DOCKETED	
Docket Number:	23-OPT-01
Project Title:	Fountain Wind Project
TN #:	250742
Document Title:	fwp_rpt_hrer_submittal_final_compiled
Description:	N/A
Filer:	Caitlin Barns
Organization:	Stantec Consulting Services, Inc.
Submitter Role:	Applicant Consultant
Submission Date:	6/26/2023 2:28:29 PM
Docketed Date:	6/26/2023

FOUNTAIN WIND ENERGY PROJECT
Historical Resources Evaluation Report

June 16, 2023

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Project Number: 203723159

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Executive Summary

Stantec Consulting Services Inc. (Stantec), prepared this Historical Resources Evaluation Report (HRER) on behalf of Fountain Wind LLC for the Fountain Wind Energy Project (Project) as a supplemental analysis to the Cultural Resources Phase 1 Inventory report prepared for the Project by Stantec in 2019 and revised in 2023 (*Fountain Wind Energy Project: Cultural Resources Phase 1 Inventory of 4,463 Acres, Shasta County*).[1].) The Project includes the construction, operation, maintenance, and decommissioning of up to 48 wind turbines and related infrastructure as part of a renewable wind energy generation development. The Project site—the area of permanent Project infrastructure and temporary construction impacts—is located in an unincorporated area of Shasta County roughly 6 miles west of Burney and 35 miles northeast of Redding (**Figure 1** and **Figure 2**).

The purpose of this report is to analyze whether the proposed Project would impact historical resources as defined by the California Environmental Quality Act (CEQA). It was prepared in response to a data request made by the California Energy Commission (CEC), the lead CEQA agency, on February 10, 2023. In accordance with relevant state guidelines for historical resources, this report identifies and documents potential historical resources on or near the Project site, evaluates the resources for inclusion in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), and assesses the Project's potential to result in a substantial adverse change to the significance of an historical resource pursuant to Title 14 California Code of Regulations (CCR) §15064.5.

For this HRER, a Study Area was established to account for potential impacts to historical resources in accordance with CEQA Appendix B and CEC requirements (Figure 3). It encompasses the Project site plus a radius of 0.5-miles from proposed wind turbines and aboveground collector lines. To identify any listed or previously surveyed historical resources in the Study Area, a records search was conducted at the Northeast Information Center of the California Historical Resources Information System. It revealed two historic built resources previously recorded within the Study Area— the Terry Mill Railroad Logging System (P-45-002025) and Pacific Gas & Electric (PG&E) Pit 1 Vaca-Dixon 230-kilovolt (kV) Transmission Line (P-45-002939) (**Table 1**).[2] Portions of both resources intersect the Project site. In addition, 21 historic and precontact archaeological resources were recorded within the Study Area. For more information regarding archaeological resources, see Stantec's *Fountain Wind Energy Project: Cultural Resources Phase 1 Inventory of 4,463 Acres, Shasta County*.

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[1] Stantec Consulting Services Inc., *Fountain Wind Energy Project: Cultural Resources Phase 1 Inventory of 4,463 Acres, Shasta County* (Houston, TX: Fountain Wind LLC, 2019, rev. 2023).

[2] The Pit 1 Vaca-Dixon 230- kV Transmission Line and Pit-Vaca Dixon No. 2 are both referred to as the 230 kV Cottonwood-to-Pit 1 transmission line in the full project description within the Project's Environmental Impact Report. However, it is called the Pit 1 Vaca-Dixon 230- kV Transmission Line in the California Department of Parks and Recreation (DPR) form for P-45-002025 prepared by Garcia and Associates in 2000 and Pit-Vaca Dixon No. 2 in the Historical Resources Inventory and Evaluation Report prepared for the resource by JRP Historical Consulting, LLC in 2017; and therefore, are referred to by the same names in this report. Christopher D. Dore and Eduardo Serafin, Garcia and Associates (GANDA), *Cultural Resources Inventory along the PG&E Transmission Lines: Pit 1 Vaca-Dixon 230 kV and Pit 3 Pit Jct. 230 kV, Shasta County, California* (San Diego, CA: Ogden Environment and Energy Services, July 2000); and JRP Historical Consulting, LLC, *Historical Resources Inventory & Evaluation Report: Pit No. 3–Pit No. 1 230 kV NERC Project, Shasta Trinity National Forest and Lassen National Forest, Shasta County* (San Francisco, CA: PG&E, July 31, 2017).

The PG&E Pit 1 Vaca-Dixon 230-kV Transmission Line was previously evaluated as eligible for the NRHP and CRHR by JRP Historical Consulting, LLC (JRP) in 2017, and therefore, is a historical resource as defined by CEQA. The Terry Mill Railroad Logging System was previously evaluated as ineligible for NRHP and CRHR-listing by Stantec in 2019; as such, the resource is not a historical resource as defined by CEQA. The Pit-Vaca Dixon No. 2 also intersects the Study Area and runs parallel to the Pit 1 Vaca-Dixon 230-kV Transmission Line between the Pit River and Cottonwood. The Pit-Vaca Dixon No. 2 was not included in the evaluation of the Pit 1 Vaca-Dixon 230-kV Transmission Line; however, JRP recommended it eligible under NRHP Criterion A and Criterion C. Based on JRP's findings, Stantec recommends the CEC exercise its discretion to consider the Pit-Vaca Dixon No. 2 a historical resource for the purposes of evaluating the impacts of this Project (Public Resources Codes (PRC) §5024.1 and 14 CCR §4850 and §15064.5[a][2]).

Table 1. Previously Recorded Built Resources within the Study Area

Primary Number	Name	Description	Year Built	OHP Status Code
P-45-002025	Terry Mill Railroad Logging System	Railroad grade	ca. 1897	6Z (ineligible)
P-45-002939	PG&E Pit 1 Vaca-Dixon 230 kV Transmission Line	Transmission Line	1921–1923	2S (eligible)
N/A	PG&E Pit-Vaca Dixon No. 2	Transmission Line	1921–1924	3S, 3CS (recommended eligible)

As part of this report, Stantec evaluated built resources within the Study Area for the NRHP and CRHR that are more than 45 years old, not currently listed under national or state landmark programs, and have the potential to be affected by the Project. These included current and decommissioned segments of California State Route (SR) 299 and logging roads within the Hatchet Mountain area. Neither of these resources is recommended eligible for the NRHP and CRHR due to a lack of significance (**Table 2**). The status code for the SR 299 segments and Hatchet Mountain area logging roads is 6Z, defined as ineligible for national, state, and local designation through survey evaluation. Therefore, SR 299 and the Hatchet Mountain area logging roads are not historical resources pursuant to Title 14 CCR §15064.5.

Table 2. Evaluation Results

Name	Description	Year Built	OHP Status Code
SR 299	Current and decommissioned segments of SR 299 within Study Area	1873/1922/1934/1951	6Z (ineligible)
Hatchet Mountain Area Logging Roads	Logging roads within Study Area	ca. 1935/ca. 1955/ca. 1975	6Z (ineligible)

The threshold for determining significant impacts on historical resources in the CEQA Guidelines is whether the proposed project would cause a substantial adverse change, which is defined as demolition, destruction, relocation, or alteration, of the resource or its immediate vicinity such that the historical resource is materially impaired. The Project would directly impact one historical resource, the Pit-Vaca Dixon No. 2, as well as indirectly impact both historical resources within the Study Area—the Pit-Vaca Dixon No. 2 and Pit 1 Vaca-Dixon 230 kV Transmission Line; however, the Project would not result in a

substantial adverse change to the integrity of the identified historical resources to the degree that they would no longer be eligible as historical resources pursuant to CEQA. Additionally, no related projects were identified based on publicly available information; therefore, the Project does not appear to contribute to incremental impacts to historical resources. As such, the Project would have a less than significant impact on historical resources. No mitigation is required or recommended.

Preparer Qualifications

Stantec personnel who meet the Secretary of the Interior's Professional Qualification Standards in architectural history, history, and/or archaeology as defined in 36 CFR Part 61 prepared this report.

Stantec Architectural Historian Rebecca Riggs assisted in the preparation of this report as well as led the field inspection and peer review. Ms. Riggs received a Master of Arts degree in Public History from California State University, Sacramento and has more than six years of cultural resources management experience, including the preparation of technical reports and leading field crews. Ms. Riggs qualifies as an Architectural Historian and Historian under the Secretary of the Interior's Professional Qualification Standards.

Stantec Architectural Historian Emily Rinaldi-Williams authored this report. Ms. Rinaldi received a Master of Science degree in Historic Preservation from Columbia University and has more than eight years of cultural resources management experience. Ms. Rinaldi-Williams qualifies as an Architectural Historian and Historian under the Secretary of the Interior's Professional Qualification Standards.

Stantec Architectural Historian Alana Vidmar assisted with the field inspection. Ms. Vidmar received a Master of Science degree in Conservation of Historic Buildings from the University of Bath and has four years of cultural resources management experience. Ms. Vidmar qualifies as an Architectural Historian under the Secretary of the Interior's Professional Qualification Standards.

Acronyms / Abbreviations

BERD	California Built Environment Resources Database
BLM	Bureau of Land Management
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CCR	California Code of Regulations
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CRHR	California Register of Historical Resources
DPR 523 Form	Department of Parks and Recreation 523 Form
GANDA	Garcia and Associates
GLO	General Land Office
HRER	Historical Resources Evaluation Report
JRP	JRP Historical Consulting, LLC
LiDAR	Light Detection and Ranging
MW	Megawatts
NEIC	Northeastern Information Center
NRHP	National Register of Historic Places
OHP	California Office of Historic Preservation
O&M	Operation and maintenance

PRC	Public Resources Code
Project	Fountain Wind Energy Project
SoDAR	Sonic Detection and Ranging
SR	State Route
Stantec	Stantec Consulting Services Inc.
UCSB	University of California, Santa Barbara
USGS	U. S. Geological Survey

1 Project Overview

1.1 Project Location

The Fountain Wind Project (Project) site is located roughly 1 mile west of the existing Hatchet Ridge Wind Project, 6 miles west of Burney, 35 miles northeast of Redding, immediately south of California State Route (SR) 299, and near the private summer home community of Moose Camp (Figure 1 and **Figure 2**). Other communities near the Project include Montgomery Creek, Round Mountain, Wengler, and Big Bend. Access to the Project is provided locally by SR 299, Moose Camp Road, and two existing, gated, logging roads operated by FWS Forestry, and would be provided regionally by highways intersecting SR 299, including Interstate 5, which is approximately 35 miles to the west of the Project, and SR 139, which is approximately 60 miles to the east of the Project.

1.2 Project Description

The Project is a wind energy generation development proposed by Fountain Wind LLC. It would include the construction, operation, maintenance, and decommissioning of up to 48 wind turbines and related infrastructure. Turbines would be no more than 610 feet from ground level to the top of the blade and would have a generating capacity up to 7.2 megawatts (MW). Each would be mounted on a concrete pedestal supported by a permanent foundation. The Project would have a total nameplate generating capacity of up to 205 MW. Associated infrastructure and ancillary facilities would include:

- 34.5-kilovolt overhead and underground collector lines and fiber optic communication cabling
- On-site substation comprising a control house, bank of one or two main transformers, outdoor breakers, capacitor banks, relaying equipment, high-voltage bus work, steel support structures, an underground grounding grid, and overhead lighting-suppression conductions
- On-site switching station that may include a microwave relay tower up to 150 feet tall
- One 10-acre temporary construction and equipment laydown area to store equipment and materials, host construction trailers, refuel equipment, and store construction waste temporarily
- Fourteen 2-acre temporary laydown areas located throughout the Project site to stage building materials and equipment
- Operation and maintenance (O&M) facility, storage yard, and parking area
- Up to four permanent meteorological towers and temporary, episodic deployment of mobile Sonic Detection and Ranging (SoDAR) or Light Detection and Ranging (LiDAR) systems
- Two storage sheds
- Three temporary batch plants

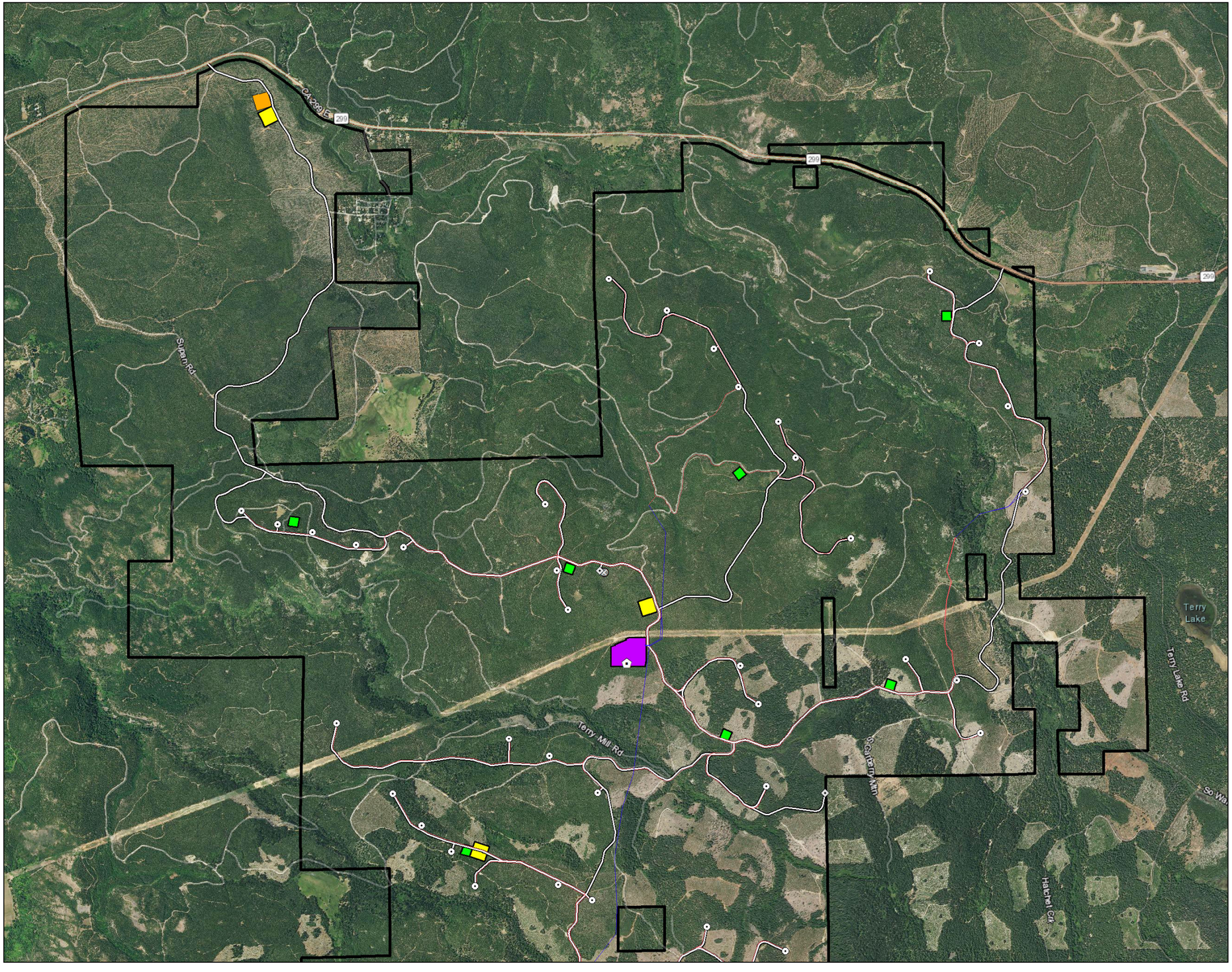
The underground collector system would consist of insulated cables buried in trenches that are 46 inches deep and at least 12 inches wide. Cables generally would be co-located with turbine access roads to minimize ground disturbance. In areas where the underground collector system would be co-located with both new and existing access roads, no additional ground disturbance would be required to install the underground electrical collection system beyond that which is disclosed in the impacts for the widening of the road. Where cable trenches cannot be co-located with access roads, a temporary, 50-foot-wide disturbance area would be required to install the cable. During operations, a permanent, 30-foot-wide corridor centered on the buried cable would be maintained clear of woody vegetation.

The 34.5 kV overhead electrical collector system would be installed on wood poles with a maximum height of 90 feet and wire heights between approximately 20 to 30 feet above the ground depending on the span; however, special circumstances may require greater wire clearances. Installation of the overhead collector line could require a temporary workspace consisting of an approximately 100-foot-wide corridor centered on the center line of the overhead line. An approximately 80-foot-wide corridor would be maintained during the operations phase. This area would be kept clear of taller woody vegetation to provide for safe operations and allow access for equipment inspections, vegetation control, and maintenance.

The Project would tap into the existing Pacific Gas & Electric (PG&E) Pit-Vaca Dixon No. 2 transmission line via a new aboveground line tap located adjacent to the new switching station. To complete the interconnection, an existing transmission tower would be removed from the Pit-Vaca Dixon No. 2 and replaced with four tubular steel poles up to 125 feet in height. The conductor would be routed along the four new poles and into the switching station to connect to the Project's electrical infrastructure.

The Project would be accessed via existing, gated logging roads located off SR 299. Existing roads would be modified and may be graveled to safely accommodate turbine component delivery vehicles and heavy equipment. The driving surface would be widened to 20 feet plus a 15-foot construction buffer on either side resulting in an approximately 50-foot-wide disturbance area. In some areas, the construction cleared area could be up to 200 feet wide to accommodate significant cut-and-fill, stormwater controls, road design, and blade-delivery-vehicle turning radii. Select segments of road may be graveled. Existing gates may be replaced or reinforced. Existing culverts would be upgraded or replaced as needed to maintain a functional stormwater drainage system and meet fire safety and access standards. New internal access roads would also be constructed within the Project site. New roads would be 20 feet wide with a 15-to-75-foot construction buffer on either side. After construction, permanent access roads would be reduced to a 20-foot driving surface with a 1-foot shoulder. An additional 15 feet on either side may be required in some areas to accommodate stormwater drainage and ditches. Permanent access roads would be periodically graded and compacted to minimize erosion.

Figure 1. Project Vicinity Map



Stantec

Legend
- Turbine Location
- Met Tower Location
- Microwave Tower Location
- Storage Shed Location
- Overhead Collection
- Underground Collection
- Access Road
- Batch Plant
- O&M Facility
- Staging Area
- Substation/Switchyard Site
- Project Area

N

0 3,000 Feet
(At original document size of 11x17)
1:36,000

Notes
1. Coordinate System: NAD 1983 UTM Zone 10N
2. Data Sources: Shasta County GIS Division
3. Background: 2020 NAIP Orthoimagery

Project Location
Shasta County
California

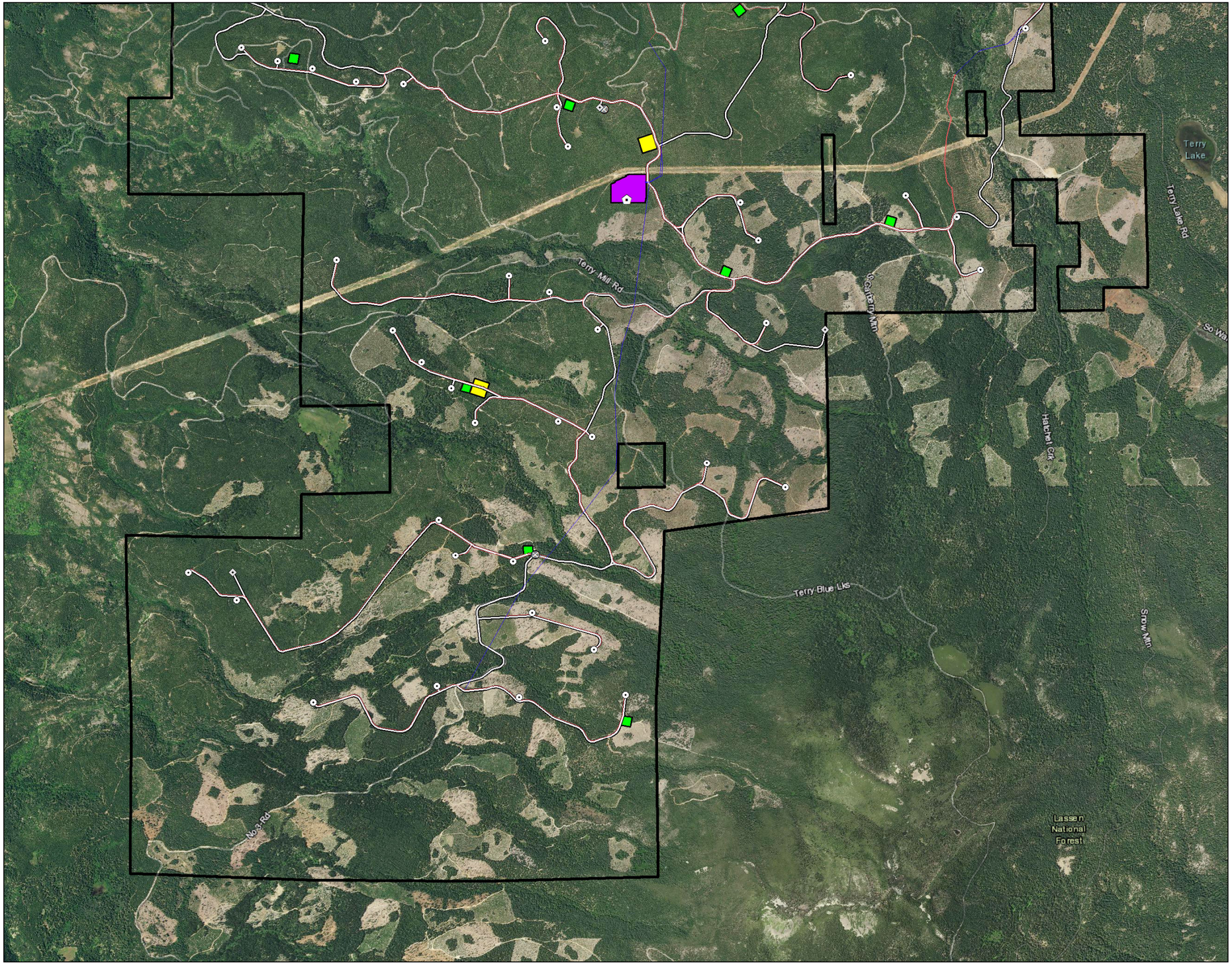
Prepared by GC on 2023-06-13
TR Review by ES on 2023-06-13
IR Review by CB on 2023-06-13

Client/Project
Fountain Wind LLC
Fountain Wind Project

203723159

Figure No.
2

Title
Project Overview
Map 1 of 2



Stantec

Legend

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TR Review by ES on 2023-06-13
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Figure No.
2

Title
Project Overview
Map 2 of 2

2 Regulatory Context

Generally, a lead agency must consider a property a historical resource under the California Environmental Quality Act (CEQA) if it is eligible for the California Register of Historical Resources (CRHR), which is modeled after the National Register of Historic Places (NRHP). A property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain statutory criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant. A lead agency may also treat a resource as historical if it meets statutory requirements and substantial evidence supports the conclusion.

