



ARCHAEOLOGICAL SURVEY REPORT & HISTORIC RESOURCE EVALUATION

**BURNEY BIOMASS PROJECT
BLACK RANCH ROAD
BURNEY, SHASTA COUNTY, CALIFORNIA**

APNs 030-390-066, 030-390-070, & 028-370-028

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Project No.: ALTA 2021-40

Key Words: USGS 7.5' Burney Quadrangle; 165-acre survey area; Township 35 North, Range 3 East, Sections 9 and 16, Mount Diablo Base and Meridian; Historic-era resource; Evaluated as ineligible for CRHR; Two isolated finds.

April 23, 2021

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ATTACHMENTS

- Attachment A - Records Search Results (**Confidential**)
- Attachment B - Native American Outreach (**Confidential**)
- Attachment C - Photo Sheet (**Confidential**)
- Attachment D – Site Record (**Confidential**)

NOTE ATTACHEMENTS A, B, C, AND D WERE DEEMED CONFIDENTIAL BY THE PREPARER OF THE REPORT AND ARE THEREFORE WILL NOT BE DISCLOSED, EXCEPT AS MAY BE REQUIRED BY LAW

I. SUMMARY OF FINDINGS

The following Archaeological Survey Report (ASR) documents the adequacy of identification efforts and presents the results of investigations within the Project Area boundaries. The study was designed to identify any archaeological, historical, or cultural resources located within the Project Area. Fieldwork was conducted on April 21, 2021 by Brianna Boyd. Following an expansion of the Project Area, additional fieldwork was conducted on July 12 and 13, 2022 by Nicholas Radtkey. The survey entailed a cultural resources inventory of the entire parcels totaling about 165 acres. A railroad yard and associated buildings were identified in the literature review. This site was located during field survey along with two isolated obsidian flakes. The railroad yard is evaluated in this report as *ineligible* for the California Register of Historic Resources (CRHR). Management recommendations are presented to help ensure that historic resources are not adversely affected by project implementation.

II. INTRODUCTION

Alta Archaeological Consulting (ALTA) was retained by Vestra Resources, Inc. (VESTRA) to conduct a cultural resources inventory for the development of a biomass energy plant in Shasta County, California. This cultural resource inventory was conducted to satisfy requirements of the California Environmental Quality Act (CEQA) of 1970, and the responsibilities codified in Public Resource Code sections 5097, and implementing guidelines 21082 and 21083.2. An archaeological field survey was completed by ALTA on April 21, 2021 for the purpose of identifying cultural resources within the Project Area. Following an expansion of the Project Area, a second field survey was conducted on July 12 and 13, 2022. The following cultural resources survey report documents the adequacy of identification efforts and presents the results of investigations within the Project Area boundaries.

III. PROJECT LOCATION AND DESCRIPTION

The project is located in Burney, an unincorporated community in Shasta County, California (Figure 1). It is situated on the USGS 7.5' Burney Quadrangle, in sections 9 and 16 of Township 35 North, Range 3 East, in the Mount Diablo Base and Meridian (Figure 2). The property is set on three parcels (APNs 030-390-066, 030-390-070, and 028-370-028) encompassing approximately 165 acres. The project is located within a rural tract of the Burney Valley northwest of the town of Burney, northeast of the intersection of Highway 299 and Black Ranch Road. The Burney Sewage Treatment plant and Lassen National Forest form the eastern boundary of the parcel.

The project includes a five-megawatt (MW) bioenergy facility, small specialty sawmill, dry kilns, chipping and grinding operation, firewood sales, and office located near Burney, California. The project is proposed by Tubit Enterprises with support for the bioenergy facility from British American Energy (BAE). The facility will process biomass using gasification technology and operate using the BioMAT (SB 1122) program which will secure a twenty-year Power Purchase Agreement (PPA) with PG&E who will purchase 3 MW of electricity. The Burney Bioenergy Project is currently in negotiations to service other nearby operations, like the Burney Water District, with the remaining 2 MW and is considering developing other onsite co-located businesses that can use heat or the power generated. The project will utilize sustainably harvested, forest-sourced biomass feedstock from nearby regions to supply its operations. The facility will be using a gasification-fed boiler system

to convert the woody biomass to electricity and a ceramic catalytic filter system to regulate its air emissions.

In addition to the bioenergy facility, the project includes a wood product operation. The operation will include a small sawmill and dry kiln (fed by energy from the bioenergy plant) that will produce specialty softwood products. Firewood processing and grinding of material to produce landscape products will also occur. The operation will accept residential fuel reduction materials including trees, brush, branches, clippings, needles, and leaves from the public. Public drop-off hours for fuel reduction material will correspond with the hours of the adjacent Burney Disposal Transfer Station (currently 8:00 a.m. to 4:30 p.m. on Mondays, Wednesdays, and Saturdays). This material will be used as feedstock for the bioenergy facility when feasible. Material not suitable for feedstock will be used to create landscape materials or diverted to the transfer station.

Beyond the construction of the bioenergy facility and wood products facilities, the project includes the rehabilitation of a historic-era railroad depot on the property.

