



March 26, 2013

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Subject: North-of-the-Delta Offstream Storage Project Draft Built Environment Identification and Evaluation Technical Report; Contract Number R10PD20878

Gentlemen:

URS is pleased to provide you with the North-of-the-Delta Offstream Storage (NODOS) Project Draft Built Environment Identification and Evaluation Technical Report on the enclosed compact disks. The report summarizes the findings of the built environment survey conducted by URS in November 2012. The survey area included the entire Take Line above the maximum proposed reservoir pool and the project areas for appurtenant facilities such as the Delevan Pipeline, the Sacramento River Intake/Outlet, the Glenn-Colusa Canal headgate, and the Union Pacific Railroad siphon.

Fifteen built environment resources were identified, recorded, and evaluated for eligibility for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Of these, six appear eligible for the NRHP and the CRHR: 1) the Stone Corral Creek Quarries Historic District; 2) the Union Pacific Railroad Siphon; 3) the Glenn-Colusa Canal; 4) the Sacramento River Levee; 5) the Colusa Basin Drainage Canal; and 6) the Colusa & Lake Railroad Historic District. These identified resources variously appear eligible for the NRHP at the state and local level under Criteria A, B, C, and the CRHR under Criteria 1, 2, and 3. Nine resources were evaluated and do not appear eligible for the NRHP or the CRHR. Two additional resources, Funks Dam and the Tehama-Colusa Canal, were identified within the project area but were not recorded or evaluated because they do not meet the minimum age criteria for eligibility consideration.

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Page 2 of 2

We look forward to receiving your comments on the enclosed report. Please do not hesitate to contact me at 916.679.2020 or Janis.offerman@urs.com if you have any questions regarding report contents.

Sincerely,

A handwritten signature in blue ink that reads 'Janis Offermann'.

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NORTH-OF-THE-DELTA OFFSTREAM STORAGE PROJECT

DRAFT BUILT ENVIRONMENT IDENTIFICATION AND EVALUATION TECHNICAL REPORT

COLUSA AND GLENN COUNTIES, CALIFORNIA

Prepared for:



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March 2013

This report contains confidential cultural resources location information; report distribution should be restricted to those with a need to know. Cultural resources are non-renewable, and their scientific, cultural and aesthetic values can be significantly impaired by disturbance. To deter vandalism, artifact hunting, and other activities that can damage cultural resources, the locations of cultural resources should be kept confidential. The legal authority to restrict cultural resources information is in California Government Code 6254.1 and the National Historic Preservation Act of 1966, as amended, Section 304.

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Table 1 Architectural Resources Identified within the Project Area

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LIST OF ACRONYMS

ARP	Archaeological Research Program
CEQA	California Environmental Quality Act
CDWR	California Department of Water Resources
CFR	Code of Federal Regulations
C&LRR	Colusa and Lake Railroad
CSU	California State University
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
DWR	California Department of Water Resources
GCID	Glenn Colusa Irrigation District
MID	Maxwell Irrigation District
NEIC	Northeast Information Center
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
OHP	California Office of Historic Preservation
PG&E	Pacific Gas & Electric
PRC	Public Resources Code
Reclamation	U.S. Bureau of Reclamation
SOI	Secretary of the Interior
TCCA	Tehama-Colusa Canal Authority
URS	URS Corporation, Inc.
USGS	United States Geological Survey
WAPA	U.S. Western Area Power Agency

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EXECUTIVE SUMMARY

The California Department of Water Resources (DWR) and U.S. Bureau of Reclamation are partnering with local, regional, State, and federal agencies and stakeholders to study potential offstream surface water storage projects in the upper Sacramento River Basin under the rubric North-of-the-Delta Offstream Storage (NODOS) investigations (CALFED Bay-Delta Program 2000). Numerous technical studies have been completed to support preparation of a combined environmental impact report/environmental impact statement to evaluate the proposed NODOS program. The studies on the built environment reported herein were conducted as part of the NODOS environmental evaluation effort.

The project study area spans 21-linear-miles and includes multiple farmstead, irrigation, transportation, and energy features. URS personnel conducted the architectural survey of the project study area above the proposed reservoir inundation pool on November 13-15, 2012. Fifteen resources were identified, and evaluated for the NRHP and the CRHR.. Of these, six appear eligible for the NRHP and the CRHR: 1) the Stone Corral Creek Quarry Historic District; 2) a Union Pacific Railroad siphon; 3) the Glenn-Colusa Canal; 4) the Sacramento Levee; 5) the Colusa Basin Drainage Canal; and 6) the Colusa & Lake Railroad Historic District. These identified resources are significant cultural resources within the project Study Area, and variously appear eligible for the NRHP at the state and local level under Criteria A, B, and C, and the CRHR under Criteria 1, 2, and 3. Nine resources were evaluated and do not appear eligible for the NRHP and the CRHR.

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1.0 INTRODUCTION AND PROJECT DESCRIPTION

1.1 NORTH-OF-THE-DELTA OFFSTREAM STORAGE (NODOS) INVESTIGATION

Pursuant to the CALFED Bay-Delta Program Programmatic Environmental Impact Statement (Federal Register, Volume 65, Number 140; 45104-45105), the California Department of Water Resources (DWR) and Bureau of Reclamation (Reclamation) are partnering with local, regional, State, and federal agencies and stakeholders to study potential offstream surface water storage projects in the upper Sacramento River Basin under the rubric “North-of-the-Delta Offstream Storage” investigations (NODOS) (CALFED Bay-Delta Program 2000). The purpose, goals, and key components of NODOS investigations are identified in Reclamation’s Notice of Intent published in the Federal Register, Vol. 66, No. 218, Friday, November 9, 2001. NODOS investigations are focused on feasibility studies for potential projects in the Sacramento River watershed that could improve water supply and reliability, enhance anadromous fish survival, and provide high-quality water for agricultural, municipal, industrial, and environmental uses. The proposed Sites Reservoir was identified as a candidate for inclusion in NODOS investigations due to its potential to contribute to the restoration of ecological health and the improvement of water management in the Bay-Delta system (California Department of Water Resources 2000, 2002).

1.2 PROJECT LOCATION

The proposed NODOS project area is situated in north-central Colusa County and south-central Glenn County (Figures 1), California. The various facilities included in the project stretch from the first low ridge of the North Coast Range mountains west of Antelope Valley, and east across the Sacramento Valley to the Sacramento River, a distance of about 21 linear miles. These areas are depicted in the following United States Geological Survey (USGS) 7.5” topographic quadrangles: Rail Canyon, Lodoga, Leesville, Logan Ridge, Sites, Manor Slough, Maxwell, and Moulton Weir (Figure 2).

1.3 PROJECT STUDY AREA AND DESCRIPTION

The entire NODOS project study area (study area) covers approximately 40,470 acres. It consists of all of the proposed elements of the project. For the purposes of this report, the entire study area has arbitrarily been divided into three segments to help better describe project facilities and cultural resource locations. These sections include the Greater Sites Reservoir area (Figure 3), the Holthouse Reservoir Complex area (Figure 4), and the Delevan Pipeline (Figure 5).

1.3.1 Greater Sites Reservoir

The Greater Sites Reservoir section of the study area is the largest of the three segments within the NODOS project. It covers all portions of the study area immediately west of Funks Reservoir to the western limits of the project (see Figure 3). It contains the proposed Sites Reservoir footprint and appurtenant facilities, transportation alternatives, and a “take line.” Cumulatively, the Greater Sites Reservoir area covers approximately 26,050 acres.

The reservoir footprint would inundate the majority of Antelope Valley. At a mean pool elevation of 520 feet above mean sea level, the facility would impound up to 1.9 million acre-feet and would create a reservoir with a surface area of nearly 14,000 square acres. The reservoir footprint would require two main dams constructed on Funks Creek and Stone Corral Creek, and up to nine saddle dams; the latter primarily on the northern reach of the impoundment. The footprint as currently designed includes the construction of up to five recreational facilities and related access roads. Operational facilities for the reservoir will be located on Logan Ridge just west of Funks Reservoir, and include the Sites Reservoir inlet/outlet, the Sites pump/generating plant, a field maintenance yard, and an electrical switchyard.

Several transportation alternatives are included in this portion of NODOS study area. The Sites-Lodoga Road is an important transportation route and emergency connector for north-central Colusa County foothill residents. Because the proposed Sites Reservoir would flood a large section of the road, alternative connectors must be evaluated as part of the NODOS investigation. These include the North Road alternative (aka, Northern Loop); and the Southeast Road (aka, Mathis connector). DWR and Reclamation determined that a buffer around the proposed NODOS facilities was prudent and reasonable given the likelihood that, in response to construction of the new reservoir, either of two scenarios might occur: (1) the State of California might seek to purchase adjoining lands to prevent development adverse to CALFED Bay-Delta Program goals and thereby assume responsibility for inventory and management of extant historic properties, or (2) in the absence of State ownership adjoining landowners might promote development of currently undeveloped lands, and therefore potentially cause alterations in the character or use of extant historic properties. As a result, a “take line” has been established for the Greater Sites Reservoir and Holthouse Reservoir Complex areas that include those lands the State would purchase as part of the project (Bogener 2012); the lands within the take line were covered by this study.

In addition, the project scoping team recognized the potential need to evaluate viewshed impacts, which are defined as the geographic spectrum viewed from one or more observer’s positions at a significant resource. The area of potential effects ultimately defined for NODOS may take into account indirect visual effects of a proposed undertaking if viewshed impacts may indirectly cause alterations in the character or use of historic properties, and if the viewshed may be an aspect of a historic property’s significance or its setting.

1.3.2 Holthouse Reservoir Complex

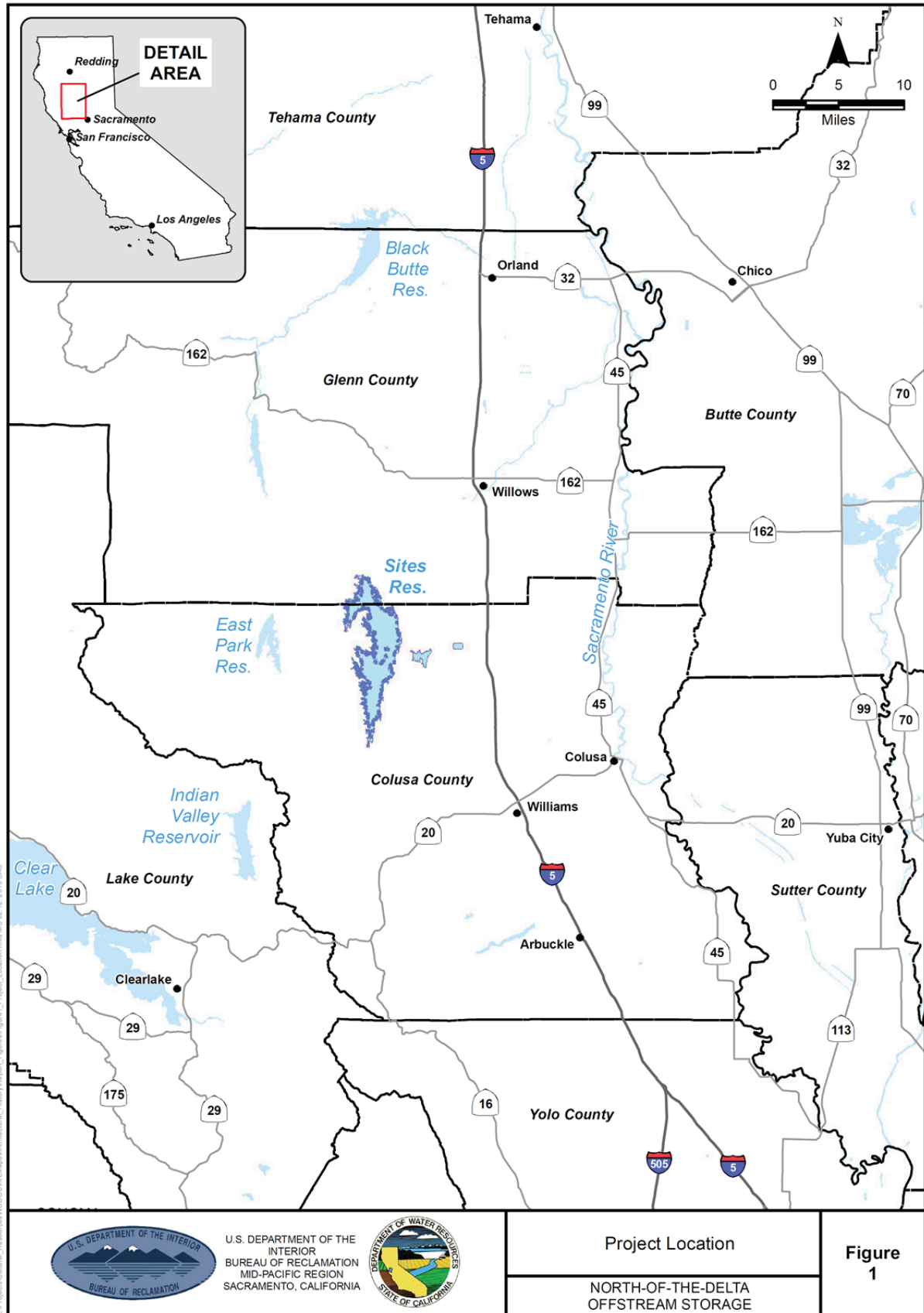
The Holthouse Reservoir Complex portion of the study area encompasses the area from the west end of existing Funks Reservoir east to include the proposed Terminal Regulating Reservoir (TRR), a distance of approximately 4 miles (Figure 4). This segment includes the aforementioned reservoirs, the proposed footprint for Holthouse Reservoir (which will encompass Funks Reservoir), the Holthouse Spillway and Stilling Basin, the Holthouse Pumping Plant, the Tehama-Colusa (T-C) Canal Discharge Dissipater, the Funks Bypass Pipeline, the Holthouse to T-C Canal Pipeline, the 3.5-mile-long TRR pipeline (to convey water from the TRR to Holthouse Reservoir), the TRR pumping/generating plant, and modifications to the existing Glenn-Colusa Irrigation District Canal (GDIC). The study area in this section covers approximately 1,100 acres.

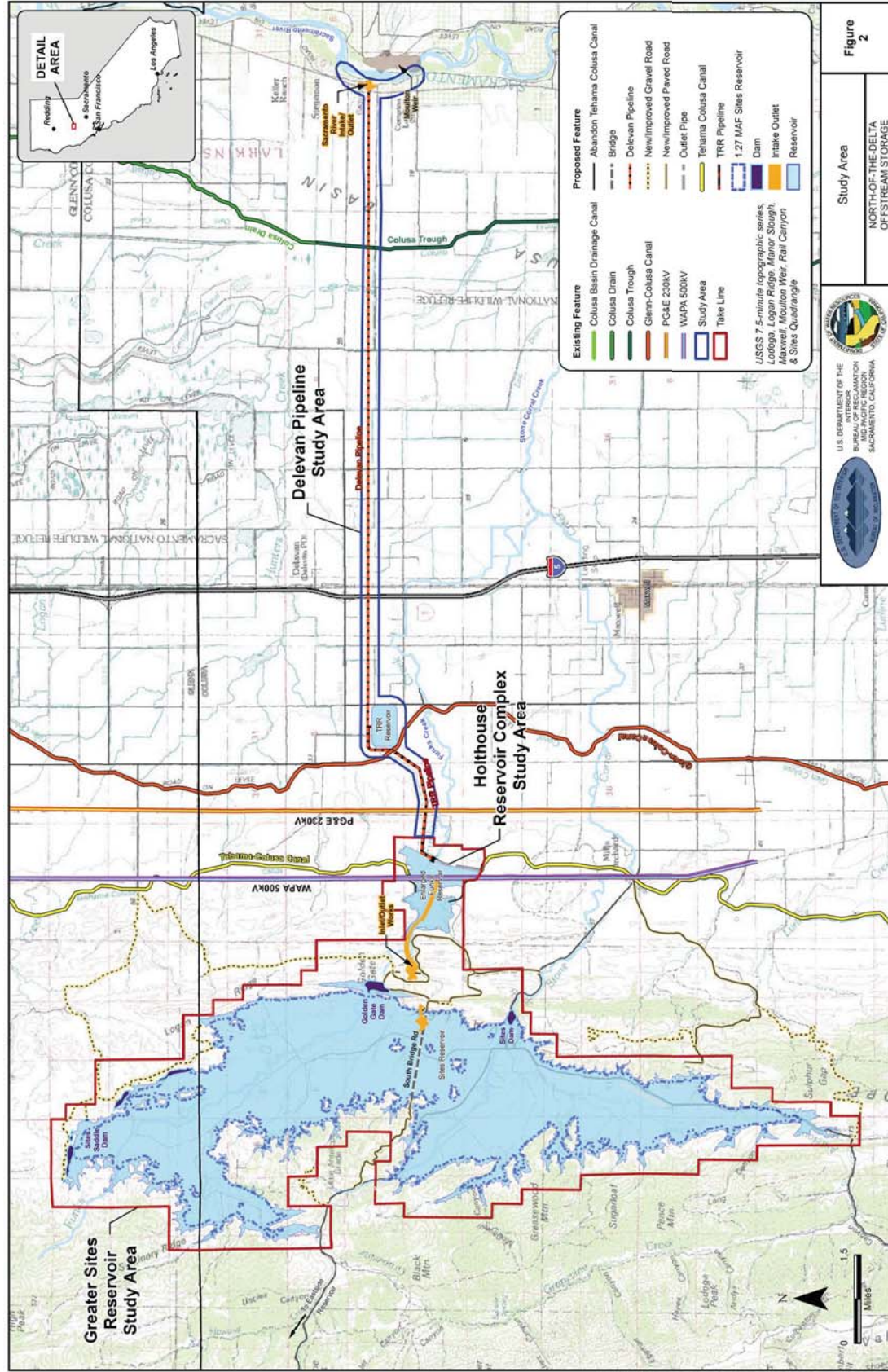
1.3.3 Delevan Pipeline

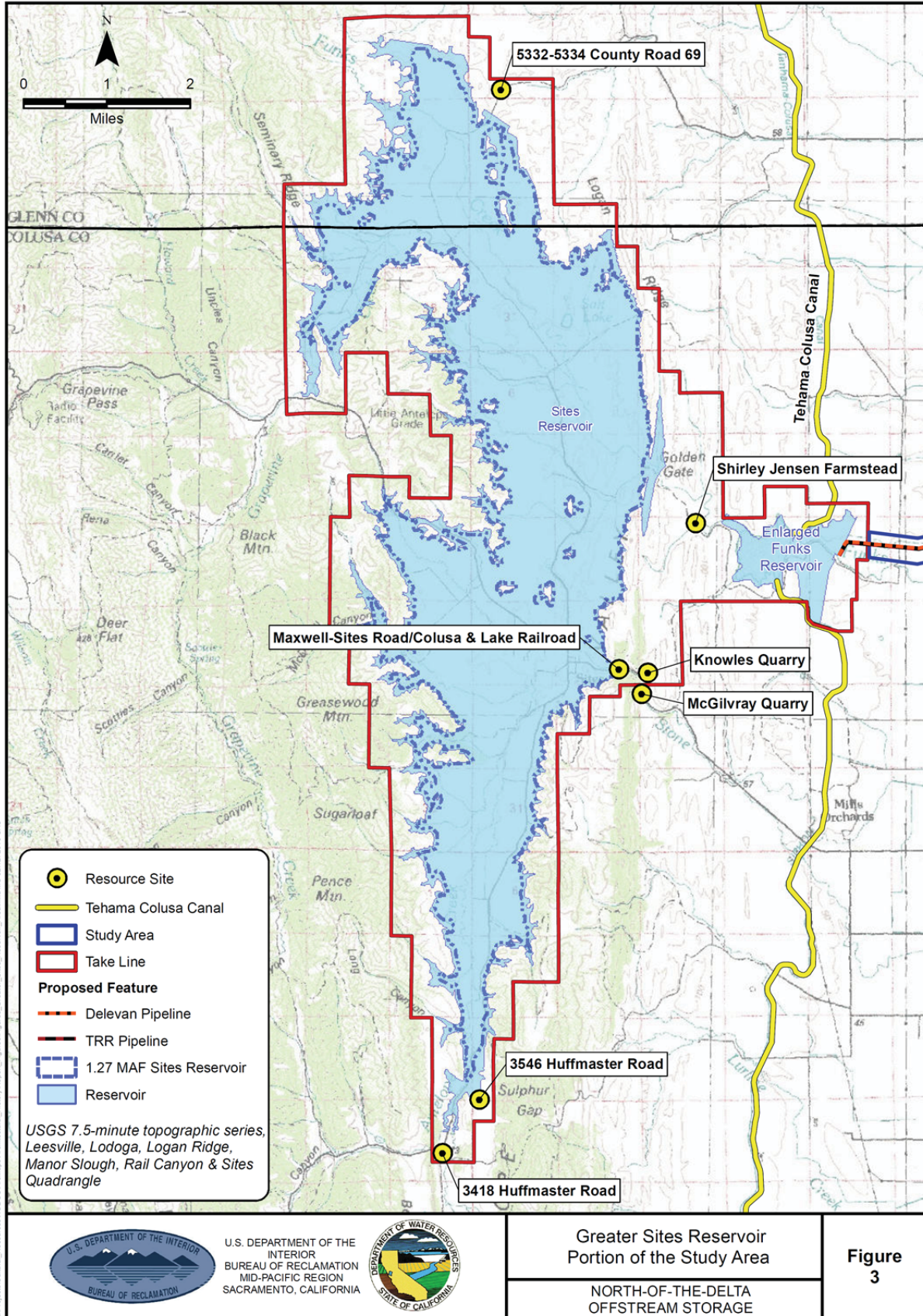
The proposed Delevan Pipeline Area extends for 10.5 miles, from the east end of the TRR east to the Sacramento River. In addition to the Delevan Pipeline, this section also includes a new power line that will parallel the pipeline directly adjacent to the north, and a new intake/oultake pump on the Sacramento River. This portion of the study area covers 2,479 acres (Figure 5).