2.1 National Register of Historic Places

The National Historic Preservation Act of 1966, as amended, authorized the creation of the NRHP. The NRHP is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[3] For a property to be considered eligible for the NRHP, it must typically be at least 50 years old and meet one or more of four criteria for evaluation set forth in 36 Code of Federal Regulations Part 60.4:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:
>
> A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B. That are associated with the lives of persons significant in our past; or
>
> C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D. That have yielded, or may be likely to yield, information important in prehistory or history.[4]

A property must also be significant within a historic context under one or more of the criteria listed above. “National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation” states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific...property or site is

[3] Title 36 Code of Federal Regulations (CFR) Part 60.2.
[4] Title 36 CFR Part 60.4.

understood and its meaning...is made clear."[5] A historic property must therefore represent an important aspect of history or prehistory.

In addition to possessing significance, a property must possess integrity, defined by seven aspects:

> Location: the place where the historic property was constructed or the place where the historic event took place.
>
> Design: the composition of elements that constitute the form, plan, space, structure, and style of a property.
>
> Setting: the physical environment of a historic property that illustrates the character of the place.
>
> Materials: the physical elements combined in a particular pattern or configuration.
>
> Workmanship: the physical evidence of the crafts of a particular culture or people during any given period of history.
>
> Feeling: the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time.
>
> Association: the direct link between a property and the event or person for which the property is significant.[6]

2.2 California Register of Historical Resources

The CRHR was established in 1992 by Assembly Bill 2881. It is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.[7] The criteria for eligibility of listing in the CRHR are based upon the NRHP criteria, and are identified as 1–4 instead of A–D. To be eligible for the CRHR, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of these four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or

[5] "National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation," U.S. Department of the Interior, National Park Service, Cultural Resources, eds. Patrick Andrus and Rebecca Shrimpton, accessed May 31, 2023, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, 7-8.
[6] "National Register Bulletin #15," 44.
[7] Public Resource Code (PRC) §5024.1(a).

4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Like the NRHP, properties eligible for the CRHR may include buildings, sites, structures, objects, and districts. The enabling legislation for the CRHR is less rigorous than the NRHP with regard to the issue of integrity, yet the expectation is that eligible properties should retain enough of their historic-period character or appearance to be recognizable as historical resources and to convey the reasons for their significance.[8]

Evaluations for the CRHR are based upon the evaluation instructions and classification system prescribed by the California Office of Historic Preservation (OHP) in its "Instructions for Recording Historical Resources," which include Status Codes to classify potential historical resources. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The specific Status Codes referred to in this report are:

2S Individually determined eligible for the NRHP by the Keeper. Listed in the CRHR

3S Appears individually eligible for the NRHP through survey evaluation

3CS Appears individually eligible for the CRHR through survey evaluation

6Z Found ineligible for the NRHP, CRHR, or local designation through survey evaluation

The CRHR may include properties identified during historic resource surveys. However, properties included must be based on surveys that meet these criteria:

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office (OHP) procedures and requirements;
3. The resource is evaluated and determined by the office (OHP) to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the CRHR, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.[9]

[8] "California Office of Historic Preservation Technical Assistance Series #7: How to Nominate a Resource to the California Register of Historical Resources," California Office of Historic Preservation, accessed May 31, 2023, https://ohp.parks.ca.gov/pages/1056/files/07_TAB%207%20How%20To%20Nominate%20A%20Property%20to%20California%20Register.pdf, 11.
[9] PRC Section 5024.1.

2.3 California Environmental Quality Act

The State CEQA Guidelines set the standard for determining whether a proposed project will result in a "substantial adverse change" in the significance of historical resources in Title 14 CCR §15064.5(b), which states:

> A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.[10]

Title 14 CCR §15064.5(b)(1) further clarifies "substantial adverse change" as:

> Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.[11]

Title 14 CCR §15064.5(b)(2) in turn explains that a historical resource is "materially impaired" when a project:

> Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.[12]

As a result, the test for determining if a proposed project will have a significant impact on an identified historical resource is whether the project will alter the physical integrity of the historical resource in an adverse manner such that it would no longer be eligible for the NRHP, the CRHR, or other landmark programs.

This report considers direct and indirect impacts to historical resources using these definitions:

- Direct or primary impacts are caused by the project and occur at the same time and place (14 CCR §15358 [a][1]).
- Indirect impacts, or secondary effects, are reasonably foreseeable and caused by a project but occur at a different time or place (14 CCR §15358 [a][2]).

2.4 Shasta County

Shasta County does not have a local historic preservation ordinance or landmark designation program nor does the county maintain a local historic register. However, the Shasta County General Plan does include goals and policies related to the protection of cultural resources, which states:

[10] Title 14 CCR §15064.5(b).
[11] Title 14 CCR §15064.5(b)(1).
[12] Title 14 CCR §15064.5(b)(2).

6.10.3 Objective HER-1: Protection of significant prehistoric and historic cultural resources.

6.10.4 Policy HER-a: Development projects in areas of known heritage value shall be designed to minimize degradation of these resources. Where conflicts are unavoidable, mitigation measures which reduce such impacts shall be implemented. Possible mitigation measures may include clustering, buffer or non-disturbance zones, and building siting requirements.

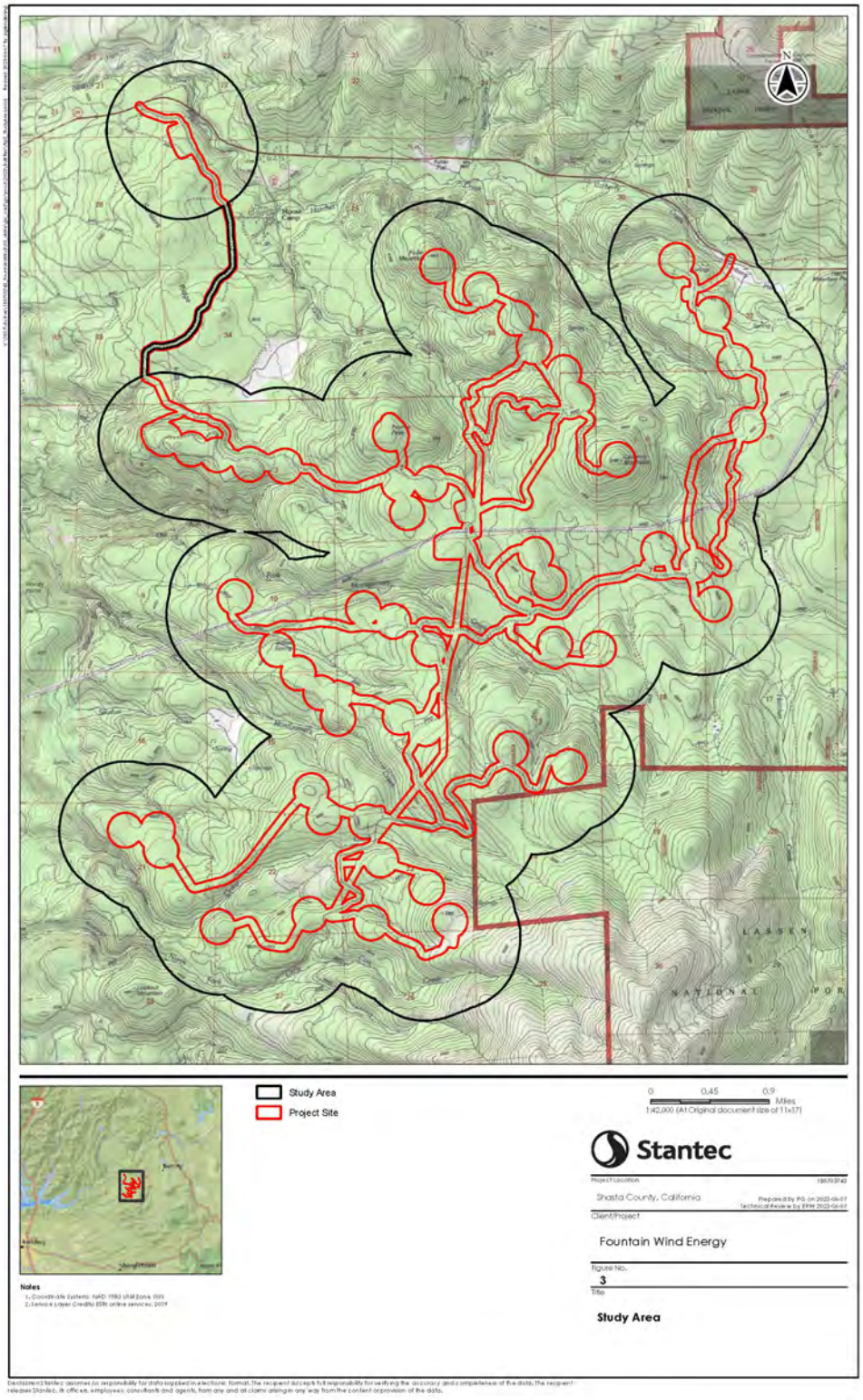
3 Research and Methodology

3.1 Study Area

A Study Area was established to account for potential impacts on historical resources in the vicinity of the Project. It encompasses the area within a 0.5-mile radius of all aboveground structures[13] for a total of 15,034 acres (Figure 3). The Study Area includes the areas of physical impact associated with ground-disturbing activities and a buffer sufficient to capture indirect effects on adjacent lands where any historical resources or potential historical resources may be affected by the introduction of new visual elements, atmospheric intrusions, shadow effects, vibration, and other effects.

[13] The 0.5-mi buffer was applied to all aboveground facilities, namely each proposed wind turbine and aboveground collector lines. Access roads were not considered aboveground features, per discussion with CEC on May 11, 2023. However, when roads fell within the 0.5-mi Survey Area buffer, they were included in the evaluation.

Figure 3. Study Area Map



3.2 Field Inspection

Stantec Architectural Historians Rebecca Riggs and Alana Vidmar conducted a field inspection of the Study Area on May 22–24, 2023. During the survey, the general condition and physical integrity of all built resources more than 45 years old with the potential to be impacted by the Project were assessed. A Class III intensive pedestrian survey of the entire Project site was previously completed by Stantec archaeologists between January 17 and September 20, 2018, and October 7 and November 3, 2019. See Stantec's *Fountain Wind Energy Project: Cultural Resources Phase 1 Inventory of 4,463 Acres, Shasta County*.

The only historic built resources newly identified within the Study Area during the field inspection were roads, specifically SR 299 and logging roads. Built resources not surveyed as part of the field inspection included additional logging roads less than 45 years old. There were no other built resources identified within the Study Area that were more than 45 years old and had the potential to be impacted by the Project.

This area of Shasta County has been continuously used for logging since the late 19th century. As such, numerous logging roads have been constructed throughout, several of which are more than 45 years of age while others were constructed less than 45 years ago. Because logging roads are ubiquitous throughout the Study Area, only roads that are more than 45 years old with the potential to be impacted by the Project were surveyed. Digital photographs of typical road segments were taken during the field inspection.

3.3 NEIC Records Search

A records search of the California Historical Resources Inventory System was completed by the Northeastern Information Center (NEIC) on September 13, 2017 (NEIC File No. D17-150) and June 2, 2023 (NEIC File No. NE23-241). The purpose of this search was to determine whether or not the Study Area contained any resources that were currently listed in national or state landmark or historic district programs and whether or not it contained resources that have been previously identified or evaluated as potential historical resources. All recorded historic and precontact cultural resources situated within the Study Area were reviewed, as were all known cultural resource surveys and excavation reports. These sources were consulted during the search:

- NRHP
- CRHR
- California Inventory of Historic Resources (CHRI)
- California Historical Landmarks (CHL) list
- California Points of Historical Interest (CPHI) list
- California OHP records

Two previously recorded built resources were identified within the Study Area—the Terry Mill Railroad Logging System and PG&E Pit 1 Vaca-Dixon 230 kV Transmission Line (**Table 3** and Figure 4

). In addition, 21 historic and precontact archaeological resources were recorded within the Study Area. For more information regarding archaeological resources, see Stantec's *Fountain Wind Energy Project: Cultural Resources Phase 1 Inventory of 4,463 Acres, Shasta County*.

Table 3. Previously Recorded Built Resources within the Study Area

Primary Number	Name	Description	Year Built	OHP Status Code(s)
P-45-002025	Terry Mill Railroad Logging System	Railroad grade	ca. 1897	6Z
P-45-002939	PG&E Pit 1 Vaca-Dixon 230 kV Transmission Line	Transmission Line	1921–1922	2S

Photograph 1. Terry Mill Railroad Logging System, view looking east (Stantec, May 2023)

The Terry Mill Railroad Logging System (P-45-002025) intersects the Study Area (**Photograph 1**). Coyote & Fox Enterprises first recorded it in 1992. The resource record was updated by Caster Forestry Consultants in 1994, Charles Drew Dethero in 1995 and 1997, and Sierra Pacific Industries in 2003. The resource is an unpaved, dirt railroad grade comprising through-fills and through-cuts. The historic rails have been removed and most remaining ties have been removed or have rotted. Ballast remains undisturbed at select locations along the linear resource. Stantec recommended the Terry Mill Railroad Logging System not eligible for the NRHP and CRHR in 2019 due to a lack of significance. See Stantec's *Fountain Wind Energy Project: Cultural Resources Phase 1 Inventory of 4,463 Acres, Shasta County* for more information.

Photograph 2. PG&E Pit 1 Vaca-Dixon 230 kV Transmission Line, view looking east with Pit-Vaca Dixon No. 1 on the right and Pit-Vaca Dixon No. 2 on the left (Stantec, May 2023)

A roughly 4-mile segment of the PG&E Pit 1 Vaca-Dixon 230 kV Transmission Line (P-45-002939) intersects the Study Area (**Photograph 2**). Garcia and Associates (GANDA) recorded a roughly 50-mile segment of this transmission line in 2000. The recorded segment extends between Burney and the Cottonwood Substation in the town of Cottonwood. It consists of approximately 463 towers connected by metal cables. GANDA determined that the resource was significant under Criteria A/1 and C/3, but ultimately recommended it not eligible for the NRHP and CRHR due to a lack of integrity.[14]

In 2017, JRP Historical Consulting, LLC (JRP) recorded the Pit 1 Vaca-Dixon 230 kV Transmission Line, comprising six operational circuits: 230 kV Pit 3 to Pit 1, 230 kV Pit 3 to Carberry Switching Station, 230 kV Carberry Switching Station to Round Mountain, 230 kV Round Mountain-Cottonwood #3, 230 kV Cottonwood to Delevan #2, and 230 kV Delevan to Vaca #2. Originally constructed in 1920–1923, the resource extends 202 miles across six counties between the Pit 1 Powerhouse along the Pit River in northeastern Shasta County to the Vaca-Dixon Substation between the cities of Vacaville and Dixon in Solano County. It consists of over 1,500 transmission towers and other support structures, many of which date to its original construction. JRP determined the Pit 1 Vaca-Dixon 230 kV Transmission Line individually eligible for the NRHP and CRHR under Criteria A/1 and C/3 at the state level for its significance within the context of long distance, high-voltage electrical transmission, engineering innovation, and association with PG&E hydroelectric engineer, Frank G. Baum.[15] The period of significance under Criterion A/1 is 1923 to 1966, the date the line was completed through the construction

[14] Dore and Serafin, 32.
[15] JRP, 4.

of the 500 kV California-Oregon Intertie, which represented the next technological advance in electrical transmission. The period of significance under Criterion C/3 is 1923, the date of completion.[16] JRP concluded that "despite some losses of integrity," the Pit 1 Vaca-Dixon 230 kV Transmission Line retains sufficient integrity to convey its historical significance.[17] Losses to integrity include the construction of new transmission lines in close proximity to the resource, diminishing the integrity of setting.

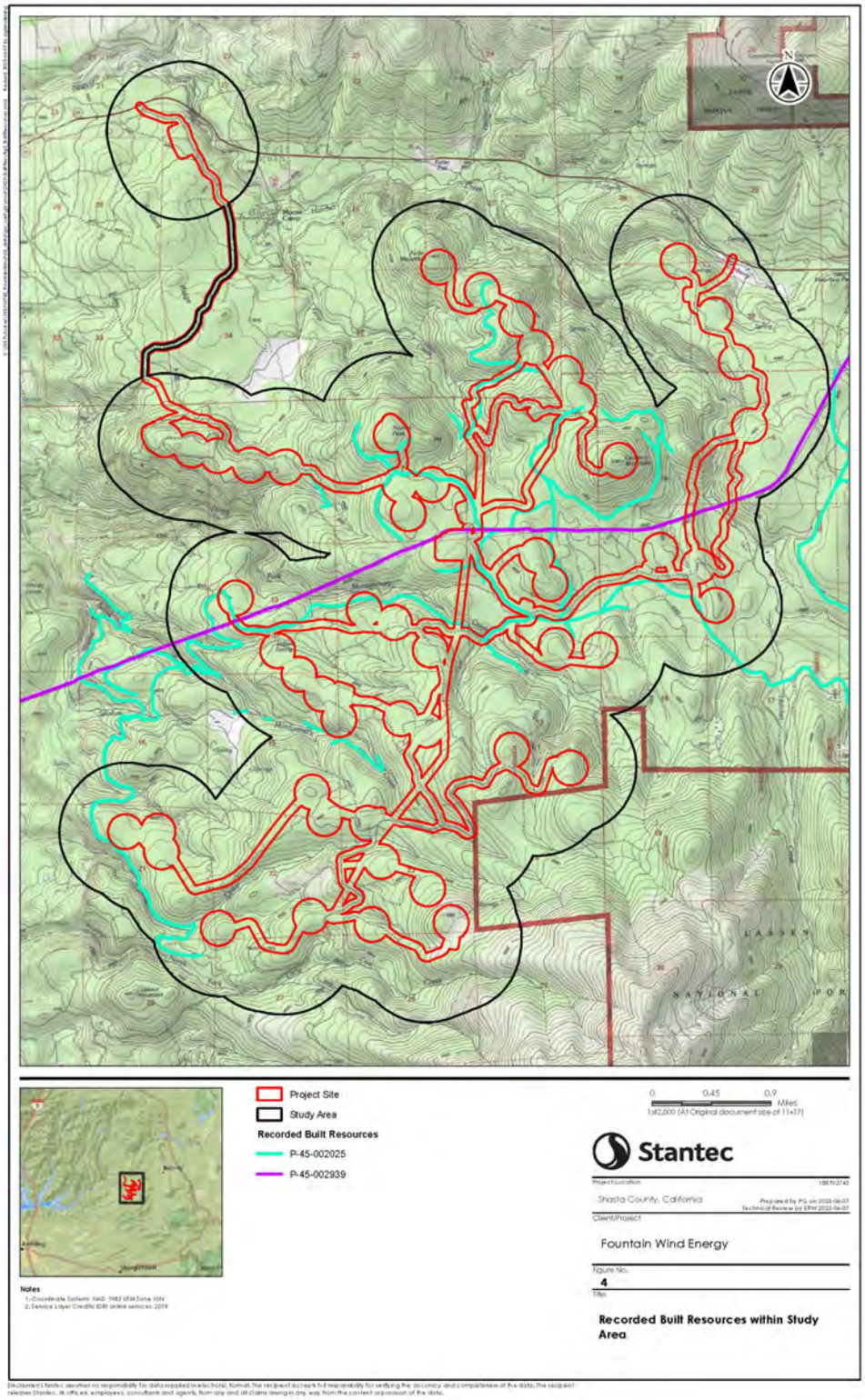
JRP also identified the Pit 1 Vaca-Dixon 230 kV Transmission Line as a contributor to the Pit 1 Hydroelectric Plant Historic District. The Pit 1 Hydroelectric Plant Historic District was previously identified as NRHP-eligible by Duncan Hay and Michael R. Corbett in 1992. The historic district is significant under Criterion A for its association with the history of hydroelectric power in California and as the first 220,000-volt/200-mile transmission line to be construction in the United States. It is also significant under Criterion C for its electrical engineering, industrial architectural, and as an excellent example of Baum's work—a master engineer.[18]

Within the Study Area, there are two PG&E transmission circuits—Pit-Vaca Dixon No. 1, one of the circuits recorded as part of the Pit 1 Vaca-Dixon 230 kV Transmission Line, and Pit-Vaca Dixon No. 2. The Pit-Vaca Dixon No. 2 is a roughly 60-mile circuit that runs parallel to the Pit-Vaca Dixon No. 1 line between the Pit 1 Powerhouse and Cottonwood, intersecting the Study Area. It consists of approximately 450 steel lattice towers primarily built in 1924—replacing temporary wood poles originally installed as part of the construction of this circuit in 1921–1923. JRP did not formally evaluate Pit-Vaca Dixon No. 2 as part of the Pit 1 Vaca-Dixon 230 kV Transmission Line; however, they did recommend it eligible for the NRHP under Criterion A and Criterion C as part of the integrated transmission system developed to transmit electricity from the Pit 1 Powerhouse.[19]

Based on JRP's findings, Stantec recommends the California Energy Commission exercise its discretion to consider the Pit-Vaca Dixon No. 2 a historical resource for the Project (PRC §5024.1 and 14 CCR §4850 and §15064.5[a][2]).