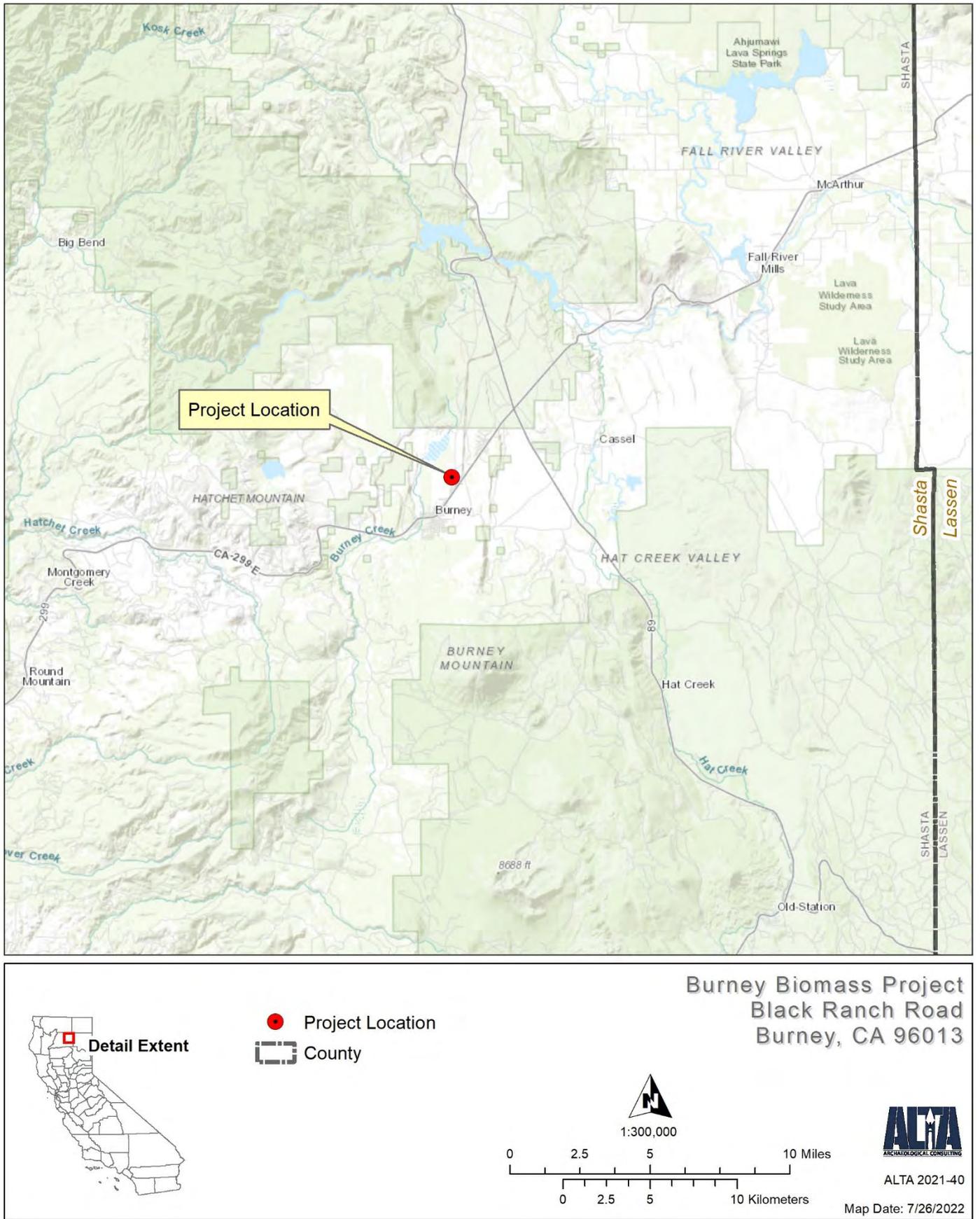


Figure 1. Project Vicinity

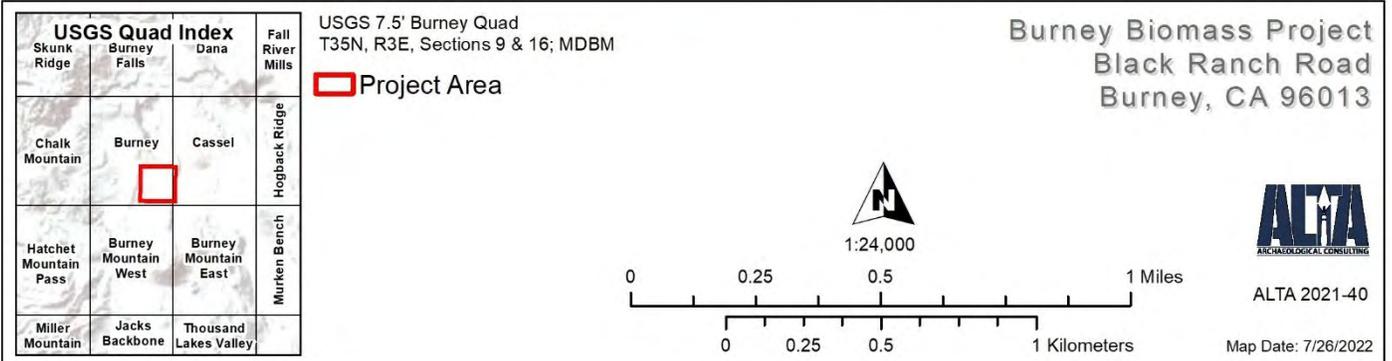
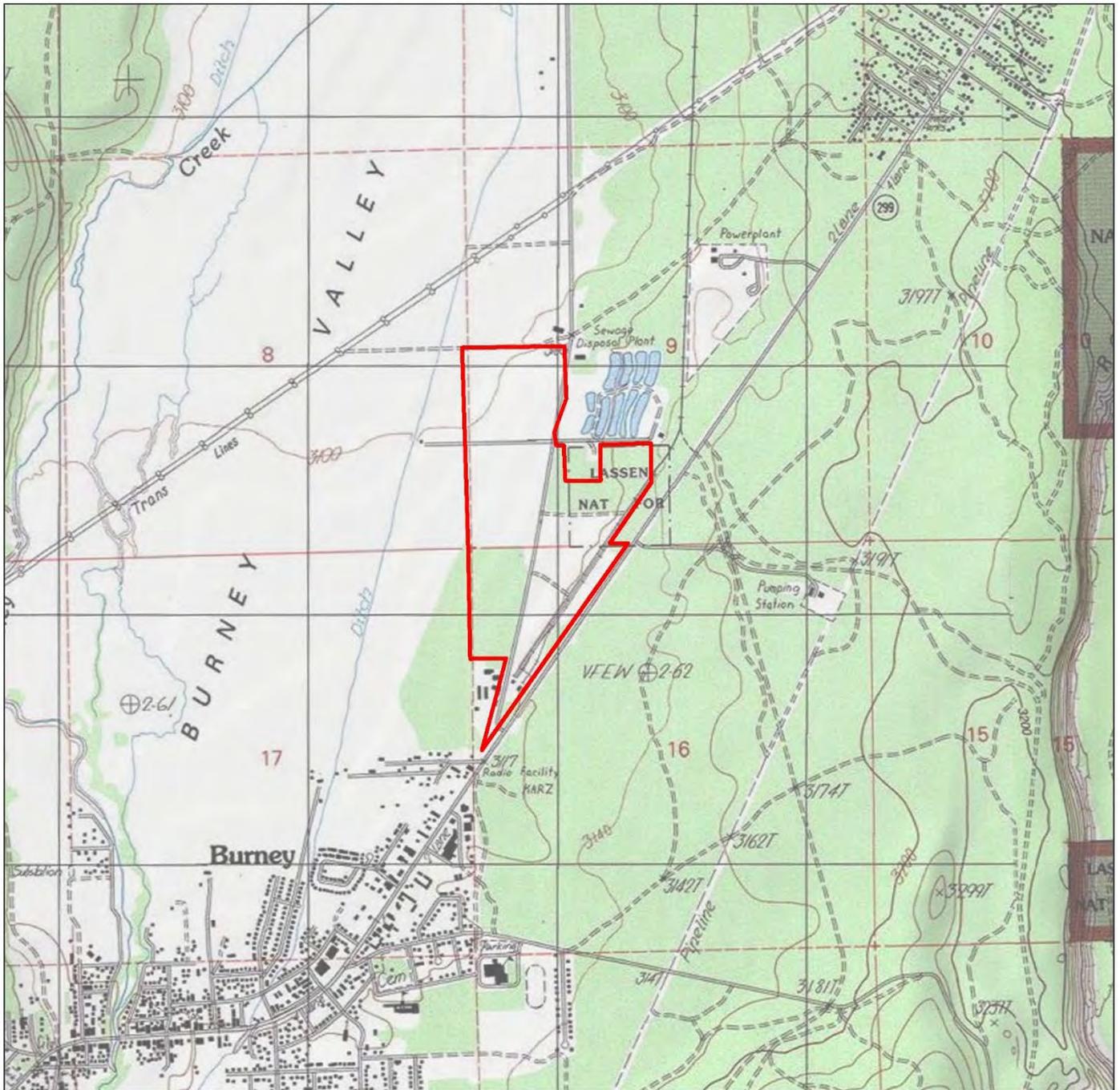