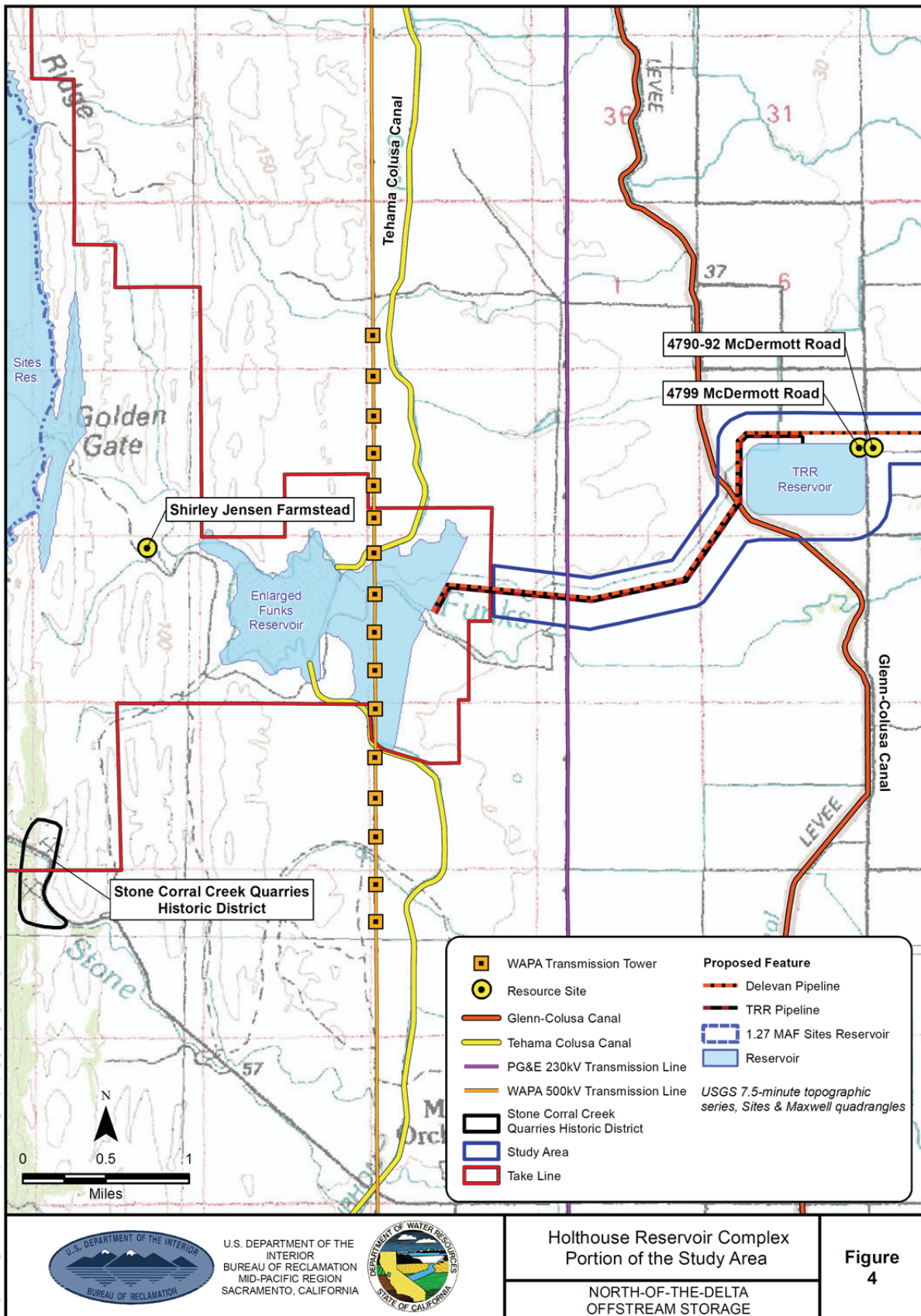
1.3.4 Union Pacific Railroad Siphon

The Union Pacific Railroad siphon is situated on the Glenn-Colusa Canal as it passes the Union Pacific railroad bed in the town limits of Willows. The siphon is owned and managed by the Glenn-Colusa Irrigation District (GCID). The proposed project intends to replace the railroad siphon because it is undersized and in poor repair. It is proposed for replacement to ensure the GCID can support its design capacity for the project. This element of the project is included in this document as part of the study area.









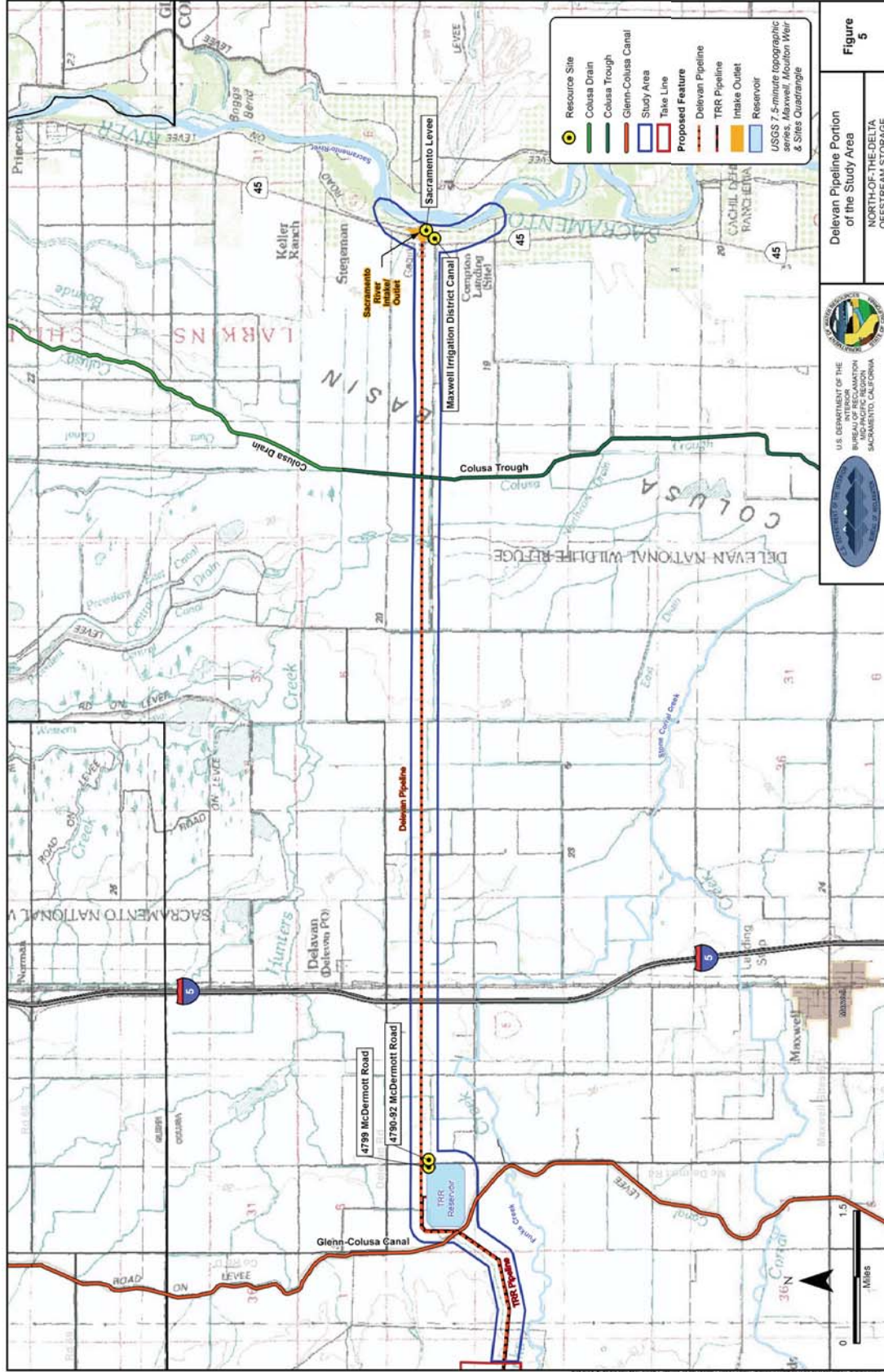


Figure 5
Delevan Pipeline Portion of the Study Area
NORTH-OF-THE-DELTA OFFSTREAM STORAGE

U.S. DEPARTMENT OF THE BUREAU OF RECLAMATION INTERIOR SACRAMENTO CALIFORNIA

1.3.5 GCID Headgate

The GCID headgate is located on the Glen-Colusa Canal about 3.3 miles north of Hamilton City, Glenn County, and about xxx feet south of the GCID pumping plant. The project proposes to replace the headgate with a modern structure to ensure the GCID can support its design capacity for the project. This element of the project is included in this document as part of the study area.

1.3.6 Pump Installation at the Red Bluff Pumping Plant

The proposed NODOS project also includes the installation of an additional pump at the Red Bluff Pumping Plant on the Sacramento River just south of the town of Red Bluff approximately 73 miles north of the planned intake for the Delevan Pipeline. The additional pump would be required to meet the flow capacity needed to operate the NODOS project. This element of the project is not included in the study area reported on in this document.

1.4 REGULATORY CONTEXT

Planning for the proposed NODOS requires extensive environmental review to comply with both federal and State law, including the National Environmental Policy Act, the National Clean Water Act, the National Historic Preservation Act (NHPA), and the California Environmental Quality Act (CEQA). Pursuant to the NODOS Record of Decision (CALFED Bay-Delta Program 2000), for the purpose of cultural resource investigations, Reclamation is the lead agency under NHPA and DWR is the lead agency under CEQA (California Department of Water Resources 2002). Reclamation and DWR have agreed to complete archaeological investigations and produce compliance documentation at a level designed to meet or exceed federal standards and guidelines.

This report presents the methods and findings of document review, historical research, and archaeological field inventory of the study area. The report closes with a preliminary evaluation of findings. This report does not evaluate resources for potential inclusion on the National Register of Historic Places.

The studies reported herein were conducted according to the Federal Secretary of the Interior's Standards and Guidelines for Archaeological Investigation and the Secretary of the Interior's Professional Qualifications Standards.

1.4.1 Federal Regulations

The Project's nexus with the DWR requires compliance with the U.S. Bureau of Reclamation, triggering Section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 United State Code [USC] § 470f [2008]), whereby any federal undertaking must "take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register." The implementing regulations for Section 106 are found under 36 Code of Federal Regulations (CFR) § 800, as amended (2001). The eligibility criteria for listing cultural resources on the National Register of Historic Places (NRHP) are discussed in section 5.1. Cultural resources may also be considered separately under the National Environmental Protection Act (42 USC) Section 4321-4327, whereby federal agencies are required to consider potential environmental impacts and appropriate mitigation measures for projects with federal involvement.

1.4.2 State Regulations

The Project must also comply with the California Environmental Quality Act (CEQA), whereby it must be determined if a project has a significant effect to a unique archaeological resource or a historical resource, pursuant to Sections 21083.2 and 21084.1, respectively.

Section 15064.5 of the State CEQA Guidelines also note that “a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.” Responsible agencies are expected to identify potentially feasible measures to mitigate significant adverse changes in the significance of a historical resource before they approve such projects. Historical resources are those that:

- Are listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] 5024.1(k));
- Are included in a local register of historical resources (PRC 5020.1) or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g); or
- Are determined by a lead State agency to be historically significant.
- Section 15064.5 also applies to unique archaeological resources, as defined in PRC 21084.1.

Eligibility criteria for the CRHR are addressed in section 6.0.

1.5 PERSONNEL

URS was contracted by Reclamation to conduct a field survey of the built environment and prepare documentation in support of NHPA and CEQA requirements for the project. The fieldwork, analysis, and reporting were carried out under the direct supervision of Janis Offermann, URS Senior Cultural Resources Specialist and an archaeologist who meets the Secretary of the Interior’s *Standards and Guidelines for Archaeology and Historic Preservation* (National Park Service 1983). Activities were consistent with the procedures for compliance with Section 106 of the NHPA as set forth in 36 CFR § 800.

The following personnel contributed to the inventory and this report:

- Janis Offermann, Registered Professional Archaeologist (RPA), acted as Principal Investigator for the project. She has a B.A. in anthropology from Sonoma State University (California) and an M.A. in anthropology from the University of California, Davis. She has 37 years of experience in California archaeology and cultural resources management.
- Corri Jimenez, M.S., conducted the architectural field study for the project and authored this report. She has a B.A. in art history from University of California, Santa Cruz, and an M.S. in historic preservation from University of Oregon. Furthermore, Ms. Jimenez meets the Secretary of the Interior’s Professionals Qualification Standards in Architectural History. Ms. Jimenez has 12 years of experience in architectural history and historic preservation; nearly half of her experience has been in California.
- Ben Elliott, RPA, assisted with the field survey for the project. He has a B.A. in anthropology from University of California, Santa Cruz, and an M.A. in cultural resources management from Sonoma State University (California). He has over 11 years of experience in archaeology and cultural resources management in California and the Great Basin.

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2.0 PROJECT HISTORIC CONTEXT

2.1 SPANISH AND MEXICAN PERIODS IN THE SACRAMENTO VALLEY

Spanish conquest in the northern Sacramento Valley began around 1808 with the Spanish explorer Captain Gabriel Moraga who traveled just short of the Sutter Buttes, near present-day Butte City in Butte County (Beck & Haase 1974:18). Moraga returned to the valley a second time in 1810 to investigate the possibility of Russian settlements in Spanish-governed *Alta California*; however, he was met, surprisingly, by American explorers who traveled back with him to Bodega Bay (Beck & Haase 1974:18). In 1821, his expedition went again to the Sacramento Valley to drive out rumored English and Americans settling north of San Francisco. This exploration took him northeast to the Sacramento River, reaching as far as a stream near the present town of Grimes.

Although there was Spanish exploration in this northern Sacramento Valley, the area was never permanently settled until the Mexican period (1822-1848) by Swiss-born John A. Sutter. In 1839, Sutter requested the Mexican government to grant him 11 leagues, or 48,400 acres, at the confluence of the Sacramento and American rivers (Nunis 1997:313). Sutter's Fort, also known as New Helvetica, was the first non-Native presence in the Sacramento Valley, and became a focal point for journeying settlers traveling to California along the many trails heading west from over the Sierra Nevada. Ultimately, Sutter's Fort created a comfortable fulcrum for other American settlers who developed the northern Sacramento Valley, especially along the Sacramento River.

On a north-south axis, four large Mexican land grants were established through what would become Glenn and Colusa Counties along the Sacramento River. In Glenn County, Mexican Governor Manuel Micheltonena granted Josefa Soto 10 leagues, or 44,388 acres, in 1844, which became *Rancho Capay*, near Hamilton City (Cowan 1977:23). The word *capay* is a native Wintun Indian word for "spring" and was initially coined for Stony Creek that joins the Sacramento River at this location. A widow with four children, Soto married Englishman James Stokes in Monterey in 1844. Stokes worked professionally as a doctor as well as being Mayor of Monterey (Rensch et al. 2002:98). By 1856, a water ditch had been constructed on the *Rancho Capay* and was managed by a *zanjero*, or ditch tender, who attended repairs, diverted water to irrigation fields, and collected water fees (JRP Historical Consulting, LLC [JRP] and California Department of Transportation [Caltrans] 2000:22). *Rancho Capay* was patented on August 18, 1859 (Cowan 1977:23).

A second land grant on the Sacramento River was *Rancho del Hijos de Larkin*, also known as "Rancho of Larkin's Children's" near Princeton and Butte City on the border of Glenn and Colusa counties. The rancho was a 10-league parcel of 44,364 acres granted in July 1844 to the children of U.S. Consul Thomas O. Larkin (Cowan 1977:44). Massachusetts-born Larkin refused to become a Mexican citizen in *Alta California* and, therefore, was never honored with his own land grant; however, he asked the Mexican government for a land grant for his three Mexican-born children: Francis, Caroline Ann, and Sophia Adelaide Larkin. The Larkin rancho was run by Missourian John Shelby Williams, who built the first house in Colusa County in 1847. Williams later acquired a land grant of his own on the east side of the Sacramento River in would-be Butte County. Rancho of Larkin's Children's was officially patented on December 18, 1857.

In October 1845, John Bidwell, an emigrant from the 1841 Bidwell-Bartleson party, and one of the first travelers on the California Trail, was granted 2 leagues, or 8,876 acres, by Governor Pío Pico, which he entitled *Rancho de Colus*. This rancho was located near the current City of Colusa, and was approved in July 1846 (Nunis 1997:316-317). Bidwell, an employee of John A. Sutter, was one of the first recorded Americans in Colusa County, arriving as early as 1843-44 (Rensch et al. 1933:57). Bidwell sold his

Colusa County land grant in 1850 to Col. Charles D. Semple, who patented it on July 23, 1869 (Aviña 1976:110; Cowan 1977:29).

A fourth land grant on the Sacramento River was *Rancho de Jimeno* at Grimes, an 11-league parcel that spanned both Colusa and Yolo Counties. The property was granted to Manuel Jimeno Casarín in November 1844 by Governor Manuel Micheltorena (Aviña 1976:105; Cowan 1977:42). Thomas O. Larkin and John S. Misroon purchased *Rancho de Jimeneo* in 1852, and patented the 48,854 acres on July 18, 1862. By 1866, a large southern section of this land grant was sold off to newly arriving settlers.

The Mexican land grants claimed by American emigrants, such as Stokes, Larkin, and Bidwell, who settled north of Sutter's Fort along the Sacramento River, posed a threat during the late Mexican period to the *Californios*, or original Spanish settlers in *Alta California*. Both Larkin and Bidwell, with contributions made by Sutter, were key players in the Bear Flag Rebellion that ceded California as the 31st state in the union, following the 1848 Treaty of Guadalupe Hidalgo. Even in the present-day, these Mexican land grants are cartographically apparent in maps as "unsectioned" land, and visible along the Sacramento River (Figure 6).

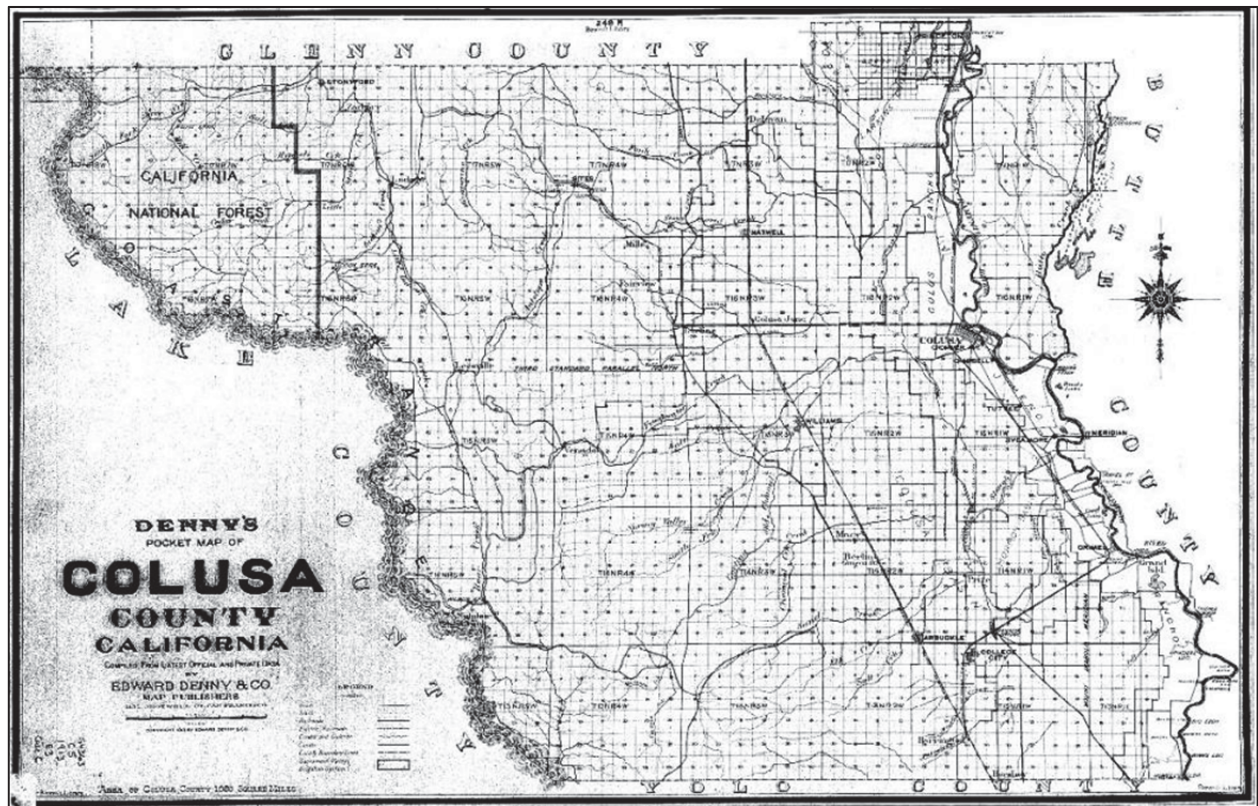


Figure 6. 1913 Colusa County map (California Department of Water Resources files, Sacramento)

2.2 HOMESTEADING AND RANCHING

The Euro-American population in *Alta California* was estimated to be a little less than 18,000 people in 1845. By the end of 1848, after the announcement of gold discovered at Sutter's Mill in Coloma in February of that year, the state population jumped to 50,000 people (St. Clair 1999:185-187). The state population is estimated to have grown another 45,000 people by 1849. In simple words, the population exorbitantly boomed during the first years of the California Gold Rush as hundreds arrived daily seeking

to “see the elephant,” a common phrase of the time that spurred mining “excitements” and all its trappings including the creation of established communities (Jimenez 2000:28).

In 1851, the California Land Act was passed. This Act respected early land claims and began the process of surveying “unsectioned” lands, such as the Mexican ranchos on land grants, by the State Surveyor General of the U.S. Land Commission Office; this survey was a long process that took upwards of 17 years to complete, delaying the patenting of land grants for many grantees (Robinson 1979:106). In addition, known public lands were surveyed and “sectioned” using American measuring techniques, creating square grids of township, range, and sections throughout the Sacramento Valley. Both Colusa and Glenn counties were surveyed into township sections that were set on a longitudinal north-south axis and range sections, set on a west-east axis. There were 36 sections within each township and range, and each section equaled a 640-acre parcel of land that could be portioned out into “1/2” to “1/4” sections. Indigenous land uses, honored under Mexican laws as public lands, were open for land speculators and squatters under the 1851 Act (Haas 1997:349). Many of the early Euro-American settlements are situated on early native *Ko-ru-si*, also known as *Colusi*, Indian villages, such as *Ko-ru* (Colusa) and *Ket-tee* (Princeton) (Rensch et al. 2002:50).