[16] Ibid., 50.
[17] Ibid.
[18] Ibid., 5.
[19] Ibid., 51.

Figure 4. Recorded Built Environment Resources within the Study Area



3.4 California Built Environment Resource Directory

Stantec consulted the California Built Environment Resource Directory (BERD) to determine if the Study Area contains any resources listed in or determined eligible for the NRHP or CRHR, designated as California Registered Historical Landmarks or California Points of Historical Interest, or evaluated in historic resource surveys and other planning activities. No historical resources or potential historical resources listed in the BERD are in or intersect with the Study Area.

3.5 Additional Research

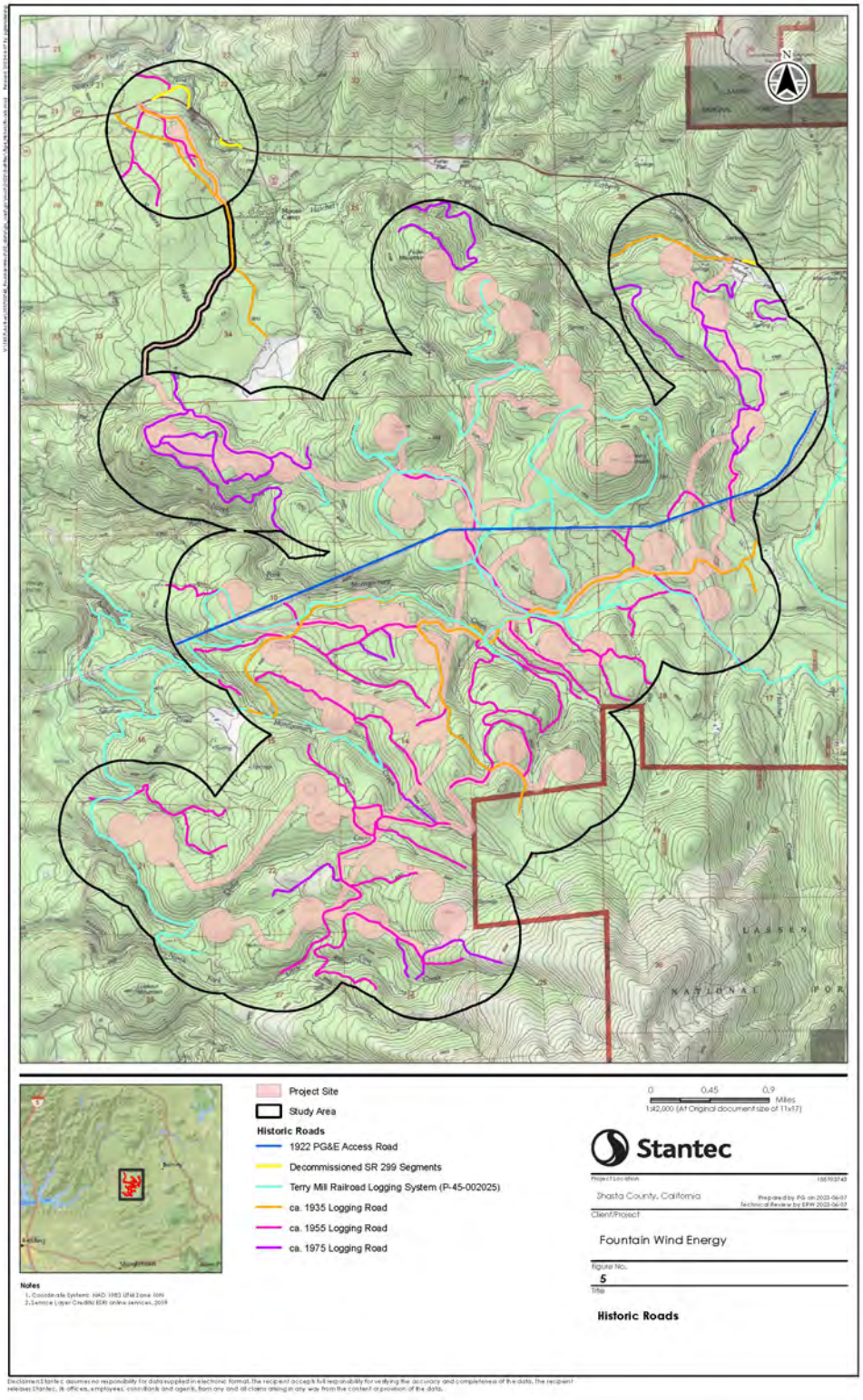
Stantec conducted additional research on the history of the Study Area and surrounding region. Sources included previous cultural survey reports, historic-period newspapers, U.S. Federal Decennial Population Census records, Shasta Historical Society archival materials, and secondary online reference materials. Historical maps and aerial images from the Shasta Historical Society, Bureau of Land Management (BLM), General Land Office (GLO), U.S. Geological Services (USGS), and University of California, Santa Barbara (UCSB) were also consulted to identify built resources more than 45 years old within the Study Area. These included:

- 1874 GLO Map – 35N 1E
- 1879 GLO Map – 35N 2E
- 1884 Map of Shasta County (from Shasta Historical Society)
- 1885 GLO Map – 34N 1E
- 1885 GLO Map – 34N 2E
- 1886 USGS Map – Lassen Peak, CA
- 1892 GLO Map – 35N 2E
- 1892 USGS Map – Lassen Peak, CA
- 1894 (1924 ed.) USGS Map – Lassen Peak, CA
- 1904 Edward Denny & Co. Map of Shasta County, California
- 1939 USGS Map – Burney, CA
- 1952 UCSB aerial photographs
- 1954 USGS aerial photographs
- 1956 USGS Map – Montgomery Creek
- 1969 USGS aerial photographs
- 1973 USGS aerial photographs
- 1974 USGS aerial photographs
- 1975 USGS aerial photographs

Through this research, Stantec identified several existing roads that were more than 45 years old (

Figure 5). These include SR 299, decommissioned segments of SR 299, four segments of logging roads illustrated on the 1939 USGS topographic map, roughly 13 logging road segments visible on 1950s aerial photographs, and 11 logging road segments visible on 1970s aerial photographs. A portion of one ca. 1930 logging road segment and four ca. 1950 logging road segments were previously recorded and evaluated as part of the Terry Mill Railroad Logging System (P-45-002025).

Figure 5. Historic Roads within Study Area



4 Environmental and Cultural Settings

4.1 Study Area Description

Photograph 3. Study Area, view of proposed turbine site looking west (Stantec, May 2023)

The Study Area is 0.5-miles west of Hatchet Mountain pass at the southern end of the Cascade Range (**Photograph 3**). Topography of the area is characterized by buttes and peaks separated by small valleys. Elevations range from 3,000 to 6,000 feet above sea level. Except for SR 299, a system of logging roads, and a PG&E transmission line, the land comprising the Study Area is forested and undeveloped and has no other buildings or structures Tree species range from Sierran Mixed Conifer, Douglas Fir, Ponderosa Pine, Montane Hardwood, and Blue Oak-Digger Pine. Little Cow Creek and the north fork of Montgomery Creek cross the Study Area from east to west. Other small tributaries run through the valleys. Burn scars are visible in areas within and surrounding the Study Area that were affected by the 1992 Fountain Fire.

Photograph 4. SR 299, view looking east (Stantec, May 2023)

SR 299 extends in an east-west direction at the north end of the Study Area. At this location, the highway is a curvilinear, two-lane, asphalt-paved road roughly 30 feet wide with narrow, asphalt or unpaved, dirt shoulders (**Photograph 4**). Select segments at the west end of the Study Area have steel guardrails along one or both shoulders. Metal postmile markers are periodically placed along the shoulder. There are three exits within the Study Area to adjoining secondary roads. Exits are paved with asphalt within the public right-of-way. All existing features—pavement, guardrails, and postmile markers—are modern replacements installed at an unknown date.

Within the Study Area there are three segments of SR 299 that have been previously decommissioned, or removed from service as part of the state highway system and are no longer in use—the westernmost segment, center segment, and easternmost segment. Only the center segment was accessible from the public right-of-way during the field investigation. The westernmost segment and easternmost segment are now within private property and no longer publicly accessible. Therefore, investigations of these segments were made using current aerial photographs. The three segments vary in condition. The westernmost segment is roughly 16 feet wide and appears to be partially paved with asphalt. The remainder appears to be native, dirt surface. The center segment has been highly modified. It has a native, dirt surface and the grade has been widened. Finally, the easternmost segment is approximately 20 feet wide and also appears to be partially paved.

Photograph 5. Typical inactive logging road, view looking northeast (Stantec, May 2023)

Photograph 6. Typical logging road, view looking southwest (Stantec, May 2023)

Photograph 7. Typical logging road, view looking northeast (Stantec, May 2023)

Photograph 8. Typical logging road, view looking northeast (Stantec, May 2023)

Logging roads extend across the entire Study Area (**Photograph 5**–**Photograph 8**). They consist of a graded surface ranging between roughly 10 to 20 feet in width. Some have gravel paving, while others retain a native, dirt surface. Portions of these logging roads have become completely overgrown with vegetation and are currently impassible. Access gates—metal pipe swing gates between two metal poles—are periodically located throughout **(Photograph 9**). One culvert was identified during the field inspection. It is located along the north fork of Montgomery Creek and consists of a buried concrete pipe topped by a metal guard rail (**Photograph 10**).

Photograph 9. Typical access gate, view looking south (Stantec, May 2023)

Photograph 10. Culvert, view looking southwest (Stantec, May 2023)

PG&E's Pit 1 Vaca-Dixon 230 kV and Pit-Vaca Dixon No. 2 transmission lines extend in an east-west direction near the center of the Study Area (**Photograph 11**). The two transmission line segments run parallel to one another within an approximately 150-foot-wide right-of-way. The right-of-way is generally clear of trees and dense vegetation. There are a total of 94 transmission towers along a 4-mile segment within the Study Area, 47 towers on each line. The Pit 1 Vaca-Dixon 230 kV transmission towers are single-circuit, lattice steel, A-frame suspension snow towers, about 68 feet in height. The Pit-Vaca Dixon No. 2 transmission towers are single-circuit, lattice steel, H-frame suspension towers, somewhere around 40 to 45 feet in height. Both sets of transmission towers carry three metal cables.

Photograph 11. Pit 1 Vaca-Dixon 230 kV Transmission Line (left) and Pit-Vaca Dixon No. 2 (right), view looking west (Stantec, May 2023)

4.2 History of the Hatchet Mountain Area and Shasta County, 1820s–2000s

The first Euro-American explorers to the northern Sacramento Valley were primarily fur traders who began to arrive in the early 19th century. The expedition of Peter Skene Ogden across the northern Sacramento Valley in 1827–1828 is probably the earliest encounter between the Pit River tribe and Euro-Americans in the general vicinity of the Study Area.[20] Succeeding expeditions of Euro-American explorers and fur trappers brought foreign diseases that took a huge toll on the Native Americans in northern California. Indeed, malaria and smallpox spread into the region in the 1830s and decimated entire villages, lowering Native American populations by as much as 50 to 75 percent.[21]

Pierson B. Reading was reportedly one of the earliest recorded non-Native Americans to settle in the region. In 1846, Mexico granted Reading the 26,000-acre San Buenaventura land grant, also known as Rancho Buenaventura, which extended west from the Sacramento River between Salt Creek on the north and Cottonwood Creek on the south.[22] Soon after his arrival in Shasta County, Reading discovered gold in Clear Creek in 1848. His discovery incited an influx of gold-seekers to the area, and a community west of present-day Redding known as Horsetown quickly developed around the site. The initial dramatic growth of mining and miners near Redding was relatively short lived and mining operations declined and eventually stopped. The decline and cessation of mining in this area forced landowners and other residents to turn to different industries, such as agriculture, cattle ranching, and logging. However, the growing Euro-American population in Shasta County led to confrontations with the local Pit River tribe, who sought to drive out settlers from their tribal lands.[23] To enforce Euro-American settlement in the region, the United States Army established a military outpost later known as Fort Crook roughly 7 miles north of present-day Fall River Mills in 1857.[24]

Farming and ranching appear to have been the earliest industries in the Hatchet Mountain area. An 1868 article in the *Shasta Courier* notes that the area boasted the "finest agricultural and grazing lands in the northern portion of the state."[25] Judge Aaron Carberry is the earliest known American settler with an agricultural property intersecting with the Survey Area in the 1880s and 1890s.[26] His ranch was approximately one mile east of Hatchet Mountain Pass just south of present-day SR 299. According to the 1885 Shasta County Directory, Carberry was also the proprietor of the Spring Valley Hotel.[27] Other

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[20] T. R. Garth, "Atsugewi," *California*, *Handbook of North American Indians* vol. 8, ed. R.F. Heizer (Washington, D.C.: Smithsonian Institute, 1978), 243.
[21] S. Cook, "Historical Demography," *California*, *Handbook of North American Indians* vol. 8, ed. R.F. Heizer (Washington, D.C.: Smithsonian Institute, 1978).
[22] Edward Peterson, *In the Shadow of the Mountain* (self-pub., Edward Peterson, 1965); and Warren Beck and Ynez D. Haase, *Historical Atlas of California* (Norman, OK: University of Oklahoma Press, 1974).
[23] KEA Environmental, Inc., *Cultural Resources Inventory of the Pit 3, 4 and 5 Hydroelectric Relicensing Project* vol. 1 (San Francisco, CA: Pacific, Gas & Electric Company, 2000), 14.
[24] "History of Fort Crook and the Fort Crook Historical Society," Fort Crook Museum, accessed May 23, 2003, https://www.fortcrook.com/.
[25] "Road to Fort Crook," *The Shasta Courier* (Shasta, CA), March 7, 1868.
[26] "North-Eastern Shasta: From Cow Creek to Fall City," *Free Press* (Redding, CA), July 4, 1885; and Bureau of Land Management (BLM), Survey Plat for Township 35N, Range 2E, General Land Office Records, 1892, accessed May 24, 2023, https://glorecords.blm.gov/search/default.aspx?searchTabIndex=0&searchByTypeIndex=1.
[27] *Shasta County Directory*, Shasta Historical Society Special Collections, 1885.

early settlers in the vicinity included Benjamin B. and Elizabeth Ann Hawkins, who settled near Montgomery Creek in 1871 (west of the Survey Area), Isaac W. Phillips and Emma Anna Hicks who settled in Oak Run around 1880 (southwest of the Survey Area), as well as W. H. and Martha Fender who also settled around Oak Run in the 1880s.[28]

Despite the increasing number of Euro-American farmers and ranchers, Shasta County had few maintained roads traversing the mountainous and rough terrain. Road building was an important means through which to foster early trade and development; however, the state and county governments during this period allocated few resources towards their development and maintenance.[29] As such, communities organized amongst themselves to build local roads, including early residents in the vicinity of Hatchet Mountain who began raising money in 1868 to build a wagon road from Fort Crook to Shasta to be known as Fort Crook Road.[30] The Millville and Burney Valley Wagon Company led by Superintendent John Jackson ultimately completed the first purpose-built wagon road through the area in 1873.[31] It extended from Millville in the southwest to Burney in the northeast, passing north of Round Mountain and crossing Montgomery Creek. The Millville and Burney Valley Wagon Company operated the new wagon road as a toll road. Toll roads had proliferated throughout California by the late 19th century.[32] The lack of state and municipal funding led to the construction of these private roads—usually for profit—beginning in the 1860s. Owners of tolls roads were charged with the maintenance of the road and the safety of travelers, while the tolls offset construction costs and paid for ongoing maintenance.

Following the construction of the Millville-to-Burney Toll Road, logging quickly surpassed agriculture as the primary industry in the vicinity of Hatchet Mountain. There were already several sawmills in operation elsewhere in Shasta County by this period as logging operations had dramatically expanded after the discovery of gold in 1848. Logging supplied miners and businessmen with wood for houses, stores, mining operations, and fuel. It also provided employment opportunities for unsuccessful miners and other immigrants entering the region and facilitated the continued growth of Shasta County towns and cities. By 1852, there were 8 sawmills in the county and 12 by 1860 with a total production of 4,930,000 board feet.[33] In 1872, the arrival of the Southern Pacific Railroad in Redding finally provided an efficient means of transporting lumber to other parts of California and as such, facilitated the expansion of the logging industry across the county. Orison D. Morse established one of the first sawmills near the Study Area in 1872. The sawmill was northeast of Buzzard Roost on Montgomery Creek.[34] Morse subsequently built a log flume that extended approximately 5 miles from his Montgomery Creek mill to a lumber dump near Round Mountain to the southwest. By 1886, the local newspaper in Redding noted that there were “three

[28] Joe Mazzini, *A Guide to Land Use Research and the First Homestead in Montgomery Creek*, Shasta Historical Society Special Collections, undated, 13-14.
[29] “Whiskey Town Historic Resource Study,” National Park Service, accessed May 23, 2023, http://npshistory.com/publications/whis/hrs/chap1.htm.
[30] “Road to Fort Crook.”
[31] “Wagon Road,” *Shasta Courier* (Shasta, CA), April 12, 1873.
[32] California Department of Transportation (Caltrans), *A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California* (Sacramento, CA: Caltrans, 2016), 60.
[33] Dottie Smith, “The Historic Blue Ridge Flume of Shasta and Tehama Counties, California,” *Gold and Lumber: Two Papers on Northern California History and Archaeology*, ed. Eric W. Ritter (Redding, CA: United States Bureau of Land Management Cultural Resources Publications in History-Archaeology, 1992).
[34] Dottie Smith, *The Dictionary of Early Shasta County* (Cottonwood, CA: Shasta County Historical Society, 1991), 148; and “Lumber Enterprise,” *Free Press* (Redding, CA), December 20, 1884.

sawmills in the vicinity of Round Mountain within four miles of each other"—one owned by C. H. Holbrook and F.M. Phelps, another owned by Morse, and the last owned by someone referred to only by their last name of Chambers.[35]

The growth of logging in Shasta County during the 1870s and 1880s fueled the formation of small settlements near Hatchet Mountain, which included Buzzard Roost, Montgomery Creek, and Burney. Buzzard Roost was a rest stop for travelers at the junction of Oak Run and Reid's Toll Road—southeast of the Study Area.[36] Established in 1869 by a man named Bussard, Lewis Ensign later took over the property in the 1880s, building a hotel, barn, blacksmith shop, and store at the site.[37] There was also a post office for the Round Mountain area attached to the store. Herbert Bass established a second traveler rest stop a few miles northeast of Buzzard Roost on Montgomery Creek by the mid-1880s.[38] Bass operated a hotel and blacksmith shop. There was also a store with an attached post office and a public school on the property. A third rest stop was to the northeast within the present-day town of Burney. A multi-purpose building that housed a post office, saloon, and store was established along present-day Main Street sometime in the 1870s.[39] The property was later owned by Dr. C. W. Pierce by the mid-1880s. He built a hotel, several sheds, and a barn.[40]

By the 1880s, the wagon road through the Hatchet Mountain area was commonly referred to as the Jackson Toll Road, likely because John Jackson, former Superintendent of the Millville and Burney Valley Wagon Company, owned the toll road outright by this period.[41] Dick Feeney became owner of Jackson Toll Road in 1885, possibly upon Jackson's death.[42] In 1888, Feeney sold his shares of the road to his partner who newspapers note is named "Cummings;" however, this is likely a misspelling of Henry Cummegs, who later owned the toll road in this area.[43] Upon Cummegs' death in 1898, he left the toll road to his housekeeper Charlotte Paine.[44] Paine later sold the road to the county for $2,250 in 1906, after which it became a public county road.[45]

Logging operations within the Study Area expanded in the late 1880s after Joseph Enright purchased Morse's former holdings in 1886. The holdings included 160 acres of forested land, the Hatchet Mountain sawmill, five-mile flume, and surrounding water rights.[46] Enright subsequently formed the Shasta Lumber

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[35] "Local Lines," *Free Press* (Redding, CA), July 3, 1886.
[36] Dottie Smith, "Travelin' in Time: Life in Round Mountain Circa 1880s," *Record Searchlight* (Redding, CA), November 14, 2013, accessed May 23, 2023, https://archive.redding.com/lifestyle/travelin-in-time-life-in-round-mountain-circa-1880s-ep-299269536-353668081.html/.
[37] Ruth Dungan Pehrson,"Buzzard's Roost: Hub of Round Mountain Valley," *The Covered Wagon* (Redding, CA: Shasta Historical Society, 1973), 5.
[38] "North-Eastern Shasta."
[39] "History of Burney," Burney Chamber of Commerce, accessed May 23, 2023, https://www.burneychamber.com/history.
[40] "North-Eastern Shasta."
[41] Smith, "Life in Round Mountain."
[42] "Round Mountain Items," *Free Press* (Redding, CA), November 7, 1885.
[43] "Local Lines," *Free Press* (Redding, CA), May 12, 1888; and "Burney Bulletin Notes," *Free Press* (Redding, CA), July 11, 1891.
[44] "H. Cummegs Dead," *Record Searchlight* (Redding, CA), January 15, 1898.
[45] "For Cummegs Toll Road," *Free Press* (Redding, CA), January 12, 1906.
[46] C. Dethero, Caster Forestry Consultants, "Terry Mill Railroad Logging System (P-45-002025)," California Department of Parks and Recreation 523 Form Set, Shasta, County, California, 1994.