Figure 2. Project Location

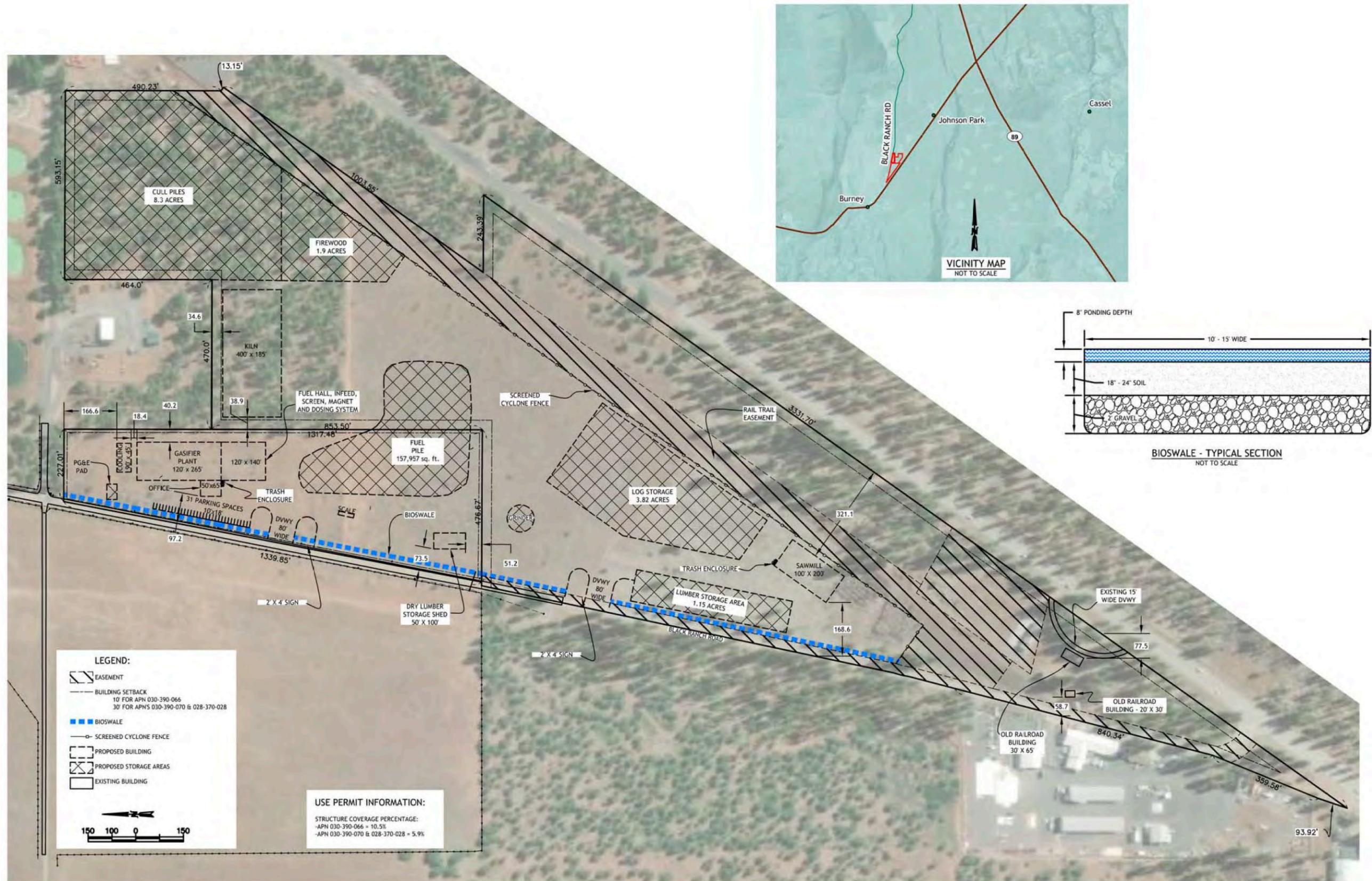


Figure 3. Site Plan

IV. REGULATORY CONTEXT

This section briefly discusses the nature and extent of State regulations that apply to the Project. As part of the compliance process the Project must comply with CEQA as amended; and its implementing regulations and guidelines, codified in Title 14 of the California Code of Regulations (CCR), which provide agencies guidance for compliance with environmental regulations.

CEQA applies to certain projects undertaken requiring approval by State and/or local agencies. Property owners, planners, developers, as well as State and local agencies are responsible for complying with CEQA's requirements regarding the identification and treatment of historic and prehistoric cultural resources. Under CEQA, cultural resources must be evaluated to determine their eligibility for listing in the CRHR. If a cultural resource is determined *ineligible* for listing on the CRHR the resource is released from management responsibilities and a project can proceed without further cultural resource considerations.

As set forth in Section 5024.1(c) of the Public Resources Code for a cultural resource to be deemed "important" under CEQA and thus eligible for listing on the CRHR, it must meet at least one of the following criteria:

1. is associated with events that have made a significant contribution to the broad patterns of California History and cultural heritage; or
2. is associated with the lives of persons important to our past; or
3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possess high artistic value; or
4. has yielded or is likely to yield, information important to prehistory or history.

Historic-era structures older than 50 years are most commonly evaluated in reference to Criterion 1 (important events), Criterion 2 (important persons) or Criterion 3 (architectural value). To be considered eligible under these criteria the property, must retain sufficient integrity to convey its important qualities. Integrity is judged in relation to seven aspects including: location, design, setting, materials, workmanship, feeling, and association. Prehistoric and historic-era archaeological resources are commonly evaluated with regard to Criterion 4 (research potential).

Guidelines for the implementation of CEQA define procedures, types of activities, persons, and public agencies required to comply with CEQA. Section 15064.5(b) prescribes that project effects that would "cause a substantial adverse change in the significance of an historical resource" are significant effects on the environment. Substantial adverse changes include both physical changes to the historical resource, or to its immediate surroundings.

Section 21083.2 of the CEQA guidelines also defines "unique archaeological resources" as "any archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and show that there is a demonstrable public interest in that information.
- Has a special and particular quality, such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person."

This definition is equally applicable to recognizing “a unique paleontological resource or site.” CEQA Section 15064.5 (a)(3)(D), which indicates “generally, a resource shall be considered historically significant if it has yielded, or may be likely to yield, information important in prehistory or history,” provides additional guidance.

V. BACKGROUND

As the significance of cultural resources is best assessed with regard to environmental and cultural contexts, descriptions of the natural and cultural setting of the project region are presented below.

Environment

The Project is situated at the eastern foot of the Cascade Range, where it meets the Modoc Plateau. The southern Cascades terminate about 60 km to the south near Mount Lassen. A chain of large recent volcanic cones, including Mount Shasta and Mount Lassen, characterizes this range. This portion of the Cascade Range contains sedimentary rocks of the Klamath Mountains overlain by Pliocene to Holocene volcanics, predominately basaltic andesite and basalt (Axelrod 1957:19-45; MacDonald 1966:63-96). This area is characterized by mixed conifer forest of the Southern Cascades. The lower elevations of the mixed conifer forest are often open pinewoods with chaparral. The mixed conifer forest is composed principally of ponderosa pine (*Pinus ponderosa*), Jeffrey pine (*Pinus jeffreyi*), incense cedar (*Calocedrus decurrens*), and Sierra juniper (*Juniperus occidentalis*). Other trees include white fir (*Abies concolor*), quaking aspen (*Populus tremuloides*), and Rocky Mountain maple (*Acer glabrum*), which tend to occur in low frequencies. Undergrowth consists of manzanita (*Arctostaphylos sp*), whitethorn (*Ceanothus sp.*), and poison oak (*Toxicodendron sp.*).

Prehistory

Archaeological investigations in the vicinity of the Project Area have developed a number of chronologies for the occupation by prehistoric people in the area (Manuel 1983). More recently, research has focused on synthesizing these early chronologies to eliminate confusion and facilitate widespread use (Delacorte 1997; Hildebrandt and King 2002; McGuire 2007). The Tuscarora sequence (Hildebrandt and King 2002) parallels many local chronological sequences and is the most regionally appropriate to projects in Northeastern California.

Tuscarora defines six distinct temporal periods: Early Holocene (11,000-7,000 B.P.), Post-Mazama (7,000-5,000 B.P.), Middle Archaic (3,500-1,300 B.P.), Late Archaic (1,300-600 B.P.), Terminal (600 B.P. to European contact).

Early Holocene Period 11,000-7,000 B.P.

Foraging groups during this period were highly mobile, utilizing large foraging territories to travel to disperse but rich resource patches (Beck and Jones 1997:221). Lithic assemblages consist of large bifacial cores, crescents, scrapers, and choppers (Delacorte 1997:70-73; Elston 1986). The period is marked numerous leaf-shaped, fluted, stemmed, and Fish Slough side-notch projectile points (Delacorte 1997:70-74; Hildebrandt and King 2002:11-12; King et al. 2004:24). There is little evidence to support the use of groundstone (Elston 1986).

Post-Mazama Period 7,000-5,000 B.P.

Archaeological sites dating to the Post-Mazama Period are marked by the presence of volcanic ash resulting from the eruption of Mount Mazama (Crater Lake, Oregon), which occurred around 7,000 B.P. Hunter-gatherer subsistence strategies during the Post-Mazama period employed frequent movement within large foraging territories, utilizing both upland game areas and wetlands. Occupational locations tend to be found in association with permanent rivers and springs (Beck and Jones 1997:181). Northern Side-notched projectile points are diagnostic artifacts associated with Post-Mazama Period occupation (Delacorte 1997:75-77). A variety of other projectile points (corner-notched, contracting stemmed, and dart projectile points) are also found (Hildebrandt and King 2002:11-12; King et al. 2004:24). The sparse nature of the archaeological assemblages suggests human populations remained low (Beck and Jones 1997).

Early Archaic Period 5000-3000 B.P.

The Early Archaic is characterized by Gatecliff Split-stem and Humboldt Concave Base projectile points (Delacorte 1997:77). Foraging territories remain large during this period (Smith 2010:800). Archaeological assemblages from this period contain greater numbers of bifaces and flaked stone tools than observed during previous time periods, suggesting a degree of sedentism.

Middle Archaic Period (3,500-1,300 B.P.)

The Middle Archaic is characterized by Elko series and Siskiyou Side-notch projectile points (Delacorte 1997:81). The Rose Spring projectile marks the first appearance of arrow points in the region. Arrow points are generally thought to have coincided with the technological switch from use of a spear and atlatl to the bow and arrow around 1,500-2,500 B.P (Elston 1986:145; Hildebrandt and King 2004:24; Webster 1980:64). Also, during this period archaeological deposits are continuing to diversify, suggestive of highly regularized settlement patterns.

Late Archaic Period 1,300-600 B.P.

The Late Archaic is dominated by Rose Spring projectile points, and is distinguished by the use of the bow and arrow technology (Delacorte 1997:86). This period is characterized by the centralization of settlements, reduced foraging territory sizes, and resource intensification (McGuire 2002:31; Smith 2010:800). The Late Archaic period also marks the onset of a major subsistence shift away from smaller animal resources to one focused on the exploitation of large game (Carpenter 2002:53).

