have ranged 6% to 8%; at present, tax exempt issues are running at around 12%.

These rates can be quickly converted to a tax dollar figure by multiplying the percentage listed at a specific interest rate and term by the value of a piece of property. For example, 10% interest on 30 year terms would result in a rate of 2.16%. Divide 2.16 by 100 to derive .0216 and multiply the value, assume \$84,000, and the annual tax liability would be \$1,814.40. This tax liability is in addition to the present Prop. 13 tax rate on that property of \$840.00 per year.

While it is obvious that at present rates a sewer system would be very expensive to property owners in the area, a program could be developed to phase the project in stages. This could reduce the initial capital cost, but would only provide partial service. This report will not attempt to develop a complete set of financial alternatives for a wastewater system in Fish Camp, but it should be kept in mind that alternative financial arrangements are possible.

It must be stressed that these estimates are not based on available engineering data and would necessarily have to be revised based upon specific engineering data. They are merely estimates based upon a few assumptions regarding system design and cost, and are intended solely to provide preliminary feasibility estimates.

APPENDIX IV

I. PLANNED DEVELOPMENT APPLICATIONS

A. Purpose. These provisions are intended to provide the administrative procedures for planned development applications, and are not intended to alter the original content or purpose of the Specific Plan. A planned development is intended to provide a process which can permit and encourage logical or desirable development and carry out the objectives of the Fish Camp Specific Plan by:

1. Permitting flexibility in development of commercial districts in close proximity to residential areas while protecting the character and quality of adjacent residential uses;
 2. Permitting clustering of multiple-family developments or single-family dwellings on lots smaller than county minimum in appropriate locations within single-family land use classifications with suitable controls imposed;
 3. Providing for the location, under suitable safeguards, of desirable types of commercial uses adjacent to and within residential areas;
 4. Permitting planned developments on a large scale in accordance with the provisions of the Specific Plan which would include a combination of any two or all of the developments mentioned in subsections 1, 2, and 3;
 5. Permitting the redevelopment of parcels for residential or commercial purposes or any combination thereof, in areas already built upon, but which now have marginal development;
 6. Permitting commercial development on lots smaller than county minimums in appropriate locations within commercial land use classifications with suitable controls imposed.
- B. Approval of the Plan. Applications shall be initiated by the owner or owners of the land.

Applications for the establishment of a P-D must include a development plan as described herein. The P-D approval shall be processed in the manner as provided for approval as described herein. Applications and development plans will be reviewed by the planning department prior to submission for review by the planning commission. The planning department's preliminary review shall consist of plan review with the applicant to gain a full understanding of the planned development proposal and environmental review consistent with adopted county policy. The planning commission may approve, disapprove, modify, or attach conditions to a development plan.

C. Findings required for approval of a Planned Development. The planning commission, after a public hearing, may recommend the approval of a planned development; and the board of supervisors, after a public hearing, may by resolution approve a planned development provided they find that the facts submitted with the application and presented at the public hearings establish that:

1. Each individual unit of the development if built in stages, as well as the total development, can exist as an independent unit capable of creating a good environment in the locality and being in any stage as desirable and stable as the total development;

2. The uses proposed will not be a detriment to the present and proposed surrounding land uses, but will enhance the desirability of the area and have a beneficial effect;

3. Any deviation from the subdivision title requirements is warranted by the design and additional amenities incorporated in the development plan which offer certain unusual redeeming features to compensate for any deviations that may be permitted; and

4. The principles incorporated in the proposed development plan indicate certain unique or unusual features which could not otherwise be achieved under standard subdivision provisions.

D. Principal Permitted Uses. In a planned development,

any use may be permitted provided such use or uses are shown on the development plan for the particular P-D and is approved by the planning commission and board of supervisors. An approved development plan shall be considered an addition to or augmentation of the Fish Camp Specific Plan.

E. Use Permits. 1. A use permit shall be required for all uses in a P-D with the exception of a single-family residence on an approved building site and buildings accessory thereto which serve the domestic needs of single-family dwellings.

2. A use permit may be issued by the planning commission at the option of the planning commission without a public hearing if the structure or structures comply with the adopted development plan and conditions thereof.

F. Development Plan--Design and Location. A planned development shall be designed and located so as to minimize traffic congestion on public highways and streets in its vicinity and to best fit the land use pattern and topography of the area in which it is located.

G. Filing Fees. There shall be a fee prescribed by resolution of the board of supervisors to provide for the costs for processing the application and the development plans.

H. Application--Items Required. Planned development application shall be accompanied by:

1. A completed application on a form provided by the planning department.

2. The required fee.

3. A plan proposal prepared according to the specifications as described for the development plan in Section I.

4. A legal description by metes and bounds of the area to be affected by the planned development; and

5. A list of names and addresses of property

owners with property located within six hundred feet of the proposed planned development.

I. Development Plan--Components. 1. The development plan shall include all of the following:

a. A site plan map which shows;

(1) Existing and proposed private and public streets and sidewalk improvements,

(2) Lot design,

(3) Areas proposed to be dedicated or reserved for any public use including but not limited to public utility easements, public buildings, and public land uses,

(4) Parking and interior traffic flow, including parking rations,

(5) Land uses adjacent to the external boundary of the P-D site;

b. Site development details, including:

(1) Preliminary building plans, including generalized elevations,

(2) Maximum building heights,

(3) Maximum lot or area coverages,

(4) Minimum distance between structures,

(5) Minimum setbacks from interior lot lines,

(6) Minimum setbacks from street rights-of-way,

(7) Landscaping, screening, and lighting.