Company with Holbrook and Phelps, amongst others, and made vast improvements to the facilities.[47] One such improvement was extending the existing flume 32 miles from Hatchet Mountain to a newly purchased property in Bella Vista called Gipson Ranch. The flume carried rough cut lumber from an elevation of 4,200 feet on Hatchet Mountain to 525 feet at Bella Vista, passing through Buzzard Roost, Cedar Creek Canyon, the town of Ingot, and Swede Creek Plains.[48] Stilted-flume tender houses were also built adjacent to the route for flume tenders and their families.[49] At Gipson Ranch, the Shasta Lumber Company established a new lumber dump and built a box factory for finishing lumber. A new townsite was platted, and the company constructed offices, a general merchandise store, and other associated buildings.[50] Additionally, the company built a new standard-gauge railroad from Gipson Ranch to the terminus of the Southern Pacific Railroad in Anderson, a line later known as the California, Shasta, and Eastern Railway.[51]

In 1897, Joseph Terry took over Shasta Lumber Company's holdings after the company defaulted on their mortgage.[52] Terry acquired the Bella Vista-Anderson railroad, 32-mile flume, 2,500 miner's inches of water, box factory and drying kilns at the lumber dump in Bella Vista, 28,000 acres of forested land, and the Hatchet Mount sawmill with a capacity of 10,000,000 feet of lumber per season.[53] He also continued to make improvements to the mill's operations. The Hatchet Mountain sawmill was expanded, and new living quarters for employees built. The mill site now included a residence for Terry and his family, company store, Superintendent's residence, cook house, school, machine shop, community center, and several blocks of worker housing—one of which was for workers with families that was commonly referred to as "Baby Alley."[54] Terry built a narrow-gauge logging railroad throughout the Study Area with approximately 10 miles of track (Terry Mill Railroad Logging System, P-45-002025).[55] However, despite these improvements, Terry could not pay his creditors and the mill closed in 1919. It was later purchased by the Red River Lumber Company who operated the Hatchet Mountain mill from 1920 to 1922, after which the mill was permanently closed, although Red River Lumber Company appears to have continued other logging operations in the area.[56]

Terry Mill's closure coincided with the rise of automobile use in California. The introduction of mass-produced automobiles—beginning with Henry Ford's Model-T in 1908—led to a dramatic rise of automobile ownership from 19,561 vehicles in 1908 to 44,122 in 1910 to over half a million by 1920.[57] As a result of growing automobile use, California began building and improving public roads throughout the

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[47] "Shasta Lumber Company," *Free Press* (Redding, CA), March 26, 1887.
[48] Dottie Smith, "Travelin' in Time: Terry Lumber Flume Transported Logs to Bella Vista," *Record Searchlight* (Redding, CA), August 21, 2009, accessed May 25, 2023, http://archive.redding.com/lifestyle/travelin-in-time-terry-lumber-flume-transported-logs-to-bella-vista-ep-377439939-355562441.html/.
[49] Ibid.
[50] Jeremey M. Tuggle, "Bella Vista: A Lumber Town," Exploring Shasta County History, October 24, 2019, accessed May 24, 2023, http://exploringshastahistory.blogspot.com/2019/10/.
[51] Ibid.
[52] "The Shasta Lumber Company," *Record Searchlight* (Redding, CA), June 1, 1897.
[53] Ibid.
[54] T. Vaughan, M. Clark, D. McGann, and B. Hamusek, Coyote & Fox Enterprises, "Terry Mill (P-45-002007)," California Department of Parks and Recreation Form, Shasta County, California, 1992, 3.
[55] "Lumber Plants of Northern California," *Record Searchlight* (Redding, CA), April 20, 1907.
[56] Smith, *Dictionary of Early Shasta County*, 148.
[57] Caltrans, 74.

state. In the Hatchet Mountain Area, the 1909 First State Highway Bond Act incorporated the existing county road (formerly the Millville-to-Burney Toll Road) into Legislative Route Number (LRN) 28 from Redding to Alturas as part of the Lassen State Highway.[58] California state highway maps show this portion of LRN 28 as unimproved through 1922, after which the road was graded. [59] Portions of the former toll road may have also been realigned between Montgomery Creek and Hatchet Mountain Pass.[60] LRN 28 was originally 16 feet wide and then later widened to 20 feet and paved by 1934.[61] The next year, LRN 28 was redesignated US Route 299. Portions of the highway within the Study Area were later realigned in the 1950s to reduce sharp curves and steep grades, and the highway widened to its current 30 feet at an unknown date.[62]

Even after improvements were made to SR 299 in the 1920s and 1930s, development remained sparse within the vicinity of Hatchet Mountain throughout the pre-World War II period. Notable exceptions include the construction of Moose Camp just south of the SR 299 and Moose Camp Road intersection. The Redding Lodge No. 1006 of the Loyal Order of the Moose built the camp in the early 1930s, improving it with a club house, garage, and roughly 37 cabins.[63] Within the Study Area is a segment of the Pit 1 Vaca-Dixon 230 kV and Pit-Vaca Dixon No. 2 transmission lines. Pacific, Gas & Electric (PG&E) completed these transmission lines between the Pit 1 Powerhouse on the Pit River and the Vaca-Dixon substation near Vacaville in 1923.[64]

The end of World War II kickstarted an era of great economic prosperity in the United States, leading to a boom in the tourism economy throughout the country. The car was the preferred mode of transportation for the postwar tourist, many of whom were driving to outdoor recreation facilities such as national and state parks, which saw an unprecedented rise in annual visitation during this period. The expansion in postwar tourism to outdoor recreational facilities drew tourists to the Hatchet Mountain area on their way to one of several parks in the area, including McArthur-Burney Falls, Lassen National Forest, and Shasta-Trinity National Forest. Car oriented business—motels, restaurants, and other roadside attractions—flourished along regional highways like SR 299. The small communities within the vicinity of the Study Area benefited from this growing tourism. Burney is the largest community within the vicinity. By the 1950s, the town had grown to 1,513 people and boasted seven hotels, eight restaurants, two movie theaters, and five sporting goods stores.[65]

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[58] "US Route 299 and Modern California State Route 299," Gribblenation, October 17, 2021, accessed May 24, 2023, http://www.gribblenation.org/2018/11/adventure-us-route-299-california-state.html.
[59] California Department of Public Works, *Road Map of the State of California* (Sacramento, CA: Division of Highways, Department of Public Works, State of California), 1918, 1920, 1922, 1924, 1934.
[60] Robert J. Felton and Wesley W. Jones, "Hatchet Mountain," *California Highways and Public Works*, vol. 39, 3–4 (Sacramento, CA: Division of Highways, Department of Public Works, State of California, March/April 1960), 33.
[61] W. H. Bartlett, "Hatchet Mountain," *California Highways and Public Works*, vol. 30, 11–12 (Sacramento, CA: Division of Highways, Department of Public Works, State of California, November/December 1951), 49.
[62] Bartlet, 49.
[63] "History," Moose Camp, accessed May 24, 2023, https://www.moosecamp.org/history.
[64] GANDA, "PG&E Pit 1 Vaca-Dixon 230 kV Transmission Line," California Department of Recreation Form, Shasta County, California, 1999, 1.
[65] Howard G. Brunsman and United States Department of Commerce, *Census of Population:1950* vol. I (Washington, D.C.: United States Government Printing Office, 1952), 5-17; and Burney Chamber of Commerce, *Picturesque, Progressive Burney in Eastern Shasta County, California* (Burney, CA: Burney Chamber of Commerce, ca. 1950).

Although Terry Mill shut down in 1922, logging continued to be an important business in the Hatchet Mountain area through the 1920s into the present. Edmund Philips and his eight sons established a steam-powered sawmill in 1933 and later a box factory near Oak Run, roughly 10 miles southwest of the Study Area. The Philips Brothers Mill is NRHP-listed at the local level under Criterion A as one of the last remaining steam-operated sawmills in California.[66] Further east, Sierra Pacific Industries constructed a sawmill a mile southwest of Burney sometime before 1957.[67] Sierra Pacific also harvested lumber from within the Study Area during the 2000s, and before that the Roseburg Resources Company harvested lumber there in the 1990s. Logging continues within the Study Area to the present day and the land is managed by FWS Forestry.

[66] The First Descendants of Phillips Family Trust, "Philips Brothers Mill," National Register of Historic Places Registration Form, Oak Run, Shasta County, California, 2002, 10.
[67] Nationwide Environmental Title Research, "Burney, California (aerial)," 1957, accessed May 25, 2023, https://www.historicaerials.com/viewer.

5 Evaluation of Identified Resources

The segments of SR 299 and logging roads within the Study Area are not currently listed in national or state landmark or historic district programs. Portions of SR 299 in this area include two segments of SR 299 currently in-use as part of the state highway and three segments of SR 299 previously decommissioned and removed from use. The Hatchet Mountain area logging roads include all segments of logging roads within the Study Area built between ca. 1935 and ca. 1975 as well as any associated access gates and culverts. The only known roads within the Study Area built before ca. 1935 were not originally constructed as roads at all but were built as part of the Terry Mill Railroad Logging System (P-45-002025). Although now used as logging roads, these former railroad grades were previously evaluated as ineligible for the NRHP in 2019 and therefore were not re-evaluated as part of this HRER. No other pre-1935 roads were identified during research or the field inspection.

Because SR 299 and the Hatchet Mountain area logging roads are more than 45 years old, they were evaluated for the NRHP and CRHR to determine if they qualify as historical resources as defined by CEQA. Shasta County does not have a local landmark designation program or maintain a local historic register; therefore, the two resources were not evaluated for local landmark programs.

5.1 Current and Decommissioned SR 299 Segments

5.1.1 CRITERION A/1

The SR 299 segments within the Study Area are not associated with significant events or trends that rise to the level of historic importance under Criterion A/1. While the majority of the segments were originally constructed in 1873 as part of the Hatchet Mountain area's first road, its construction does not appear to have had a significant impact on the early growth and development of this region of Shasta County.[68] The area along the Millville-to-Burney Toll Road remained sparsely developed throughout the late 19th and early 20th centuries. Early settlement primarily consisted of scattered farms or ranches and traveler rest stops—usually with a hotel, commercial building, and a few scattered outbuildings. Commercial logging was the primary industry within the vicinity of the toll road, and SR 299 does not appear to be significant for its association with the early logging industry in Shasta County. The Shasta Lumber Company—the largest logging company near the Study Area during this period—did not generally use the road to transport lumber, rather it utilized its flume and railroad. Therefore, SR 299 does not appear to have facilitated the growth of the Shasta Lumber Company specifically or the expansion of the Shasta County logging industry in general. Even if SR 299 was significant for its association with early development in the Hatchet Mountain area, it does not retain physical integrity from its date of construction in 1873. SR 299 has been widened and portions have been realigned. All visible features—pavement, guardrails, postmile markers, and exits—are modern.

[68] Segments comprising the realigned highway were constructed in the 1950s.

SR 299 is also not significant for its association with early highway development in California. While SR 299 was designated as part of the first State Highway Bond Act in 1909, it was not purpose-built by the state as part of the new highway system, but rather one of numerous existing public roads redesignated as a state highway. Furthermore, California made no improvements to the road until the 1920s and 1930s, well after it had been designated. For these reasons, the SR 299 segments within the Study Area are not significant under Criterion A/1 at a local, state, or national level.

5.1.2 CRITERION B/2

The individuals associated with the SR 299 segments within the Study Area were not found to possess the sufficient importance necessary to be considered a significant historical figure under Criterion B/2. John W. Jackson originally developed SR 299 as a toll road between Millville and Burney. Jackson was a deputy sheriff in Shasta County in the early 1850s and later the sheriff of Trinity County in the 1870s before serving as the Superintendent of the Millville and Burney Valley Wagon Road Company beginning in 1873—the company that constructed the toll road.[69] The *Free Press* notes that Jackson suffered some sort of illness in 1884; therefore, it's likely he died sometime around that date, which was also the year Dick Feeney became the owner of the toll road. Richard Henry Feeny was born in 1827 in Meath, Ireland and moved to the United States at an unknown date.[70] He owned and operated a hotel on the Shasta-Trinity stage road in Shasta County and later opened a different hotel in French Gulch. He died in 1899. Henry Cummegs became part owner of the Jackson Toll Road with Feeney sometime before 1888, after which Feeney sold his shares to Cummegs and he became the sole owner. Cummegs was born in Russia in 1832 and relocated to the United States at an unknown date. He was primarily known as the owner of the Cummegs toll road and a 40-acre tract of land where he had his residence. He died in 1898. Upon his death, Cummegs bequeathed the road to his housekeeper Charlotte Paine. Paine was born in 1857 in England and moved to the United States in 1875.[71] Her occupation is listed as "toll house keeper" on the 1900 U.S. Census. She sold the toll road to the county in 1906, after which it became a public road. This county road was subsequently designated as part of the state highway system in 1909.

While Jackson, Feeney, Cummegs, and Paine were all early settlers in this area of Shasta County, research did not reveal that these individuals made contributions or played a role that can be justified as significant. No known primary or secondary sources detail their specific activities, accomplishments, or influences in relation to the early development of Shasta County beyond their involvement in the construction and operation of the Millville-to-Burney Toll Road. As noted under Criterion A/1, the Millville-to-Burney Toll Road did not have a significant impact on the early growth and development of this Shasta County region; therefore, the individual contributions or roles of the road's owners and operators also cannot be justified as significant within this same historical context. As such, it is reasonable to assume

[69] "Summons," *Shasta Courier* (Shasta, CA), October 1, 1853; "Arrested," *Shasta Courier* (Shasta, CA), December 24, 1870; and "Wagon Road," *Shasta Courier* (Shasta, CA), February 1, 1873.
[70] "Passing of Dick Feeny," *Record Searchlight* (Redding, CA), February 1899.
[71] U.S. Federal Decennial Population Census, Enumeration District No. 0114, Round Mountain, Shasta County, California, 1900, 7, accessed May 25, 2023, https://www.ancestry.com/imageviewer/collections/7602/images/4112090_00712?treeid=&personid=&rc=&usePUB=true&_phsrc=Dnx335&_phstart=successSource&pId=33233596.

that none were a significant historical figure. The SR 299 segments within the Study Area are not eligible under Criterion B/2 at the local, state, or national level.

5.1.3 CRITERION C/3

SR 299 does not embody the distinctive characteristics of a historical trend in road design under Criterion C/3 or demonstrate any innovative, important, or outstanding design features. The segments are typical in their design within the context of the periods they were built or modified. The easternmost decommissioned segment is the only segment within the Study Area to retain some historic features from the period SR 299 was first designated a state highway, such as its paving and 16-foot width; however, these features are common and had become widely used in road construction by the early 20th century. For segments that have never been realigned, any features dating from the 1873—except for location—have been lost due to the cumulative effect of subsequent alterations. There is no evidence that any specific challenge in design or construction of the SR 299 segments required pioneering engineering or construction innovation. Research did not reveal that SR 299 represented an evolution of this resource type or represented a transition between different classes of resources. As such, SR 299 does not rise to the level of architectural significance necessary for eligibility as a representative or unusual example of a road or highway under Criterion C/3 at a local, state, or national level.

Research did not reveal the name of the persons who originally designed/built the toll road or designed/built the improvements made since its construction in 1873. However, it is unlikely given its appearance that SR 299 is representative of the work of a master architect, engineer, or builder. As a result, the resource does not rise to the level of architectural significance necessary for eligibility as a work of a master under this aspect of Criterion C/3.

Like many utilitarian structures, SR 299 has limited ornamentation and detail to lend it high artistic value under this aspect of Criterion C/3. The resource does not articulate a particular design concept that expresses an aesthetic ideal. Thus, SR 299 does not rise to the level of architectural significance necessary for eligibility for high artistic value under Criterion C/3.

Finally, the SR 299 segments within the Study Area may meet the last aspect of Criterion C/3 as a significant and distinguishable entity whose components lack individual distinction; however, evaluating the entire 307-mile length of SR 299 between Arcata and Alturas as a historic district is beyond the scope of work for this report. Such an effort was not necessary given the large size of the resource and, especially, the limited potential for effects beyond the 0.5-mile Study Area for the Project.

5.1.4 CRITERION D/4

As a heavily modified road with features mostly dating from the 1950s or later, SR 299 does not appear to have potential to reveal information important to history. To be eligible under Criterion D/4, a resource's physical material must have yielded, or may be likely to yield, information important to history or prehistory. This criterion generally applies to archaeological sites, but may apply to buildings, structures, or objects in instances where a resource may contain important information about such topics as construction techniques or human activity. As the resource must be the principal source of information, this is unlikely to be true for SR 299. The only information SR 299 reveals about the 1873 toll road is its

location, which does not appear to be important within the context of road or highway construction in Shasta County or California. Information that might be considered important within this context—examples of pioneering engineering, construction innovations, or evolution of a resource type—is not contained within the existing resource. The SR 299 segments within the Study Area are not significant under Criterion D/4.

5.1.5 RECOMMENDATION

Because the SR 299 segments within the Study Area do not appear to be significant under any national, or state criteria, they have no period of significance, and their physical and historical integrity do not require examination. However, it is worth noting that SR 299 has been substantially modified since it was first constructed in 1873. Alterations include the widening of the roadway from 16 to 30 feet and the realignment of specific segments. Its streetscape features have also been continually replaced through the present day. All visible features—pavement, guardrails, postmile markers, and exits—are modern and do not date from the period SR 299 was first constructed in 1873 or designated as part of the state highway system in 1909. For these reasons, this evaluation finds that the SR 299 segments within the Study Area do not meet the criteria for listing in the NRHP and the CRHR. SR 299, therefore, does not appear to be a historical resource for the purposes of CEQA pursuant to Title 14 CCR §15064.5.

5.2 Hatchet Mountain Area Logging Roads

5.2.1 CRITERION A/1

The Hatchet Mountain area logging roads are not associated with significant events or trends that rise to the level of historic importance under Criterion A/1. The roads were built after ca. 1935 and are not associated with the early history of the logging industry in this area of Shasta County. Logging in this area began in 1872 and reached its height between 1886 and 1919 during the period Joseph Enright and Joseph Terry owned and operated the sawmill on Hatchet Mountain. The Hatchet Mountain area logging roads are therefore associated with ongoing, mid-20th century logging in this area. However, "National Register Bulletin 15" states that a "mere association with historic events or trends is not enough […] to qualify under NRHP Criterion A: a property's specific association must be considered important as well."[72] Research did not reveal that the roads have any significant association with the Shasta County logging industry. Rather, each road is just one of numerous logging roads constructed throughout this area since the closure of Terry Mill in 1919. For these reasons, the Hatchet Mountain area logging roads are not associated with events that have made a significant contribution to the broad patterns of local, state, or national history, and, as such, are not significant under Criterion A/1.