Terminal Prehistoric Period 600 B.P. to European Contact

This period is characterized by Desert-side Notched and Cottonwood Triangular projectile points, with continued use of the bow and arrow (Delacorte 1997:88-89; Hildebrandt and King 2002:25). The larger settlements found during the Late Archaic become abandoned. During this period settlement appears to be characterized by family groups occupying independent camps during the summer and followed by settlement with other family groups in the winter to create large villages (Steward 1938:245).

Ethnography

The Project Area is within the ethnographic territory of the Pit River tribes. There are several primary sources that describe the culture and lifeways of the Pit River tribes (Dixon 1908, Kniffen 1928, Kroeber 1925, Merriam 1926, and Olmsted and Stewart 1978). The following summary is not intended to be a thorough description of Pit River culture, but instead is meant to provide context to

the present cultural resource investigation. In this section, the past tense is sometimes used when referring to Native peoples because this is a historical study. This convention is not intended to suggest that the Pit River peoples only existed in the past. To the contrary, members of Pit River tribes have strong cultural and social identities today.

Pit River tribes are Hokan speakers of the Palaihnihan language family. The Palaihnihan language family consists of two distinct languages, *Acumawi*, a cluster of nine dialects spoken along the Pit River from Big Bend in Shasta County to Goose Lake in the Warner Mountains near Nevada, and *Atsugewi*, which was spoken along Hat Creek to the west and in Dixie Valley to the east (Golla 2011:95). The area of present-day Burney is situated along the boundary of these two languages. The *Itsatawi*, or the Goose Valley Achomawi, were a small group whose territory center on the Goose Valley and lower Burney Creek area (Golla 2011: 97). The Hat Creek Atsugewi, or *Atsuge*, meaning pine tree people, were the western most group of Atsugewi speakers whose territory included the Hat Creek valley south of Cassel and the upper Burney Valley, and extended south to Lassen Peak.

Political organization existed at the village level. Individual bands were autonomous and sovereign with respect to each other, with headmen controlling or guiding villages. Villages contained approximately three to twenty-five earth-clad lodges and bark huts. The village asserted nominal control over the surrounding vicinity. The local headman typically owned the village land and perhaps some surrounding tracts (Dixon 1908:215). The status of village leaders was inherited commonly from a father to a brother or child, generally the eldest son (Dixon 1908:215).

Settlement patterns were focused on large winter villages, with seasonal dispersals into surrounding regions. Foraging parties and families constructed summer camps from circular enclosures of brush or juniper limbs, ten to fifteen feet across with an opening facing the east. These structures had no roofs, but a makeshift covering of branches or bark was erected during inclement weather.

After decades of conflict with intruding American settlers, in 1905, the Bureau of Indian Affairs set up rancherias to provide a home and subsistence for Native peoples of the area. Three Pit River Rancherias were established in 1915 and 1916 at Big Bend, Roaring Creek, and Montgomery Creek. The loss of tribal territories led to a series of land claims against the Federal government that persist to present day (Raven and Woods 1985:30-32).

History

Early Exploration

Exploration of the Pit River country by Euro-Americans occurred relatively late compared to other areas of northern California. The earliest entry into this area began in the mid-to-late 1820s, when members of the Hudson's Bay Company began annual trapping and trading expeditions from Fort Vancouver. Peter Ogden was among the first Euroamericans to contact the Pit River in 1827. He and a few individuals after him trapped game (Raven and Woods 1985:17). In 1833, John Work camped with his Hudson's Bay Company expedition near the Pit River while he and his group were reportedly suffering from malaria, which spread to local tribes with catastrophic effects (Raven and Woods 1985:18). James Harper Predmore is considered the earliest Euroamericans to attempt settlement in the area, establishing a claim in 1858. Confrontations among the Pit River bands and Euroamericans were common. Fort Crook was built in 1857 near Fall River Mills to establish a military presence in the area. Until its closure in 1869, Fort Crook played a major role in attracting new settlement to the region (Neasham 1957).

The town of Burney takes its name from Samuel Burney, a Scotsman who had settled in this locale on behalf of Predmore. He lived there with a Native American boy from Sacramento Valley. Burney was found murdered with a hatchet to the back of the head, and the boy's throat was cut (Shiplet 2021). This event has been attributed to an Atsugewi leader called Old Shavehead, though this story lacks substantial evidence (O'Brien 2019). This event came to be the namesake of the valley—first, “the valley where Burney was killed,” then “Burney Valley,” and, eventually, simply Burney (Moore 2020; Shiplet 2021). R.M. Johnson, who found the scene, took to naming features around the area for him, including Burney Falls and Burney Mountain.

The Town of Burney

Historic settlement into Pit River country did not begin in earnest until the 1860s as a result of the Homestead Act of 1862. Ranches were soon established along the valley's waterways. The Burney Valley post office was established in 1872. It also served as the stage stop, trading post and saloon. Until 1887, the area was used primarily for farming and included a large orchard, potato fields, hay fields and vegetable gardens (Shiplet 2021). As trails and highway systems eventually grew through the area, Burney became a service-oriented town. This characterized the business of the town until 1936, when the opening of two sawmills shifted the economy towards lumber.

In 1922, PG&E opened the Pit 1 Powerhouse to generate power using the Fall River, but the project was hampered by the large amount of water being diverted by the McArthur family. PG&E eventually purchased land and the subsequent water rights from Mr. McArthur in 1924, placing the Pit 1 Powerhouse back into full operation.

The McCloud River Railroad in Burney

The McCloud River Railroad constructed a 32-mile extension to Burney in 1955. This was due to the McCloud River Lumber Company's purchase of 1,500,000,000 board feet of local timber from the Fruit Growers Supply Company in Burney. This yard was opened with a golden spike ceremony on July 3, 1955. At the time, it was the first railroad built in northern California by private capital in 24 years (Giessner 2020). It was named the PVA yard after the PVA Lumber Company, which operated a yard at the end of the line. Section sheds, a single-stall engine house, and a two-story railroad station were constructed. Extended logging trackage was built out into the company's purchase, and the station became a center of logging operations in the town. Two small manufacturing plants were located in the yard area alongside PVA's operations in the 1960s, benefitting from the proximity of the railroad. In 1964, the McCloud River Railroad closed the logging railroad trackage, and tracks south of the station were closed as a result. The line served major freight shipping in and out of the area for most of its lifespan, including importing PG&E hardware and exporting lumber and sugar beets. The property housed administrative functions until the 1980s, and section crews remained until 1996. The railroad remained in service until 2000, when the tracks were pulled up and many buildings were demolished (Moore 2020).

VI. SOURCES CONSULTED

Records Search

On April 19, 2021, a records search (File Number D21-85) was conducted by Ryan Bradshaw, Coordinator of the Northeast Information Center (NEIC) of the California Historical Resource Information System (CHRIS) located in Chico, California. The NEIC, an affiliate of the State of California Office of Historic Preservation is the official state repository of archaeological and

historical records and reports for an 11-county area that includes Shasta County. The records search included a review of all study reports on file within a 1/4-mile search radius of the Project area. A search of cultural resources encompassed a search radius as well. Sources consulted include archaeological site and survey base maps, survey reports, site records, and historic General Land Office (GLO) maps.

Included in the review were:

- National Register of Historic Places - Listed properties Eligible Properties (2012)
- California Register of Historical Resources (2012)
- California Points of Historical Interest (2012)
- California Inventory of Historic Resources (1976)
- California Historical Landmarks (2012)
- Built Environment Resource Directory (2019)
- Handbook of North American Indians, Vol. 8, California (1978).

Review of historic registers and inventories indicate that no historical resources are present in the Project Area. There are no eligible or listed historic properties within the quarter mile search radius.

A review of archaeological site and survey maps reveal that 17 cultural resources studies have been previously performed within a quarter mile radius of the Project Area (Table 1). The Project Area itself has been previously surveyed.