(8) Population densities within the planned development;

c. Signing standards, including generalized locations, maximum sizes, maximum height, and lighting arrangements. For purposes of this section, "neighborhood shopping center" shall be defined as a shopping center in which the major tenant is a supermarket. "Major tenant" shall be defined as the tenant occupying the greatest amount of floor space;

d. Land uses proposed to be located within the development;

e. Development schedule, including date of commencement of construction, annual accomplishment, and completion of planned development;

f. Any other reasonably related information necessary for the planning commission to act.

2. The planning department shall accept only such plans that contain the information specified or reasonably determined necessary.

J. Standards. Setbacks, building heights, distances between buildings, lot coverage, parking requirements, and landscaping requirements shall be established by the planning commission for each planned development in a manner which assures the suitable integration of the planned development into the neighborhood or area in which it is located.

K. Density Control. The number of dwelling units shall be determined by dividing the net development area by the minimum lot area of the land use classification for the site proposed for the P-D. Net development area shall be determined by subtracting the area set aside for churches, schools, or commercial use from the gross development area and deducting fifteen percent of the remainder for streets. Open spaces for recreational uses shall be included in determining the number of dwelling units permitted.

L. Revision of plan--Use permit. A public hearing by the planning commission and board of supervisors shall be required prior to issuance of a use permit for revisions of the plan which involve changes in land use, expansion or intensification of development, or a

revision in the standards of development. All other revisions may be allowed after a use permit is approved by the planning commission. A public hearing may be called regarding such changes if deemed necessary by the planning commission.

M. Area Requirements. Minimum parcel size for the consideration of a planned development shall be two and one-half acres exclusive of easements.

N. Public Improvements. Improvement to full county standards of all public rights-of-way abutting and within the development shall be required. In addition, if determined necessary for proper traffic circulation, the applicant may be required to provide proper methods of ingress and egress to the development including acceleration and deceleration lanes, and traffic devices including channelization.

O. Development Schedule. 1. An application for a P-D shall be accompanied by a development schedule indicating the approximate date when construction of the project can be expected to begin, which date shall be no later than one year from the effective date of the approval of the P-D, the anticipated rate of development, and completion date. The development schedule, if approved by the board of supervisors, shall become a part of the development plan and shall be adhered to by the owner of the property covered by the P-D and his successors in interest. The county shall require the posting of a bond to guarantee reimbursement to the county for court costs and attorney's fees of any civil action brought to enforce any provisions of a P-D. The bond is to be in the amount of five thousand dollars.

2. Periodically the planning department shall compare the actual development in the various Planned Developments with the approved development schedules.

3. If, in the opinion of the planning department,, the owner or owners are failing or have failed to meet the approved schedule, the department may recommend the commission initiate proceedings to revoke the approval of the development plan. Upon the recommendation of the planning commission and for good cause shown by the

property owner, the planning commission may also extend the limits imposed by the development schedule.

F. Identification of Planned Developments. Each P-D shall be numbered, the first adopted being shown on the specific plan map as P-D 1 and each planned development subsequently approved being numbered consecutively.

Q. Compliance with provisions--Interpretation. 1. Compliance with any requirement shall not be construed to relieve applicant from compliance with subdivision regulations, building code requirements, or any other applicable regulations of the county.

2. A planned development may be accepted with applications for minor or major subdivisions and may be processed simultaneously, including staff review, environmental review, public hearings at the planning commission and board of supervisors.

R. Public hearings. The planning commission shall hold at least one public hearing on the proposed planned development. Notice of the time and place of such hearing and the area affected by the proposed amendment shall be published at least one time in a newspaper of general countywide circulation at least 14 days prior to the hearing. In addition, property owners with property located within six hundred feet of the proposed planned development shall receive notice by mail of such hearing.

S. Report of planning commission--Findings and recommendations. Following the hearing required by Section R., the planning commission shall make a report of its findings and recommendations with respect to the proposed planned development and shall file with the board of supervisors a copy of such report. Such report shall include a statement as to whether the proposed planned development is in conformance with the latest adopted specific plan. If the planning commission deems it advisable, it may recommend that the area under consideration for a planned development be enlarged or diminished.

T. Action by the board of supervisors. Upon receipt of such report from the planning commission, the board of

supervisors shall schedule the matter for public hearing and publish notice thereof as required in Section R. The board of supervisors shall render its decision after consideration of the report and recommendation of the planning commission, public testimony and comments by the applicant, and such decision shall be to deny, conditionally approve, or approve all or part of the proposed planned unit development.

U. Abandonment after proceedings have begun. Upon consent of the planning commission, any application for a planned unit development may be withdrawn by written request of a majority of all persons who signed such application. The planning commission or board of supervisors may by resolution abandon any proceedings for a planned development initiated by its own resolution of intention; provided, that such abandonment may be made only when such proceedings are before such body for consideration; and provided, that any hearing of which public notice has been given shall be held.

V. Site Restoration. Security to the satisfaction of County Counsel is required to restore the property to nearly its natural and original state in the event of abandonment after construction has begun. The amount is to be based on 10% of the total construction cost of the project, or an engineer's estimate of the cost of site preparation and grading. This amount is to be confirmed by the Department of Public Works, covered by a 50% contingency, and guaranteed by an appropriate agreement with the County. Upon completion of the project and final approval by the County, the required security shall be returned to the developer.