5.2.2 CRITERION B/2

The Hatchet Mountain area logging roads have no known associations linking them to persons of historic importance under Criterion B/2. Research did not reveal the names of any individuals who were

[72] "National Register Bulletin 15," 12.

associated with the development of the roads. This lack of information suggests that the roads do not have any important associations with any person or persons who has made a significant contribution to history at the local, state, or national level. As such, the Hatchet Mountain area logging roads are not significant under Criterion B/2.

5.2.3 CRITERION C/3

The Hatchet Mountain area logging roads do not embody the distinctive characteristics of a type, period, or method of construction, the first aspect of Criterion C/3. They are typical in design within the context of gravel-paved and dirt roads. No evidence suggests that the roads had any specific design or construction challenges that required pioneering engineering or construction innovation. Research did not reveal that the Hatchet Mountain area logging roads represented an evolution of this resource type or represented a transition between different classes of resources. Gravel-paved and dirt roads such as those within the Study Area are common, and do not demonstrate any innovative, important, or outstanding design features.

The Hatchet Mountain area logging roads do not represent the work of a master under the second aspect of Criterion C/3. Research did not reveal the names of any individuals who were associated with the design and construction of the roads. However, given their appearance, it is unlikely the roads are representative of the work of a master architect, engineer, or builder.

Like many utilitarian structures, the Hatchet Mountain area logging roads have limited ornamentation and detail to lend them high artistic value under the third aspect of Criterion C/3. The resource does not articulate a particular design concept that expresses an aesthetic ideal. Thus, the logging roads do not rise to the level of architectural significance necessary for eligibility for high artistic value under Criterion C/3.

The last aspect of Criterion C/3 is generally applied to historic districts. During the field inspection, it was determined that there are no other built resources with shared physical characteristics or historical associations within the area. Other built resources associated with the logging industry no longer remain extant within the Study Area, such as the Terry Mill and flume. Therefore, the Hatchet Mountain area logging roads do not form or contribute to a historically significant distinguishable entity whose components may lack individual distinction.

5.2.4 CRITERION D/4

The Hatchet Mountain area logging roads do not appear to have the potential to reveal information important to history. To be eligible under Criterion D/4, a resource's physical material must have yielded, or may be likely to yield, information important to history or prehistory. This criterion generally applies to archaeological sites, but may apply to buildings, structures, or objects in instances where a resource may contain important information about such topics as construction techniques or human activity. As the resource must be the principal source of information, this is unlikely to be true for roads constructed between ca. 1935 and ca. 1975. Therefore, the resource is not significant under Criterion D/4.

5.2.5 RECOMMENDATION

Because the Hatchet Mountain area logging roads do not appear to be significant under any national, or state criteria, they have no period of significance, and their physical and historical integrity do not require examination. This evaluation therefore finds that the logging roads within the Study Area do not meet the criteria for listing in the NRHP and the CRHR. The Hatchet Mountain area logging roads, therefore, do not appear to be a historical resource for the purposes of CEQA pursuant to Title 14 CCR §15064.5.

6 Analysis of Project Impacts on Historical Resources

The Project has the potential to directly impact one historical resource within the Study Area—the Pit-Vaca Dixon No. 2. As part of the Project, an existing Pit-Vaca Dixon No. 2 transmission tower would be removed and replaced with four tubular steel poles up to 125-feet-tall. An aboveground line tap would also be installed on the existing transmission line. The Project also has the potential to indirectly impact the Pit-Vaca Dixon No. 2 and Pit 1 Vaca-Dixon 230 kV Transmission Line. New construction within the PG&E right-of-way includes widening three existing access roads, digging a 12-inch-wide trench to install an underground collector system, installing 90-foot-tall wood poles for the overhead collector system, and vegetation clearance around the overhead and underground collector systems. Adjacent new construction outside the PG&E right-of-way includes the construction of a new substation and switching station, installation of wind turbines, and other related equipment.

6.1 Potential Direct Impacts

The threshold for determining significant direct impacts on historical resources in the CEQA Guidelines is whether the proposed project would cause a substantial adverse change, meaning the Project would alter the physical integrity of the historical resource in an adverse manner such that it would no longer be eligible as a historical resource under CEQA. For rehabilitation or alteration of a historical resource, substantial adverse change is generally defined as a project that does not conform with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* specifically the Standards for Rehabilitation (Standards).[73] To assess whether the Project would cause a substantial adverse change to the integrity of the historical resource to the degree it would no longer be eligible for the NRHP or the CRHR, the Standards were applied to evaluate the Project's direct impact on the Pit-Vaca Dixon No. 2.

1. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

   The Project would not alter the historic or current use of the Pit-Vaca Dixon No. 2. The historical resource would continue to deliver power between the Pit 1 Powerhouse on the Pit River and the Cottonwood Substation. The Project would not change any of these aspects of the transmission line's use or functionality. The Project complies with Standard 1.

2. *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*

   Although the Project would remove an existing transmission tower, the resource's historic-period character would be retained and preserved overall. The tower represents a small portion of the total historical resource, which extends for roughly 60 miles and comprises approximately 450

[73] 14 CCR § 15126.4(b)(1).

transmission towers. The remaining 449 towers would not be removed or altered by the Project. The Project complies with Standard 2.

3. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

   New features or changes to the Pit-Vaca Dixon No. 2 that would create a false sense of historical development are not proposed as part of the Project. The four replacement transmission poles and aboveground line tap would be identifiable as new based on their design and would not be mistaken as original. The Project complies with Standard 3.

4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

   Within the Study Area, there are no changes to the Pit-Vaca Dixon No. 2 that have acquired historic significance in their own right since 1924, the year the existing steel transmission towers were installed. Standard 4 does not apply.

5. *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property will be preserved.*

   The transmission tower proposed for removal is an example of craftsmanship, exhibited in its groundbreaking design that facilitated the transmission of power over long distances. However, this single tower represents only a small portion of the larger transmission line, which extends for an approximate total of 60 miles. As such, roughly 449 towers would be preserved elsewhere and continue to convey their original materials, finishes, construction techniques, and original design. The Project complies with Standard 5.

6. *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

   The repair or replacement of deteriorated or missing features would not be undertaken as part of this Project. Standard 6 does not apply.

7. *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

   Chemical or physical treatments for cleaning would not be undertaken for this Project. Standard 7 does not apply.

8. *Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

Since the Project's potential to encounter significant archaeological resources during Project-related ground disturbance is assessed in Stantec's *Fountain Wind Energy Project: Cultural Resources Phase 1 Inventory of 4,463 Acres, Shasta County*, Standard 8 does not apply.

9. *New additions, exterior alterations or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale, proportion, and massing to protect the integrity of the property and its environment.*

   While the installation of the four new transmission poles requires the removal of an existing transmission tower, roughly 449 towers would remain unaltered along the 60-mile transmission line; therefore, the historic materials, features, and spatial relationships characterizing the Pit-Vaca Dixon No. 2 would be preserved overall. The new poles are unobtrusive when compared to the 60-mile-long transmission line. Due to the resource's length and the area's mountainous terrain, the new poles would not be visible from the majority of locations along the historical resource. The new poles and aboveground line tap would be differentiated from the old by their modern assembly that includes new materials and construction techniques. They would also be compatible with the Pit-Vaca Dixon No. 2 because of their minimal industrial design, and similar size, scale, proportion, and massing. The Project complies with Standard 9.

10. *New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

    The new transmission poles and aboveground line tap would not be attached to any features of the historical resource beyond the transmission line itself; therefore, if the new features were removed in the future, the essential form and overall integrity of the Pit-Vaca Dixon No. 2 would be unimpaired. The new poles would replace an existing transmission tower, yet the Project would not impact the resource's historical use, nor would it impact its overall form or physical integrity. The remaining portion of the resource—roughly 449 transmission towers—would not be altered by the Project. The Project complies with Standard 10.

The Pit-Vaca Dixon No. 2 would be altered in compliance with the Standards and would retain sufficient integrity to convey its historic significance. The Project would not affect the historical resource's integrity of location. The Project would replace an existing transmission tower, but would not impact the remaining portion of the transmission line—over 99.9 percent of the structure; therefore, the historical resource's integrity of design, materials, workmanship, and feeling would be preserved overall. Integrity of association would be unchanged because the Project would not impact the resource's use or its ability to convey its significant association with electrical power transmission in California. The Project would introduce new visual features within the setting of the historical resource; however, the new transmission poles are unobtrusive when compared to the roughly 60-mile-long transmission line and would be minimally visible or completely imperceptible from most locations along the resource. The historical resource would therefore retain all aspects of integrity. As a result, the Project would not result in a substantial adverse change to the integrity of the Pit-Vaca Dixon No. 2 to the degree that it would no longer be eligible as a historical resource defined by CEQA.

6.2 Potential Indirect Impacts

In determining the potential impact of adjacent new construction on a historical resource, the central question is whether the new visual elements would cause a "material impairment" to the significance of a nearby historical resource.[74] Similar to a direct impact resulting in a substantial adverse change to a historical resource, material impairment occurs where a project demolishes or alters the physical characteristics that convey the significance of a historical resource and that justify its inclusion in or eligibility for inclusion in national or state landmark or historic district programs pursuant to the requirements of CEQA. Such an effect would only occur if the historical resource no longer retained sufficient integrity to convey its significance.

Because adjacent new construction would not alter the physical characteristics of a historical resource, the only relevant aspect of integrity with respect to the impact of a new visual element is setting. Setting refers to the character of the place in which the historical resource is situated within the boundaries of the property or historic district. It also refers to a resource's relationship to its broader surroundings, such as other buildings, landscapes, and open spaces. This analysis considers whether the integrity of setting of the two historical resources in the Study Area—the Pit-Vaca Dixon No. 2 and Pit 1 Vaca-Dixon 230 kV Transmission Line—would be so diminished by the Project that they would no longer qualify as historical resources under national or state landmark programs.

The Project would alter existing features within the setting of the two historical resources, specifically access roads. It would also introduce new visual elements within and adjacent to the resources' boundaries, including an overhead collector system intersecting the PG&E right-of-way, a substation, a switching station, wind turbines, and related equipment. JRP notes in their 2017 *Historical Resources Inventory and Evaluation Report* for the Pit No.3–Pit No. 1 230 kV NERC Project that the Pit 1 Vaca-Dixon 230 kV Transmission Line's setting has already been diminished by the "construction of additional transmission lines in close proximity to the original line."[75] Other changes within the setting of both historical resources include new residential, commercial, and agricultural development, construction of new roads and bridges across the PG&E right-of-way, and installation of related new equipment, such as new tubular steel poles along the Pit-Vaca Dixon No. 2.[76] As such, the setting of the two historical resources has already been changed over time without negatively affecting the resources' overall integrity or their ability to convey their historic significance.

Furthermore, the larger setting along the 202-mile-long Pit 1 Vaca-Dixon 230 kV Transmission Line and 60-mile-long Pit-Vaca Dixon No. 2 would not be impacted by the Project. Outside of the Study Area, the overall setting of the historical resources would remain and continued to be characterized by the surrounding rural and semi-rural landscape. Additionally, the intersection of the Project site with the PG&E right-of-way is not publicly accessible; therefore, views of the resources from the public right-of-way would not be obscured as a result of the Project. The historical resources would remain fully visible from the public right-of-way and continue to be prominent features in the area at publicly accessible

[74] Pub. Res. Code §21084.1; CEQA Guidelines §15064.5(b).
[75] JRP, 50.
[76] JRP, 44.

locations. Within the Study Area, the new visual elements are generally unobtrusive when compared to the roughly 60-to-202-mile-long transmission lines and would be minimally visible or completely imperceptible from most locations along the resources.

For these reasons, the Project would introduce new visual elements to the Study Area, but it would not impact the historical resources' integrity of setting to the degree that the Pit-Vaca Dixon No. 2 and Pit 1 Vaca-Dixon 230 kV Transmission Line would no longer be eligible for national or state landmark programs.

6.3 Potential Cumulative Impacts

The Project has the potential to contribute to cumulative impacts to the two historical resources on the Project site—the Pit-Vaca Dixon No. 2 and Pit 1 Vaca-Dixon 230 kV Transmission Line. Unlike direct and indirect impacts which tend to be site specific, cumulative impacts would occur if the Project and related projects cumulatively affect historical resources, such as historical resources in the immediate vicinity, contribute to changes within the same historic district or to the same historical resource, or involve resources that are examples of the same property type as those within the Project site.

Based on publicly available information at the time this report was prepared, no related projects that contribute to changes to the two historical resources within the Study Area were identified. Because no related projects were identified, the Project does not appear to contribute to incremental impacts to the Pit-Vaca Dixon No. 2 and Pit 1 Vaca-Dixon 230 kV Transmission Line.

7 Conclusions

The Project would directly impact one historical resource, the Pit-Vaca Dixon No. 2, as well as indirectly impact both historical resources within the Study Area—the Pit-Vaca Dixon No. 2 and Pit 1 Vaca-Dixon 230 kV Transmission Line; however, the Project would not result in a substantial adverse change to the integrity of the identified historical resources to the degree that they would no longer be eligible as historical resources defined by CEQA. Additionally, no related projects were identified based on publicly available information; therefore, the Project does not appear to contribute to incremental impacts to historical resources. As such, the Project would have a less than significant impact on historical resources. No mitigation is required or recommended.

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APPENDICES

Appendix A Department of Parks and Recreation 523 Form Sets

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Hatchet Mountain Area Logging Roads ***NRHP Status Code** 6Z

B1. Historic Name: N/A
B2. Common Name: FWS Forestry logging roads
B3. Original Use: Logging roads B4. Present Use: Logging roads
***B5. Architectural Style:** Utilitarian dirt and gravel access roads
***B6. Construction History:** (Construction date, alterations, and date of alterations) A variety of logging roads were built in ca. 1935, ca. 1955, and ca. 1975, presumably as each consecutive logging company moved further up the mountain into new harvest areas.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** none

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** Shasta County, CA
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A (Discuss importance in terms of historical or architectural

This intensive survey and evaluation find that the Hatchet Mountain Logging Roads do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because of a lack of historical significance. The properties have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act Guidelines (CEQA), using the criteria outlined in Section 5024.1 of the California Public Resources Code and do not appear to be a historical resource for the purposes of CEQA (see Continuation Sheet).

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:** See footnotes on continuation sheet.

B13. Remarks: None

***B14. Evaluator:** Emily Rinaldi and Rebecca Riggs
Stantec Consulting Services Inc.
801 S. Figueroa Street, Suite 300
Los Angeles, CA 90017
***Date of Evaluation:** 5/30/2023

(Sketch Map with north arrow required.)

See Location Map

(This space reserved for official comments.)

B6. Construction History (Continued):

Beginning in the late nineteenth century, logging supplanted agriculture to become the primary industry in the vicinity of Hatchet Mountain. There were already several sawmills in operation elsewhere in Shasta County by this period as logging operations had dramatically expanded after the discovery of gold in 1848. Logging supplied miners and businessmen with wood for houses, stores, mining operations, and fuel. It also provided employment opportunities for unsuccessful miners and other immigrants entering the region and facilitated the continued growth of Shasta County towns and cities. By 1852, there were 8 sawmills in the county and 12 by 1860 with a total production of 4,930,000 board feet.[1] In 1872, the arrival of the Southern Pacific Railroad in Redding finally provided an efficient means of transporting lumber to other parts of California and as such, facilitated the expansion of the logging industry across the county. Orison D. Morse established one of the first sawmills near the Hatchet Mountain area in 1872. The sawmill was northeast of Buzzard Roost on Montgomery Creek.[2] Morse subsequently built a log flume that extended approximately 5 miles from his Montgomery Creek mill to a lumber dump near Round Mountain to the southwest. By 1886, the local newspaper in Redding noted that there were "three sawmills in the vicinity of Round Mountain within four miles of each other"—one owned by C. H. Holbrook and F.M. Phelps, another owned by Morse, and the last owned by someone referred to only by their last name of Chambers.[3]

Logging operations within the Hatchet Mountain area expanded in the late 1880s after Joseph Enright purchased Morse's former holdings in 1886. The holdings included 160 acres of forested land, the Hatchet Mountain sawmill, five-mile flume, and surrounding water rights.[4] Enright subsequently formed the Shasta Lumber Company with Holbrook and Phelps, amongst others, and made vast improvements to the facilities.[5] One such improvement was extending the existing flume 32 miles from Hatchet Mountain to a newly purchased property in Bella Vista called Gipson Ranch. The flume carried rough cut lumber from an elevation of 4,200 feet on Hatchet Mountain to 525 feet at Bella Vista, passing through Buzzard Roost, Cedar Creek Canyon, the town of Ingot, and Swede Creek Plains.[6] Stilted-flume tender houses were also built adjacent to the route for flume tenders and their families.[7] At Gipson Ranch, the Shasta Lumber Company established a new lumber dump and built a box factory for finishing lumber. A new townsite was platted, and the company constructed offices, a general merchandise store, and other associated buildings.[8] Additionally, the company built a new standard-gauge railroad from Gipson Ranch to the terminus of the Southern Pacific Railroad in Anderson, a line later known as the California, Shasta, and Eastern Railway.[9]

In 1897, Joseph Terry took over Shasta Lumber Company's holdings after the company defaulted on their mortgage.[10] Terry acquired the Bella Vista-Anderson railroad, 32-mile flume, 2,500 miner's inches of water, box factory and drying kilns at the lumber dump in Bella Vista, 28,000 acres of forested land, and the Hatchet Mount sawmill with a capacity of 10,000,000 feet of lumber per season.[11] He also continued to make improvements to the mill's operations. The Hatchet Mountain sawmill was expanded, and new living quarters for employees built. The mill site now included a residence for Terry and his family, company store, Superintendent's residence, cook house, school, machine shop, community center, and several blocks of worker housing—one of which was for workers with families that was commonly referred to as

[1] Dottie Smith, "The Historic Blue Ridge Flume of Shasta and Tehama Counties, California," *Gold and Lumber: Two Papers on Northern California History and Archaeology*, ed. Eric W. Ritter (Redding, CA: United States Bureau of Land Management Cultural Resources Publications in History-Archaeology, 1992).

[2] Dottie Smith, *The Dictionary of Early Shasta County* (Cottonwood, CA: Shasta County Historical Society, 1991), 148; and "Lumber Enterprise," *Free Press* (Redding, CA), December 20, 1884.

[3] "Local Lines," *Free Press* (Redding, CA), July 3, 1886.

[4] C. Dethero, Caster Forestry Consultants, "Terry Mill Railroad Logging System (P-45-002025)," California Department of Parks and Recreation 523 Form Set, Shasta, County, California, 1994.

[5] "Shasta Lumber Company," *Free Press* (Redding, CA), March 26, 1887.

[6] Dottie Smith, "Travelin' in Time: Terry Lumber Flume Transported Logs to Bella Vista," *Record Searchlight* (Redding, CA), August 21, 2009, accessed May 25, 2023, http://archive.redding.com/lifestyle/travelin-in-time-terry-lumber-flume-transported-logs-to-bella-vista-ep-377439939-355562441.html/.

[7] Ibid.

[8] Jeremey M. Tuggle, "Bella Vista: A Lumber Town," Exploring Shasta County History, October 24, 2019, accessed May 24, 2023, http://exploringshastahistory.blogspot.com/2019/10/.

[9] Ibid.

[10] "The Shasta Lumber Company," *Record Searchlight* (Redding, CA), June 1, 1897.

[11] Ibid.

"Baby Alley."[12] Terry built a narrow-gauge logging railroad throughout the Hatchet Mountain area with approximately 10 miles of track.[13] However, despite these improvements, Terry could not pay his creditors and the mill closed in 1919. It was later purchased by the Red River Lumber Company who operated the Hatchet Mountain mill from 1920 to 1922, after which the mill was permanently closed, although Red River Lumber Company appears to have continued other logging operations in the area.[14]

Although Terry Mill shut down in 1922, logging continued to be an important business in the Hatchet Mountain area through the 1920s into the present. Edmund Philips and his eight sons established a steam-powered sawmill in 1933 and later a box factory near Oak Run, roughly 10 miles southwest of Hatchet Mountain. The Philips Brothers Mill is NRHP-listed at the local level under Criterion A as one of the last remaining steam-operated sawmills in California.[15] Further east, Sierra Pacific Industries constructed a sawmill a mile southwest of Burney sometime before 1957.[16] Sierra Pacific also harvested lumber from within the Hatchet Mountain area during the 2000s, and before that the Roseburg Resources Company harvested lumber there in the 1990s. Logging continues within the Hatchet Mountain area to the present day and the land is managed by FWS Forestry.

B10. Significance (Continued):

Criterion A/1

The Hatchet Mountain area logging roads are not associated with significant events or trends that rise to the level of historic importance under Criterion A/1. The roads were built after ca. 1935 and are not associated with the early history of the logging industry in this area of Shasta County. Logging in this area began in 1872 and reached its height between 1886 and 1919 during the period Joseph Enright and alter Joseph Terry owned and operated the sawmill on Hatchet Mountain. The Hatchet Mountain area logging roads are therefore associated with ongoing, mid-20th century logging in this area. However, "National Register Bulletin 15" states that a "mere association with historic events or trends is not enough […] to qualify under NRHP Criterion A: a property's specific association must be considered important as well."[17] Research did not reveal that the roads have any significant association with the Shasta County logging industry. Rather, each road is just one of numerous logging roads constructed throughout this area since the closure of Terry Mill in 1919. For these reasons, the Hatchet Mountain area logging roads are not associated with events that have made a significant contribution to the broad patterns of local, state, or national history, and, as such, do not appear to be significant under Criterion A/1.