Table 1. Summary of Previous Cultural Resource Studies within Search Radius

Report No.	Authors	Year	Title
NEIC-001357	Moratto, Michael J., Thomas L. Jackson, Richard Pettigrew, Randall F. Schalk, David Chavez, Eric C. Gibson, Claudia B. Hemphill, Christian J. Miss, Barry A. Price, Melinda Romano, C. Kristina Roper, Brian P. Wickstrom, Michael S. Burney, Clayton G. Lebow, Jon Silvermoon, and Michael K. Crist	1990	Cultural Resources Assessment Report, PGT-PG&E Pipeline Expansion Project, Idaho, Washington, Oregon, and California; Phase 1: Survey, Inventory, and Preliminary Evaluation of Cultural Resources
NEIC-001357	Price, Barry, Timothy Canaday, Richard Pettigrew, Robert Bryson, Lou Ann Speulda, Ricky Atwell, and Michael Ostrogorsky	1993	Archaeological Testing and Evaluation Report 1991 Field Season and Historic Properties Treatment Plan for 1992 Field Season, PGT-PG&E Pipeline Expansion Project, Idaho, Washington, Oregon, and California
NEIC-001357	Romano, Melinda, Lou Ann Speulda, Jill Onken, Robert Bryson, Pat Mikkelsen, Judith Willig, Fred Crisson, Lynda Sekora, Paul Bouey, Kurt Katsura, Dennis McDougall, Jessica Van der Feen, Barry Price, Craig Skinner, Nancy Sharp, Karl	1993	Archaeological Testing and Evaluation Report 1991 Field Season and Historic Properties Treatment Plan for 1992 Field Season, PGT-PG&E Pipeline Expansion Project, Idaho, Washington, Oregon, and California - Vol. IID: Descriptive Reports and Data Compendia California

Report No.	Authors	Year	Title
	Benedict, and Nancy Stenholm		
NEIC-001357	Moratto, Michael, Richard Pettigrew, Barry Price, Lester Ross, and Randall Schalk	1994	Archaeological Investigations PGT-PG&E Pipeline Expansion Project, Idaho, Washington, Oregon, and California - Vol. I: Project Overview, Research Design and Archaeological Inventory
NEIC-001357	Hildebrandt, William, Patricia Mikkelsen, Amy Gilreath, Sharon Waechter, John Berg, Paul Bouey, C. Kristina Roper, Randall Milliken, Ricky Atwell, Andrew Bailey, Kelly McGuire, Clayton Lebow, Kurt Katsura, and Jill Onken	1995	Archaeological Investigations PGT-PG&E Pipeline Expansion Project, Idaho, Washington, Oregon, and California - Vol. IIC: Summary Reports: Prehistoric Sites California
NEIC-001357	Bowyer, Gary, Lou Ann Speulda, Lynda Sekora, and Lester Ross	1995	Archaeological Investigations PGT-PG&E Pipeline Expansion Project, Idaho, Washington, Oregon, and California - Vol. III: Summary Reports: Historic Sites
NEIC-001357	Atwell, Ricky, William Hildebrandt, Clayton Lebow, Patricia Mikkelsen, Michael Moratto, Richard Pettigrew, Lester Ross, Randall Schalk, Lynda Sekora, and Lou Ann Speulda	1995	Archaeological Investigations PGT-PG&E Pipeline Expansion Project, Idaho, Washington, Oregon, and California - Vol. IV: Synthesis of Findings
NEIC-001357	Bryson, Robert, Craig Skinner, and Richard Pettigrew	1995	Archaeological Investigations PGT-PG&E Pipeline Expansion Project, Idaho, Washington, Oregon, and California - Vol. V: Technical Studies
NEIC-001357	Lloyd, Jay, Sandra Flint, Barry Price, Randy Baloian, Douglas Harro, Philip Fulton, Terri Fulton, and Dina Coleman	2003	Cultural Resources Investigations along Line 401 Capacity Loops 8 and 9, Modoc and Shasta Counties, California
NEIC-001761	Shorey, Thomas E	1994	Archaeological and Historical Resources Survey and Impact Assessment: Subdivision THP
NEIC-002792	Fung, Teresa	1993	Archaeological Survey Report for the Highway 299 Structural Repair Project Near Burney, Shasta County, California
NEIC-004092	Bennett, Elizabeth	1994	Historic Property Survey Report for a Proposed Structural Repair Project Near Burney on State Route 299, Shasta County, California 02-Sha-299 P.M. 66.0/77.9 02815 29940K
NEIC-008794	Vaughan, Trudy	2007	Archaeological Reconnaissance for the Proposed Abandonment and Discontinuance of Service by McCloud Railway Company of 77 Miles of Railroad (McCloud to Bartle, Bartle to Hambone, and Bartle to Burney), Siskiyou and Shasta Counties, California

Report No.	Authors	Year	Title
NEIC-011482	Jensen, Peter M.	1983	Intensive Cultural Resources Survey of the Fruit Growers Supply Company's 400-Acre Proposed Planned Unit Development Near Burney, Shasta County, California
NEIC-011677	Goodner, Michael J.	2012	Confidential Archaeological Addendum for the Highmark Timber Harvesting Plan, Shasta County, California
NEIC-014120	Sharp, Jessica	2018	Cultural Resources Survey Report for NRCS Project #17FY45-0012: Lindgren Proposed Irrigation Pipeline, Center Pivot, Livestock Pipeline and Watering Facility near Burney, Shasta County, California
NEIC-014362	Goodner, Michael	2013	Confidential Archaeological Addendum for the Town Timber Harvesting Plan, Shasta County, California
NEIC-014733	Peltier, Jacques	2018	Cultural Resources Inventory Report Burney Wastewater Collection and Treatment Improvement Project Burney, Shasta County, California

Three cultural resources were identified within the quarter-mile search radius (Table 2). All three resources originate in the historic era, including an electrical transmission line, railroad, and water ditch.

Table 2. Summary of Documented Cultural Resources within Search Radius

Primary	Trinomial	Resource Name	Age	Description
P-45-002939	CA-SHA-002939H	PG&E Pit 1 Vaca-Dixon 230 KV Line	Historic	Transmission Line
P-45-003063	CA-SHA-003063H	McCloud River Railroad Segments	Historic	Railroad
P-45-004470		Greer-Cornaz Ditch	Historic	Water Ditch

Historic Map Review

Review of historic maps of the area was completed to better understand the timing of development within the Project Area and recognize historic features.

Bureau of Land Management (BLM)

- 1866 Survey plat of T35N R3E. General Land Office Records, Bureau of Land Management, Washington, D.C. 1:31,680 scale.
- 1892 Survey plat of T35N R3E. General Land Office Records, Bureau of Land Management, Washington, D.C. 1:31,680 scale.

California Division of Highways

- 1934 *Highway Transportation Survey of 1934 for Shasta County*. Institute of Transportation Studies Library, University of California, Berkeley. 1:193,121 scale.

Denny, Edward

- 1904 *Denny's Map of Shasta County, California and Eastern Portion of Trinity County*. Historical Map Collection, Chico State University, Chico, California. 1:189,000 scale.

Metsker, Thomas C.

1959 *Metsker's Atlas of Shasta County, California*. Metsker Maps, Tacoma, Washington. 1:31,680 scale.

United States Geological Survey

1886 Lassen Peak Topographic Map, 1:250,000 scale.
1892 Lassen Peak Topographic Map, 1:250,000 scale.
1894 Lassen Peak Topographic Map, 1:250,000 scale.
1898 Lassen Peak Topographic Map, 1:250,000 scale.
1902 Lassen Peak Topographic Map, 1:250,000 scale.
1905 Lassen Peak Topographic Map, 1:250,000 scale.
1910 Lassen Peak Topographic Map, 1:250,000 scale.
1914 Lassen Peak Topographic Map, 1:250,000 scale.
1924 Lassen Peak Topographic Map, 1:250,000 scale.
1933 Lassen Peak Topographic Map, 1:250,000 scale.
1935 Burney Topographic Map, 1:96,000 scale.
1939 Burney Topographic Map, 1:125,000 scale.
1957 Burney Topographic Map, 1:62,500 scale.
1964 Burney Topographic Map, 1:62,500 scale.
1990 Burney Topographic Map, 1:24,000 scale.
1998 Burney Topographic Map, 1:24,000 scale.

The earliest map of the area is a cadastral survey plat drawn by the General Land Office in 1866. It shows early developments in Burney Valley, including "Caton's [sic] field," a large clearing in sections 8 and 17, and "Fort Crook Road," which follows the eastern edge of Caton's field as it trends roughly northeast to southwest. No development appears in the vicinity of the Project Area (BLM 1866). This depiction remains consistent through 1892 (BLM 1892). No community development is depicted on these maps, though this is certainly a limitation of the map itself.