The Homestead Act of 1862 brought more settlement to both Glenn and Colusa counties as American and foreign emigrants, who traveled to California in hopes of finding gold, chose to cash in on land and farming as a part of the American dream. The Homestead Act allowed settlers to purchase 160 acres of “free” undeveloped land, and most homestead claims typically ranged from 160 to 640 acres. However, Colusa County homestead claims, for example, were in general grossly larger in comparison to other United States and California state settlements, and an average Colusa County farm was a 1,100-acre parcel versus 450 acres in other California counties and approximately 160 acres in the United States as a whole (Moles 1979:23). In the Antelope Valley, large ranches were established that totaled as large as 1,000 to 9,000 acres, and equaled 16,000 acres of the valley’s floor between 1847 and 1869 (Moles 1979:23). In a January 24, 1891 *Colusa Sun* article, sixteen property owners in the county were recorded as having over 10,000-acre properties. Some of these large landholders were pioneers to the area and claimed homesteads under the 1860s acts, such as John Boggs (28,396 acres), H.A. Logan (11,000 acres), E.H. Mills (17, 931 acres), and the estate of H.J. Glenn (42,450 acres) (*Colusa Sun* 1891a).

German immigrant John Sites, founder of the Town of Sites, had a farmstead located 6 miles northeast of Granville Swift’s Stone Corral. Traveling to California in April 1850, Sites initially settled in Hangtown, now Placerville, working for a “Mr. Fisher” in El Dorado County (Green 1880:145). Later, while on Cache Creek, Yolo County, Sites acquired a 160-acre homestead in 1852 and engaged in cattle ranching (Green 1880:145; McComish & Lambert 1918:510). In 1853, he moved with his cattle to the Antelope Valley. He eventually acquired a homestead in August 1869, located at T17N R4W, Section 20, where he platted a town. By 1878, he had owned 4,000 acres, and by 1891, he had increased his land to a total of 7,200 acres (*Colusa Sun* 1878:50; *Colusa Sun* 1891a; National Archives 2002). Sites was an active inhabitant in the community and engaged in the development of big businesses, such as the Sites Sandstone Company, founded in 1891, which later would become the Colusa Sandstone Company, located on Stone Corral Creek near the Colusa & Lake Railroad (C&LRR) that connected Sites to Colusa Junction and the Southern Pacific Railroad.

Besides Sites, Irish-born Maurice Dooling emigrated from Connecticut to California in 1858 where he built a large cattle and sheep business that provided meat to butchers in the Sacramento Valley counties and as far as Nevada (Figure 7) (White et al. 2009:112). He purchased his Antelope Valley acreage in 1869, which consisted of 1,200 acres that included “500 acres of excellent land, raising on an average about 30 bushels of wheat and barley to the acre, the balance being grazing and timber land, white oaks growing in abundance on the hill portion, where he pastures his stock, raising cattle, horses, hogs, etc.”

(Green 1880:145). In 1873, Dooling acquired two military scrip homesteads as a 160-acre parcel (White et al. 2009:117). By 1876, the Colusa County Assessors maps recorded Dooling owning 920 acres of T17N R5W, 819 acres of T16N R5W, and 360 acres of T16N R4W, equaling 2,099 acres and having a value of \$7,160 (White et al. 2009:112).

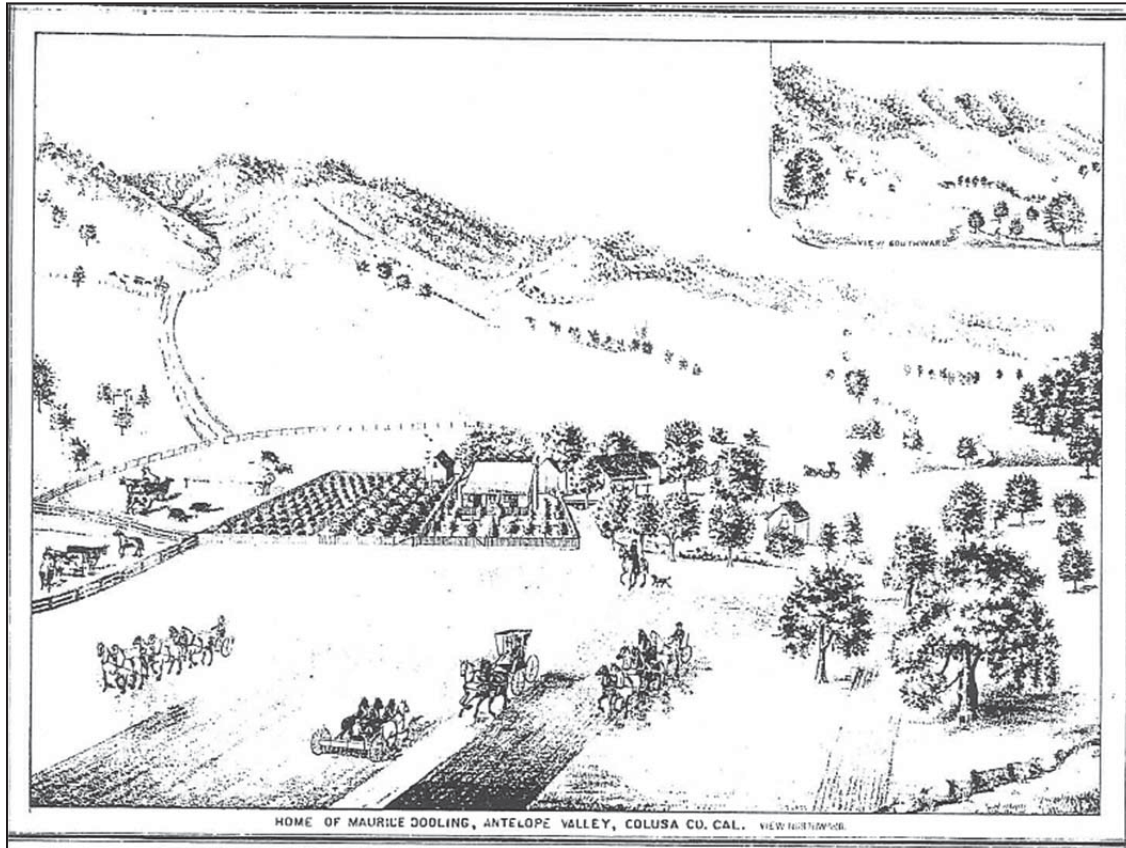


Figure 7. Maurice Dooling Farmstead (California Department of Water Resources files, Sacramento).

Traveling to Colusa County in 1854, John Boggs was another pioneer of the Antelope Valley. Boggs purchased 6,000 acres of the Larkin Children's land grant, and profited from the sheep industry. Boggs worked in politics and was the first Colusa County Supervisor, as well as became a Democratic State Senator. He acquired T18N R4W, a land patent in the county near the Glenn-Colusa county border, in 1876. As senator, he was instrumental in drawing the county line between Glenn and Colusa in 1891 (White et al. 2009:116).

Danish-born Peter Sören Peterson was another property owner in the Antelope Valley. He came to San Francisco in 1850, worked the goldfields on the Yuba River where he acquired a claim that paid off, and became one of the first settlers in Colusa County. He bought the Salt Lake Ranch on Funks Slough as a homestead in 1869, which was increased in 1874 to a 6,000-acre ranch with 4,000 acres used to raise sheep and livestock. By 1877, Peterson purchased more land from Senator John Boggs and he is recorded in 1878 to own 10,140 acres, according to the *Colusa Sun*, "for grazing cattle, hogs, and sheep" (*Colusa Sun* 1878). His land holdings decreased by 1891 when he owned a total of 9,170 acres (Rogers 1891).

In addition to pioneers and settlers who cashed in on homesteads, there were also rich investors from big cities, such as Edgar Mills, a Sacramento banker, who owned some 14,000 acres in the Antelope Valley

in 1878, and by 1891, owned 17,931 acres of Colusa County (*Colusa Sun* 1878, 1891). Land was precious in the big cities of Sacramento and San Francisco and was the new gold in California's Sacramento Valley.

2.3 COMMUNITIES OF GLENN AND COLUSA COUNTY

Since the mid-1840s, both Glenn and Colusa counties have seen their share of development; however, each have retained much of their original uses as agricultural and livestock hubs. Most of the project area is set in Colusa County and along the border of Glenn County, which was formed out of Colusa County in 1891. The following communities are connected to the project study area.

2.3.1 City of Colusa

French trappers were the first European explorers to venture into what would become the City of Colusa on the Wintun Indian village of *Ko-ru*, whose inhabitants perished due to diseases from European contact (Rensch et al. 1933:56). Col. Charles Donald Semple founded Colusa at Salmon Bend on the site of *Ko-ru*, the tribal capital of the *Ko-ru-si* (Johnson 2001:14; LaBourdette 1974:14). Col. Semple's brother, Dr. Robert Semple, founder of Benicia and a member of the 1849 California Constitutional Convention, encouraged his brother Charles to come to California in 1849 and purchase part of *Rancho Colus* from John Bidwell, which would become the City of Colusa. Born in Kentucky in 1810, Col. Semple purchased Bidwell's land and built a house that would later become a store. He also constructed the Colusa House at the corner of Levee Street and 5th Street in Colusa, which had a dining room and bedrooms for travelers. Semple next started the process of plotting a town with wide streets, giving parcels to people he considered would be good townmembers. With his knowledge of navigating waterways in Kentucky, he developed Colusa as a water-friendly town. His son, Robert Semple, and nephew, William Semple Green, helped establish Colusa as an early steamboat community. With mining towns booming and bustling along river ways, Colusa attracted settlers as well as squatters, which Semple accepted, that helped propel Colusa to become the county seat in February 1850. Many early buildings currently stand in the town, such as the Colusa County Court House (1860) and William Semple Green's House (1868). Since 1850, Colusa has held their county seat, and was incorporated as a town in 1868.

As early as December 1883, William Semple Green set up the first water management system in the Sacramento Valley by posting a notice on an oak tree that declared 500,000 "miner's inches" of Sacramento River water would be diverted for irrigation. The posting location is currently marked as a California State Landmark (No. 831), dedicated in 1954 (California Office of Historic Preservation 1990:51). Green was instrumental in October 1887 by creating the Central Irrigation District, which is presently known as the Glenn-Colusa Irrigation District (GCID) (*Colusa Sun* 1887b). As an engineer, Green surveyed Colusa County land, and his initial surveys helped develop the first irrigation plans in the Sacramento Valley (Green 1880). His views assisted the Sacramento Valley Development Association that developed the valley floor (McComish & Lambert 1918:270).

2.3.2 Town of Sites

The Antelope Valley was used as a refuge for Mexican vaqueros as early as 1848 (Rensch et al. 1933:59). Sometime in the early 1850s, Kentucky-born Granville P. Swift built an adobe-brick house and dry-laid stone corral for cattle, known as "Swift's Stone Corral," using sandstone from Stone Corral Creek (Rensch et al. 2002:52; California Office of Historic Preservation 1990:29; White et al. 2009:109). Arriving in California in 1840 at age 19, Swift hunted and trapped in the Sacramento Valley, and was an instrumental player in the Bear Flag Party to cede California as a state from Mexico (Find-A-Grave.com 2012). John Steele purchased Swift's property in 1854, which was listed as a California Historical Landmark (No. 238) in 1936 (California Office of Historic Preservation 1990:29; White et al. 2009:111).

The town of Sites was established on January 14, 1887 as a railroad town for the C&LRR, a 3-foot-wide narrow gauge that connected the Antelope Valley to the City of Colusa (Figure 8) (White et al. 2009:135). Sites platted the town as 11 blocks with 80-foot-wide streets and 30-foot-wide alleys (White et al. 2009:135, Appendix B). The main thoroughfare was named Stone Corral Avenue, which was 200 feet wide and paralleled the end of the C&LRR. A town square was originally planned at the location of the railroad's roundhouse (White et al. 2009:135).

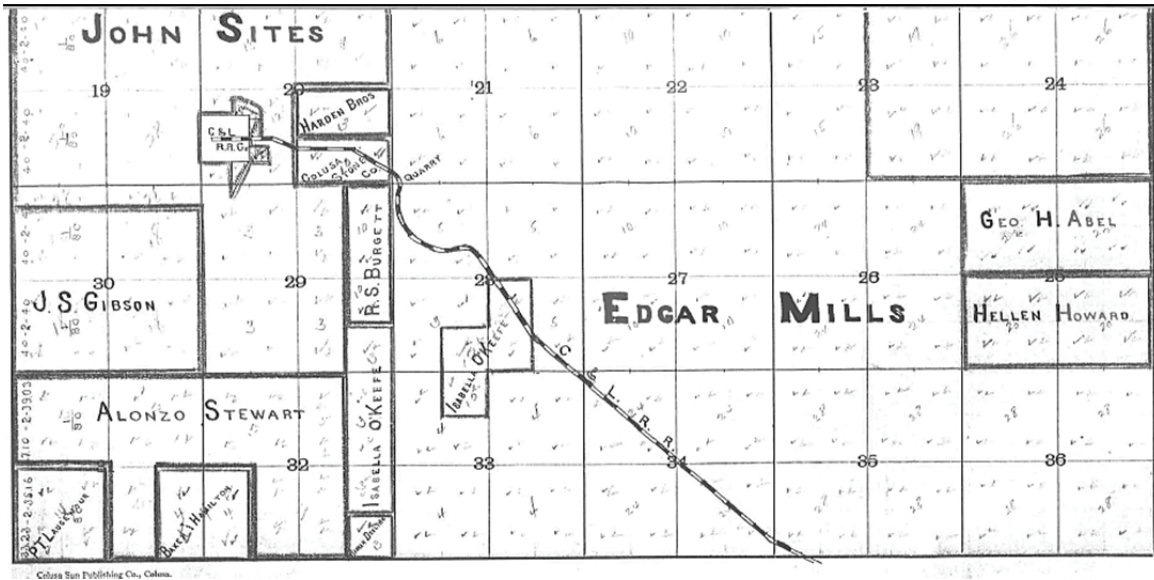


Figure 8. 1900 Plat Map (Colusa County Recorder's office, Colusa)

The first buildings in Sites supported the railroad and included a warehouse, water tower, and depot; all constructed in 1886 (White et al. 2009:135). A general store was also established that year, and by the end of 1887, there was a hotel, livery stable, post office, and a new school to replace the first school that was built in the Antelope Valley in 1871. As early as 1886, and into the early 1900s, the town thrived, exporting tons of wheat and sandstone by way of the C&LRR. The sandstone was shipped from the nearby quarry district that included a mill and a mining community, known as Quarrytown, which was constructed along Stone Corral Creek east of Sites. By 1915, the area had begun to experience a rapid economic downturn when the C&LRR ceased rail transport, producing a domino effect on Sites, which caused a sudden decline on wheat production and a shutdown of the nearby stone quarries (*Western Railroader* 1974:6).

After the Great Depression of 1929, the small population of Sites found comfort in farming and stock-raising that continues today. Sites took a final hit when most of its remaining historic structures were destroyed in a wildfire in 1965. The fire burned six buildings and obliterated traces of several streets. The town's post office closed in 1968, and by 1987, the population was as small as 17 people. Most of the original buildings, such as the school, church, stores, hotels, train depot and warehouses, have either been burned or razed, and only a few original landmarks of the old town exist, such as the community cemetery where John Sites is buried (White et al. 2009:135).

2.3.3 Communities of Williams and Maxwell

Originally named "Central" after the Central Pacific Railroad, the City of Williams is named after W.H. Williams, who laid out the route of the Southern Pacific Railroad in 1876 (Gudde 1998:423). At one time, Williams competed for the Colusa County seat because of its railroad connections with the Southern

Pacific, and alleged that the City of Colusa was too isolated for a railroad line. This claim propelled Colusa to subscribe to building a narrow gauge in 1885, known as the C&LRR (Hillman 2003:1).

Williams is currently the home to the Sacramento Valley Museum, which is one of the only historical museums in the valley, and is housed in the old Williams' Union High School, constructed in 1911. Williams was incorporated in 1920, and today has a population over 5,100 people (US Census Bureau 2012). Granzella's Restaurant, established in 1976, is the heart of Williams, located at the intersection of State Route 20 and Interstate I-5. As an Italian-American restaurant feeding tired travelers, the establishment has become a kitsch landmark in the Sacramento Valley, frequently hailed by tourists on I-5.

Maxwell was also founded as part of the Southern Pacific Railroad in 1878, and was named after an early resident George Maxwell (Gudde 1998:231). Today, it is an agricultural farm town, smaller than Williams, with a population around 1,000.

2.3.4 City of Willows

Historically, the Wintun Indians settled the area of Willows located in present-day Glenn County, where water and wildfowl were ample. "The Willow" was founded in 1862 and became a watering hole for ranchers and herds of cattle, which fed on natural springs and was sought by cattlemen in hot summers (Rensch et al. 1933:123; Willows Museum 2007).

In 1873, Daniel Zumwalt secured the Northern Railroad Company, and extended the line from Williams to Willows. Zumwalt deeded the land that would become the town in 1876 to railroad magnate Charles Crocker. The town was laid out and surveyed by railway company employees (Willows Museum 2007). As Willows' town lots were being sold, the Northern Railroad Company was laying tracks to connect the town with Woodland in Yolo County, 66 miles south. By the completion of the rail line to it on September 26, 1878, Willows contained a hotel, grocery store, cigar store, drugstore, two blacksmith shops, and three each of general stores, liveries and hotels as well as a weekly newspaper (Willows Museum 2007). The town had approximately 500 people in 1880, incorporated in 1885, and became the county seat of Glenn County in 1891 (Willows Museum 2007).

2.3.5 City of Hamilton City

General James Hamilton purchased 5,000 acres in 1905 for sugar beet farming that included two sugar beet refining factories, the Pacific Sugar Construction Company and the Alta California Beet Sugar Company, and created Hamilton City. In 1905, Hamilton City was well known for sugar beet farms and its connection to the magnate Claus Spreckles, the Sugar King of California, who owned sugar cane and beet farms in Santa Cruz County as well as Hawaii.

A railroad spur from the Southern Pacific Railroad (SPRR) was constructed to Hamilton City for the export of sugar in 1906. The SPRR spur came under the name Colusa & Hamilton Railroad (C&HRR), and their tracks were extended south in 1913 to the towns of Glenn and Princeton. The Holly Sugar Corporation and Alta California Sugar Beet Company, both constructed by James Hamilton, were in operation until 1936 until they were sold to the Spreckels Sugar Company.

The C&HRR also traveled south to the City of Colusa, connecting small communities situated on the west side of the Sacramento River. This rail connection was known as the "Beet Line," which was discontinued in 1985. State Route 45 north of the town of Colusa was originally a service road for the

Northern Electric Company. The “Beet Line” pledged that at least 3,000 acres of sugar beets would be raised along the road in Colusa as part of the Sacramento Valley Sugar Company (Green 1880:85).

2.4 SANDSTONE QUARRYING

Sometime between 1887 and 1888, pioneer John Sites founded a sandstone quarry located on the north side of Stone Corral Creek. By 1891, the quarry was established as the Sites Sandstone Company, managed by David O’Neil of Alameda County, who later collaborated with associates from the Sacramento and San Francisco areas (White et al. 2009:126). As early as 1892, a mill with two gang saws, steam channelers, drills, and hoists was in place. Mill housing was also established in the small community of Quarrytown, which housed approximately 20 employees as laborers, drillers, and quarrymen in boarding houses by 1894 (White et al. 2009:126-127, Appendix C). During the quarry’s early years, it was recorded as having financial troubles and was laid idle, according to the 1896 California State Mining Bureau report (White et al. 2009:129). The Colusa Stone Company purchased the Sites Sandstone Company quarry, and operated it under new management beginning sometime in 1895 to 1897 (White et al 2009:129). The company supplied sandstone for San Francisco’s Union Depot & Ferry Building, which is the largest building constructed of Colusa sandstone in the City that still stands today. The quarried sandstone went via the C&LRR to be shipped down barges on the Sacramento River from Colusa, or transported by the Southern Pacific Railroad from Colusa Junction, to an Oakland yard where it was finished as a building material. Sometime between 1902 and 1903, F.E. Knowles changed the company’s name from the Colusa Stone Company to the Colusa Sandstone Company. Knowles, as early as 1878, owned the “Knowles & Co. Granite and Marble Works” on Seventh and Castro Streets in Oakland (Wood 1883:771). The company secured an office on San Francisco’s Townsend Street and it was from here, under Knowles’ direction, Colusa sandstone was heavily marketed to master architects, such as Willis Polk, A. Page Brown, and Coxhead & Coxhead, to construct luxurious buildings in the City with Colusa sandstone.

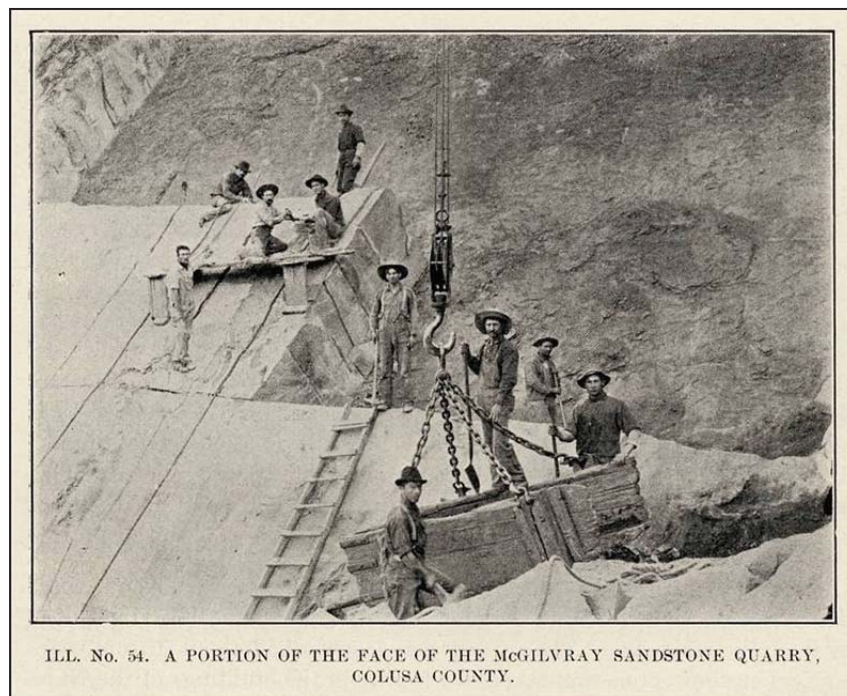


Figure 9. McGilvray Quarry (Perazzo, Peggy B., *Stone Quarries and Beyond*, 2012).