Criterion B/2

The Hatchet Mountain area logging roads have no known associations linking them to persons of historic importance under Criterion B/2. Research did not reveal the names of any individuals who were associated with the development of the roads. This lack of information suggests that the roads do not have any important associations with any person or persons who has made a significant contribution to history at the local, state, or national level. As such, the Hatchet Mountain area logging roads do not appear to be significant under Criterion B/2.

Criterion C/3

The Hatchet Mountain area logging roads do not embody the distinctive characteristics of a type, period, or method of construction, the first aspect of Criterion C/3. They are typical in design within the context of gravel-paved and dirt roads.

[12] T. Vaughan, M. Clark, D. McGann, and B. Hamusek, Coyote & Fox Enterprises, "Terry Mill (P-45-002007)," California Department of Parks and Recreation Form, Shasta County, California, 1992, 3.
[13] "Lumber Plants of Northern California," *Record Searchlight* (Redding, CA), April 20, 1907.
[14] Smith, *Dictionary of Early Shasta County*, 148.
[15] The First Descendants of Phillips Family Trust, "Philips Brothers Mill," National Register of Historic Places Registration Form, Oak Run, Shasta County, California, 2002, 10.
[16] Nationwide Environmental Title Research, "Burney, California (aerial)," 1957, accessed May 25, 2023, https://www.historicaerials.com/viewer.
[17] "National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation," U.S. Department of the Interior, National Park Service, Cultural Resources, eds. Patrick Andrus and Rebecca Shrimpton, accessed May 31, 2023, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, 12.

No evidence suggests that the roads had any specific design or construction challenges that required pioneering engineering or construction innovation. Research did not reveal that the Hatchet Mountain area logging roads represented an evolution of this resource type or represented a transition between different classes of resources. Gravel-paved and dirt roads such as those within the Hatchet Mount area are common, and do not demonstrate any innovative, important, or outstanding design features.

The Hatchet Mountain area logging roads do not represent the work of a master under the second aspect of Criterion C/3. Research did not reveal the names of any individuals who were associated with the design and construction of the roads. However, given their appearance, it is unlikely the roads are representative of the work of a master architect, engineer, or builder.

Like many utilitarian structures, the Hatchet Mountain area logging roads have limited ornamentation and detail to lend them high artistic value under the third aspect of Criterion C/3. The resource does not articulate a particular design concept that expresses an aesthetic ideal. Thus, the logging roads do not appear to rise to the level of architectural significance necessary for eligibility for high artistic value under Criterion C/3.

The last aspect of Criterion C/3 is generally applied to historic districts. During the field inspection, it was determined that there are no other built resources with shared physical characteristics or historical associations within the area. Other built resources associated with the logging industry no longer remain extant within the Hatchet Mountain area, such as the Terry Mill and flume. Therefore, the Hatchet Mountain area logging roads do not form or contribute to a historically significant distinguishable entity whose components may lack individual distinction.

Criterion D/4

The Hatchet Mountain area logging roads do not appear to have the potential to reveal information important to history. To be eligible under Criterion D/4, a resource's physical material must have yielded, or may be likely to yield, information important to history or prehistory. This criterion generally applies to archaeological sites, but may apply to buildings, structures, or objects in instances where a resource may contain important information about such topics as construction techniques or human activity. As the resource must be the principal source of information, this is unlikely to be true for roads constructed between ca. 1935 and ca. 1975. Therefore, the resource does not appear to be significant under Criterion D/4.

Recommendation

Because the Hatchet Mountain area logging roads do not appear to be significant under any national, or state criteria, they have no period of significance, and their physical and historical integrity do not require examination. This evaluation therefore finds that the logging roads within the Hatchet Mountain area do not meet the criteria for listing in the NRHP and the CRHR. The Hatchet Mountain area logging roads, therefore, do not appear to be a historical resource for the purposes of CEQA pursuant to Title 14 CCR §15064.5.

Photographs (Continued):

Photograph 2: Overgrown remnant of an unnamed 1939 logging road located southeast of SR 299, camera facing northwest. May 22, 2023.

Photograph 3: Segment of unnamed 1939 logging road located south of SR 299, camera facing north. May 22, 2023.

Photograph 4: Segment of unnamed 1939 logging road, camera facing southeast. May 24, 2023.

Photograph 5: Segment of unnamed 1939 logging road, camera facing east. May 24, 2023.

Photograph 6: Segment of unnamed 1939 logging road, camera facing northwest. May 23, 2023.

Photograph 7: Segment of unnamed 1939 logging road on the right and segment of unnamed 1955 logging road on the left, camera facing northeast. May 23, 2023.

Photograph 8: Segment of unnamed 1939 logging road, camera facing west. May 23, 2023.

Photograph 9: Segment of unnamed 1939 logging road, camera facing east. May 23, 2023.

Photograph 10: Segment of unnamed 1955 logging road located south of SR 299, camera facing northwest. May 22, 2023.

Photograph 11: Segment of unnamed 1955 logging road located south of SR 299, camera facing north. May 22, 2023.

Photograph 12: Segment of unnamed 1955 logging road, camera facing northwest. May 22, 2023.

Photograph 13: Segment of unnamed 1955 logging road, overgrown and blocked by fallen tree, camera facing south. May 23, 2023.

Photograph 14: Segment of unnamed 1955 logging road, camera facing west. May 23, 2023.

Photograph 15: Segment of unnamed 1955 logging road, camera facing southwest. May 24, 2023.

Photograph 16: Segment of unnamed 1955 logging road, camera facing northeast. May 24, 2023.

Photograph 17: Segment of unnamed 1955 logging road, camera facing east. May 24, 2023.

Photograph 18: Segment of unnamed 1955 logging road, camera facing southeast. May 23, 2023.

Photograph 19: Segment of unnamed 1955 logging road, camera facing east. May 24, 2023.

Photograph 20: Segment of unnamed 1955 logging road, camera facing west. May 24, 2023.

Photograph 21: Segment of unnamed 1955 logging road, camera facing northeast. May 24, 2023.

Photograph 22: Segment of unnamed 1955 logging road, camera facing east. May 24, 2023.

Photograph 23: Segment of unnamed 1955 logging road, camera facing east. May 24, 2023.

Photograph 24: Segment of unnamed 1955 logging road, camera facing west. May 23, 2023.

Photograph 25: Segment of unnamed 1955 logging road, camera facing east. May 24, 2023.

Photograph 26: Segment of unnamed 1955 logging road, camera facing south. May 24, 2023.

Photograph 27: Segment of unnamed 1955 logging road, camera facing northeast. May 23, 2023.

Photograph 28: Segment of unnamed 1955 logging road and existing turbines visible in background, camera facing northeast. May 23, 2023.

Photograph 29: Segment of unnamed 1955 logging road, camera facing northwest. May 23, 2023.

Photograph 30: Segment of unnamed 1955 logging road, camera facing southwest. May 23, 2023.

Photograph 31: Segment of unnamed 1955 logging road, camera facing west. May 23, 2023.

Photograph 32: Two segments of unnamed 1955 logging road, segment to the left no longer extant, camera facing north. May 2023.

Photograph 33: Segment of unnamed 1955 logging road, camera facing northeast. May 23, 2023.

Photograph 34: Segment of unnamed 1955 logging road, camera facing southwest. May 23, 2023.

Photograph 35: Segment of unnamed 1955 logging road, camera facing east. May 22, 2023.

Photograph 36: Segment of unnamed 1975 logging road with existing turbines in background, camera facing east. May 22, 2023.

Photograph 37: Segment of unnamed 1975 logging road, camera facing southwest. May 22, 2023.

Photograph 38: Segment of unnamed 1975 logging road, camera facing southwest. May 23, 2023.

Photograph 39: Segment of unnamed 1975 logging road, camera facing east. May 23, 2023.

Photograph 40: Segment of unnamed 1975 logging road with existing turbines in background, camera facing northeast. May 23, 2023.

Photograph 41: Segment of unnamed 1975 logging road, camera facing north. May 23, 2023.

Photograph 42: Segment of unnamed 1975 logging road, camera facing south. May 23, 2023.

Photograph 43: Segment of unnamed 1975 logging road, camera facing south. May 23, 2023.

Photograph 44: Segment of unnamed 1975 logging road, camera facing northeast. May 23, 2023.

Photograph 45: Segment of unnamed 1975 logging road, camera facing south. May 24, 2023.

Photograph 46: Segment of unnamed 1975 logging road, camera facing south. May 24, 2023.

Photograph 47: Segment of unnamed 1975 logging road, camera facing north. May 24, 2023.

Photograph 48: Segment of unnamed 1975 logging road, camera facing southwest. May 24, 2023.

Photograph 49: Segment of unnamed 1975 logging road, camera facing northwest. May 24, 2023.

Photograph 50: Segment of unnamed 1975 logging road, camera facing northeast. May 24, 2023.

Photograph 51: Segment of unnamed 1975 logging road, camera facing east. May 23, 2023.

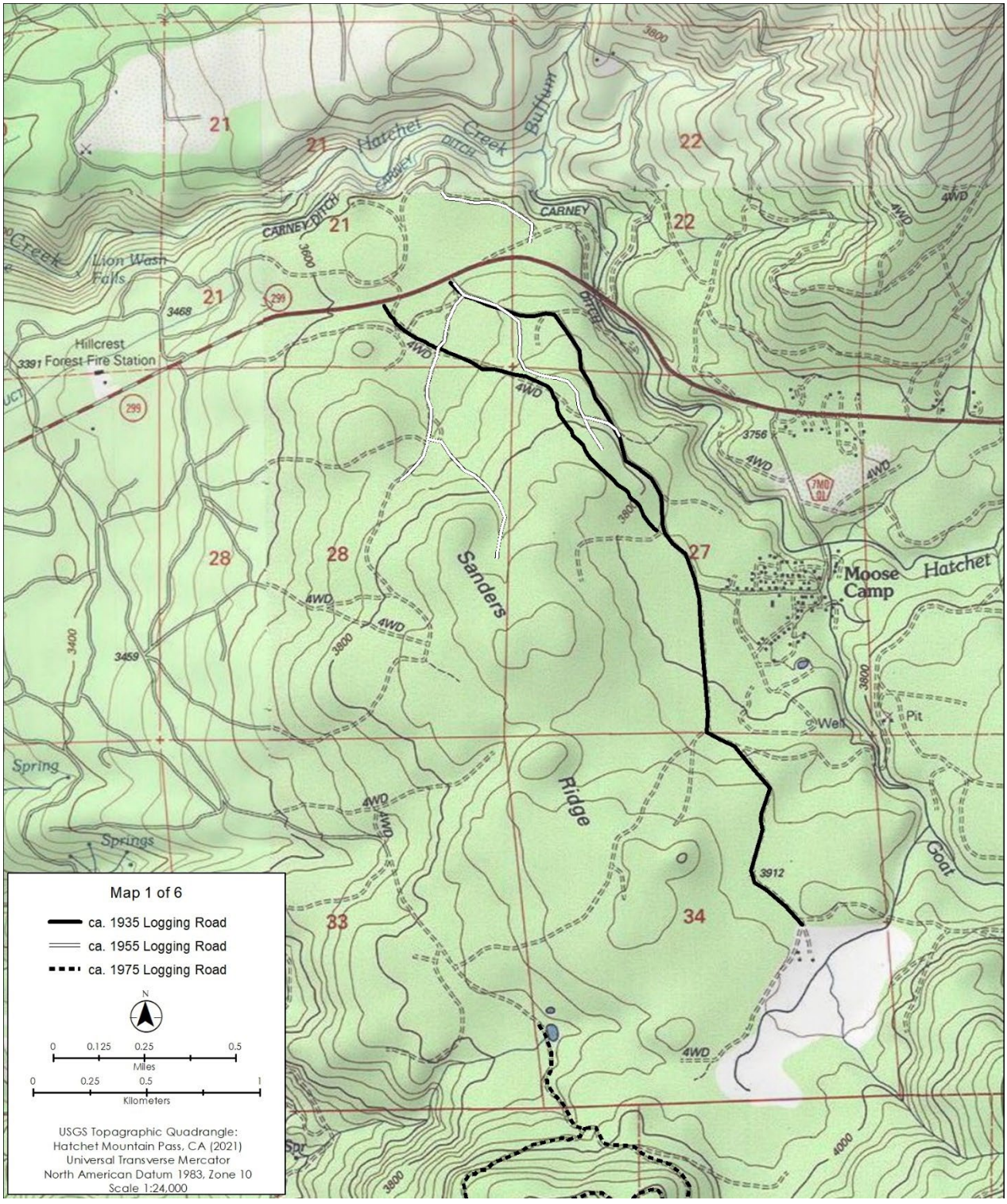
Photograph 52: Segment of unnamed 1975 logging road, camera facing northwest. May 23, 2023.

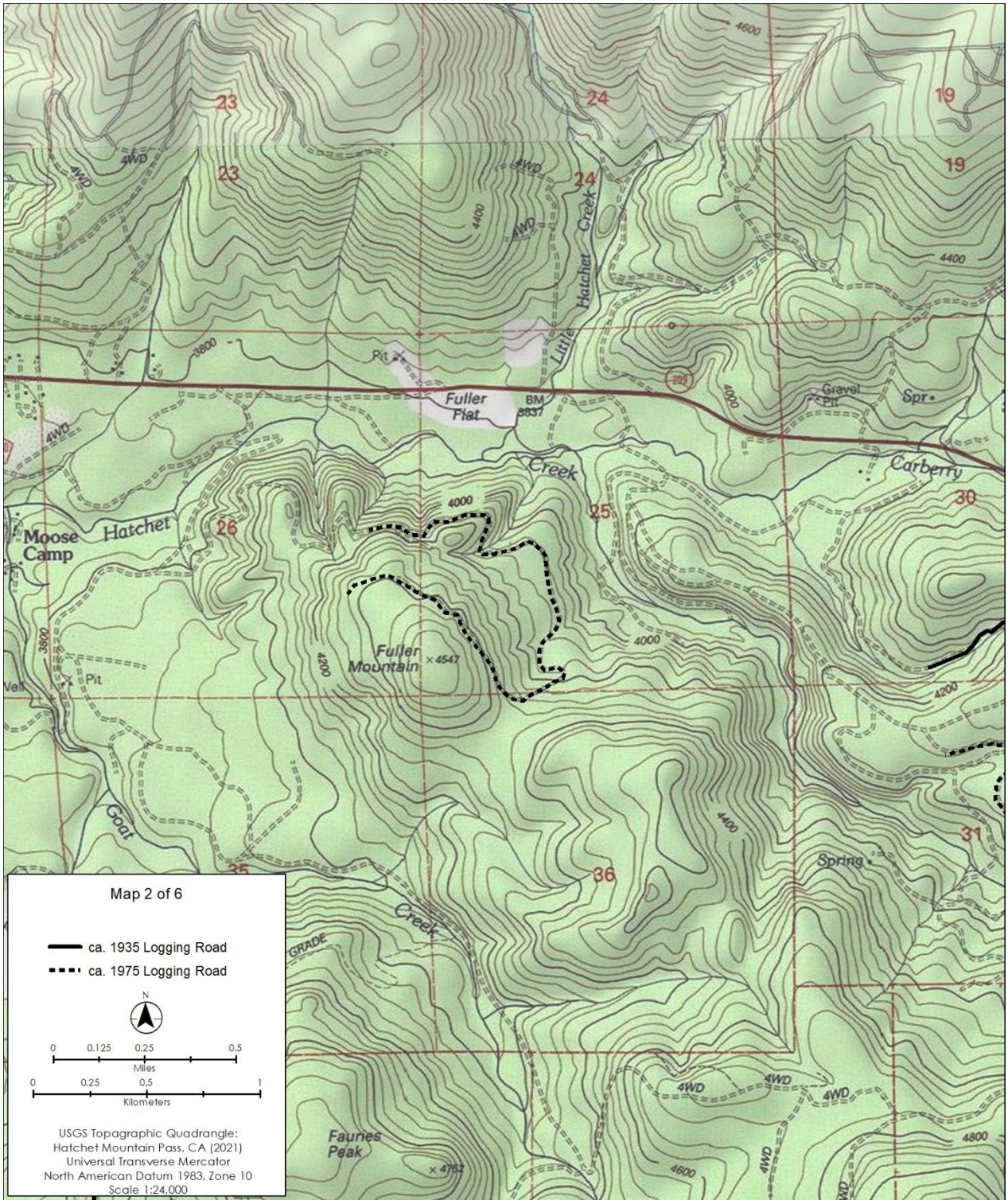
Photograph 53: Segment of unnamed 1975 logging road blocked by fallen tree, camera facing north. May 24, 2023.

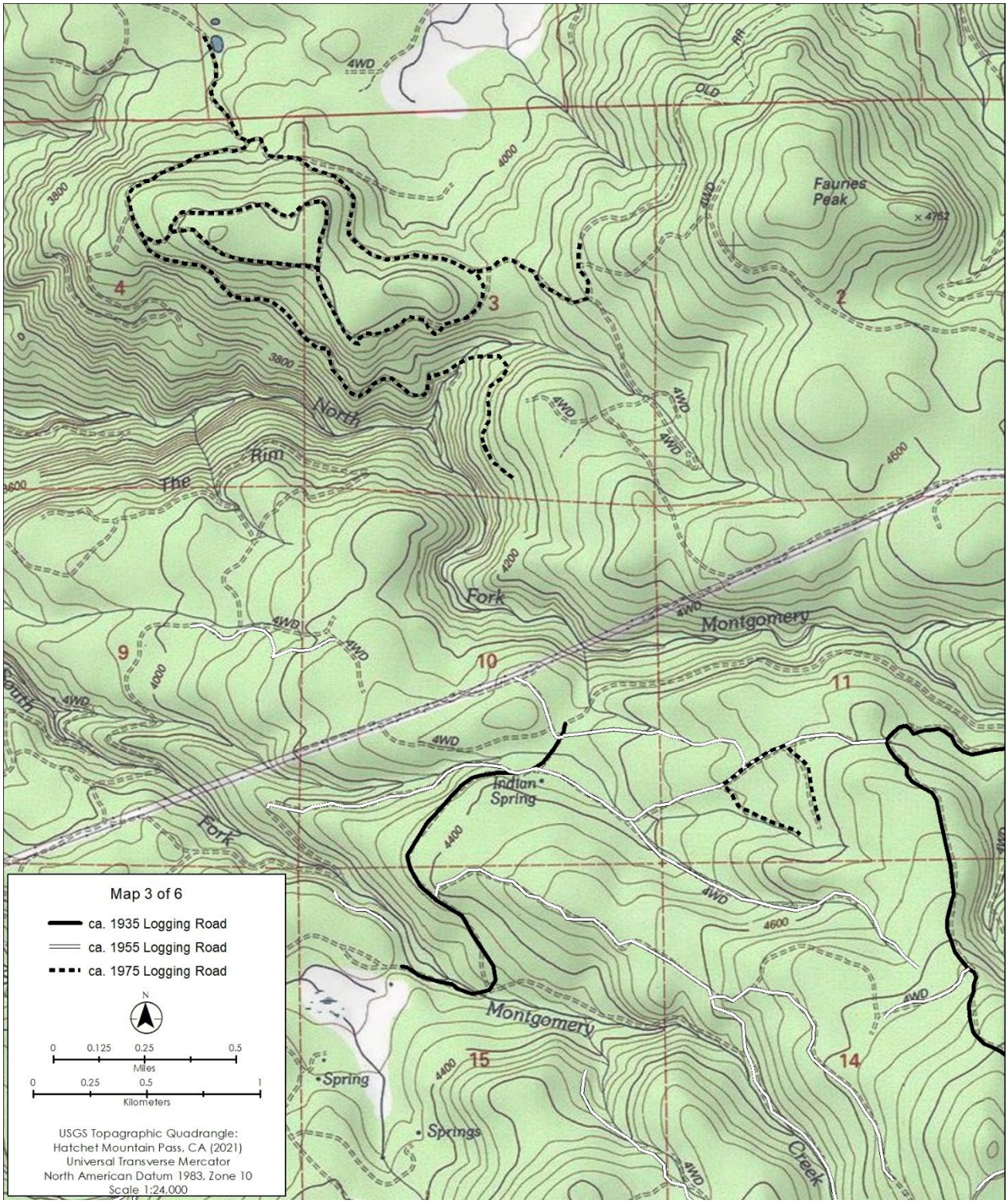
Photograph 54: Segment of unnamed 1975 logging road, camera facing northeast. May 24, 2023.