The first USGS quadrangle to depict the town of Burney Valley dates to 1886. This map shows a small settlement along Burney Creek, at the intersection of four roads radiating in roughly cardinal directions. No clear development appears in the area aside from these roads and a symbol indicating the location of the town (USGS 1886). This base map remains mostly unmodified through 1914 (USGS 1892, 1894, 1898, 1902, 1905, 1910, 1914). By 1924, large tracts of land surrounding Burney Valley are labeled under the ownership of Shasta National Forest and Lassen National Forest. None of these lands appear near the Project Area in 1924, but by 1933, a small block of land appears in the northeastern portion of the Project Area (USGS 1933). By 1933, notable development appears along the main road in the town of Burney. This road is labeled as the "US HY 299/Redding-Alturas Highway." The roads through the valley appear in their current alignment. This level of development appears fairly consistent through 1939 (USGS 1933, 1935, 1939).

By 1955, the town of Burney appears highly developed. Schools and extensive neighborhood streets appear throughout the town. The largest land owners in the vicinity are Fruit Growers Supply, which appears to hold most of the surrounding lands outside of the town, and "Wm. And E. Hathaway," who hold a large tract to the north of town in the valley lands. The Project Area appears under the ownership of the McCloud River Lumber Company. Lumber railroads extend into the hills to the east of the town (Metsker 1959:27). Though the railroad into the Project Area existed at this time, this map does not depict it.

The USGS 1957 quad is the first to depict this railroad. From the Project Area, the railroad proceeds northeast along 299 through a block of land owned by Lassen National Forest, then turns north. A series of logging railroads appear to the east of the highway. At this time, the town of Burney appears to have expanded east along the highway, approaching the Project Area's southern corner. This remains the case on the subsequent quad seven years later (USGS 1964). By 1994, urban development has expanded dramatically in Burney. The PGE station southeast of the Project Area appears on this map. A sewage disposal plant and a powerplant appear north of the Project Area. Three parallel railroad tracks appear to lead through the Project Area. A dirt road connects the center of this segment to Black Ranch Road. The railroad tracks crossing Highway 299 appear to have been decommissioned and converted to dirt automotive roads. Most importantly, two buildings appear inside the Project Area. Three railroad tracks lead to the western building, while a short spur leads to the eastern building. This depiction

Ethnographic Literature Review

Available ethnographic literature was reviewed to identify cultural resources in the project vicinity. The following sources were consulted.

Dixon, Roland B.

1908 Notes on the Achomawi and Atsugewi Indians of Northeast California. *American Anthropologist* 10(2):208-220.

Kniffen, Fred B.

1928 Achomawi Geography. *University of California Publications in American Archaeology and Ethnology* 23(5):297-332.

Kroeber, Alfred L.

1925 Handbook of the Indians of California. *Bureau of American Ethnology Bulletin* 78. Washington, D.C.

Olmsted, David L., and Omer C. Stewart

1978 Achumawi. In *California*, edited by Robert R. Heizer, pp. 225-235. Handbook of North American Indians, Vol. 8. William C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

According to Kniffen (1928:321), the nearest ethnographically-described village is that of *Nowi'stawadje*. This site is located on the north bank of the Pit River, approximately four miles of the Project Area.

Native American Outreach

Assembly Bill 52, which went into effect in July 2015, is an amendment to CEQA Section 5097.94 of the Public Resources Code. AB52 established a proactive consultation process with all California Native American tribes identified by the Native American Heritage Commission (NAHC) with cultural ties to an area. This process is implemented on projects that file a notice of preparation for an EIR or notice of intent to adopt a negative or mitigated negative declaration. Under AB52, the Lead Agency is required to consult with tribes at tribal request. The bill further created a new class of resources under CEQA known as Tribal Cultural Resources (TCRs).

ALTA archaeologist Samantha Beck contacted the NAHC on March 23, 2021 to request a review of the Sacred Lands file and to request a list of Native American contacts in this area. In the NAHC response dated April 9, 2021, Nancy Gonzalez-Lopez (Cultural Resources Analyst) indicated that a search of the Sacred Lands File returned a negative result. The NAHC provided a list of four Native American tribes or individuals with cultural affiliations to the area. ALTA archaeologist Jamie Frattarelli sent letters to representatives of these four tribes on June 22, 2022. Attachment B provides copies of the Native American correspondences.

VII. FIELD METHODS

Archaeologist Brianna Boyd conducted a field survey of the Project Area on April 21, 2021. The project parcel map, topographic maps, aerial imagery, and roads, were used to correctly identify the Project Area. Ground surface visibility was generally good (50-70%). Vegetation consisted primarily of Western juniper and sage, with occasional groupings of oak and pine trees. Areas of exposed mineral soil were inspected for evidence of cultural materials. Boots scrapes, further exposing the mineral ground surface, were also completed throughout the Project Area. The entire Project Area, approximately 74.35 acres, was intensively surveyed with survey transects spaced no greater than 20 meters (Figure 4). During the archaeological field survey, digital photos were taken of the Project Area and surroundings (Attachment C).

VIII. STUDY FINDINGS AND MANAGEMENT RECOMMENDATIONS

Study Findings

As previously discussed in section IV, this cultural resource inventory was conducted to address the responsibilities of CEQA, as codified in Public Resource Code sections 5097, and its implementing guidelines 21082 and 21083.2. No cultural resources were identified within the Project Area as a result of the records search or outreach to Native American organizations. The literature review revealed the presence of a historic-era railroad yard. Additionally, field survey revealed the presence of two isolated obsidian artifacts. These resources were recorded during archaeological field survey and documented on Department of Parks and Recreation Form 523 (see Attachment D). The resources are described below.

Resource Descriptions

ALTA2021-40-ISO01

This isolated find consists of a single obsidian flake tool in the road fill along Black Ranch Road. The isolate is located 10 feet north of a PGE pole bearing a spraypainted number 23. It measures 42 millimeters long by 27 millimeters wide by seven millimeters thick. Edge wear is evident on all edges, in the form of step fractures and dullness. The material is semi-translucent black obsidian with no banding or phenocrysts. The flake itself was produced in the late core reduction stage of lithic reduction, and appears expediently used rather than modified. The tool is likely out of its original context, as it is situated atop road fill rather than native soil.

ALTA2021-40-ISO02

This isolated find consists of a single obsidian flake. It is located 15 feet north of a dirt access road leading west from Black Ranch Road. This flake measures 11 millimeters long by 20 millimeters wide by three millimeters thick, and represents early biface reduction. The material is translucent

grayish-black obsidian, with no banding or phenocrysts. No evidence of wear suggests utilization as an expedient tool. It was identified in an area which has been recently graded, and thus is likely removed from its original context.

Burney/PVA Railroad Yard

This site consists of the remains of a railroad depot and yard which marked the end of the McCloud River Railroad extension to Burney. This site consists of a two-story log cabin-style railroad station, a steel single-bay engine house, a wood-frame section shed, and 152 feet of remnant railroad tracks. This yard was constructed in 1955 to transport lumber produced from the railroad's purchase of 1,500,000,000 board feet of timber in Burney Valley, and served additional local freight shipping operations until its closure in 2000. Historic elements of the railroad yard were removed around 2000. The remaining features are in fair condition, having suffered from demolition by neglect and occupation by transients.

Depot

This building is a two-story log-cabin style railroad depot constructed in 1954-55. It is situated 130 feet northwest of Highway 299. This building served as the center of a switch between the main line of the McCloud River Railroad and local lines leading from lumber mills and logging railroads in the forest (Moore 2020). The side gabled building is laid out in a rectangular plan oriented in parallel to Highway 299. The primary façade faces southeast towards Highway 299. An elevated loading platform wraps around the northern corner of the building. An upper story lies over one third of the length of the building.

The building rests on a concrete perimeter foundation, painted red with the lower story siding. The lower story is sided in 1x6" horizontal faux log lap siding, backed with 1x8" shiplap. The faux log siding is mitered to wrap around the building on each corner. The southwestern gable end is clad in 1x10" vertical tongue-in-groove siding. The "logs" are painted red, while the "chinking" is painted white. The siding is affixed with galvanized wire nails. The windows around most of the lower story are single-pane double-hung sash windows, with false wooden shutters affixed to the siding. A string of single-pane fixed windows lines the upper edge of the northwestern façade. The main pedestrian entrance is a single 36" door, presently boarded up with plywood. It is flanked by matching four-light sidelites and neoclassical moulding. A secondary pedestrian doorway lies on the northeastern façade. Two cargo doors are located on the loading platform: one on the northeastern façade, up a flight of stairs from the pedestrian door; and one on the northwestern corner. The former is a prefabricated aluminum cargo door, while the other is constructed of the faux log lap siding. The low-pitch side-gabled roof is clad in Hollywood shakes. The plumb-cut eaves are enclosed with plywood and fronted with simple fascia. A utility drop is located on the northeastern façade, and houses electrical and phone lines. Electricity is metered by three PG&E Smart Meters. A gas line enters the western corner of the building from the ground. A steel chimney projects from the roof of the upper story.