Due to the success of the Colusa Sandstone Company, a second quarry face was exposed south of Stone Corral Creek on property originally owned by R.S. Burgett (Colusa County Recorder's Office 1900:32). Burgett, in partnership with J.C. Sisk, leased the site in June 1897 to Harry Helliwell of San Francisco (White et al. 2009:129). By November of that year, Helliwell transferred title to the McGilvray Stone Company, owned by John D. McGilvray, Sr. McGilvray had moved to California with his family from Denver, Colorado in 1897 and opened the McGilvray Stone Company in Mayfield, which is present-day Palo Alto. The McGilvray Stone Company became successful, and had supplied the stone for all of the buildings on the Stanford University campus of prior to investing in the Colusa Sandstone Company. John D. McGilvray, Jr. moved from Mayfield to San Francisco, and assisted his father with the company's granite division (McGilvray 1955). According to the *Colusa Sun*, the McGilvray Stone Company employed 10 to 20 men in 1900 to operate its Colusa quarry operations (Figure 9) (White et al. 2009:129). A *Colusa Sun* article stated that "one hundred and thirty great solid slabs have been taken out and sent away, weighing from ten to fifteen tons...they are placed on the cars and the Colusa & Lake railroad takes them to Colusa Junction where they are transferred by derrick to the Southern Pacific and carried on to San Francisco where the works of the McGilvray are situated" (*Colusa Sun* 1900a). According to another *Colusa Sun* article from 1900, the McGilvray Stone Company was "running in full blast with H. [Henry] Sturrock as superintendent" and "employs twenty men" (March 31, 1900). In 1903, 146,828 cubic feet were quarried, grossing a total of \$312,500; this was the heyday for the both quarries (White et al. 2009:131).

An earthquake devastated San Francisco on April 18, 1906, which slowed down the production of sandstone briefly. In May 1906, the *Colusa Sun* recorded,

...demand for Colusa stone was never greater than now...the buildings in San Francisco that were of this stone stood the shake and the fire better than any other class of material, which is turning the attention of the builders in the direction of the Colusa product, and it will not be long until the quarries of Colusa County will be running day and night (*Colusa Sun*, May 22, 1906, in White et al. 2009:131).

The State Mining Bureau annual report of 1906 recorded that Colusa County was the "lead producer of fireproof sandstone" (Aubury 1906; White et al. 2009:244). The Stone Corral Creek quarries hit a second boom between 1910 and 1911 with production grossing \$106,532. In 1911 alone, Colusa sandstone was recorded as the biggest sandstone provider in the state, with a year's production totaling 255,313 cubic feet, and was valued at \$127,314; an increase compared to the year before when 165,971 cubic feet was produced for \$80,443 (Aubury 1911:38). The Stone Corral Creek quarries successfully grossed 776,492 cubic feet of sandstone with a total value of \$1,250,156 between 1903 and 1911 (White et al. 2009:131). In addition to the Stone Corral Creek quarries, both Knowles and McGilvray were investors in a sandstone and granite quarry in Madera County that also supplied material to many San Francisco landmarks (Gudde 1989:198).

The Colusa sandstone product was overall respected as "very even-grained and is quite uniform in color, being a blue-gray which darkens but slightly in weathering [and] is exceptional for general use as a building material" (Perazzo 2012). The unusable pieces of sandstone as stone particles were utilized as railroad ballast and road macadam, a preferred material for wagon roads, and shipped on the C&LRR at a \$1.00 a ton (Perazzo 2012). Macadam, a bituminous material mixed with stone aggregate and valued as an early form of asphaltting, was identified on existing railroad abutments during the 2001 archaeological survey (White et al. 2009) of the NODOS study area (see DRP523 record, SF-038-A Update, Appendix A).



Figure 10. Colusa County Police Department, historically the Colusa sandstone Carnegie Library (Photo by Corri Jimenez, November 15, 2012).

Colusa sandstone buildings constructed in San Francisco include the Spreckles bandstand in Golden Gate Park (1900); three wings of the St. Francis Hotel (1904); the James Flood Building (1904); the 17-story Humboldt Savings Bank (1905); the Aronson Building (1906); the Italian-American Bank (1907); the Gunst Building (circa 1908); and three Home Telephone Buildings (1908) (Casey 2012; Perazzo 2012; White et al. 2009, Appendix C). Besides the rich connection of Colusa sandstone to San Francisco, the product was shipped as far away as Honolulu, Hawaii. It was also used locally where it is best represented in the Colonial-revival Colusa Carnegie Library (1906), a National Register-listed historic property, and presently the Colusa Police Station on Sixth Street (see Figure 10).

With no railroad to ship material, due to the dissolution of the C&LRR in 1914, both quarries ceased operations and all assets were liquidated by 1915 (Colusa & Lake Railroad 1914; White et al. 2009:126). Furthermore, the use of innovative and less expensive building materials, such as Portland cement, as well as an increased use of steel as lighter framing, caused massive solid stone buildings to become too costly and they were no longer being constructed (*Western Railroader* 1974:6; White et al, 2009:131). In 1917, the McGilvray Quarry was reopened briefly and sandstone headstone markers were quarried for the municipal cemetery in Rocklin (Perazzo 2012). Afterwards, in July 1917, the quarry machinery was dismantled. F.E. Knowles' company, known as the Raymond Granite Company in Madera, consolidated with the McGilvray Stone Company to become the McGilvray-Raymond Granite Company in 1928, retaining both sandstone quarries in the project area (California Gen Web 2012).

The McGilvray Quarry reopened again in 1957 and sandstone was cut for an addition to the Episcopal Church in San Mateo (*Western Railroader* 1974:7). As of 2007, both quarries reopened under the management of Brownstone Custom Architectural Stone.

2.5 WATER, RAIL, AND AUTO TRANSPORTATION

Steamboats and River Barges

As early settlement in the Sacramento Valley developed along the Sacramento River, transportation commenced first as small steamboat travel, established by Col. Charles Semple and his nephew William Semple Green in 1849-50 (Johnson 2001:15). Green operated two steamboats, the *Senator* and the *Confidence*, on the river, which could take an average 300 passengers at a travel cost of \$30 per trip (*Colusa Sun* 1889). For more than a generation, low-draft paddlewheel steamers freighted both people and cargo along the river from the City of Colusa up to Red Bluff, as well as down to Sacramento, where firewood, hay, barley, and wheat were shipped to San Francisco as well as overseas (Johnson 2001:15). Into the early 1900s, river barges played a crucial part in shipping product to Sacramento in conjunction with the railroad.

2.5.1 Railroads and Railways

Transportation of products, such as rice and wheat, was crucial, and spurred the development of railroad lines as homesteads and parcels were allotted for new settlers in the Sacramento Valley. In 1875, the Central Pacific Railroad created the Northern Railroad, also known as the Northern Railway Company, that went northwest through the middle of the valley from the cities of Woodland and Davis in Yolo County, through Williams (1876), and Willows and Maxwell (1878), to the town of Tehama in Tehama County; a line from Woodland connected these towns to the big city of Sacramento (Figure 11) (Johnson 2001:17). With this centrally located railroad in the middle of the valley, rail transport bypassed the thriving towns of Grimes, Colusa, and Princeton along the Sacramento River.

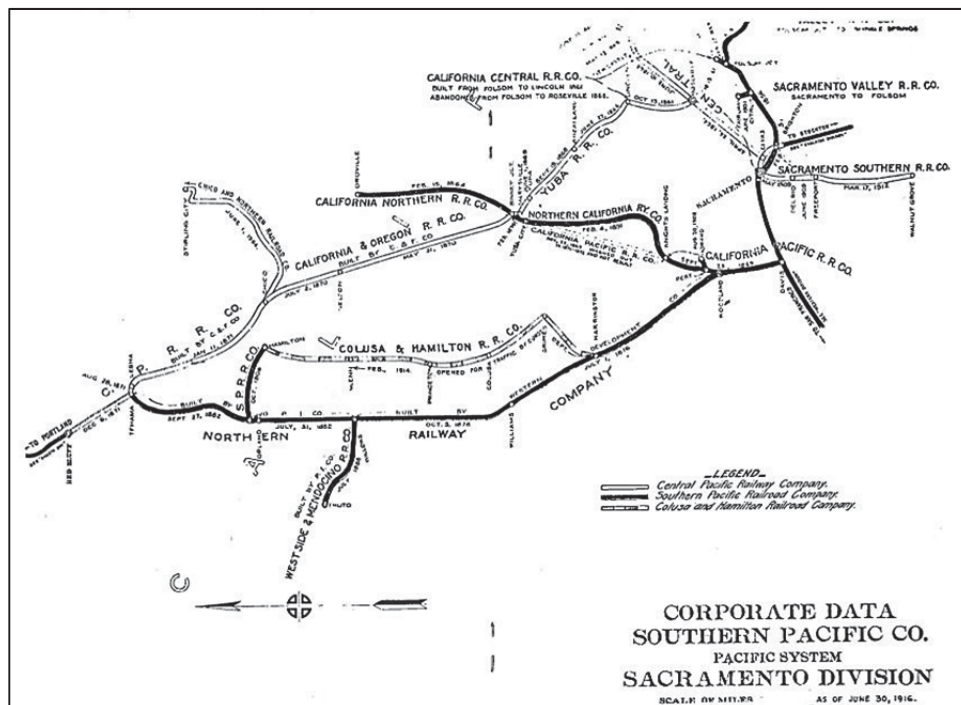


Figure 11. Southern Pacific Railroad system in the Sacramento Valley (Johnson 2001:18-19).

Colusa town members knew the importance as well as status of a railroad connection, and realized that “no town can expect to grow and prosper without a railroad, especially one near a road” (*Colusa Sun* June 20, 1885 in Hillman 2003:1). Therefore, Colusa residents built Lurline Road, a gravel-paved wagon road,

in 1885-1886 that led to the rail community of Colusa Junction, currently the community of Cortena, on the Northern Railroad, which later was bought by the Southern Pacific Railroad Company in 1888 (Johnson 2007:24).

In keeping with their position as the County seat, Colusa actively solicited their citizens to build a rail line, and the Colusa Railroad Company was incorporated on July 23, 1885. The railroad originally was planned to run to Sites in the Antelope Valley, and end at the town of Lower Lake in Lake County (*Western Railroader* 1974:2). The C&LRR consolidated with the Colusa Railroad Company on November 30, 1886. Rogers (1891:226) states, “The Colusa Railroad Company and the Colusa & Lake Railroad consolidated and articles of incorporation [were] filed. The directors for the first year were George Hagars, J.H. Roberts, W.P. Harrington, W.D. Dean, J.W. Goad, E.W. Jones, E.A. Harrington, Peter Peterson, and John Sites. The officers of the consolidated road were President, W.P. Harrington; vice-president, E.W. Jones; secretary, C.M. Ballentine; general superintendent, E.A. Harrington.” Capital stock was \$400,000 in the railroad, \$100.00 a share, and it is said that all the residents of Colusa funded the railroad since the county seat was potentially in jeopardy by the competition of Willows and its juxtaposition on the Northern Railroad line (Rogers 1891:226; *Western Railroader* 1974:4). Hillman (2003:6) cited an 1886 *Colusa Sun* article:

Colusa must grow, and every man that comes to it but adds to the list of the servants of the Southern Pacific...No part of this valley can grow without adding to the resources of that corporation. Serenely situated on the bank of the Sacramento, Colusa has never had any conflict with that company or with the C.P [Central Pacific] but she has been the essence of conservatism on the railroad question. There will...be not conflict between these companies. Each will make business for the other. But Colusa will boom ahead.

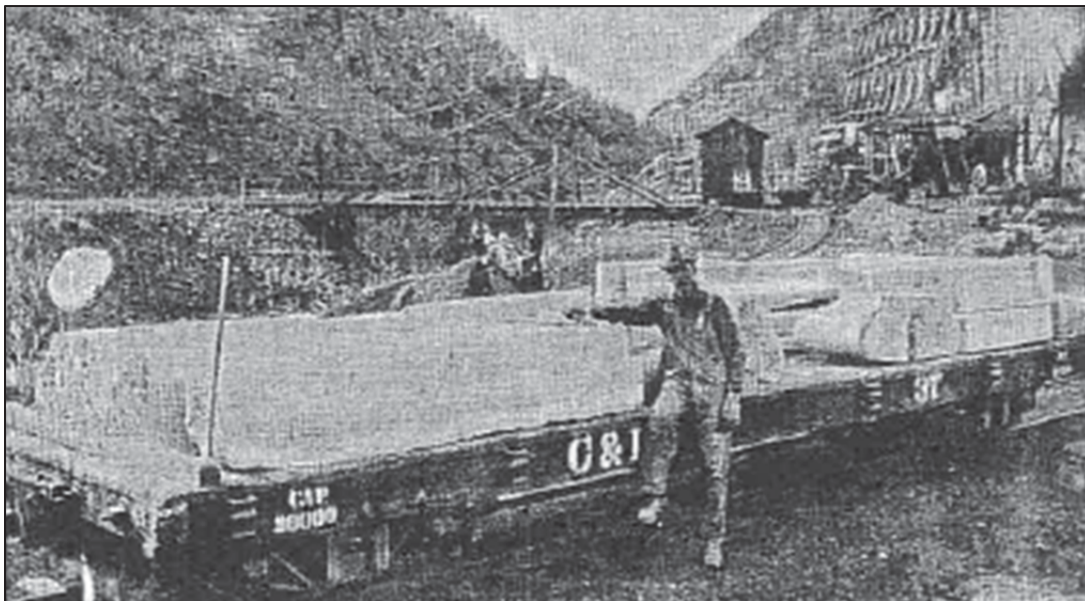


Figure 12. C&L Railroad, shipping sandstone from the quarry to Colusa (*Western Railroader* 1974).

Materials were purchased for the construction of a railroad extension by June 1886. A local contractor, Howell Davis, was contracted to grade 10 miles of the railroad bed. The railroad bed was started on July 10, 1886, and the tracks were laid at a rate of 0.5-miles a day; the railroad was completed by September 18, 1886. After the completion of the C&LRR tracks, a wagon road was undertaken adjacent to the

C&LRR right-of-way, which was finished in October 1886. The wagon road was highlighted in *Colusa Sun* articles as a “good wagon road along its track” (Hillman 2003:7-8).

The first train to roll down the tracks was a narrow gauge saddletank locomotive known as the “Peanut Roaster” (*Western Railroader* 1974:2). The railroad company operated four locomotives on the narrow gauge tracks, which was a 22-mile line from Colusa to Sites that hauled passengers as well as freight that included Colusa sandstone from the two quarries and grain from warehouses in Sites. In November 1886, the last of the two bridges were completed, and ballast was laid on the railroad bed tracks between Colusa Junction to Sites (Hillman 2003:8). *Colusa Sun* articles recorded the railroad bed is “one of the best constructed roads¹ in the State—much better than the road from Colusa to the Junction” (Hillman 2003:8). Product shipments were networked to Colusa Junction for transport on the Northern Railroad, or to the town of Colusa to be shipped down the river on steamers. With the incorporation of the Northern Railroad into the bigger Southern Pacific Railroad Company in 1888, the products shipped from the Antelope Valley were connected to a broader network across the state. As previously mentioned, Colusa sandstone, first quarried in 1891, supplied stone as a building material to San Francisco shipped via the C&LRR (Figure 12). Besides sandstone, tons of wheat, approximating 14,000 tons, was exported on rail cars from the Antelope Valley. In a 1908 State Railroad Commission annual report, it was recorded that 18,671 passengers were carried on the C&LRR that year, and the railroad had 47 employees that included seven trainmen. It was also reported that 18,373 tons of freight were shipped on the railroad from and to the Antelope Valley, and included products of mines (7,164 tons), grain (4,794 tons), merchandise (1,542 tons), fruit and vegetables (1,343 tons), lumber (891 tons), flour (857 tons), and hay (405 tons) (Railroad Commission 1909:45).

The C&LRR was discontinued in 1914-15 (Johnson 2001:20). Although there was objection by both the McGilvray Stone Company and Colusa Sandstone Company, the railroad was dissolved and abandoned. The Railroad Commission agreed to discontinue train service of the C&LRR due to multiple reasons that included diminished passenger service from Sites, a decline of wheat production in the Antelope Valley and sandstone orders from nearby quarries, competition from personal automobiles and trucks, as well as demographic shifts from the foothills to urban centers during the early-twentieth century (White et al. 2009:125). The fate of the railroad was finalized in May 1914 and ceased service by 1915 (Colusa & Lake Railroad, May 20 & 26, 1914; White et al. 2009:126). At the end of their railroad era, the City of Colusa reflected that the “Colusa & Lake Railroad though a narrow gauge, was one of the greatest assets Colusa ever had, and its suspension will be felt locally and in the western part of the county as well” (Hillman 2003:24). By July 1917, all service ceased with assets sold at public auctions (White et al. 2009:126), the C&LRR was abandoned, and the tracks removed and converted for automobile use (NETR Online 2012). Present-day Lurline Road, the rail line that connected Colusa to Colusa Junction, suffered the same fate, and the town closed in 1915 along with the C&LRR. In 1923, the C&LRR equipment was sold, and the old narrow gauge railroad equipment is rumored to have been purchased by Henry Ford (Perazzo 2012). Currently, the C&LRR railroad bed in parts is visible along Maxwell-Sites Road; however much of the present automobile road is the railroad grade (NETR Online 2012).

Roads, Highways, and Freeways

Wagon roads were greatly needed in rural counties in the Sacramento Valley. The 1888 Colusa County Road Record records Huffmaster Road, approved in the Colusa County Road Records on March 7, 1888, which connects the towns of Sites and Leesville in the Antelope Valley. Another example is the wagon freight road that followed Stone Corral Creek and the C&LRR, constructed in October 1886.

¹ Historic documents refer to railroads as roads until the superstructure of tracks are installed.

With the invention of the automobile, auto travel in Colusa County began as early as 1900 with Dr. William T. Rathbun's 4-horsepower "Locomobile" that was showcased in the county fair as a "horseless carriage." Not long after Rathbun's debut, *Colusa Sun* editor William Semple Green acquired a vehicle and took pride driving it from Sacramento to Colusa (Johnson 2001:23). Automobiles gradually increased in popularity and it is recorded that there were 25 automobiles in 1905, which rose to 728 by 1918 (Johnson 2001:23). With no paved road infrastructure in place, the State Highway Commission was created in 1910, and was funded by road bonds as a way to pay for the maintenance and new construction of state roads that connected towns and cities. In 1914, Colusa County's first paved highway was State Highway 99W, which connected Williams to Maxwell adjacent to the Southern Pacific Railroad tracks; the county's second road was a lateral road leading from Williams to Colusa, now State Route 20.

The U.S. Congress passed the Federal Aid Highway Act of 1921, also known as the Phipps Act, which created a national system for north-south axis highways, such as U.S. Highway 99 (now, State Highway 99W), and east-west axis highways, like U.S. Highway 20 (currently State Route 20). With an increased use in auto travel after World War II, the Federal Aid Highway Act of 1956 was approved to create the interstate system. Interstate I-5 was officially constructed in the 1980s, and is part of the interstate system connecting California to Canada.

2.6 WATER IRRIGATION AND AGRICULTURE

During the California Gold Rush, farmers found that the climate of the Sacramento Valley was amenable to farming, but seasonal water supplies were limited: therefore, dry farming crops, such as wheat, were susceptible, as well as cattle ranching (JRP 2006; URS 2001). By the 1880s, wheat farming had become less profitable for several reasons in the valley. First, the intensive dry farming depleted the soil and, second, the transcontinental railroad achievement reduced the West's dependence on locally grown wheat. In 1898, a drought drove many farmers to abandon dry farming in the Sacramento Valley (JRP 2006; URS 2001).

Because Glenn County was so arid and only suitable for grazing livestock and dry farming, irrigation was prompted by William Semple Green. Green envisioned revolutionizing agriculture in the area by constructing a major canal that would divert water from the Sacramento River to farms on the west side of the valley (JRP 2006; URS 2001). Beginning in 1883, Green posted notices on an oak tree along the river (identified as State Landmark No. 831), recording the appropriation and diversion of water set aside for irrigation; this is the earliest recordation of water rights in the area (GCID 2012; California Office of Historic Preservation 1990:51). Not all landowners in the valley were convinced of the need for a canal; however, with state legislation, the Wright Irrigation District Act of 1887 encouraged the formation of irrigation districts by giving them power similar to those of municipalities (JRP 2006; URS 2001). In September 1887, the *Colusa Sun* recorded the creation of irrigation districts in Colusa County were set to cover 150,000 acres between Walker and Stony creeks (*Colusa Sun* 1887a; *Colusa Sun* 1887b).

2.6.1 Irrigation Districts of Colusa and Glenn Counties

The Central Irrigation District² was founded on November 22, 1887, which was one of the first irrigation districts in the Sacramento Valley (Davis 1984:10; JRP 2006; URS 2001). The irrigation district extended from Jacinto in the north south to Berlin. In the west, the canal was fed by Salt Creek, Stone Corral Creek, Funk Slough, Hunter Slough, and Logan Creek, and was bordered by the Sacramento River on the east

² The Central Irrigation District is also referenced as the Central Canal and Irrigation District and the Central Irrigation District Canal on historical documents and maps. The Central Canal, the main artery in the irrigation district, is included in this irrigation district.

(Figure 13, Davis 1984:11). Due to opposition over rights-of-way, the Central Irrigation District's Central Canal's initial construction was periodically hampered, and portions of the canal were stopped and not built (JRP 2006; URS 2001). The fate of the Central Irrigation District was not unique; most of the proposed 49 irrigation districts under the Wright Irrigation District Act of 1887 were never completed (Davis 1984:13-15).

The Wright-Bridgeford Act was adopted in 1897 to supersede the 1887 act, and to simplify the formation of irrigation districts. By 1903, smaller irrigation areas were created by the Central Canal and Irrigation Company; however, financial trouble continued despite its progress (Figure 13) (JRP and Caltrans 2000:23; JRP 2006; URS 2001).

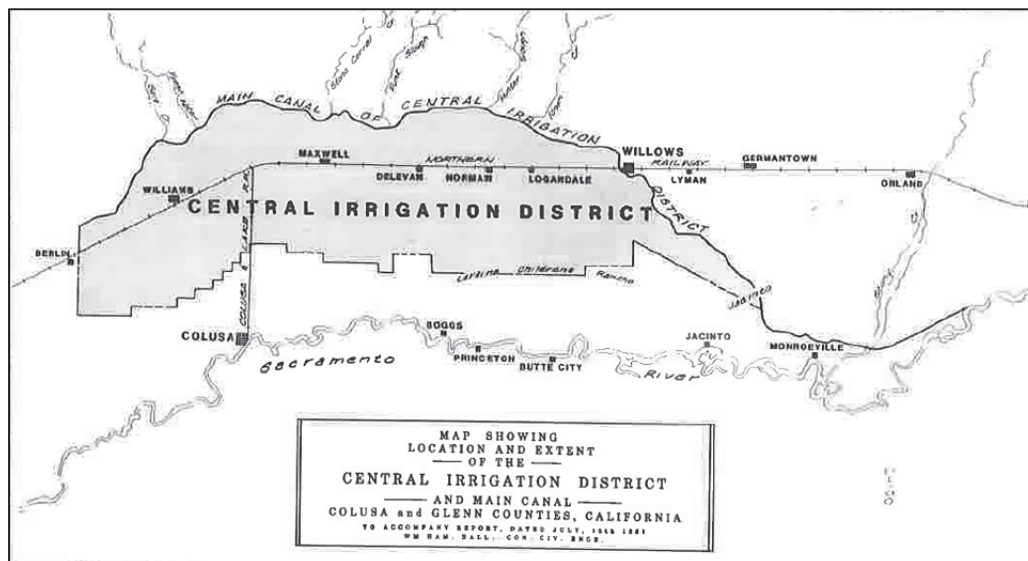


Figure 13. Central Irrigation District map. Note: cardinal north is at the far right (Davis 1984:11).