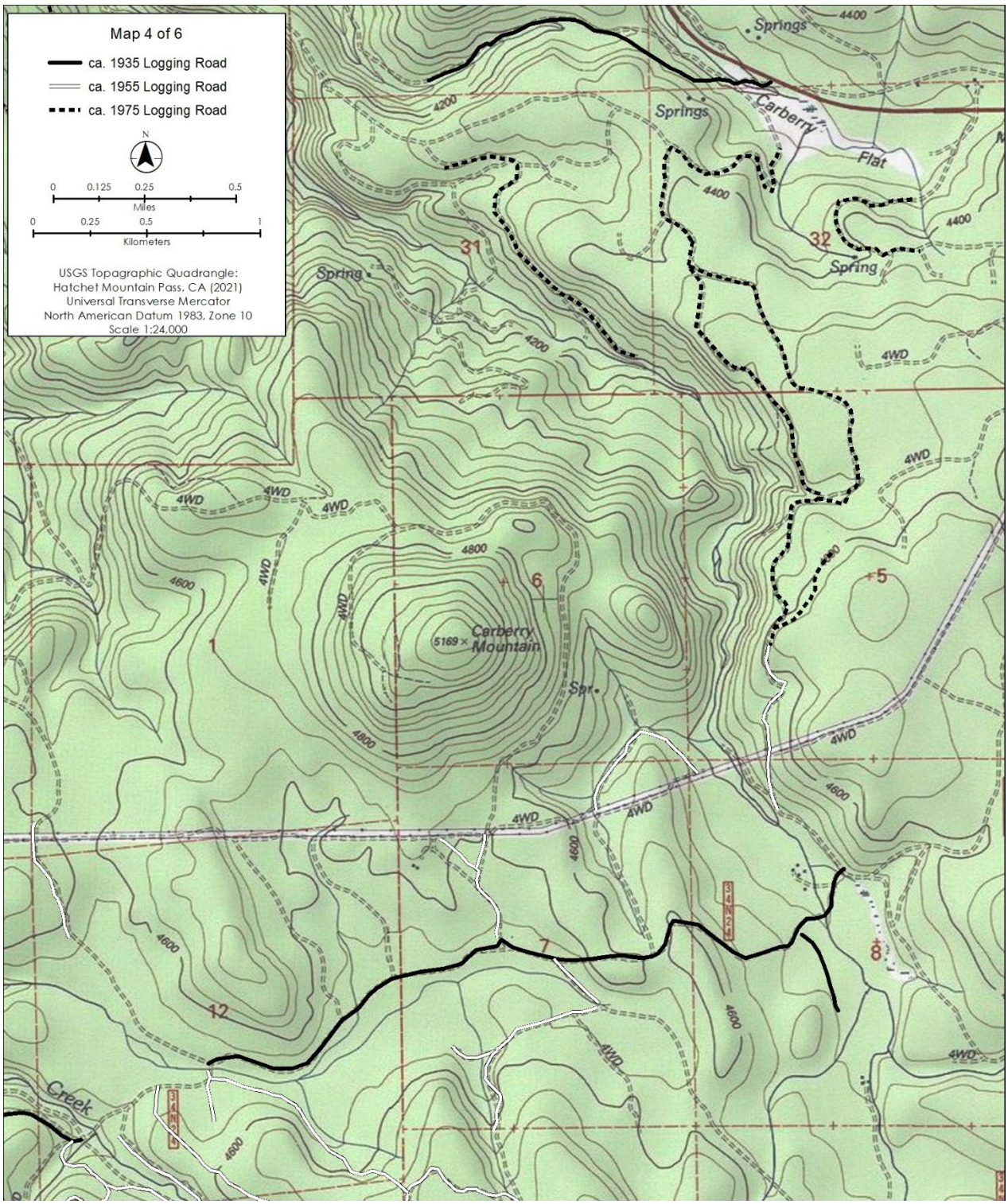
State of California - The Resources Agency Primary#
DEPARTMENT OF PARKS AND RECREATION HRI#
LOCATION MAP
Trinomial

 ***Resource Name or #** (Assigned by recorder) Hatchet Mountain Area Logging Roads
***Map Name:** Hatchet Mountain Pass ***Scale:** 1:24,000 ***Date of map:** 2021



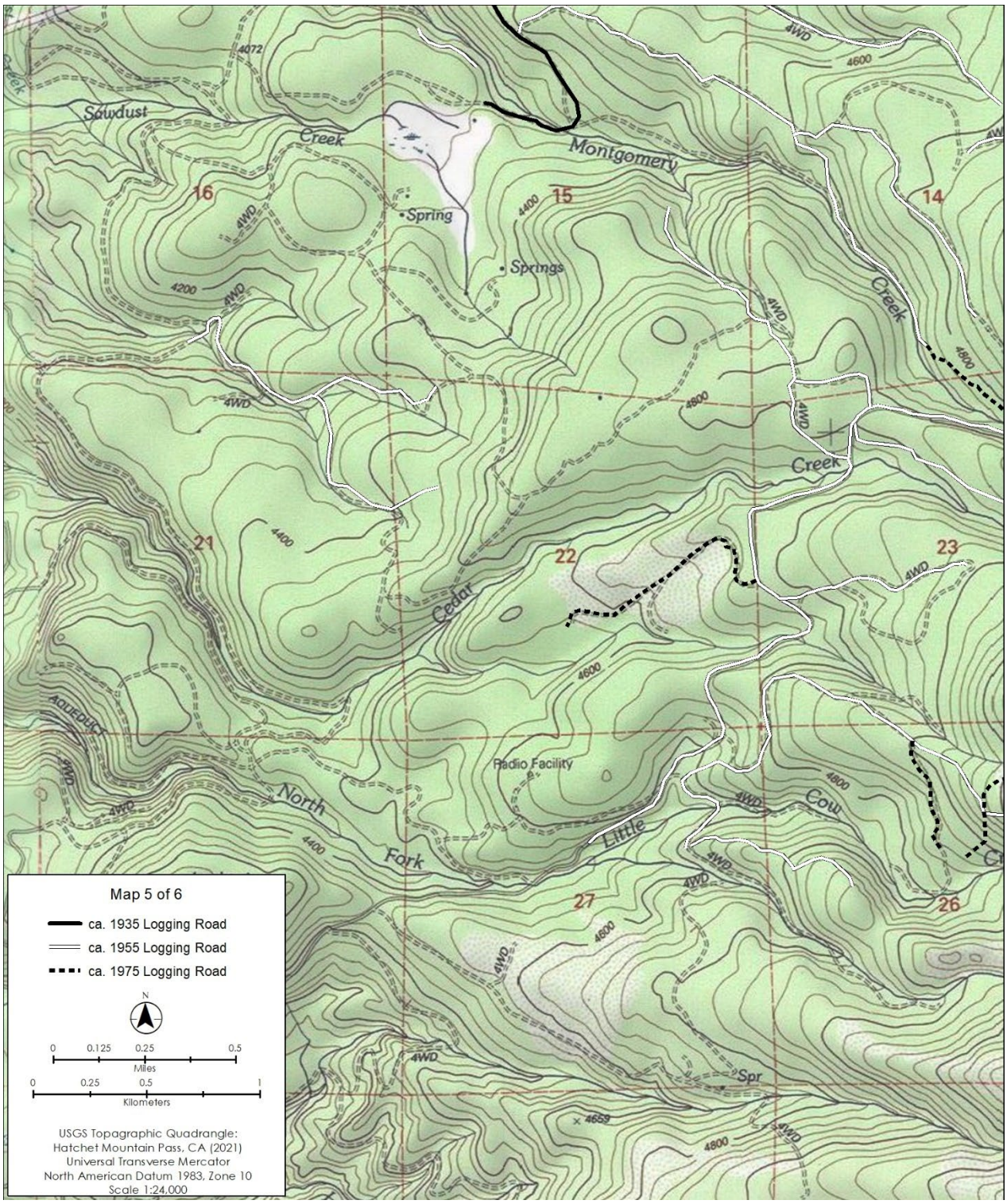

Map 2 of 6
ca. 1935 Logging Road
ca. 1975 Logging Road
N
0 0.125 0.25 0.5
Miles
0 0.25 0.5 1
Kilometers
USGS Topagraphic Quadrangle:
Hatchet Mountain Pass, CA (2021)
Universal Transverse Mercator
North American Datum 1983, Zone 10
Scale 1:24,000
Fuller Flat
Fuller Mountain
Moose Camp
Hatchet Creek
Little Hatchet Creek
Carberry Creek
Goat Creek
Faunes Peak
Gravel Pit
Spring
Pit
BM 3837
4WD


Map 3 of 6
ca. 1935 Logging Road
ca. 1955 Logging Road
ca. 1975 Logging Road
N
0 0.125 0.25 0.5
Miles
0 0.25 0.5 1
Kilometers
USGS Topagraphic Quadrangle:
Hatchet Mountain Pass, CA (2021)
Universal Transverse Mercator
North American Datum 1983, Zone 10
Scale 1:24,000
Fauries Peak
North Rim
The Fork
Montgomery
Indian Spring
Montgomery Spring
Springs
Creek
4WD
OLD
3800
4000
4200
4400
4600
4782


Map 4 of 6
ca. 1935 Logging Road
ca. 1955 Logging Road
ca. 1975 Logging Road
N
0 0.125 0.25 0.5
Miles
0 0.25 0.5 1
Kilometers
USGS Topagraphic Quadrangle:
Hatchet Mountain Pass, CA (2021)
Universal Transverse Mercator
North American Datum 1983, Zone 10
Scale 1:24,000
Springs
Carberry
Flat
Spring
Carberry Mountain
5169
Spr
Creek
4WD
4400
4200
4800
4600
31
32
1
6
5
7
8
12

State of California - The Resources Agency Primary#
DEPARTMENT OF PARKS AND RECREATION HRI#
LOCATION MAP
Trinomial

 ***Resource Name or #** (Assigned by recorder) Hatchet Mountain Area Logging Roads
***Map Name:** Hatchet Mountain Pass ***Scale:** 1:24,000 ***Date of map:** 2021



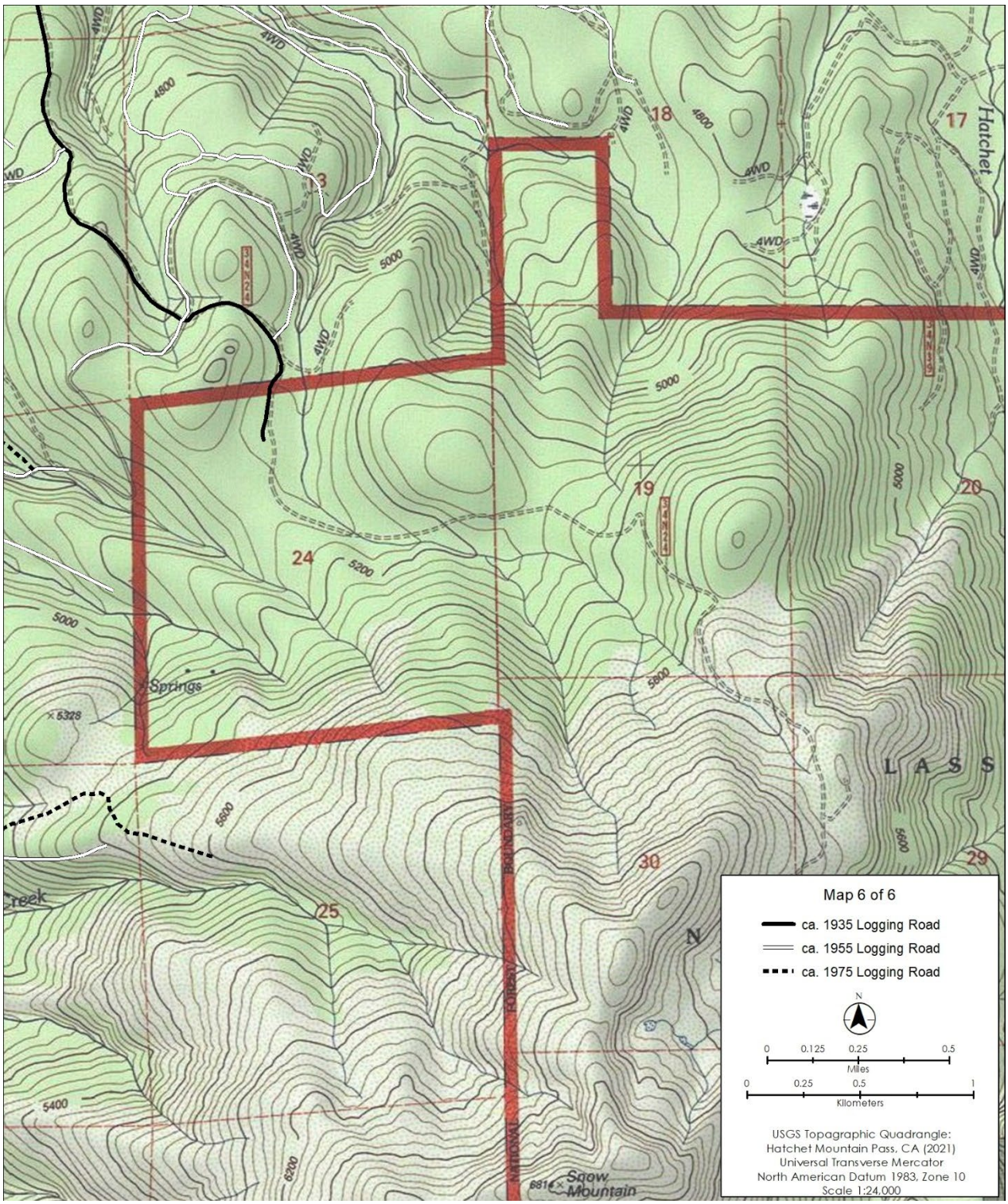
State of California - The Resources Agency Primary#
DEPARTMENT OF PARKS AND RECREATION HRI#

LOCATION MAP

Trinomial

Page 38 **of** 38 ***Resource Name or #** (Assigned by recorder) Hatchet Mountain Area Logging Roads

***Map Name:** Hatchet Mountain Pass ***Scale:** 1:24,000 ***Date of map:** 2021



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 12 ***Resource Name or #:** (Assigned by recorder) California State Route 299
P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Shasta County **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Hatchet Mountain Pass **Date** 2021 **T** 35N ; **R** 1E; **Sec** 21, 22, 27, 28; **T** 35N ; **R** 2E; **Sec** 29, 30; Mount Diablo **B.M.**

c. Address N/A City Montgomery Creek Zip 96065

d. UTM: (Give more than one for large and/or linear resources) See Linear Feature Records for UTM coordinates

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Postmile: SHA 62.048 to 63.3 (western segment) and SHA 66.52 to 67.532 (eastern segment)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

California State Route (SR) 299 extends approximately 307 miles between Arcata and Alturas. Five segments of SR 299 in Shasta County between Montgomery Creek and Hatchet Mountain pass are included in this record, two currently in-use as part of the state highway system and three that were previously decommissioned and abandoned. (Continued on page 3).

***P3b. Resource Attributes:** (List attributes and codes) HP37. Highway/Trail

***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession #) SR 299, looking W, 5/22/2023

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1873; "Wagon Road," *Shasta Courier* (Shasta, CA), April 12, 1873.

***P7. Owner and Address:**
California Department of Transportation
1120 N Street
Sacramento, CA 95814

***P8. Recorded by:** (Name, affiliation, and address)
Emily Rinaldi
Stantec Consulting Services Inc.
801 S. Figueroa St, Suite 300
Los Angeles, CA 90017

***P9. Date Recorded:** 5/30/2023

***P10. Survey Type:** (Describe)
Intensive Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Stantec Consulting Services Inc., *Historical Resources Evaluation Report for the Fountain Wind Energy Project, Shasta County, California*, May 2023.

***Attachments:** ☐NONE ☒ Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☒ Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) California State Route 299 ***NRHP Status Code** 6Z

B1. Historic Name: Fort Crook Road; Jackson Toll Road; Cummegs Toll Road
B2. Common Name: None
B3. Original Use: Toll road B4. Present Use: Highway
***B5. Architectural Style:** No style
***B6. Construction History:** (Construction date, alterations, and date of alterations)
See Continuation Sheet for construction history.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance:** **Theme** History of Hatchet Mountain Area and Shasta County, 1820s—2000s **Area** Shasta County
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This intensive survey and evaluation find that the five segments of SR 299 included in this record are not eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). The segments been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act Guidelines (CEQA), using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to be a historical resource for the purposes of CEQA (See Continuation Sheet).

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:** See footnotes on continuation sheet.

B13. Remarks: None

***B14. Evaluator:** Emily Rinaldi, Stantec Consulting Services Inc.
801 S. Figueroa Street, Suite 300
Los Angeles, CA 90017
***Date of Evaluation:** 5/30/2023

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Location Map

P3a. Description (Continued from Page 1):

The two in-use SR 299 segments extend in an east-west direction. The western segment is roughly 6,569 feet long or 1.24 miles between postmiles SHA 62 to 63 and rises from 3,645 feet in elevation on the west to 3,757 feet on the east. The eastern segment is roughly 5,135 feet long or 0.97 miles between postmiles SHA 66 to 67 and rises from 4,090 feet in elevation on the west to 4,258 feet on the east. Both are a curvilinear, two-lane, asphalt-paved roads roughly 30 feet wide with narrow, asphalt or dirt shoulders, depending on the location. Select portions of the western segment have steel guardrails along one or both shoulders. Metal postmile markers are periodically placed along the shoulder. There are three exits adjoining secondary roads. Both are paved with asphalt within the public right-of-way.

The three decommissioned SR 299 segments also extend in an east-west direction. The westernmost segment is approximately 2,260 feet long or 0.43 miles. It is roughly 16 feet wide and paved with asphalt along a portion of the segment. The remainder appears to be unpaved, native surface. The center segment is 1,017 feet long or 0.19 miles. The west end of the center segment is 35 feet wide, while the east end is 20 feet wide. Both have an unpaved native surface. Finally, the easternmost segment is approximately 500 feet or 0.09 miles. It is 20 feet wide and paved in part, while the remainder has an unpaved, native surface.

B6. Construction History (Continued from Page 2):

The portion of SR 299 between Round Mountain and Burney was originally constructed in 1873 as part of a toll road. Early Shasta County residents in the vicinity of Hatchet Mountain began raising money in 1868 to build a wagon road from Fort Crook to Shasta to be known as Fort Crook Road.[1] The Millville and Burney Valley Wagon Company led by Superintendent John Jackson ultimately completed the first purpose-built wagon road through the area in 1873.[2] It extended from Millville in the southwest to Burney in the northeast, passing north of Round Mountain and crossing Montgomery Creek. The Millville and Burney Valley Wagon Company operated the new wagon road as a toll road. Toll roads had proliferated throughout California by the late 19th century.[3] The lack of state and municipal funding led to the construction of these private roads—usually for profit—beginning in the 1860s. Owners of tolls roads were charged with the maintenance of the road and the safety of travelers, while the tolls offset construction costs and paid for ongoing maintenance.

By the 1880s, the wagon road through the Hatchet Mountain area was commonly referred to as the Jackson Toll Road, likely because John Jackson, former Superintendent of the Millville and Burney Valley Wagon Company, owned the toll road outright by this period.[4] Dick Feeney became owner of Jackson Toll Road in 1885, possibly upon Jackson's death.[5] In 1888, Feeney sold his shares of the road to his partner who newspapers note is named "Cummings;" however, this is likely a misspelling of Henry Cummegs, who later owned the toll road in this area.[6] Upon Cummegs' death in 1898, he left the toll road to his housekeeper Charlotte Paine.[7] Paine later sold the road to the county for $2,250 in 1906, after which it became a public county road.[8]

The former Millville-to-Burney Toll Road was subsequently incorporated into the California state highway system in 1909. The introduction of mass-produced automobiles—beginning with Henry Ford's Model-T in 1908—led to a dramatic rise of automobile ownership from 19,561 vehicles in 1908 to 44,122 in 9110 to over half a million by 1920.[9] As a result of growing automobile use, California began building and improving public roads throughout the state. In the Hatchet Mountain Area, the 1909 First State Highway Bond Act incorporated the existing county road into Legislative Route Number (LRN) 28 from Redding to Alturas as part of the Lassen State Highway.[10] California state highway maps show this portion of LRN 28 as unimproved through 1922, after which the road was graded.[11] Portions of the former toll road may have also been realigned between Montgomery Creek and Hatchet Mountain Pass.[12] LRN 28 was originally 16 feet wide and then later widened to 20 feet and paved by 1934.[13] The next

[1] "Road to Fort Crook," *The Shasta Courier* (Shasta, CA), March 7, 1868.
[2] "Wagon Road," *Shasta Courier* (Shasta, CA), April 12, 1873.
[3] California Department of Transportation (Caltrans), *A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California* (Sacramento, CA: Caltrans), 2016, 60.
[4] Smith, "Life in Round Mountain."
[5] "Round Mountain Items," *Free Press* (Redding, CA), November 7, 1885.
[6] "Local Lines," *Free Press* (Redding, CA), May 12, 1888; and "Burney Bulletin Notes," *Free Press* (Redding, CA), July 11, 1891.
[7] "H. Cummegs Dead," *Record Searchlight* (Redding, CA), January 15, 1898.
[8] "For Cummegs Toll Road," *Free Press* (Redding, CA), January 12, 1906.
[9] Caltrans, 74.
[10] "US Route 299 and Modern California State Route 299," Gribblenation, October 17, 2021, accessed May 24, 2023, http://www.gribblenation.org/2018/11/adventure-us-route-299-california-state.html.
[11] California Department of Public Works, *Road Map of the State of California* (Sacramento, CA: Division of Highways, Department of Public Works, State of California), 1918, 1920, 1922, 1924, 1934.
[12] Robert J. Felton and Wesley W. Jones, "Hatchet Mountain," *California Highways and Public Works*, vol. 39, 3–4 (Sacramento, CA: Division of Highways, Department of Public Works, State of California, March/April 1960), 33.
[13] W. H. Bartlett, "Hatchet Mountain," *California Highways and Public Works*, vol. 30, 11–12 (Sacramento, CA: Division of Highways, Department of Public Works, State of California, November/December 1951), 49.

year, LRN 28 was redesignated US Route 299. Portions of the highway within the Project area were later realigned in the 1950s to reduce sharp curves and steep grades, and the highway widened to its current 30 feet at an unknown date.[14] All existing features—pavement, guardrails, postmile markers, and exits—are modern replacements installed at an unknown date.