The upper story is constructed in a different fashion than the lower story. This story encompasses only the northeastern half of the building. The southeastern façade overhangs the lower story by approximately two feet. The exposed ends of the joists are cut with a double convex pattern. It is clad in 1x10" vertical tongue-in-groove siding. Three wall dormers face the street on the southeastern façade. Each dormer features a six-over-six sash window.

The platform which wraps around the northern corner of the building stands roughly five feet tall and measures four feet deep. It rests on concrete piers, and features 2x12" decking. It is skirted in corrugated sheet metal, painted white. A short staircase leads up to the platform from the northeastern façade. A short walkway lined with vesicular basalt cobbles wraps around to this location from the primary façade.

This building is in overall fair condition. The most significant damage is due to a tree which fell on the building. This event broke off the gabled door overhang on the northeastern façade and crushed the northernmost wall dormer on the second story. The roofing is overall in a state of disrepair, exhibiting heavy sag and missing fascia and shingles. Some siding is also missing from the southwestern gable end of the upper story. However, the building retains visible structural integrity and much of its historical character. No serious alterations appear to have modified it from its original condition.

Engine House

This building is a single-bay rigid frame steel engine house, used to store and repair rolling stock. It lies 80 feet northwest of the depot building. A builder's badge on the peak of the primary façade's gable end identifies it as a manufactured building produced by Soulé Steel Company of San Francisco. It is oriented to face northeast, and measures 60 feet long by 20 feet wide. It rests on a concrete perimeter foundation which lies flush with ground level. The building is framed using a conventional rigid frame steel building system, and is clad in unpainted galvanized corrugated sheet metal affixed with sheet metal screws. Fiberglass insulation is fitted into the siding on the interior, but no interior siding appears to have existed. Tracks lead into the building through a pair of corrugated sheet metal double doors on the primary façade. A 36-inch steel pedestrian door is located on the southeastern façade, near the eastern corner of the building. The low-pitch front gabled roof is clad in the same steel sheet metal as the siding. A large turbine ventilator lies in the center of the roof ridge. Electrical and phone lines enter the building through a utility drop on the eastern corner of the building. Inside the building, a concrete-lined inspection pit lies between the railroad tracks which extend the length of the building. This pit is roughly enclosed with transversely-laid 2x12" planks. The double doors of the building are bent and do not presently function. The floor of the building is largely covered with modern trash from transient occupation. Much of the southwestern portion of the roofing is missing, exposing the interior to the elements. Despite this, the building remains in relatively good condition, appearing structurally sound and clearly conveying its original function.

Section Shed

This building is a front-gabled rectangular single-room section shed. This is the last remaining of reportedly many section sheds used by the McCloud River Railroad to store equipment used by the section crew. It is located 450 feet north-northeast of the engine house, and is situated to lie south of the former railroad grade. It is oriented to face northwest, and measures 20 feet and four inches long by 12 feet and six inches wide. The shed lacks a foundation. Instead, its railroad tie rim joists lie on bare soil. No flooring or floor joists form a floor, leaving the rim joists as the only substructure of the building. The shed is sided in faux rustic textured plywood, and backed by 1x8" horizontal shiplap, both affixed with wire nails. A single opening for a 36-inch door lies on the northwest-facing primary façade. The door is absent, as is a replacement door which was framed in the old door opening using modern 2x4"s. Modern metal strap hinges remain in the door frame. Windows are located on the northeastern and southeastern façades. The northeastern window is a single-pane six-light fixed window, while the southeastern is a pair of six-light wooden sliders. A steel wall

thimble for a chimney projects horizontally through the southeastern façade adjacent to the sliding window, but no fireplace or other chimney parts remain. The medium-pitch front-gabled roof is clad in corrugated sheet metal, supported only by purlins and rafters. No sheathing appears to have underlain the roof. No utilities appear to have been hooked to this building. This shed has been periodically occupied by transients, as evinced by a large amount of modern debris inside and outside of the building. The building is overall in fair condition, as it remains structurally sound despite years of abandonment and relatively expedient construction.

Remnant Tracks

A single stretch of remnant railroad tracks lie between the depot building and the engine house. These tracks measure at standard gauge width, and extend in a northeast-to-southwest fashion for 152 feet. The ties and plates are buried beneath graded soils, leaving only the tops of the rails visible, flush with ground level. The southwestern terminus of the tracks appears to lie parallel to the southwestern façade of the depot building, both of which run up to an automotive access road leading onto the property. The northeastern terminus of the tracks lies just short of a modern power boosting station for a fiber optic cable.

Historic Resource Evaluation

Because the project entails modification of a historic building, an evaluation of the Burney/PVA Railroad Yard is necessary in order to determine whether or not the proposed work an adverse effect on historic resources. In order for a property to be considered eligible for listing in the CRHR, it must possess historical significance by fulfilling at least one of four criteria, and retain sufficient integrity, defined by seven aspects (PRC Section 5024.1(c)). This section outlines the evidence for significance and integrity of the Burney/PVA Railroad Yard based on these criteria.

ALTA2021-40-ISO1 and -ISO-02, being isolated finds located in disturbed contexts, do not possess enough data potential or historical context to meet the threshold of potentially significant historic resources.

Criteria for Significance

Criterion 1

Criterion 1 identifies significant resources as those “that are associated with events that have made a significant contribution to the broad patterns of our history” (PRC § 5024.1(c)(1)). Considered as a unit rather than individual components, this site represents the incursion of the McCloud River Railroad and McCloud River Lumber Company into Burney, as well as the town’s shift from roadside supply hub to lumber town. Though this is notable in the town, the site does not represent any particularly notable element of railroad history in northern California besides being an especially late addition to a large railroad network. The Burney/PVA yard of the McCloud River Railroad does not represent the most productive or significant years of the lumber industry in the broader area. Rather, it represents the beginning of the decline of lumber railroads, evinced by the property’s decreasing use as a railroad station over the course of its life. As such, the site is not eligible under Criterion 1.

Criterion 2

Criterion 2 identifies significant resources as those “that are associated with the lives of persons significant in our past” (PRC § 5024.1(c)(2)). No particular individuals affiliated with the Burney aspect of the McCloud River Lumber Company, Fruit Growers Supply Company, or the PVA Lumber

Company were noted in any local or regional historical records. As such, no persons make this site eligible for inclusion under Criterion 2.

Criterion 3

Criterion 3 identifies significant resources as those “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” (PRC § 5024.1(c)(3)). The section shed and engine house in this site are primarily utilitarian buildings which were not uncommon features of railroads throughout the United States. The demolition of all but the single remaining section shed makes this particular one a unique feature of the McCloud River Railroad, as such expediently-constructed buildings often do not survive decades of routine use, much less major landscape overhauls. But this alone does not distinguish the section shed as an eligible resource under Criterion 3. The engine house, being a rather conventional manufactured corrugated sheet metal building from the mid-20th century, does not possess any unique or notable features in either architecture or construction.

Criterion 4

Criterion 4 identifies significant resources as those “that have yielded, or may be likely to yield, information important in prehistory or history” (PRC § 5024.1(c)(4)). As the buildings and structures in this site are constructed using conventional methods and materials, none of them are likely to yield novel information that would contribute to research themes in local, county, state, or national history.

Aspects of Integrity

Location

As most of the buildings have not moved from their original location, the site retains integrity of location. The fact that the section shed was likely constructed offsite and moved to this site is not a detracting element from this aspect, as section sheds are made to move easily by design.

Design

No building in this site exhibits any sign of extensive remodeling which alters its historical character. The most change has occurred to the depot, which has received modern utilities and light repairs. However, these are functional repairs and do not have a deleterious effect on integrity of design. This aspect remains strong across the site.

Setting

The site was intentionally situated on the outskirts of Burney, on the edge of a forest adjacent to a wide meadow. This setting remains more or less identical to the period of its original construction, albeit with regrowth of trees after the end of the lumber boom. Integrity of setting remains high in the vicinity of the site.

Materials

As previously discussed, materials have not substantially changed on the buildings since their original construction in 1954-55. Though weathering and active use by transients has caused some damage, this does not affect the integrity of materials throughout the site.