The Pittsburgh banking firm of W.S. Kuhn founded the Sacramento Valley Irrigation Company on June 15, 1909. The company purchased the Central Irrigation District and developed a plan to irrigate 250,000 acres of the valley floor from Orland to Arbuckle (Figure 14) (Davis 1984:30). The Sacramento Valley Irrigation Company was instrumental to the development of the Sacramento Valley by plating smaller farming acres in juxtaposition to the Central Canal and numerous irrigation ditches. A 1911 *Sunset* magazine advertisement read: “Last Chance to Get Good Land Cheap”...“\$15 an acre down—the rest spread over ten years--\$125 an acre in all,” and records the Central Irrigation District had offices in San Francisco and Los Angeles, as well as Pittsburgh, Pennsylvania, and Chicago, Illinois (Davis 1984:40). The population of Glenn and Colusa counties increased as the result of parcels sold by the Sacramento Valley Irrigation Company; the population of Willows, alone, doubled in 1910 as prospective buyers thrived from freelance real estate operators who were capitalizing on the land boom the Kuhns had created (Davis 1984:42).

During the boom, the Central Irrigation District Company established temporary lodging, surveyor camps, and administration establishments in and around Willows to house employees who were paid \$1.00 a month, with all medical expenses included, to work on the Central Canal's construction (Davis 1984:44). Construction of the Central Irrigation District continued through the 1910s, which included siphons on creeks, such as Willows Creek, and the construction of pumping stations and hand-dug ditches.



Figure 14. Sacramento Valley Irrigation Company land office in Willows (left) (Davis 1984:43); Sacramento Valley Irrigation Project advertisement (right) (Sacramento History 2012).

By July 1911, 40,000 acres of land had been sold and an estimated 700 to 800 homesteaders were living in the area (Davis 1984:54). By late 1912, the National Bank in Pittsburgh, who funded W.S. Kuhn, began to show signs of failure with a debt between \$155 to 175 million dollars, which led to the company's bankruptcy (Davis 1984:54). Small landowners were hit hard by the company's default, and many lost "both their land and investments" (Davis 1984:59). The Sacramento Valley West Side Canal Company purchased the bankrupt company in 1915, and in business with the State Railroad Commission, fixed the water rates for farmers (JRP 2006; URS 2001). In 1918-19, the water rate for rice was fixed at \$7 an acre foot versus \$2 an acre for other crops. Despite this higher cost, more farmers switched to growing rice because it was the most successful crop in the heavy clay and alkaline soils of the Sacramento Valley. Farmers switching to rice crops; however, led to an increase in water demand from the Sacramento River. The result was a reorganization of lands held within the original Central Irrigation District, and the creation of five new irrigation districts: the Jacinto, Princeton-Cordora-Glenn, Provident, Compton-Delevan, and Maxwell.

Due to the demands of the five new irrigation districts, the Central Canal was required to deliver Sacramento River water to an additional 100,000 acres during the 1920 irrigation season. The Central Canal that same year was renamed the Glenn-Colusa Canal, managed by the Glenn-Colusa Irrigation District (GCID). Although some landowners again protested, the organization overcame the opposition through legal means and was adopted by the Sacramento Valley West Side Canal Company (Figure 15) (JRP and Caltrans 2000:23). Also in 1920, Charles F. Lambert was hired on and was instrumental in managing the reorganization of irrigation district lands, and the sale of property back to farmers at low prices that included an option to buy for those who had lost their lands during the Kuhn bankruptcy. Lambert also finished the canal's construction in 1920 and saw the GCID through "the organization proceedings, construction, and the aftermath of the rice crash" (Davis 1984:86). The economical weather dealt the new GCID district a serious blow nine years later with the Great Depression, and those unable to pay, lost their land.

In 1929, there were a total of 15 irrigation districts in the valley between Sacramento and Redding. Landowners within the boundaries of the GCID reorganized yet again to prevent more land loss during the Depression. The U.S. Bureau of Reclamation (Reclamation) formed the Central Valley Project in 1933 to convey northern California water to meet the irrigation needs of the San Joaquin Valley. In doing so, Reclamation questioned the GCID's water rights on the Sacramento River. Litigation ensued between the GCID and Reclamation after Shasta Dam was constructed at the river's headwaters in Tehama County

in 1951 (Davis 1984:106-107). The Secretary of the Interior settled the disagreement in 1964 in favor of Reclamation District No. 108 (Bayse 1995). Currently, the GCID diverts approximately 735,000 cubic acre-feet of water from the Sacramento River to irrigate approximately 58,000 acres. Over 100,000 acre feet of water is diverted to three Reclamation wildlife refuges (Delevan, Sacramento, and Colusa) where migrating waterfowl, such as Canadian geese and various duck species, travel on the Pacific flyway (Bayse 1995:38; GCID 2012; Pennock 2012). GCID facilities include the 65-mile main canal, a 3,000-cubic-foot-per-second pumping plant with a fish screen structure, and approximately 900 miles of lateral canals and drains. Multiple natural tributaries, such as Stony Creek, Willow Creek, Stone Corral Creek, and Lurline Creek, flow into the GCID irrigation system. Between April and October, the GCID irrigates a diverse number of crops from alfalfa, tomatoes, cotton, and wheat, as well as rice.

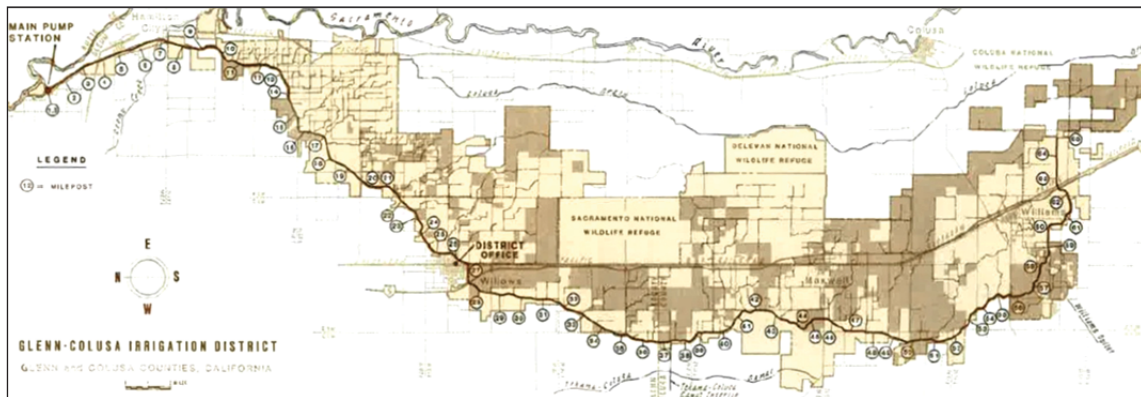


Figure 15. Glenn-Colusa Irrigation District (GCID) map (Note, north is to the far right) (Davis 1984:92).

The Maxwell Irrigation District (MID) was formed in 1918 out of a GCID reorganization and the new irrigation district creation. The MID constructed levees and a drainage system to capture natural water runoff (Masters 2012). MID’s water rights follow appropriated water rights under the 1953-54 code between seven irrigation districts, and Reclamation District No. 2047, as well as a 1972 contract between the United States and MID to divert water from the Sacramento River (Masters 2012). These Reclamation contracts provide MID with a base water diversion of 11,980-acre feet during the April to October water season, supplemental to 6,000-acre feet during the months of July and August, totaling 17,980-acre feet (Masters 2012).

Besides the GCID and MID, the Tehama-Colusa Canal Authority (TCCA), situated on the far west side of the Colusa County, was organized in 1965 as part of the Central Valley Project. Completed on May 30, 1980, the Tehama-Colusa Canal is a 122-mile concrete-lined canal, which extends from the Red Bluff Diversion Dam in Tehama County through Glenn County, to Yolo County (Stenes 1994). The dam diverts irrigation water into the Tehama-Colusa Canal, as well as the Corning Canal, to irrigate over 100,000 acres of agricultural land. The majority of the water from the Tehama-Colusa Canal irrigates almond orchards, wheat, and alfalfa/hay (Stenes 1994).

Agriculture: Rice and Wheat

The Sacramento Valley is one of the richest agricultural areas in the world (Willows Museum 2007). Wheat was originally the largest food crop that came out of the Antelope Valley, and the *Colusa Sun* newspaper in 1891 recorded, “a great deal comes by the C. & L. R.R....every day some ten or twelve car loads are brought in on this road” (August 8, 1891).

Farmers discovered that rice could be grown in heavy clay and alkaline soils in Sacramento Valley proper during the early 1900s; however, the fields had to be flooded during the growing season, a practice that required massive amounts of water (JRP 2006; URS 2001). Land adapted to rice culture consists of any soil with tight subsoil that minimizes water loss from seepage when the land is continuously flooded during the growing season. To keep rice fields constantly covered during the growing season, water must be supplied at the fields in a sufficient amount and account for evaporation losses.

Although it demanded lots of water, rice farming was attractive to many farmers because commodity prices were high. This enticed growers to expand rice cultivation during World War I, when over half of the irrigation districts were either constructed or expanded between 1916 and 1919 (JRP 2006; URS 2001). In 1920, rice crops were lost due to an early and continuous rain that resulted in the “Crash of 1920” (Figure 16). Demand increased for grains during the World War II years and once again a profitable crop and increased its growth (Cramer 1973).



Figure 16. Rice farmers, prior to the 1920s (Davis 1984:77).

California today is the second largest producer of rice in the nation, totaling nearly 4.6 billion pounds, and more than 95% of the state’s rice crop is grown 100 miles from Sacramento, which includes Colusa (California Rice Commission 2012). In Colusa County, rice accounts for approximately 80 to 85 percent of the GCID’s irrigated acreage on an annual basis (GCID 2012). Widespread burning of rice fields after the harvest occurred historically, but after strict air quality and pollution laws were passed, only a few farmers now practice it. Flooding portions of the fields to clear leftover rice straw allows the rice stubble to decompose, which is attractive for migrating birds (GCID 2012; Pennock 2012).

2.7 2ELECTRICAL POWER

The earliest hydroelectric generating plants in the United States were built in the 1880s and 1890s, which included steam-powered generating plants and hydroelectric facilities (JRP 2006; URS 2001). Both types of plants were located near consumers of electricity and required short transmission lines with low voltages. Hydroelectric power in California was first controlled by gold miners who understood that water could be channeled through ditches and flumes and, with the use of a Pelton waterwheel, connected to hydroelectric generator stations, was used to power hydrolicking nozzles in mining districts in the Sierra Nevada Mountains (Williams 1997:168). In order to bring electric power from the hydroelectric plants in

the Sierra Nevada to California coastal cities, such as the Bay Area, longer transmission lines with high voltages were required (JRP 2006; URS 2001).

For new transmission lines to operate successfully at these greater distances, new technologies were developed in the 1890s using alternating current (AC) developed by Nikola Tesla in 1886. AC allowed electrical power to be transmitted on long-distance wires 10 to 20 miles long compared to direct current (DC), which had previously been used. Gradually, longer and longer systems lines were constructed, such as an 83-mile-long line built in Southern California in 1899 (JRP 2006; URS 2001).

Pacific Gas & Electric (PG&E) was formed in 1905 as a consolidation of numerous existing hydroelectric companies across the State, beginning with San Francisco's California Gas & Electric Corporation and San Jose's United Gas & Electric, and later joining with additional companies, such as the Northern California Power (1919), Great Western Power (1930), and San Joaquin Light & Power (1930) (Williams 1997:182). Author James C. Williams sums up PG&E well by stating, "wherever PG&E and its predecessor companies tapped waterpower, they naturally left their mark on the environment...their access roads, transmission lines, and generating facilities all modified the landscape, but their water storage and conveyance systems perhaps made the greatest impact" (Williams 1997:182-183). The impact of electricity in California compared to other states was dramatic on farm communities; for example, over 80% of California farms had electrical services in 1934 compared to approximately 14% in Iowa (Williams 1997:234). Therefore, more Californians, regardless if on a farm or in a bustling city, had access to electrical services compared to the other states in the union.

Due to power shortages after World War I, PG&E Engineer Frank G. Baum masterminded the California power grid in 1924 as an electrical network with 12 regional power districts. These districts included three local Sacramento Valley electrical companies, the Northern Electric Company, West Side Electric Company, and the Sacramento Valley West Side Electric Company, all developed between 1911 and 1915. Electrical transmission lines were built adjacent to the railroad right-of-ways and parallel with present-day State Route 45 and State Highway 99W in the project area.

In the 1930s, President Franklin Roosevelt pondered, after creating the Tennessee Valley Authority, the benefit of electricity and democracy, and landscape reclamation, especially in California's irrigated agricultural valleys (Williams 1997:235). The 220 kilovolt-ampere (kVA) transmission lines were designed by Baum to link major population centers of the Northwest, Great Basin, and Southwest as part of the Bonneville Power Administration in 1933 (Northwest Power Planning Council 2012; Williams 1997:247). In California, the Pacific Intertie, a major California utility project, was created in 1948 by the Reclamation to alleviate power shortages during power emergencies.

By 1940, PG&E was one of the largest public utilities in the nation and owned 10 of the 41 major hydroelectric dams in the State by the 1960s. In 1958, PG&E began construction of a high voltage transmission lines between California and Oregon as part of the California-Oregon Power Company; the project was not completed until 1964 (Northwest Power Planning Council 2012). The Western Area Power Administration (WAPA) was organized with the PG&E in the early 1970s as part of the California-Oregon Intertie (COI), also known as the "Path 66," as a 500kV power line system stretching across the state. In 2010, the Colusa Generating Station began operation in Maxwell as a new 660 Megawatt Facility, serving 500,000 homes (PG&E 2012).

3.0 ARCHIVAL RESEARCH

3.1 RECORDS AND LITERATURE SEARCH

A cultural resource record search was completed by the Archaeological Research Program (ARP) at California State University (CSU), Chico, in 2001 at the Northeast Information Center (NEIC) of the California Historical Resources Information System (CHRIS) as part of the ARP's archaeological survey conducted for the NODOS project (Offermann 2013; White et al. 2009). The 2001 record search also included a review of the NRHP, the CRHR, the *California Inventory of Historic Resources* (1976), *California Historical Landmarks* (1996), *California Points of Historical Interest listing* (May 1992 and updates), *Directory of Properties in the Historic Property Data File*, General Land Office plats, and other historic map data available at the NEIC. Extensive historical research was done at that time at public and university libraries, as well as the county recorder's offices in both Willows and Colusa. The results of the record search and additional extensive archival research are currently housed at the DWR, Division of Environmental Services' West Sacramento office.

No new record search was performed for this built environment report. Six previously recorded built environment resources were identified within the study area from the original record search data and from site record information generated by ARP's archaeological inventory:

- *Central Irrigation District/Glenn-Colusa Canal* (P-11-000605) — This resource is a linear structure that was built as the Central Irrigation Canal in 1887. It became the GCID Canal, when the new irrigation district was formed 1920. Features include laterals, ditches, valves, and concrete gates found within the study area, all constructed in the 1920s as part of the larger GCID system that provides irrigation to farmers in both Glenn and Colusa counties. Francis Heritage Services recorded the resource in 1999; it was recorded again in 2001 by URS and again by JRP as part of the *Historic Properties and Evaluation Report: Colusa Generating Station Project, Colusa County, California* in 2006 (Francis 1999; Webb 2006; Stock and Corbett 2001). URS and JRP also evaluated the canal for the NRHP and CRHR. Identified features on the canal were found to be contributors to an overall irrigation historic district for its association with “the development of irrigation districts and irrigation infrastructure in the Sacramento Valley and development of 20th century farming in Colusa County” (Criteria A and 1), and as an example of early 20th century irrigation engineering (Criteria C and 2) (JRP 2006; URS 2001).
- *Colusa Basin Drainage Canal* (P-44-000401; P-06-000203/CA-COL-219H) – The Colusa Basin Drainage Canal, also known as the Colusa Drain, is a 33-mile-long canal whose construction began in 1903 and was completed in 1911 (Les 1986). The canal stretches between the City of Colusa in Colusa County and Knights Landing in Yolo County. The resource was developed to alleviate flooding in the upper Colusa Basin by draining into the Yolo Basin. Associated features include levees, side irrigation ditches, and facilities (pumphouses, iron orchard valves, headgates, and culverts) were additionally constructed between 1919 and 1920. The Colusa Basin Drainage Canal was extended by cutting through a low, natural ridge at Knights Landing (the Knights Landing Ridge Cut) in 1915 in order to divert water into the Yolo Bypass. Kathleen Les recorded the resource in 1986. Record updates were later prepared in 1992 by PAR Environmental Services Inc., and by JRP in 2007, the latter for the *Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba counties* (Melvin and Jones 2007). Currently the Colusa Basin Drainage Canal is part of the Colusa Basin Drainage District (CBDD). Both the Colusa Basin Drainage Canal and Knights Landing Ridge Cut appear eligible for the NRHP and

the CRHR as early California water engineering feats (Criteria A and 1); however, no official evaluation has been completed on the drainage system as a whole.

- *Colusa & Lake Railroad*, aka C&LRR (17-4-20-1H/3H; SF-038-A Update)—This resource is represented by two bridge abutments constructed of coursed sandstone blocks that are eight courses high and two wythes thick. The abutments are on each side of Stone Corral Creek and are approximately 100 feet long. Wood fencing defines the northern boundary and highlights a road on the north side of the site, which is the original Maxwell-Sites Road trace. The resource was originally identified and recorded by a joint DWR and California Department of Parks and Recreation (DPR) archaeological survey of the Sites Reservoir area in 1998 and 1999, and was later re-recorded by ARP in 2002. The site record from the latter study notes that “the grade includes a number of sandstone boulders (both shaped and natural) and pebbles of exposed asphaltic tar” (Anderson and Crawford 2002; Wheeler 1999). This “asphaltic tar” substance is believed to be macadam, a historic paving technique that predates modern asphalt where aggregate or pebbles of stone were added to tar in paving. The ARP identified the bridge abutments, which are described as “built in 1900 by contractor M.E. Burrows to incorporate the operation into the C&LRR freight lines” (White et al. 2009:244). In the 1908 Railroad Commission Annual Report, it was recorded that there were “two wooden trestle bridges” on the C&LRR, and it is believed this resource is one of two railroad bridges owned by the company. No evaluation was completed on the archaeological site by the ARP.
- *McGilvray Quarry Site/Thompson Quarry Site #1* (SF-025-B; CA-COL-182 Update)—The *McGilvray/Thompson Quarry* was initially recorded by an early survey of the Sites Reservoir area by University of California, Los Angeles, summer field school in 1967; an updated site record was prepared by the ARP in 2002 (Rives et al. 2002). This resource is located on southern bank of Stone Corral Creek at the east base of Logan Ridge. Five archaeological features associated with the quarry were recorded, including (1) a historic sandstone quarry face measuring approximately 8,996 feet by 2,190 feet on the south bank of Stone Corral Creek; (2) a rectangular depression measuring 16 feet long (North/South) by 14 feet wide (East/West) with an estimated depth of 3 feet; (3) a partially buried metal object that measured 36 by 20 inches with a 0.5-inch-wide chain attached that was flattened; (4) the structural remains of a 6 by 8 foot sandstone slab foundation with a depression; and (5) the lumber remains of the structure (see DPR form in Appendix A). Additionally, a 10-foot-diameter metal pipe extends from the western bank of the creek. The site was named “Thompson Quarry” in White’s report (White et al. 2009:50) after the 1991 landowner who owned 144 acres of land that includes the site; however, research for this report determined that the historic name for the site is the *McGilvray Quarry*. No evaluation was completed on the resource by the ARP.
- *Pacific Gas & Electric 230kV Transmission Lines* (230 kV Transmission Lines)— This transmission line was constructed in the 1920s as part of a larger line that carried power generated from the Pit No. 1 Power Plant along the Pit River between the Cottonwood and Vaca-Dixon substations. Michael Corbett of URS recorded and evaluated the line in his report, *Historic Architecture Report for Colusa Power Plant Project*, and the information was updated in 2006 by JRP in *Historic Properties and Evaluation Report: Colusa Generating Station Project, Colusa County, California* (JRP 2006; URS 2001). The transmission line is a contributor to a larger resource, the Cottonwood and Vaca-Dixon Transmission Lines, and is potentially significant for “the development of electric power in Northern California and its impact on the development of the economy” (Criteria A and 1), and as an early example of transmission lines engineered in the 1920s by PG&E engineer Frank Baum, a leading hydroelectric engineer in the United States (Criteria C and 3). The resource, therefore, appears eligible for the NRHP and CRHR (JRP 2006; URS 2001).

- *Sacramento Levee* (JGL0009 and JGL007; P-11-000689; CA-GLE-689H)—The Sacramento Levee has been recorded as five discontinuous segments along the west bank of the Sacramento River near State Route 45 in Glenn County, and located in the study area vicinity. The levee segments date between 1911 and 1952, depending on the segment and its location. The segments were recorded and analyzed in 2008 by JRP in the *Cultural Resources Inventory of Caltrans District 3, Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba counties*. Also in 2008, Jeffrey Rosenthal and Michael Dacangelo of Far Western prepared update forms for the Sacramento Levee, included in the *Cultural Resource Survey and Geoarchaeological Investigation of the Hamilton City Flood Damage Reduction and Ecological Restoration Area, Glenn County, California*. The historic context for these segments was utilized for the Sacramento levee segment recorded for this report. JRP did not evaluate the resource; however, the US Army Corps of Engineers treats the Sacramento Levee as a historic property under Criteria A and 1 for its association with federal flood protection (Polson 2012).

The ARP conducted in-depth historic era research for the NODOS project to augment their field survey. The research included primary and secondary documents, archival and periodical research, copies of homestead claims, as well as plat and township maps from Colusa and Glenn county recorders' offices. These data are currently housed at the DWR Division of Environmental Services Office and were made available for preparation of this report. The information was used in this report as historic contexts for the sandstone quarries, homesteading, ranching, railroad transportation, agriculture, irrigation, and energy transmission. The White et al. (2009) draft report, *Archaeological Overview, Inventory Report, and Research Design, Proposed Sites Reservoir APE, Colusa and Glenn Counties, California DRAFT*, was also reviewed.