B10. Significance (Continued from Page 2):

Criteria A/1/1

The SR 299 segments within the Project site are not associated with significant events or trends that rise to the level of historic importance under Criterion A/1. While the majority of the segments were originally constructed in 1873 as part of the Hatchet Mountain area's first road, its construction does not appear to have had a significant impact on the early growth and development of this region of Shasta County.[15] The area along the Millville-to-Burney Toll Road remained sparsely developed throughout the late 19th and early 20th centuries. Early settlement primarily consisted of scattered farms or ranches and traveler rest stops—usually with a hotel, commercial building, and a few scattered outbuildings. Commercial logging was the primary industry within the vicinity of the toll road, and SR 299 does not appear to be significant for its association with early logging in Shasta County. The Shasta Lumber Company—the largest logging company near the Project area during this period—did not generally use the road to transport lumber, rather it utilized its flume and railroad. Therefore, SR 299 does not appear to have facilitated the growth of the Shasta Lumber Company specifically or the expansion of the Shasta County logging industry in general. Even if SR 299 was significant for its association with early development in the Hatchet Mountain area, it does not retain physical integrity from its date of construction in 1873. SR 299 has been widened and portions have been realigned. All visible features—pavement, guardrails, postmile markers, and exits—are modern and do not date from the early 1870s.

SR 299 is also not significant for its association with early highway development in California. While SR 299 was designated as part of the first State Highway Bond Act in 1909, it was not purpose-built by the state as part of the new highway system, but rather one of numerous existing public roads redesignated as a state highway. Furthermore, California made no improvements to the road until the 1920s and 1930s, well after it had been designated. For these reasons, the SR 299 segments within the Project site do not appear to be significant under Criterion A/1 at a local, state, or national level.

Criteria B/2/2

The individuals associated with the SR 299 segments within the Project site were not found to possess the sufficient importance necessary to be considered a significant historical figure under Criterion B/2. John W. Jackson originally developed SR 299 as a toll road between Millville and Burney. Jackson was a deputy sheriff in Shasta County in the early 1850s and later the sheriff of Trinity County in the 1870s before serving as the Superintendent of the Millville and Burney Valley Wagon Road Company beginning in 1873—the company that constructed the toll road.16 The Free Press notes that Jackson suffered some sort of medical illness in 1884; therefore, it's likely he passed away sometime around that date, which was also the year Dick Feeney became the owner of the toll road. Richard Henry Feeny was born in 1827 in Meath Ireland and moved to the United States at an unknown date.17 He owned and operated a hotel on the Shasta-Trinity stage road in Shasta County and later opened a different hotel in French Gulch. He passed away in 1899. Henry Cummegs became part owner of the Jackson Toll Road with Feeney sometime before 1888, after which Feeney sold his shares to Cummegs and he became the sole owner. Cummegs was born in Russia in 1832 and relocated to the United States at an unknown date. He was primarily known as the owner of the Cummegs toll road and a 40-acre tract of land where he had his residence. He passed away in 1898. Upon his death, Cummegs bequeathed the road to his housekeeper Charlotte Paine. Paine was born in 1857 in England and moved to the United States in 1875.18 Her occupation is listed as "toll house keeper" on the 1900 U.S. Census. She sold the toll road to the county in 1906, after which it became a public road. This county road was subsequently designated as part of the state highway system in 1909.

While Jackson, Feeney, Cummegs, and Paine were all early settlers in this area of Shasta County, research did not reveal that these individuals made contributions or played a role that can be justified as significant. No known primary or secondary sources detail their specific activities, accomplishments, or influences in relation to the early development of Shasta County beyond their involvement in the

[14] Bartlet, 49.
[15] Segments comprising the realigned highway were constructed in the 1950s.
[16] "Summons," *Shasta Courier* (Shasta, CA) October 1, 1853; "Arrested," *Shasta Courier* (Shasta, CA), December 24, 1870; and "Wagon Road," *Shasta Courier* (Shasta, CA), February 1, 1873.
[17] "Passing of Dick Feeny," *Record Searchlight* (Redding, CA), February 1899.
[18] U.S. Federal Decennial Population Census, Enumeration District No. 0114, Round Mountain, Shasta County, California, 1900, 7, accessed May 25, 2023, https://www.ancestry.com/imageviewer/collections/7602/images/4112090_00712?treeid=&personid=&rc=&usePUB=true&_phsrc=Dnx335&_phstart=successSource&pId=33233596.

construction and operation of the Millville-to-Burney Toll Road. As noted under Criterion A/1, the Millville-to-Burney Toll Road did not have a significant impact on the early growth and development of this region of Shasta County; therefore, the individual contributions or roles of the road's owners and operators also cannot be justified as significant within this same historical context. As such, it is reasonable to assume that none were a significant historical figure. The SR 299 segments within the Project site do not appear to be eligible under Criterion B/2 at the local, state, or national level.

Criteria C/3/3

SR 299 does not embody the distinctive characteristics of a historical trend in road design under Criterion C/3 or demonstrate any innovative, important, or outstanding design features. The segments are typical in their design within the context of the periods they were built or modified. The easternmost decommissioned segment is the only segment within the Project site to retain some historic features from the period SR 299 was first designated a state highway, such as its paving and 16-foot width; however, these features are common and had become widely used in road construction by the early 20th century. For segments that have never been realigned, any features dating from the 1873—except for location—have been lost due to the cumulative effect of subsequent alterations. There is no evidence that any specific challenge in design or construction of the SR 299 segments required pioneering engineering or construction innovation. Research did not reveal that SR 299 represented an evolution of this resource type or represented a transition between different classes of resources. As such, SR 299 does not appear to rise to the level of architectural significance necessary for eligibility as a representative or unusual example of a road or highway under Criterion C/3 at a local, state, or national level.

Research did not reveal the name of the persons who originally designed/built the toll road or designed/built the improvements made since its construction in 1873. However, it is unlikely given its appearance that SR 299 is representative of the work of a master architect, engineer, or builder. As a result, the resource does not appear to rise to the level of architectural significance necessary for eligibility as a work of a master under this aspect of Criterion C/3.

Like many utilitarian structures, SR 299 has limited ornamentation and detail to lend it high artistic value under this aspect of Criterion C/3. The resource does not articulate a particular design concept that expresses an aesthetic ideal. Thus, SR 299 does not appear to rise to the level of architectural significance necessary for eligibility for high artistic value under Criterion C/3.
Finally, the SR 299 segments within the Project site may meet the last aspect of Criterion C/3 as a significant and distinguishable entity whose components lack individual distinction; however, evaluating the entire 307-mile length of SR 299 between Arcata and Alturas as a historic district is beyond the scope of work for this report. Such as effort was not necessary given the large size of the resource and, especially, the limited potential for effects beyond the 0.5-mile Study Area for the Project.

Criteria D/4

As a heavily modified road with features mostly dating from the 1950s or later, SR 299 does not appear to have potential to reveal information important to history. To be eligible under Criterion D/4, a resource's physical material must have yielded, or may be likely to yield, information important to history or prehistory. This criterion generally applies to archaeological sites, but may apply to buildings, structures, or objects in instances where a resource may contain important information about such topics as construction techniques or human activity. As the resource must be the principal source of information, this is unlikely to be true for SR 299. The only information SR 299 reveals about the 1873 toll road is its location, which does not appear to be important within the context of road or highway construction in Shasta County or California. Information that might be considered important within this context—examples of pioneering engineering, construction innovations, or evolution of a resource type—is not contained within the existing resource. The SR 299 segments within the Project site do not appear to be significant under Criterion D/4.

Recommendations

Because the SR 299 segments within the Project site do not appear to be significant under any national, or state criteria, they have no period of significance, and their physical and historical integrity do not require examination. However, it is worth noting that SR 299 has been substantially modified since it was first constructed in 1873. Alterations include the widening of the roadway from 16 to 30 feet and the realignment of specific segments. Its streetscape features have also been continually replaced through the present day. All visible features—pavement, guardrails, postmile markers, and exits—are modern and do not date from the period SR 299 was first constructed in 1873 or designated as part of the state highway system in 1909. For these reasons, this evaluation finds that the SR 299 segments within the Project site do not meet the criteria for listing in the NRHP and the CRHR. SR 299, therefore, does not appear to be a historical resource for the purposes of CEQA pursuant to Title 14 CCR §15064.5.

State of California – The Resources Agency Primary#
DEPARTMENT OF PARKS AND RECREATION HRI#
LINEAR FEATURE RECORD
Trinomial

Page 6 **of** 12 **Resource Name or #:** (Assigned by recorder) California State Route 299

L1. Historic and/or Common Name: Fort Crook Road; Jackson Toll Road; Cummegs Toll Road

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** West Segment

b. Location of point or segment: (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)
West end: UTM Zone 10T, 595154.42 mE/4524975.58 mN; East end: UTM Zone 10T, 596904.51 mE/4524538.74 mN; Approximately 5.3 miles east of Montgomery Creek between postmiles SHA 62 to 63.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This SR 299 segment extends in an east-west direction. It is a curvilinear, two-lane asphalt paved road with narrow asphalt and unpaved, dirt shoulders. Metal guardrails extend along portions of one or both shoulders. Metal postmile markers are periodically placed along the shoulder. There are three exits to adjacent secondary roads along this segment. All are paved with asphalt within the public right-of-way.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **a. Top Width** 30 feet (roadway), 1 foot wide (shoulders), 32 feet total
- **b. Bottom Width** N/A
- **c. Height or Depth** N/A
- **d. Length of Segment** approx. 6,569 feet

L5. Associated Resources: None

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.): The SR 299 segment is at the southern end of the Cascade Range and primarily surrounded by forested, undeveloped land. Elevation rises from 3,645 feet on the west to 3,757 feet on the east.

L7. Integrity Considerations: Portions of this segment were realigned in the 1950s. All existing features—pavement, guardrails, postmile markers, and exits—are modern replacements installed at an unknown date.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
SR 299, view looking E, 5/22/2023

L9. Remarks: None

L10. Form Prepared by: (Name, affiliation, and address)
Emily Rinaldi
Stantec Consulting Services, Inc.
801 S. Figueroa St, Suite 300
Los Angeles, CA 90017

L11. Date: 5/30/2023

L1. Historic and/or Common Name: Fort Crook Road; Jackson Toll Road; Cummegs Toll Road

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** East Segment

c. Location of point or segment: (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)
West end: UTM Zone 10T, 601892.64 mE/4523977.26 mN; East end: UTM Zone 10T, 603138.78 mE/ 4523104.13 mN; Approximately 7.8 miles west of Burney between postmiles SHA 66 to 67.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This SR 299 segment extends in a southeast-northwest direction. It is a curvilinear, two-lane asphalt paved road with narrow asphalt and unpaved, dirt shoulders. Metal postmile markers are periodically placed along the shoulder.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **e. Top Width** 30 feet (roadway), 1 foot wide (shoulders), 32 feet total
- **f. Bottom Width** N/A
- **g. Height or Depth** N/A
- **h. Length of Segment** approx. 5,135 feet

L5. Associated Resources: None

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.): The SR 299 segment is at the southern end of the Cascade Range and primarily surrounded by forested, undeveloped land. Elevation rises from 4,090 feet on the west to 4,258 feet on the east.

L7. Integrity Considerations: Portions of this segment were realigned in the 1950s. All existing features—pavement, guardrails, postmile markers, and exits—are modern replacements installed at an unknown date.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
SR 299, view looking SE, 5/23/2023

L9. Remarks: None

L10. Form Prepared by: (Name, affiliation, and address)
Emily Rinaldi
Stantec Consulting Services, Inc.
801 S. Figueroa St, Suite 300
Los Angeles, CA 90017

L11. Date: 5/30/2023

L1. Historic and/or Common Name: Fort Crook Road; Jackson Toll Road; Cummegs Toll Road

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** West Decommissioned Segment

d. Location of point or segment: (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)
West end: UTM Zone 10T, 595698.57 mE/4525171.85 mN; East end: UTM Zone 10T, 596134.94 mE/4525074.62 mN; Approximately 5.6 miles east of Montgomery Creek.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This decommissioned SR 299 segment is parabola-shaped extending from the current SR 299 alignment to the north, before curving south back towards SR 299. Portions of the road are paved with asphalt, while the remainder is unpaved, native surface.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **i. Top Width** 16 feet
- **j. Bottom Width** N/A
- **k. Height or Depth** N/A
- **l. Length of Segment** approx. 2,260 feet

L5. Associated Resources: None

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.): The decommissioned SR 299 segment is at the southern end of the Cascade Range and primarily surrounded by forested, undeveloped land. Elevation rises from 3,621 feet on the east to 3,656 feet on the west.

L7. Integrity Considerations: Portions of paving are missing at the east and west ends. Remaining asphalt paving is cracked and in poor repair.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
Decommissioned segment of SR 299, view looking NE, 5/22/2023

L9. Remarks: None

L10. Form Prepared by: (Name, affiliation, and address)
Emily Rinaldi
Stantec Consulting Services, Inc.
801 S. Figueroa St, Suite 300
Los Angeles, CA 90017

L11. Date: 5/30/2023

L1. Historic and/or Common Name: Fort Crook Road; Jackson Toll Road; Cummegs Toll Road

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** Center Decommissioned Segment

e. Location of point or segment: (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)
West end: UTM Zone 10T, 596527.00 mE/4524680.00 mN; East end: UTM Zone 10T, 596773.58 mE/ 4524586.13 mN; Approximately 6.2 miles east of Montgomery Creek.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This decommissioned SR 299 segment is roughly S-shaped extending from the current SR 299 alignment to the south, before curving north back towards SR 299. It has an unpaved, native surface.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **m. Top Width** 20–35 feet
- **n. Bottom Width** N/A
- **o. Height or Depth** N/A
- **p. Length of Segment** approx. 1,017 feet

L5. Associated Resources: None

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.): The decommissioned SR 299 segment is at the southern end of the Cascade Range and primarily surrounded by forested, undeveloped land. Elevation rises from 3,621 feet on the west to 3,732 feet on the east.

L7. Integrity Considerations: Paving is missing, and grade has been widened at the west end.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
Decommissioned SR 299, view looking E, 5/22/2023

L9. Remarks: None

L10. Form Prepared by: (Name, affiliation, and address)
Emily Rinaldi
Stantec Consulting Services, Inc.
801 S. Figueroa St, Suite 300
Los Angeles, CA 90017

L11. Date: 5/30/2023

State of California – The Resources Agency Primary#
DEPARTMENT OF PARKS AND RECREATION HRI#

LINEAR FEATURE RECORD

Trinomial

 Resource Name or #: (Assigned by recorder) California State Route 299

L1. Historic and/or Common Name: Fort Crook Road; Jackson Toll Road; Cummegs Toll Road

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** East Decommissioned Segment

f. Location of point or segment: (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)
West end: UTM Zone 10T, 602913.71 mE/4523202.72 mN; East end: UTM Zone 10T, 603075.68 mE/4523160.52 mN; Approximately 8 miles west of Burney.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This decommissioned SR 299 segment extends in a southwest-northeast direction. Portions of the road are paved with asphalt, while the remainder is unpaved, native surface.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **q. Top Width** 20 feet
- **r. Bottom Width** N/A
- **s. Height or Depth** N/A
- **t. Length of Segment** approx. 500 feet

L5. Associated Resources: None

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.): The decommissioned SR 299 segment is at the southern end of the Cascade Range and primarily surrounded by forested, undeveloped land. Elevation rises from 4,232 feet on the east to 4,266 feet on the west.

L7. Integrity Considerations: Portions of paving are missing at the west end. Remaining asphalt paving is cracked and in poor repair.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
Decommissioned segment of SR 299, view looking NE, 5/23/2023

L9. Remarks: None

L10. Form Prepared by: (Name, affiliation, and address)
Emily Rinaldi
Stantec Consulting Services, Inc.
801 S. Figueroa St, Suite 300
Los Angeles, CA 90017

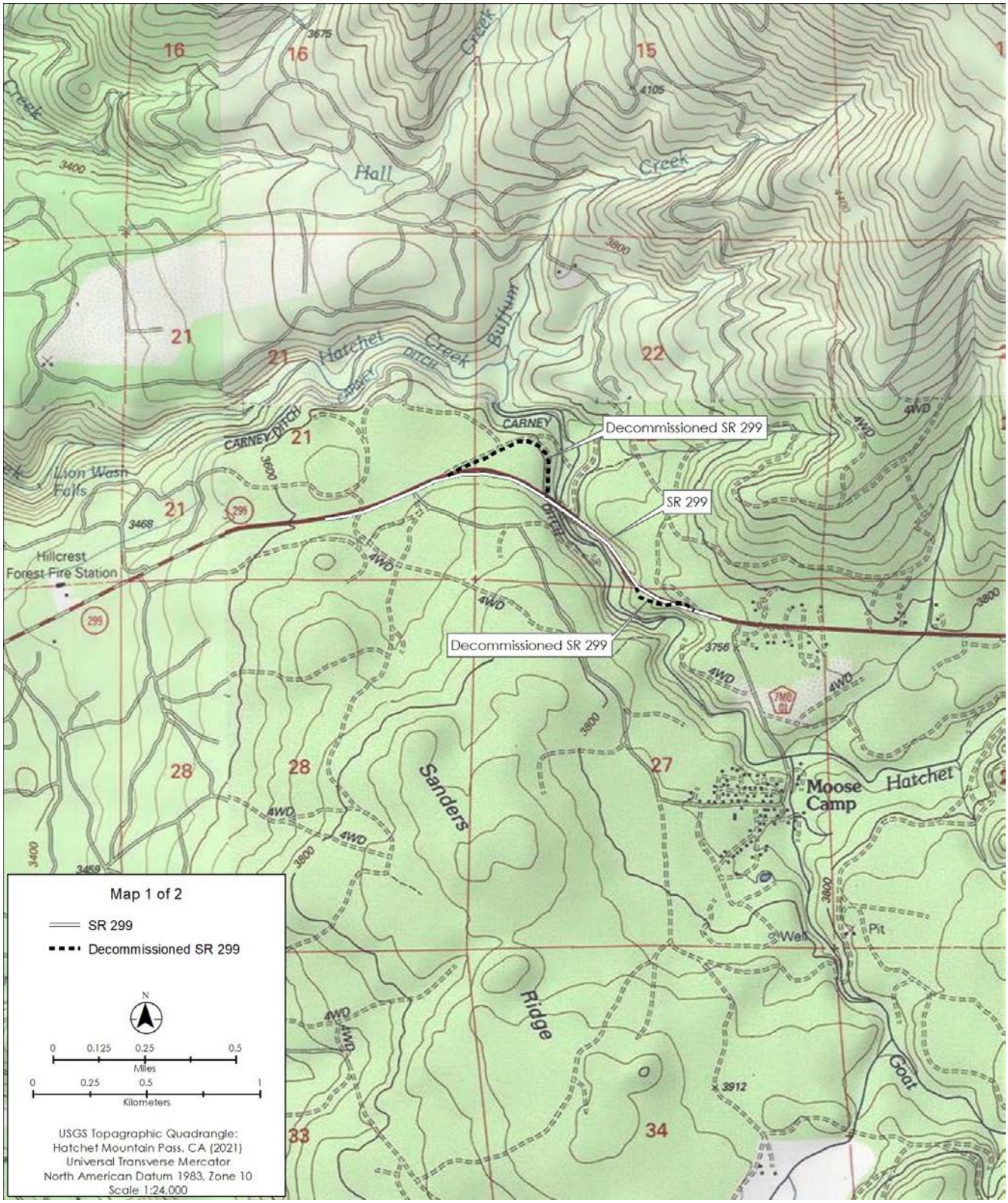
L11. Date: 5/30/2023

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 11 **of** 12 ***Resource Name or #** (Assigned by recorder) California State Route 299
***Map Name:** Hatchet Mountain Pass ***Scale:** 1:24,000 ***Date of map:** 2021



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 12 **of** 12 ***Resource Name or #** (Assigned by recorder) California State Route 299
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