Workmanship

Workmanship across this site is mixed but generally overall high. The section shed, being constructed expediently, cannot be lauded as the work of a master, yet its original method of construction remains clear. The engine house, being a manufactured building, does not truly convey elements of workmanship in the past. The depot, however, demonstrates a particular level of workmanship which clearly places it in the mid-1950s. This is primarily demonstrated by the application and painting of the faux log lap siding, which strongly invokes the frontier revivalism of the 1950s. The use of single-pane wooden sash windows and faux shutters is an aesthetic choice which would have been impractical in 1955, as aluminum windows were cheaper and widely available at the time. And, despite heavy damage from a tree falling on the building, it retains a surprising level of structural integrity, speaking to some level of craftsmanship. Thus, integrity of workmanship remains high throughout the site.

Feeling

The removal of most of the railroad lines and infrastructure across the site does detract from the ability to recognize the site as a railroad yard to a non-local. The installation of the fiber optic boosting station in the middle of the site particularly detracts from a historic-era character. The only building which plainly demonstrates its function is the engine house, which features engine-sized double doors fronted by railroad tracks. While the functions of the remaining buildings are evident upon closer inspection, the overall loss of infrastructure detracts from the feeling of the site to the point where this aspect of integrity is low, though not absent.

Association

The loss of much of the infrastructure related to the McCloud River Railroad and lumber yard contexts does detract from the site's integrity of association. However, the buildings convey their function to the extent that they can be clearly associated with a railroad context. Integrity of association is thus modest.

Uniqueness of Resource

This railroad yard is unique in the town of Burney, being its only railroad depot. However, for the purposes of CEQA, this site does not qualify as a unique archaeological resource. This is because railroad yards and buildings are still fairly ubiquitous in mountain and valley towns alike. Lumber railroads characterized nearly every forested part of California until the industry gradually shifted towards trucks throughout the later 20th century.

In conclusion, this evaluation finds that the Burney/PVA railroad yard meets five of the seven aspects of integrity, but none of the four criteria for eligibility for the CRHR. Therefore, the site is evaluated herein is recommended as *ineligible* for inclusion on the CRHR. The project will not cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. The project will not cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5.

Management Recommendations

The project, as presently designed, is not expected to have an adverse effect on cultural resources. The project should be allowed to proceed given the following recommendations.

Follow Secretary of the Interior's Guidelines

As defined by the four criteria for significance and seven aspects of integrity defined in the CEQA guidelines, a historic property conveys its significance through its material qualities (PRC Section 5024.1(c)). Though the Burney/PVA railroad yard is evaluated in this report as ineligible for the CRHR, the site still figures as an important part of Burney's history.

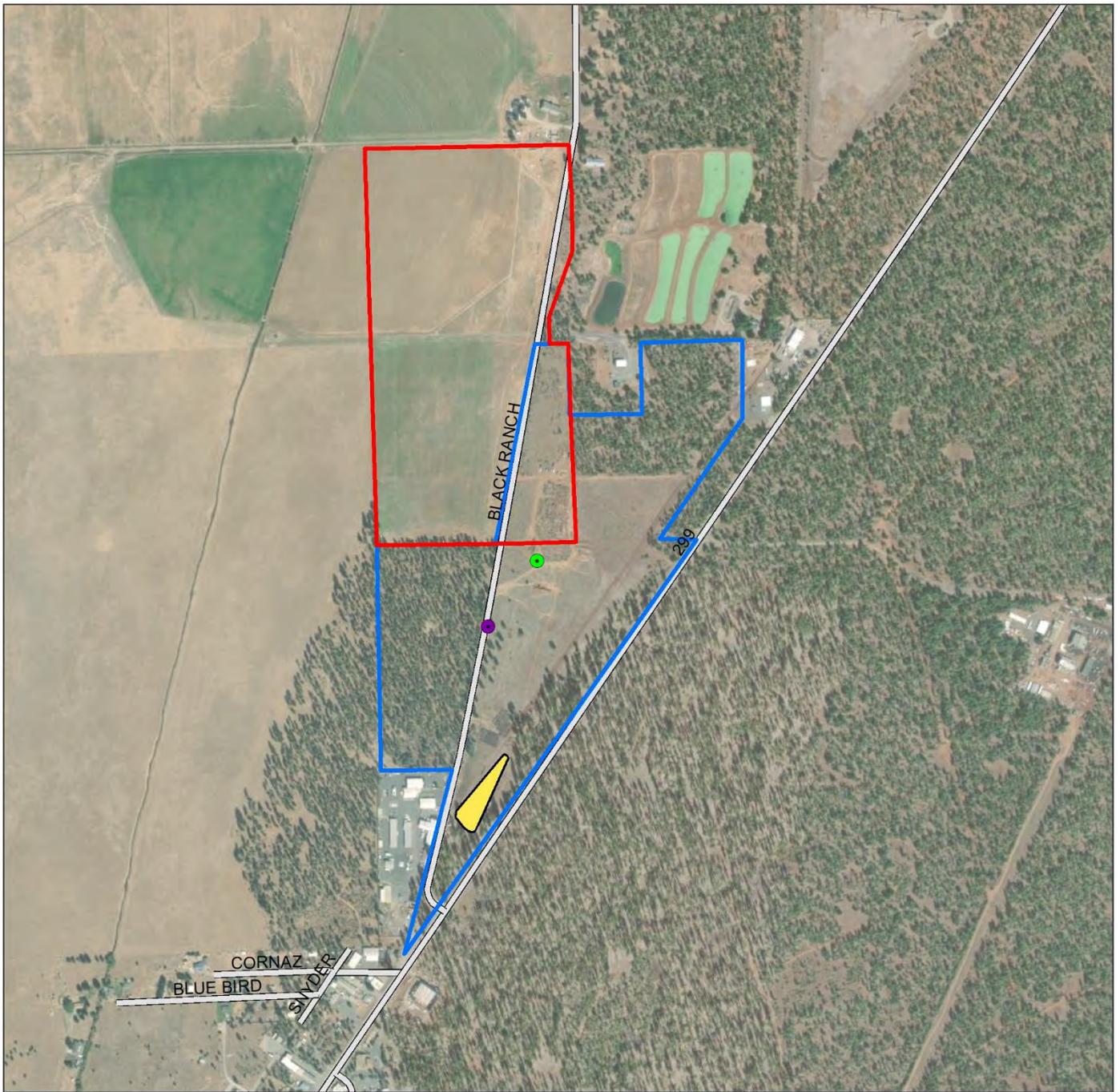
Therefore, this study makes the non-binding suggestion that specific repair and remodeling plans follow recommendations in the *Secretary of the Interior's Guidelines for the Treatment of Historic Properties*, at the defined levels of Rehabilitation and (Grimmer 2017). The measures for Rehabilitation under the Guidelines "...acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building's historic character" (Grimmer 2017:2). As most of the buildings on the property are in intact enough condition to convey their sense of history, the Rehabilitation Standards provide guidance on how to preserve the existing qualities of the buildings while bringing them into usable condition. While this document is designed for properties evaluated as positive under Section 106 of the National Historic Preservation Act, the CEQA guidelines are modeled on the same framework for evaluation. If work is conducted within these guidelines, the project is more likely to support the historical integrity of these buildings.

Unanticipated Discovery of Cultural Resources

If previously unidentified cultural resources are encountered during project implementation, avoid altering the materials and their stratigraphic context. A qualified professional archaeologist should be contacted to evaluate the situation. Project personnel should not collect cultural resources. Prehistoric resources include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources include stone or abode foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

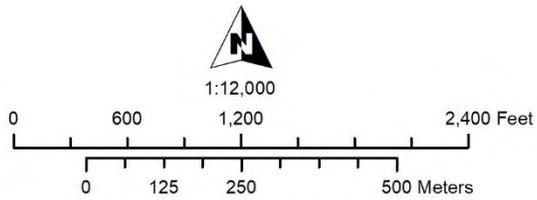
Encountering Native American Remains

Although unlikely, if human remains are encountered, all work must stop in the immediate vicinity of the discovered remains and the County Coroner and a qualified archaeologist must be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission must be contacted by the Coroner so that a "Most Likely Descendant" can be designated and further recommendations regarding treatment of the remains is provided.



- 2021 survey coverage
- 2022 survey coverage
- ALTA2021_40_ISO01
- ALTA2021_40_ISO02
- Burney/PVA railroad yard
- Roads

Burney Biomass Project
Black Ranch Road
Burney, CA 96013



ALTA 2021-40
Map Date: 7/26/2022

Figure 4. Survey Coverage

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