In addition to reviewing the ARP's research files, research was undertaken on Assessor's Parcel Numbers (APNs) provided by the DWR at the Glenn County Clerk Recorder's office in Willows and the Colusa County Clerk Recorder's office in Colusa in November 2012. The periodical, *Wagon Wheels*, published by the Colusa County Historical Society from 1950 to the present as biannual newsletters, offered valuable information on transportation and families that were associated with the deed research.

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4.0 FIELD SURVEY

A survey of known built environment resources within the NODOS take line above the reservoir pool and along the Delevan Pipeline were conducted between November 13-15, 2012. The inventory was conducted by Ms. Corri Jimenez, a professional architectural historian who meets the Secretary of the Interior's *Professional Qualifications* as an Architectural Historian and Mr. Benjamin Elliott, Registered Professional Archaeologist, who meets the same qualifications for archaeology.

All built environment features where access was granted within the NODOS project were photographed. Interior photographs of buildings were collected, if accessible and granted by property owners, which helped to define the buildings' construction and age. Locations were recorded with a GPS unit and imported into ArcGIS software. Department of Parks & Recreation (DPR) 523 survey forms were completed on all resources, and measurements of all resources were calculated from ArcGIS aerial photographs.

Permission to access was not granted for a number of resources; therefore, a "windshield survey" was conducted from the public right-of-way and numerous resources were recorded in this manner. Two resources, the Knowles Quarry and C&LRR wagon road, were not accessible for recordation, but research of available historical data provided enough information to make a NRHP and CRHR eligibility determination on these resources. A historic wagon road following Maxwell-Sites Road south of Stone Corral Creek is visible from the current Maxwell-Sites Road and is a contributor to the C&LRR.

The project vicinity contains several linear features that were not recorded and evaluated as part of this study. These include State Highway 99 W, I-5, State Route 45, and the previously identified PG&E 230kV Transmission Lines. Although the Delevan pipeline construction will be open trench construction, the pipeline will be placed underneath the roads and canal by boring under them. Thus, the area of potential effects in these locations will be entirely below ground and not include these surface features. Alternately, the PG&E 230kV Transmission Lines, as a resource, are above the Delevan Pipeline footprint and, therefore, are not in the area of potential effects.

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5.0 BUILT ENVIRONMENT RESOURCE IDENTIFICATION

Fifteen cultural resources were identified and recorded in the NODOS above-pool project area defined for built environment resources. These resources include six farmsteads, a sandstone quarry, WAPA electrical transmission towers, a Union Pacific Railroad siphon, remnants of the C&LRR and its wagon road, a segment of the Sacramento levee, and six resources in three water irrigation districts. Two structures that are less than 45 years old, the Tehama-Colusa Canal and Funks Dam, were identified in the project area but were not recorded because they do not meet the minimum age to qualify for eligibility consideration. The recorded resources and their various features are listed in Table 1. The DPR records for all recorded resources are found in Appendix A. Only resources greater than 45 years old were evaluated for the NRHP and the CRHR. Descriptions of the 15 recorded and evaluated built environment resources above the proposed reservoir footprint within the project study area follow.

5.1 FARMSTEADS

Six farmsteads were recorded as part of the built environment study for NODOS. These resources were located throughout all portions of the study area (Figure 17).

5.1.1 3418 and 3383 Huffmaster Road

3418 and 3383 Huffmaster Road are both located on APN # 014-170-011, a 640-acre parcel that is located at the south end of Antelope Valley in the Greater Sites Reservoir portion of the study area. The farmstead includes two single-family residences (circa 1962 and circa 1964), a wood barn (pre-1952), a plastic water tank, a workshop, and a shed-roof outbuilding. A circa 1962 Ranch-style house, located at 3383 Huffmaster Road, is behind a knoll adjacent to a workshop, and is only minimally visible from Huffmaster Road. Approximately 288 feet northwest from this farmhouse is a pre-1952 wood-framed constructed barn that is approximately 62 feet wide by 73 feet long with vertical wood siding and a corrugated sheetmetal roof (California Department of Water Resources 1952). Adjacent to the barn is a non-historic period shed-roof outbuilding, approximately 12 feet wide and 15 feet long, which houses a livestock scale. Both the barn and outbuilding are surrounded by livestock corrals and are easily visible from Huffmaster Road. The water tank is approximately 202 feet east from the barn and situated on the knoll sitting in front of the house.

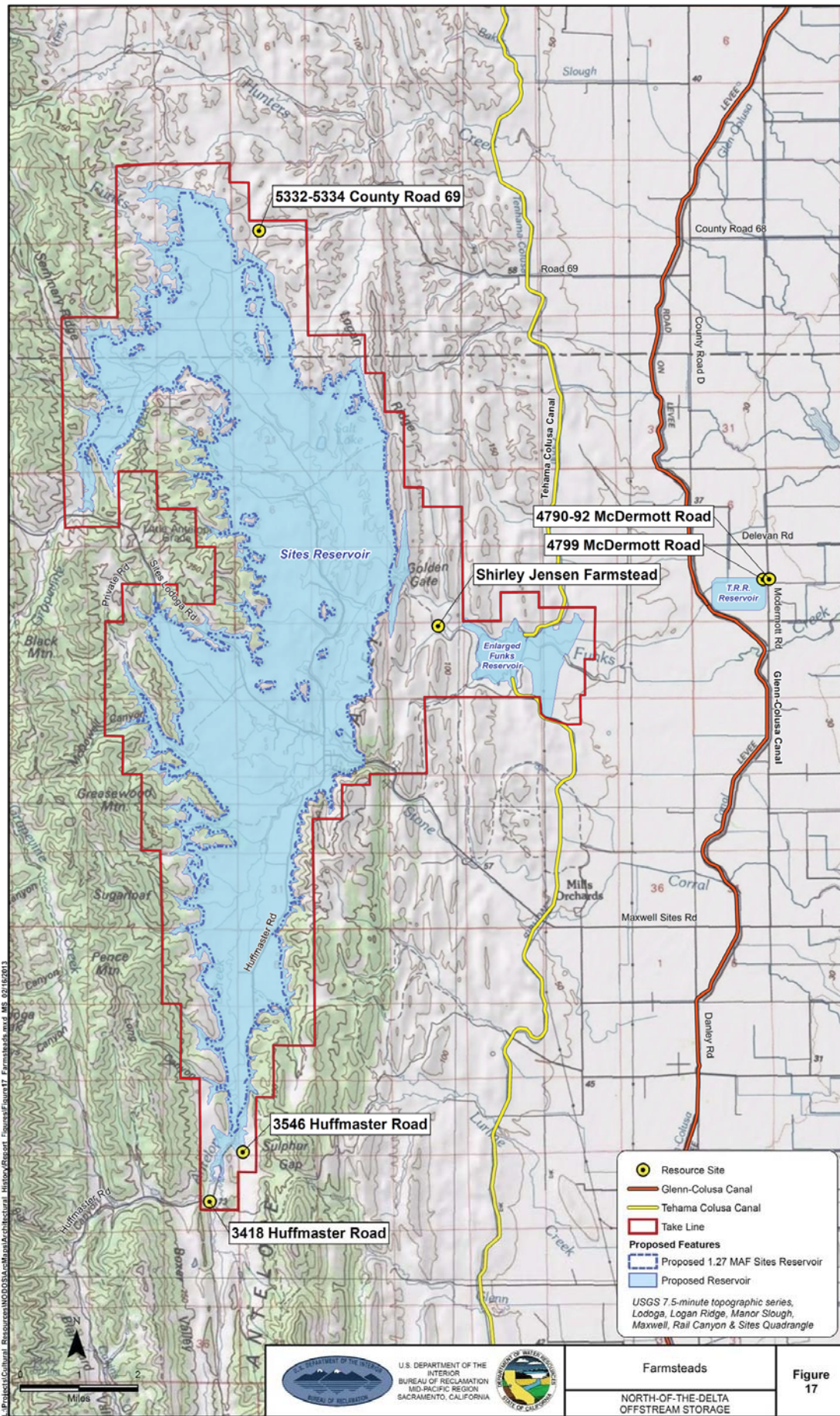
The second single-family residence (circa 1964) is located at 3418 Huffmaster Road, approximately 1400 feet southwest of the barn complex at 3383 Huffmaster Road. The Ranch-style house, which is visible from the public road, has a two-car garage with a single-leaf door in between the garages.

The construction dates for the buildings on this parcel, provided by the Colusa County Assessor's office, date between pre-1952 to 1964 for both the houses and their outbuildings. While the house at 3418 Huffmaster Road was easily visible from the road, access to the property was inaccessible at the time of this report.

The land in parcel APN # 014-170-011 is traceable to a homestead granted to Edmund Chestnut and James Elmore, who acquired the property, T16N R5W, Section 24, in July 1862. Colusa County Township Maps from 1877 record the property of 3383 Huffmaster Road as part of the 720-acre "Estate of H.W. Dunlap" parcel, whereas 3418 Huffmaster is situated on an adjacent neighbor's property, L.B. Ayer, and was part of a large farm (Colusa County Recorder's Office 1877:20). The 1878 Colusa County Plat Book shows no changes to the property ownership (Colusa County Records 1878:26). Sometime between 1878 and 1884, the property at 3418 Huffmaster Road was sold to "Decker and Jewett," and 720 acres of the property at 3383 Huffmaster Road were sold to W.W. Noble, as noted in the 1886 Plat Book (Colusa County Recorder's Office 1886:25). By 1893, the entire parcel was owned by "J.H. Jewett

et al.” as part of an approximately 3,200-acre property that included both 3418 and 3383 Huffmaster Road (Colusa County Recorder’s Office 1893:25).

Deed research at the Colusa County Assessor’s office in Colusa recorded that, as of October 3, 1979, on the parcel, along with 16 other parcels spread across Antelope Valley, was owned by Lewis M. Mathis et al (Colusa County Records, Document 747/524). The parcel was purchased by Sanwa Bank California Trustees of Los Angeles on July 1, 1994, and is presently owned by Alexander Borel & Trust of Murrieta, California.



U.S. DEPARTMENT OF THE INTERIOR
 BUREAU OF RECLAMATION
 MID-PACIFIC REGION
 SACRAMENTO, CALIFORNIA



Farmsteads

**NORTH-OF-THE-DELTA
 OFFSTREAM STORAGE**

Figure 17

TABLE 1
Built Environment Resources Identified within the Project Area

APN No.	Primary No. and/or Trinomial	Property Type	Site Name & Location	County	Current Owner	Description	Evaluation
014-170-011		Farmstead	3418 and 3383 Huffmaster Road in the Antelope Valley	Colusa	United CA Bank Trustee	Two circa 1964 and 1962 Ranch-style houses, a pre-1952 barns, non-historic period outbuilding	Evaluated-Ineligible
014-180-003		Farmstead	3546 Huffmaster Road, Ladybug Ranch, in the Antelope Valley	Colusa	Maureen Ladybug Doherty	Circa 2006 single-family house, circa 1920 barn and 1970 shop	Evaluated-Ineligible
011-220-042		Farmstead	4790-92 McDermott Road, Maxwell	Colusa	Ross Pearson	Two single-family houses, 6 silos, and two outbuildings.	Evaluated-Ineligible
011-220-020		Farmstead	4799 McDermott Road, Maxwell	Colusa	Manuel & Alice Carvalho	A 1920 single-family house, circa 2000 barn, circa 1952 outbuilding, and single trailer	Evaluated-Ineligible
011-150-017		Farmstead	Shirley Jensen Farmstead near Funks Dam	Colusa	Shirley Jean Jensen	Circa 1933 single-family farmhouse, pole barn, lambing barn, workshop, livestock scale, water tank, pumphouse, and chicken coop.	Evaluated-Ineligible
014-21-0-001		Farmstead	Edward Owens Farmstead, 5332-5334 County Road 68, in the Antelope Valley	Glenn	Edward R. Owens	A 1938 single-family house, bunkhouse, and shed, all built in 1938, three 1967 pole barns and lambing barn, all built in 1967. Numerous non-historic buildings are also on the property.	Evaluated-Ineligible

TABLE 1 (Continued)

APN No.	Primary No. and/or Trinominal	Property Type	Site Name & Location	County	Current Owner	Description	Evaluation
011 150-022		Quarry	Knowles Quarry, 4341 Maxwell-Sites Road, Maxwell	Colusa	Banyan Transport Systems	Circa 1886 Sites Sandstone quarry, also known as the Knowles Quarry. Two non-historic buildings, a mobile trailer and pole barn, are on-site.	Evaluated-Eligible
	11-000605	Canal	Glenn-Colusa Canal Prism and Headgate, Hamilton City	Glenn	GCID	Circa 1941 is an earthen bermed canal prism with stone riprap sides. In addition, there is a circa 1941 8-bay concrete constructed headgate/bridge	Evaluated-Ineligible
	(P-11-000605)	Canal	Glenn-Colusa Canal	Colusa & Glenn	GCID	Circa 1887-1920 earthen canal; contributing features include headgates, culverts, and levees	Evaluated-Eligible
		Railroad	Union Pacific Railroad Siphon, Willows	Glenn	GCID	Circa 1917 gravitational railroad siphon located on the GCID canal and Union Pacific Railroad.	Evaluated-Eligible
		Levee	Sacramento River Levee, near Stegeman	Colusa	USACE/Maxwell Irrigation District	Circa 1947-53 earthen berm levee/road	Evaluated-Eligible

TABLE 1 (Continued)

APN No.	Primary No. and/or Trinomial	Property Type	Site Name & Location	County	Current Owner	Description	Evaluation
11-160-047; 12-160-043		Canal	Maxwell Irrigation District Canal, near Stegeman	Colusa	Maxwell Irrigation District	Maxwell Irrigation District, old pumping plant and drainage canal	Evaluated Ineligible/
	P-44-000401; P-06-000203/CA-COL-219H; P-57-000143/CA-YOL-186H	Canal	Colusa Basin Drainage Canal, Colusa	Colusa	Colusa Basin Drainage District (CBDD)	A 10-mile earthen bermed canal, built between 1903-1911; contributing features added in 1919-1920.	Evaluated-Eligible
	SF-038-A; 17-4-20-1H-3H	Road	Maxwell-Sites Road/C&LRR in the Antelope Valley	Colusa	Colusa County	Two circa 1886 roads that include the historic C&LRR bed and wagon road.	Evaluated-Eligible
011-190-015		Utility Line	WAPA Transmission towers near Funks Reservoir	Colusa	Leo Holthouse	Two circa 1958-60 transmission lines and towers that carry power for WAPA	Evaluated- Ineligible

5.1.2 3546 Huffmaster Road

3546 Huffmaster Road, also known as the Ladybug Ranch, is located on APN# 014-180-003, a 137.5-acre-parcel accessible by a private driveway. It is located at the south end of Antelope Valley in the Greater Sites Reservoir portion of the study area. The ranch includes a circa 2006 single-family house, a 1920 wooden barn, and a 1970 workshop (Colusa County Assessor's Office 2012). The farmstead is situated on a hill, and both the barn and workshop are approximately 260 feet northeast from the house. The barn has vertical wood siding and a corrugated sheetmetal roof, and is approximately 57 feet wide by 42 feet long. The workshop is newer in construction with a flat roof and appears to have vinyl or steel siding. The property was inaccessible at the time of this report.

Timothy Dooling owned multiple parcels in the Maxwell area, including this 68-acre parcel, by December 1879; the parcel was held by the family into the 1900s (White et al. 2009:112). The Dooling family owned 1,200 acres, and it was noted he held "500 acres of excellent land, raising on an average about 30 bushels of wheat and barley to the acre, the balance being grazing and timber land, white oaks growing in abundance on the hill portion, where he pastures his stock, raising cattle, horses, hogs, etc." (Green 1880:145-46).

Deed research at the Colusa County Assessor's office in Colusa recorded Maureen Agnes "Ladybug" (Pederson) Doherty as the current parcel owner as of December 17, 1998; John Yarbrough is listed as a partial owner. Maureen acquired it on November 7, 1977 from Lella B. Doherty, who invested in the property on September 20, 1965. Maureen owned it in trust with John and Dianne M. Pederson, Patricia K. Pederson, Paige K. Pederson and Dianne M. Pederson in February 6, 1992.

5.1.3 4790-92 McDermott Road

4790-92 McDermott Road is located on APN #011-220-042, a 5.64-acre parcel on the east side of McDermott Road, north of a lateral canal from the Glenn-Colusa Irrigation Canal in the Holthouse Reservoir Complex segment of the study area. The property includes a Ranch-style, single-family residence that faces west on to McDermott Road. The property appears to also include two large outbuildings, and additional permanent farm structures, such as a corrugated sheetmetal 6-grain silo on the north side of the parcel. The property could not be accessed at the time of the field study.

Historical information on this parcel is limited. The area was platted in 1910 by the Sacramento Valley Irrigation Company, a corporation organized by the State of Delaware as a portion of the Delevan Unit of the Sacramento Valley Project (see DPR form in Appendix A). W.S. Kuhn of Pittsburgh, Pennsylvania, developed 250,000 acres of the Sacramento Valley floor as farmland, including this parcel. The acreage was connected to irrigation districts that stretched from Orland to Arbuckle and was part of the Central Irrigation District (Sacramento History 2012).

Deed research at the Colusa County Assessor's office in Colusa recorded the property was owned by John & Anita Facque in 1964 (Colusa County Recorder's Office 1964). The Pearson family purchased the property from the Facques in 1997 and has owned it since. The Pearson family arrived in the Sacramento Valley as early as the 1860s, and historically developed the Salt Lake Ranch, in the Antelope Valley; however, this property does not appear to have historical significance related to the Pearsons (McComish & Lambert 1918:663).

5.1.4 4799 McDermott Road

4799 McDermott Road is located on APN # 011-220-020 on a 60.8-acre parcel on the west side of McDermott Road north of a lateral canal from the Glenn-Colusa Irrigation Canal in the Holthouse Reservoir Complex segment of the study area. The farmstead contains a hipped-roof 1920 single-family residence with a rear add-on porch; all of the original wood windows have been replaced with double-pane vinyl windows. A few outbuildings are located on the property, including a circa 1952 outbuilding and a circa 2000 large, open hay barn on the west side of the parcel (USGS 1952). The property was inaccessible at the time of this report.

The history of this parcel is identical to the property at 4790-92 McDermott Road, discussed above. Historical information on this parcel is limited. The area was plotted in 1912 by the Sacramento Valley Irrigation Company, a corporation organized by the State of Delaware as a portion of the Delevan Unit of the Sacramento Valley Project (see DPR form in Appendix A). W.S. Kuhn of Pittsburgh, Pennsylvania, developed 250,000 acres of the Sacramento Valley floor as farmland, which was connected to irrigation districts that stretched from Orland to Arbuckle and was part of the 1920 Central Canal and Irrigation District, currently known as the Glenn-Colusa Canal (Sacramento History 2012).

Deed research at the Colusa County Assessor's office in Colusa recorded the property has been owned by the Carvalho family since 1967; family information is limited with regard to parcel history prior to that date.

5.1.5 Shirley Jensen Farmstead

The Shirley Jensen Farmstead is located on APN# 011-150-017, a 270-acre parcel that is situated northwest of Reclamation's Funks Reservoir adjacent to Funks Creek at the eastern edge of the Greater Sites Reservoir portion of the study area. The farmstead is a small cluster of farm buildings that includes a rectangular-shaped, single-family farmhouse, an open eaved barn, an enclosed pole barn, a shed-roof workshop, and a chicken coop. A water tank, pumphouse, and wood platform scale are also associated as auxiliary resources. The farmstead itself is set in a flat area south of Funks Creek and is silhouetted by rolling hills off a rural dirt road. It appears to have not been inhabited for a few years since many of the buildings are suffering neglect from abandonment; however, the barns appear to have recently been re-sheathed with new corrugated sheetmetal siding.

The main house appears to have been built circa 1933 as a one-story, single-family gabled building divided in half with a front and rear room; it is wood-framed with horizontal wood drop siding. Facing west on a dirt, graveled road, the house is approximately 24 feet wide by 35 feet long, and it is situated on a concrete stemwall foundation with vent holes located just above the stemwall. The roof is corrugated sheetmetal, and a stovepipe chimney flue that is located at the roof ridge. The house has a 10-lite wood door on the front (west elevation) and a matching 10-lite wood door on the rear (east elevation). The house's windows are 1/1 double-hung wood windows with wire screens that are predominantly visible on the north and south elevations of the house.

A wood-constructed chicken coop, approximately 3 feet wide by 10 feet long is over 220 feet northwest of the house. The small building is completely enclosed with chain-link fencing and overgrown by weeds.

Approximately 130 feet east of the chicken coop is a gabled pole barn that is completely covered with corrugated sheetmetal. The pole barn is square and approximately 40 feet wide on all elevations. It is two-bays wide with one of the northeast bays open for access on its east elevation. North of the pole barn, approximately 70 feet, is a larger barn that appears to be a lambing barn; it is 48 feet wide by 160 feet

long. The lambing barn's east and west elevations are open, as well as the roof eaves along on the north and south elevations. The lambing barn is wood-framed and sheathed with vertical wood siding. The lambing barn's roof is gable-shaped with corrugated sheet metal that wraps around the eaves on the east and west elevations. The barn has a wood truss roof system with a central kingpost along the roof ridge. Wood and metal fenced corrals are in between the lambing barn and the pole barn to hold livestock.

A shed-roof workshop is located approximately 50 feet southeast of the lambing barn across the dirt access road. Situated on a concrete pier foundation that is approximately 2 feet high, the workshop is approximately 10 feet wide by 13 feet long, with corrugated sheetmetal siding. The workshop's condition is poor and it is missing its roof; a workbench with drawers is located on the far, south elevation. Less than 5 feet west of the workshop, and set on the same rough concrete pier foundation, is a wood decked platform scale that is enclosed in a chain-link fence. The scale is also in poor condition; however, the scale's arm is apparent in a trough between the two structures.

A modern water tank/pumphouse is located northeast of the farmhouse on a small knoll. The water tank is a corrugated cylinder. The structure is adjacent to a shed-roof outbuilding, likely a pumphouse, which has a utility pole attached to it. A wooden platform scale structure is approximately 5 feet from the shed-roof shop. The structure is deteriorated and fenced, and sits on top of wheels on iron rails; an iron arm was located in a concrete trough between the shop and the scale.

The property has been owned by Shirley Jensen since January 1950. Shirley is the daughter of Rodney and Mary Fletcher, ranchers in the Maxwell area. Prior to 1950, the property was owned by Neita Peterson, who received the property in June 1933 from Peter Sören Peterson. Peter Sören Peterson, a Danish immigrant, was a pioneer of Colusa County who came to California in 1850 during the California Gold Rush. In 1869, he bought the Salt Lake Ranch on Funks Slough in Antelope Valley as a homestead, and by 1874, he had developed the property into a 6,000-acre ranch for raising sheep and livestock. Peterson purchased additional land from Senator John Boggs in 1877, and by 1891, his land assets totaled 9,170 acres (Rogers 1891).

5.1.6 Edward Owens Farmstead

The Edward Owens Farmstead is located on APN # 014-21-0-001 at 5332-5334 County Road 68, which is a 640-acre parcel at the end of a dirt road in Glenn County at the north end of Antelope Valley in the Greater Sites Reservoir portion of the study area. The property is a vernacular farmstead and an active cattle farm that includes a single-family farmhouse, a bunkhouse, and two joining sheds, all contemporarily built around 1938, and a lambing barn and three separate pole barns, all built in 1967. The farmstead has various features that are less than 45 years old, such as a 1973 double-wide mobile home with carport, a metal shed/bathroom, and numerous auxiliary structures, such as silos, dog kennels, and corrals. The farmstead spans both sides of the dirt road with farm buildings placed within the vicinity of the original 1938 house to provide easy access to livestock. Historically, the farmstead was a sheep farm that was converted to a cattle farm under the ownership of Edward Owens, the current property owner. Many of the buildings have been altered with the addition of aluminum sliding glass windows, and T-111 plywood siding. Recent improvements were also added to the farm as part of a working farm.

The 1938 farmhouse is approximately 28 feet wide by 50 feet long with horizontal wood clapboard siding and has a standing seam metal roof. A 10-foot-wide addition with aluminum sliding-glass windows and T-111 plywood siding was constructed on the east elevation. A second addition constructed with the same materials is on the south elevation, and is used as a mudroom or back porch. There is also a small 3-foot-wide addition on the west elevation. Original 1/1 double-hung wood windows are present on the north

and west elevations, and there is an approximately 30-foot-high metal TV antenna attached to the west elevation.

Northwest of the house approximately 50 feet are two joining wood sheds, sheds A and B (see DPR form in Appendix A), believed to have been constructed circa 1938, which together measure approximately 10 feet wide by 22 feet long. Shed A is a wood-framed building with vertical board-and-batten siding whereas shed B is a vertical wood-sided building that houses a gas-engine generator. Shed A and B are utilitarian outbuildings serving the farm. Approximately 5 feet north from sheds A and B is a concrete perimeter foundation, which was part of a 1970 bathhouse that has since been removed (Glenn County Assessor's Office 2012).

Approximately 4 feet southwest from sheds A and B is an 18-foot-wide by 42-foot-long, wood-framed bunkhouse built around 1938. The bunkhouse has vertical, as well as horizontal, wood siding and a corrugated sheetmetal roof with exposed wood skip-sheathing. The building is divided into two rooms with wood burning stoves in each room, and wood joists are set on the dirt floor. Some of the windows and doors are absent, except for a few 6-lite wood windows with window stops on the vertical rails. The bunkhouse is currently used as farm storage. An overturned metal-riveted water tank is located at the northwest corner of the bunkhouse, and approximately 10 feet west of the bunkhouse are three corrugated sheetmetal grain silos that are approximately 25 feet high and have a 5-foot diameter.

Behind the bunkhouse and grain silos are two shed-roof dog kennels. The far eastern kennel is wood-framed, wrapped with chicken-wire screening, and has a corrugated sheetmetal shed-roof. The kennel is two structures with three kennels in one and two in the other. Five reused wood panel doors are located on the north elevation; the doors vary from 5-panel wood doors, circa 1930s, to older Victorian-era, 4-panel doors. All the wood doors lead into separate kennel spaces. The dog kennel appears to be contemporary with other 1930s to possibly later buildings on the farmstead, although it is difficult to verify. The far western dog kennel is also a shed-roof structure with a corrugated sheetmetal roof; however, its framing is composed of steel I-beams and it is four bays wide for four kennels. The walls are made of chain-link fencing, and the structure appears to be less than 45 years old. Between the two dog kennels is a standing seam metal building with a standing seam metal gable roof. The building, a bathroom/shower, is approximately 8 feet wide by 10 feet long, and sits on a poured concrete pad.

Twenty feet west of the dog kennels and three grain silos is a 5-bay pole barn, labeled pole barn 1, constructed in 1967 (see DPR form in Appendix A). The barn is sheathed with corrugate sheetmetal siding and has a shed-roof made of the same material that wraps around the roof eaves. Facing north, pole barn 1 is approximately 26 feet wide by 63 feet long and is framed with debarked lodge poles with a wood-framed roof of 2x8s. Two of the bays of pole barn 1 are enclosed as a workspace with the same corrugated sheetmetal with a sliding metal door located on both the north and south elevations. Two other pole barns (pole barn 2 and pole barn 3) are located on the farmstead and also were constructed in 1967. Pole barn 2 is located over 250 feet southwest of a one-story, double-wide 1973 modular home and is constructed comparable to pole barn 3, which is approximately 530 feet northwest from the 1967 lambing barn (see below). Both pole barn 2 and pole barn 3 are 42 feet wide by 90 feet long and made of the same materials as pole barn 1; however, both pole barn 2 and pole barn 3 have low gabled roofs. Both barns are completely sided with corrugated sheetmetal, and have open west elevations for hay and farm equipment.

A lambing barn, constructed in 1967, is between the three pole barns, and is approximately 65 feet wide by 135 feet long. The lambing barn has a central double-door on both its north and south elevations, and is sheathed with corrugated sheetmetal that wraps around the roof eaves on the east and west, and has open eaves. The lambing barn is wood-framed with a simple wood truss with a center kingpost, and has debarked lodge poles as framing that are set in poured concrete. Enclosed cattle yards surround the

lambing barn's east, north, and west elevations to compartmentalize the animal stock. A wood-sided water tower or pumphouse is 500 feet northeast of the lambing barn, outside the corrals, and was inaccessible during the study.

The Owens family has owned the property since January 1982, who purchased it from the "Estate of Thomas Talbot" (Glenn County Clerk's Recorder 2012). The property was recorded to be owned by Talbot Anderson in 1948. Prior ownership is uncertain; however, the current owner noted that it was leased to E.L. Longmire as the Longmire sheep ranch between 1938-1967, which was also documented in the Glenn County Recorder's Office (Owens 2012).

5.2 QUARRY RESOURCE

One quarry was recorded as part of the built environment study for NODOS. This resource was located in the Greater Sites Reservoir within the take-line (Figure 18).

5.2.1 Knowles Quarry

The Knowles Quarry is located on APN # 011-150-022 at 4341 Maxwell-Sites Road on a 33.29-acre parcel that straddles T17N, R4W Section 20 and Section 21 in the Greater Sites Reservoir portion of the study area. This location is on the east side of Logan Ridge, which borders Antelope Valley on the east. The quarry is on the north side of Maxwell-Sites Road, while the McGilvray Quarry is located on the south side of the road and across from the Knowles Quarry on T17N, R4W at Section 28. Both quarries are represented by a steep bluff of exposed sandstone, approximately 40 to 50 feet in height, which shows signs of mining that includes delaminated cut lines as well as hardrock drill markings. The Knowles Quarry has a non-historic pole barn and a non-historic truck trailer converted into a mobile office. The Brownstone Custom Architectural Stone Company reopened the Knowles Quarry in 2006, and is currently remarketing the sandstone. The pole barn was constructed in circa 2006, and is visible in a company brochure whereas the office/trailer is a modular structure (Perazzo 2012). Both resources are less than 45 years old, and not considered historic-period resources in accordance with the NRHP and CRHR.

The property containing the Knowles Quarry was sold to Sacramento banker Edgar Mills as part of a 14,000-acre parcel in 1877 (Colusa County Township Maps 1877:26; *Colusa Sun*, 1878). The quarry was first established in 1884 by pioneer and German immigrant John Sites, who formed the Sites Sandstone Company. David O'Neil of Alameda County, who later joined the partnership with numerous associates from the Sacramento and San Francisco area, managed the company. A mill with two gang saws, steam channelers, drills, and hoists, according to the 1890 California State Mining Bureau Report, was located on the site (White et al. 2009:127). In 1897, the company's name changed to the Colusa Stone Company, which operated briefly between 1896 and 1897, supplying sandstone for San Francisco's Union Depot & Ferry Building, the first large stone building in the City; fittingly, it housed the California State Mining Bureau (Bradley 1915). The *Colusa Sun* reported on April 28, 1897 that the "Knowles Quarry was visited by F. S. Chadbourne, the State Harbour Commissioner, Howard R. Swain, the Chief Architect of the Ferry Building [A. Page Brown] and Howard Holmes, the Chief Engineer. They came to check the progress of the stone supply so that the Ferry building could open per schedule January 1, 1898" (Perazzo 2012).

In the 1900 Colusa County Plat Book, the "Colusa Stone Co" is noted and recorded as a "Quarry" (Colusa County Recorder's Office 1900:32). F.E. (Frederick Erwin) Knowles began to lease the property in 1902 as the Colusa Sandstone Company. He purchased the parcel in 1903, and successfully marketed Colusa sandstone to the metropolis of San Francisco (White et al. 2009:126). The San Francisco Earthquake

devastated the City on April 18, 1906, which slowed down the production of sandstone briefly, but the 1906 State Mining Bureau Annual Report recorded Colusa County as a “lead producer of fireproof sandstone” (Aubury 1906; White et al. 2009:244). After the 1906 earthquake, sandstone production gradually rose and, between 1907 and 1909, the Knowles Quarry was incorporated as well as expanded (Colusa County Recorder’s Office 1909). The sandstone quarries along Stone Corral Creek hit a second boom, with production in 1910 at \$106,532 and increased to \$127,314 in 1911 (Boalich 1911:38). Colusa sandstone from the Knowles Quarry is noted to have been used on various San Francisco buildings, such as the Spreckles bandstand in Golden Gate Park (1900), 3-wing St. Francis Hotel (1904), Gunst Building (circa 1908), and three Home Telephone Buildings (1908-1913), in addition to the 1896 Union Depot & Ferry Building (White et al. 2009:Appendix C). Between 1914 and 1915, the C&LRR was discontinued despite objection by both the McGilvray Stone Company and Colusa Sandstone Company. Without a way to transport stone to the markets, the Colusa Sandstone Company closed in 1915. The Knowles Quarry in 1991 was owned by the McGilvray Company (White et al. 2009:50), and today it is owned by Brownstone Custom Architectural Stone. It appears that the site was graded in 2006 (Perazzo 2012). Knowles himself is historically significant in the state, and was involved in other mining quarries in relationship to San Francisco and its architecture. F.E. Knowles in 1878 owned the “Knowles & Co. Granite and Marble Works” on Seventh and Castro Streets in Oakland (Wood 1883:771). A second company he owned contemporarily with the Colusa Sandstone Company was in Madera County, known as the Raymond Granite Quarry, which supplied both granite and sandstone to many buildings in San Francisco (California Gen Web 2012). The Southern Pacific Railroad named the Madera County town of “Knowles” after him in 1902 (Gudde 1998). In 1928, Knowles Company in Madera consolidated with John D. McGilvray Company (California Gen Web 2012).

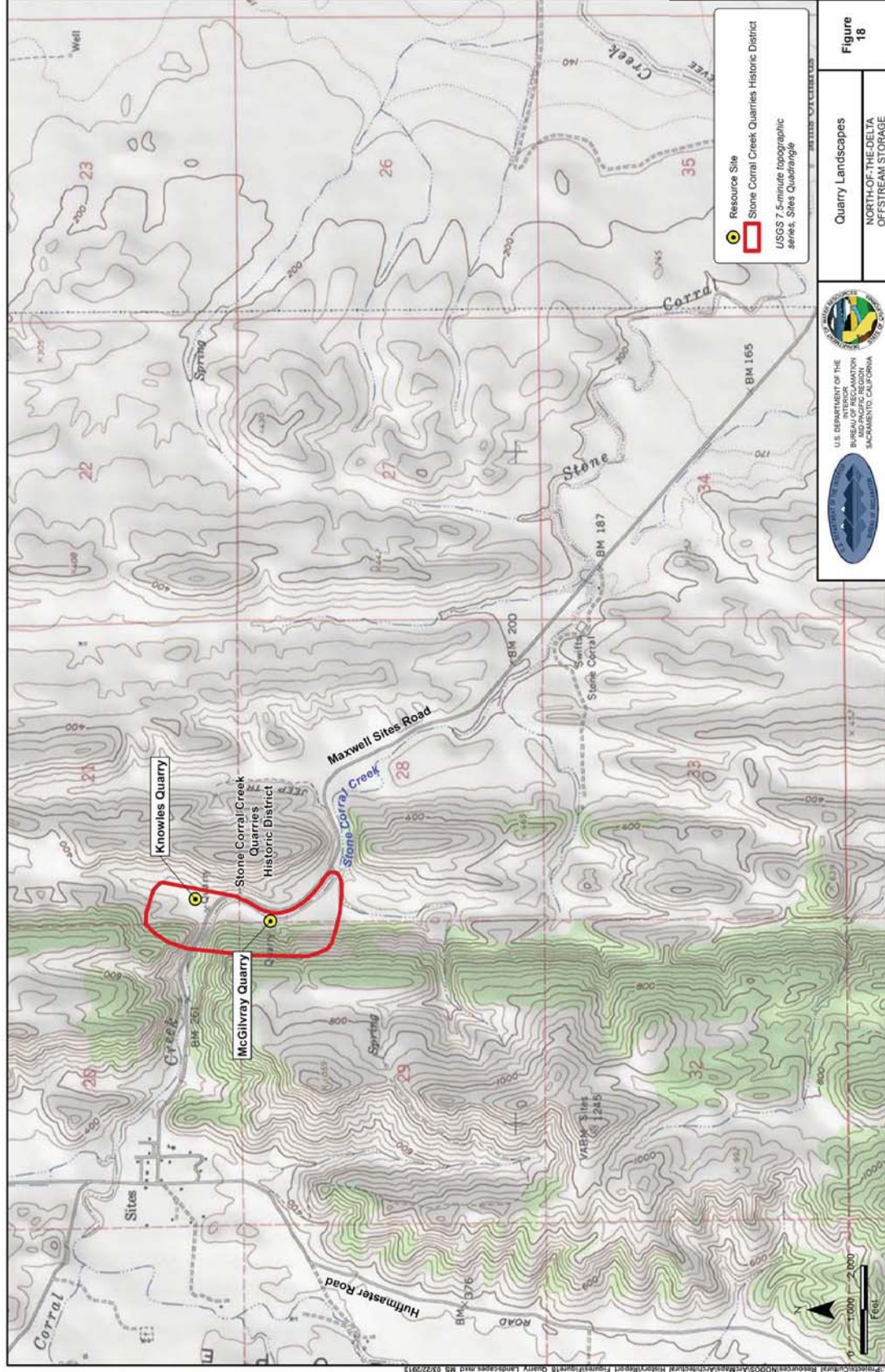
5.3 IRRIGATION STRUCTURES

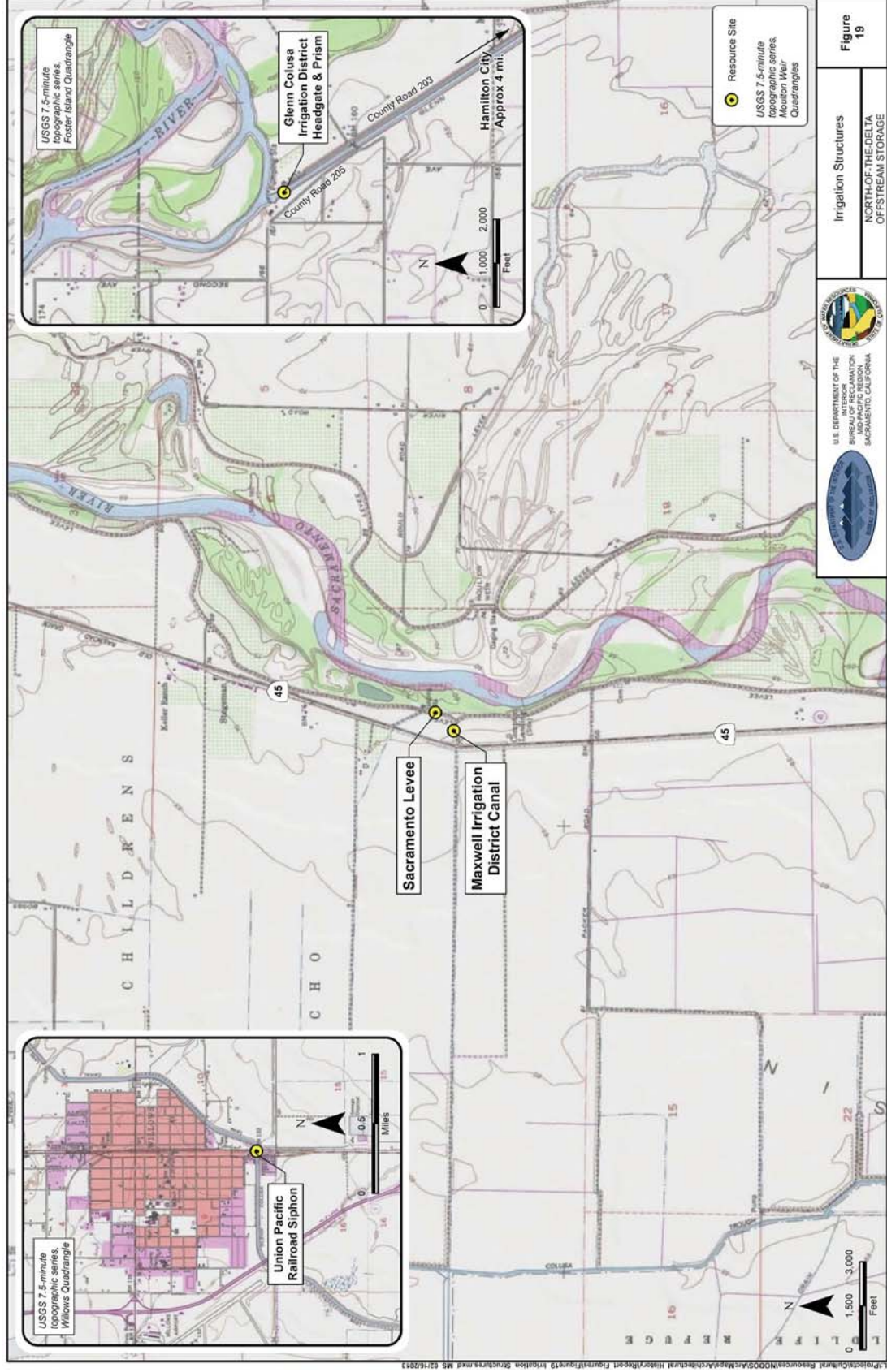
Six irrigation structures were recorded as part of the built environment study for NODOS. These resources were located throughout the entire study area (Figure 19).

5.3.1 GCID Canal Prism and Headgate

The GCID canal prism and headgate is located 3.3 miles north of the Hamilton City, Glenn County. County Road 203 parallels the east side of the canal, while County Road 205 parallels the west side of the canal. The headgate is just south of the intersection of County Road 203 and County Road 204. The GCID canal prism and headgate were constructed between 1941 and 1951 after the canal was extended to a bend north of Little Lagoon on the Sacramento River, where water is diverted into the main canal. The 1941 GCID headgate is located over 135 feet south of the present GCID pumping station that was built in 1983. Approximately 60 feet north of the GCID headgate are the foundation remains of the original Central Irrigation District headgate walls, which were constructed with a mixture of board-formed concrete, brick, and river stones, and are visible on the canal prism’s east and west elevations. The GCID canal prism south of the present GCID pumping station is approximately 85 feet wide by 1,865 feet long. Prior to 1951, the canal prism, as part of the Central Irrigation District constructed sometime between 1887 and 1906, ended at the foundation remains of the original headgate (NETR Online 2012).

The GCID headgate operates as a narrow two-lane bridge across the canal from County Road 203 to County Road 205. The bridge deck is approximately 19 feet wide by 209 feet long, and is constructed of board-formed concrete; a simple pole railing interconnects with concrete posts. Below the bridge are wing walls located on both ends of the bridge as well as the headgate operations. The headgate has eight bays and four bays have valve operating stop gates, visible from the north elevation. The south elevation is like a culvert and has elbow concrete walls that divide the openings. The foundation remains of the original Central Irrigation District headgate is unevaluated and represents an archaeological resource.





The GCID headgate postdates the Central Irrigation District, the GCID's established historic period of significance (1887-1920), and the agricultural development of the valley as the result of the Sacramento Irrigation Valley Project (JRP 2006; URS 2001). Sometime circa 1941, the original Central Irrigation District headgate was demolished, and a new headgate was constructed, which incorporated a bridge component that lead from County Road 203 on the east side of the canal to County Road 205 on the west side. This is believed to have been completed during the construction of the 1941 pump station located on the Sacramento River.

5.3.2 Glenn-Colusa Canal

The Glenn-Colusa Canal, also known as the Central Irrigation District Canal, stretches for 65 miles from Glenn County into Colusa County, and is located in the Delevan Pipeline study area. The canal was previously recorded by Francis Heritage Services in 1999 (URS 2001) and JRP (2006) (See Section 3.1).

William S. Green built the canal in 1887 in developing the Sacramento Valley as an irrigation district. Due to lack of funds, parts of the canal were constructed and it was not until 1920 that the canal was finished, providing water to hundreds of farmers. Features on the canal include lateral ditches, concrete gates and an earthen prism.

5.3.3 Union Pacific Railroad Siphon

The Union Pacific Railroad siphon is located in the town limits of Willows and is located outside the primary NODOS study area. The siphon is a circa 1917 engineered structure designed by the Central Irrigation District along the Southern Pacific Railroad to convey water via gravitational forces under the railroad bed. The siphon is located over the GCID and is approximately 300 feet east of a 1924 vehicular bridge for State Highway 99W. The siphon is constructed of board-formed concrete and is approximately 51 feet wide by 84 feet long with approximately 4-foot-high walls. The concrete is buttressed slightly to the railroad bed and has horizontal structural cracks due to water pressure over time. The water level on the east side of the canal is slightly higher than the west side, as it gravitationally siphons water through tilting pipes under the railroad bed.

The siphon is believed to have been constructed by the Central Irrigation District, which is presently the Glenn-Colusa Canal. Historically, the railroad bed was part of the Northern Railroad, constructed in 1878, and was consolidated into the larger Southern Pacific Railroad system by 1914 (Johnson 2001, NETR Online 2012). Historic aerial maps date the siphon's construction between 1914 and 1917, and show segments of the Central Canal's construction occurring just northeast of the railroad; therefore, it is proposed that the railroad siphon was constructed sometime between these periods and by the Central Irrigation District along the Southern Pacific Railroad route. Over half of the irrigation districts were either constructed or expanded between 1916 and 1919 due to rice demands during World War I years and the increased number of rice farmers in Willows, and it is believe the railroad siphon was constructed sometime between 1914 and 1916 (see "Agriculture" section above).

According to GCID District Engineer Ben Pennock, the railroad siphon has not been altered, and is original to circa 1917 (Pennock 2012). A canal access was added adjacent to the siphon in the 1980s; however, it did not affect the original siphon.

5.3.4 Sacramento Levee

The Sacramento Levee segment is between River Mile 159 and 160, and is approximately 3.2 miles south of Stegeman, California, to the east of State Route 45 (Polson 2012). The levee delineates the easternmost

point of the NODOS project and is located in the Delevan Pipeline study area. The levee is an earthen bermed structure that is approximately 15 feet high; the levee is approximately 15 feet wide across the top and 75 feet wide at its base.

The Sacramento Levee may date as early as 1936; however, it likely was constructed sometime between 1947-1953. According to the Sacramento Levee DPR form (JGL0009 and JGL007; P-11-000689/CA-GLE-689H) recorded in the *Cultural Resources Inventory of Caltrans District 3, Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba counties* by JRP Historical Consulting, much of levee north of this segment in Glenn County was constructed between 1947 to 1953 as flood control, after the Flood Control Act of 1917 that was enacted on the river (Melvin and Freeman 2008; Polson 2012; Rosenthal and Darcangelo 2008). Congress approved the Act, also known as the Ransdell-Humphreys Flood Control Act of 1917, in response to natural flood disasters along the Mississippi River.

5.3.5 Maxwell Irrigation District (MID) Canal

The MID Canal is located on the land side of the Sacramento River west levee, in the Delevan Pipeline portion of the study area. The project area falls within a small portion of MID, consisting of approximately 500 acres, east of the Colusa Basin Drainage Canal near the northern boundary of the Delevan National Wildlife Refuge and south of the main east/west canal leading from the Sacramento River; it is surrounded on the west, north, and south by the GCID (Masters 2012).

The site has a non-historic pumpstation located at APN #12-160-043 that sits on a paved lot. Parallel with the levee on the right side is the concrete-lined MID canal located at APN # 12-160-047, which joins a board-formed concrete drop box with a valve that connects to a river inlet. The canal runs on a northeast diagonal to the levee, and then turns south and dumps into a toe drain that runs on a north-south axis along the right bank of the levee; this toe drain extends to a dirt access road off State Route 45. Along the access road's south side, a second canal drainage system runs through cement sandbag-constructed culverts perpendicular to the levee. The canal crosses under the levee access road. A valve and an abandoned pumphouse are located at APN #12160-043 in a depression that backs into the levee.

As an involved irrigation system, the MID canal was first formed in 1918. This portion of the canal was developed between 1947 and 1953, probably after the development of the Sacramento River levee (NETR Online 2012). Most of the MID is defined by an area approximately 10 miles northeast of the City of Williams, 17 miles southeast of the City of Willows, and approximately 10 miles west of the City of Colusa. The purpose of MID is to provide water for irrigation. In order to do this, levees were constructed around the perimeter of the district, and a drainage system was constructed inside the levees to capture and discharge natural runoff (Masters 2012).

5.3.6 Colusa Basin Drainage Canal

The Colusa Basin Drainage Canal is a 33-mile canal that stretches from the city of Colusa in Colusa County southeast to the city of Knights Landing in Yolo County; it is in the Delevan Pipeline portion of the study area. The canal was previously recorded in 1986 (Les 1986), 1998 (Dietz 1998), 1992 (Shapiro et al. 1992) and, most recently, in 2007 (JRP 2007) (see Section 3.1).

The Colusa Basin Drainage Canal is a 10- to 20-foot-wide dirt canal initially constructed in 1903 as a result of linear borrow trenches created building levees in the area (Les 1986). The canal was completed in 1911 and additions, such as culverts and headgates, were added in 1919 and 1920 (Les 1986), probably in conjunction with the Glenn-Colusa Canal and widespread irrigation development in the Sacramento

Valley. Six types of features are associated with the canal, including levees, side irrigation ditches, pumphouses, culverts, concrete remnants, and orchard valves. The canal levees paralleled the entire canal length and dirt roads were accessible along the levee's crown. Ninety percent of the canal is characterized by earthen side irrigation ditches that paralleled the land side of the levee.

5.4 ROAD AND TRANSPORTATION FEATURES

One road was recorded as part of the built environment study for NODOS. This resource was located in the Greater Sites Reservoir area (Figure 20).

5.4.1 Maxwell-Sites Road/C&LRR

Maxwell-Sites Road connects the town of Sites to Maxwell, California, and has an overall length of approximately 8 miles. The asphalted road crosses Stone Corral Creek on a circa 1929 cast-concrete bridge approximately 1.6 miles east of the town of Sites; the road continues along on a southerly direction past two historic sandstone quarries, the Knowles Quarry and the McGilvray Quarry. The current narrow, two-lane Maxwell-Sites Road is on the footprint of the original C&LRR bed (17-4-20-1H/3H; SF-038-A Update) and parallels a dirt wagon road, both constructed in 1886. The original alignments for both the railroad bed and wagon road are visible on early 20th century USGS topographical maps (Figure 20) (NETR Online 2012). Segments of the historic wagon road are visible from the current Maxwell-Sites Road within the project study area, and are located between the McGilvray and Knowles quarries from the town of Sites.

A narrow concrete bridge, constructed in 1929, with a simple cast-concrete railing and set on native stone abutments is located on the roadway over Stone Corral Creek about 1.6 miles east of Sites. The bridge is approximately 19 feet wide and 67 feet long with a concrete deck. The bridge (15C0066) is listed in the January 2013 Caltrans Local Agency Bridges in Colusa County as Stone Corral Creek, and is "8.8 mi W/O I-5" and is "not eligible for NRHP" (Caltrans 2013).

Historically, Maxwell-Sites Road, originally a wagon road, intertwined multiple times with the C&LRR along Stone Corral Creek, past the quarries, to the town of Sites. The C&LRR was completed in September 1886 by the Colusa & Lake Railroad Company; the wagon road was finished in October (Hillman 2003:7-8). Although there is a great deal of information about the railroad, the wagon road is rarely mentioned. Nevertheless, the two transportation features are intimately linked together and were significant to Sites in bringing product and people in and out of the Antelope Valley. By 1914, the railroad was discontinued and the tracks were removed in 1915. Much of the current Maxwell-Sites Road occupies the C&LRR footprint (NETR Online 2012).

5.5 UTILITIES FEATURES

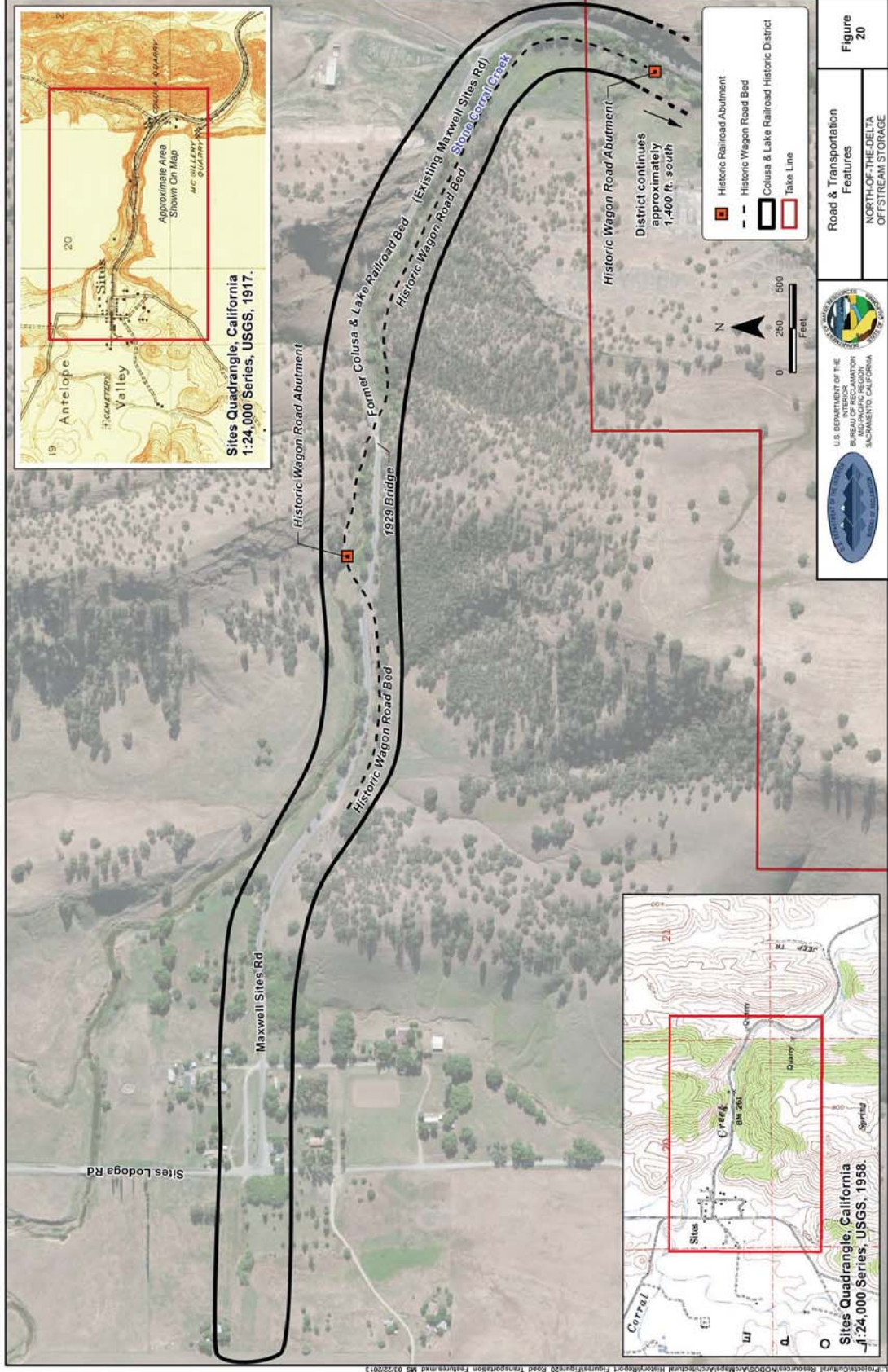
One transmission line was recorded as part of the built environment study for NODOS. This resource is located in the Holthouse Reservoir Complex, near Funks Dam (Figure 21).

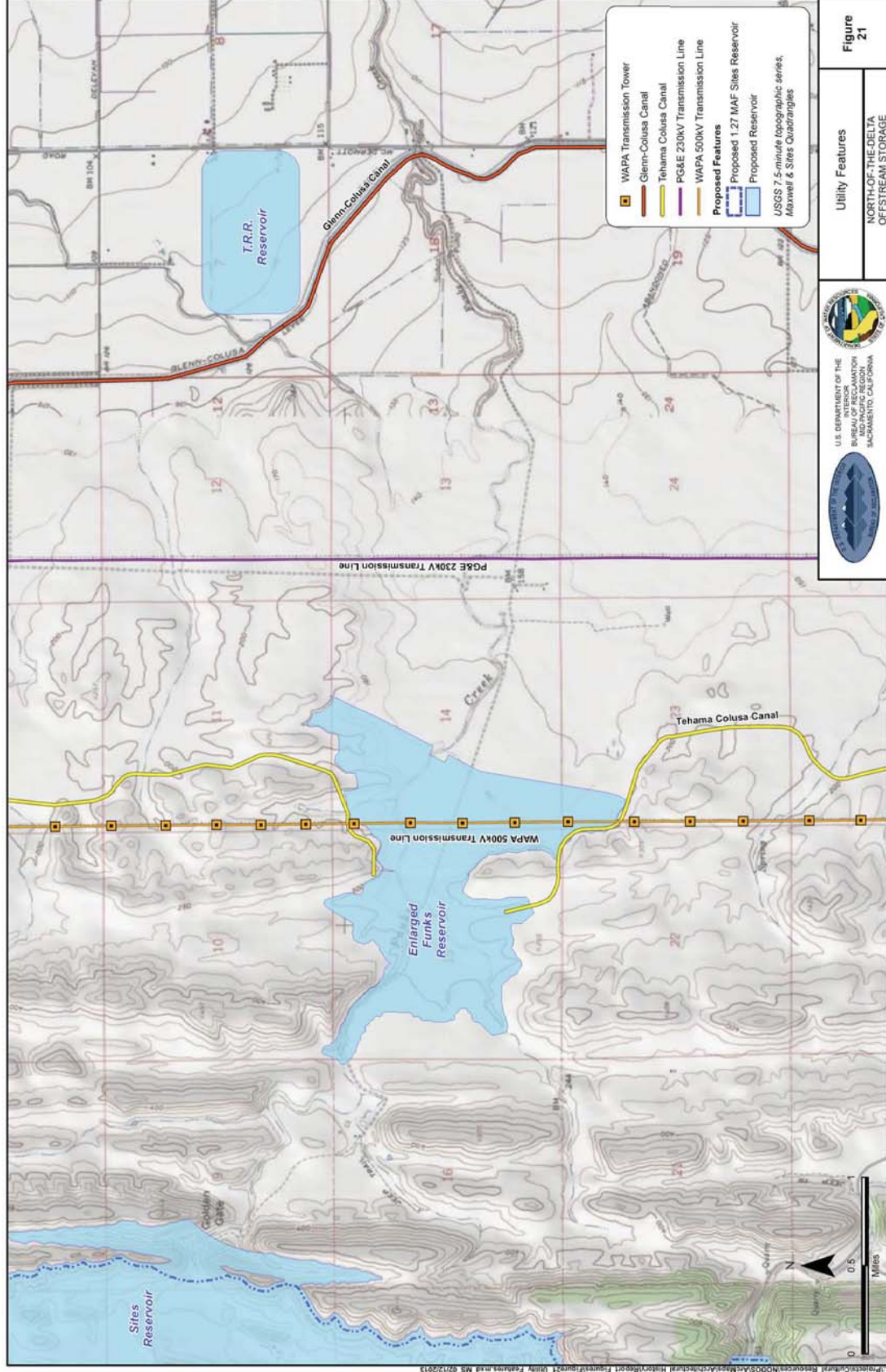
5.5.1 WAPA 500kV Transmission Lines

The WAPA Maxwell-Olinda 500kV Transmission Lines are located at APN # 011-190-015 and is managed by the WAPA, a federal agency under the U.S. Department of Energy that provides power to hydropower plants, such as the one at Funks Reservoir and Dam. This resource consists of two circuits with paralleling lattice steel towers that run on a north-south axis adjacent to Tehama-Colusa Canal and Funks Dam. The transmission lines and towers were built between 1958 and 1960 (NETR Online 2012).

The entire length of the Maxwell-Olinda 500kV Transmission Lines are approximately 80.24 miles. It connects the Olinda Substation in Tehama County to the Maxwell Substation in Colusa County; 363 transmission towers are in the alignment. The segment of the transmission lines within the project area are approximately 0.5 miles in length, and is proposed to be moved. Power from this line is tied to both Shasta Dam and the Keswick Dam.

WAPA Maxwell-Olinda 500kV Transmission lines have two distinct transmission towers that carry AC/DC power. The eastern transmission line is on a suspension tower of triple-bundled wires, which has three-phase pylons with approximately seven 7 lines whereas the western transmission line sits on a high-tension tower that has two-phase pylon with a cantilevers section, which extends out from the top, like the beak of a bird. The tower designs are strikingly different, though each is approximately 40 to 50 feet in height and made of lattice steel to support the overhead power lines. As previously noted, the WAPA Maxwell-Olinda 500kV Transmission lines transect the Sacramento Valley from the Olinda substation in the city of Cottonwood to the Maxwell substation in the town of Maxwell; both substations were constructed in 1986 and are owned by the WAPA (TriAxis Engineering, Inc. 2012).





6.0 RESOURCE EVALUATIONS

6.1 FEDERAL REGULATIONS

The implementing regulations of the NHPA require that cultural resources be evaluated for eligibility to the NRHP if they are within the area of potential effects, or study area, for an undertaking (project). To determine site significance through application of NRHP criteria, several levels of potential significance that reflect different (although not necessarily mutually exclusive) values must be considered. As provided in 36 Code of Federal Regulations (C.F.R.) § 60.6 and 36 C.F.R. § 64, the quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of national, state and local importance that must be considered within its historic context. Further, to be eligible for the NRHP a resource must possess integrity of location, design, setting, materials, workmanship, feeling, and association. Resources must also be at least 50 years old, except in rare cases, and meet one of the following criteria to be considered eligible for the NRHP:

- (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 has yielded, or may be likely to yield, information important in prehistory or history.

For archaeological sites evaluated under Criterion D, integrity requires that the site remain sufficiently intact to convey the expected information to address specific important research questions.

6.2 STATE REGULATIONS

Similar to the federal regulations, CEQA considers impacts to cultural resources a significant effect to the environment only if those resources meet specific significance criteria for the CRHR. These criteria are set forth in Public Resource Code (PRC) 5024.1 and defined as any resource that:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- (2) Is associated with lives of persons important in our past;
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

Under CEQA Section 15064.5, a project potentially would have significant impacts if it would cause substantial adverse change in the significance of one of the following:

- (a) A historical resource (i.e., a cultural resource eligible for the CRHR);
- (b) An archaeological resource (defined as a unique archaeological resource which does not meet CRHR criteria);
- (c) Human remains (i.e., where the project would disturb or destroy burials).

A non-unique archaeological is given no further consideration, other than the simple recording of its existence by the lead agency.

6.3 RESOURCE EVALUATIONS

Fifteen built environment resources within the NODOS study area were evaluated for NRHP and CRHR eligibility. Nine resources appear ineligible for the NRHP and CRHR, while the remaining six appear to meet the criteria for eligibility. Individual resource evaluations are provided below.

6.3.1 Resources Considered Ineligible for the Purposes of NRHP and CEQA

The following resources appear to have no historical significance that are associated with the Criteria A-D of the NRHP or Criteria 1-4 of the CRHR, and, therefore, are considered not to be historical resources in accordance to the NHPA or CEQA.

3418 and 3383 Huffmaster Road is a farmstead over 45 years old; it does not appear to be associated with any earlier historical events connected to farming in the Antelope Valley (Criteria A and 1) nor does the property appear to be associated with the lives of any people significant to the past, nor developed the Antelope Valley (Criteria B and 2).

3418 and 3383 Huffmaster Road does not appear to be associated with a distinctive type of design or method of construction, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The resource at 3418 and 3383 Huffmaster Road appear to retain most of its integrity as an ordinary, utilitarian farmstead. Small additions have occurred on the property, such as the construction of a water tank and shed in the front. An earlier resource, a wood barn visible from a 1952 aerial photograph, is the oldest known building on the property per this survey, and is a typical farm building. The residences on the parcel are ordinary, and represent two Ranch-style houses. All the resources were constructed between pre-1952 and 1964, and but do not appear to be a fine example of a rural farmstead (Criteria C and 3). Last, 3418 and 3383 Huffmaster Road does not appear to potentially yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, 3418 and 3383 Huffmaster Road does not appear to be eligible for listing on the NRHP or the CRHR, and is not considered not a historical resource for the purposes of CEQA.

3546 Huffmaster Road is also a farmstead over 45 years old that does not appear to be associated with any earlier historical events with farming in the Antelope Valley (Criteria A and 1). Although the property is associated with the Dooling family who were instrumental in the development of Antelope Valley, their farmstead was large, and the connection of this parcel to the Dooling family as a whole is unclear; therefore, the property does not appear to be associated with the lives of any people significant to the past, nor with development the Antelope Valley (Criteria B and 2).

3546 Huffmaster Road does not appear to be associated with a distinctive type of design or method of construction, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The integrity of the resource at 3546 Huffmaster Road has been compromised with the

addition of a 1970 sheetmetal workshop and a circa 2006 new home. The farmstead does retain a circa 1920 barn, but the property's *setting* as a whole lacks integrity due to the compromise of the new construction; therefore, 3546 Huffmaster Road does not appear to be a fine example of a rural farmstead (Criteria C and 3). Last, 3546 Huffmaster Road does not appear to potentially yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, 3546 Huffmaster Road does not appear to be eligible for listing on the NRHP or the CRHR, and is not considered a historical resource for the purposes of CEQA.

4790-92 McDermott Road is a farmstead over 45 years old, and may be associated with earlier historical events in the development of the Sacramento Valley Irrigation Company because of its location near the Glenn-Colusa Canal and a lateral ditch; however research could not verify whether any of these resources date to this period (Criteria A and 1). Although the parcel is connected to the Pearson family who settled in the Sacramento Valley, their connection to the parcel is inconsistent; therefore, 4790-92 McDermott Road does not appear to be associated with the lives of any people significant to the past nor any other historically significant people that settled in the Sacramento Valley (Criteria B and 2).

4790-92 McDermott Road does not appear to be associated with a distinctive type of design or method of construction as a farmstead, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). 4790-92 McDermott Road does not appear to retain all of its integrity due to additions, such as a Ranch-style house and numerous utilitarian outbuildings added to an ordinary farmstead. Therefore, it does not appear to be a fine example of a farmstead (Criteria C and 3). Last, 4790-92 McDermott Road does not appear to potentially yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, 4790-92 McDermott Road does not appear to be eligible for listing on the NRHP or the CRHR, and is not considered a historical resource for the purposes of CEQA.

4799 McDermott Road is a farmstead over 45 years old, and may be associated with earlier historical events in the development of the Sacramento Valley Irrigation Company because of its location near the Glenn-Colusa Canal and a lateral ditch. The parcel does include historic-period buildings, such as the 1920 farmhouse and a possible outbuilding that appear to be associated with the Sacramento Valley Irrigation Company, but the condition and integrity of these buildings have been compromised (Criteria A and 1). 4799 McDermott Road does not appear to be associated with the lives of any people significant to the past nor any other historically significant people that settled in the Sacramento Valley (Criteria B and 2).

4799 McDermott Road does not appear to be associated with a distinctive type of design or method of construction as a farmstead, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). 4799 McDermott Road does not appear to retain all seven aspects of integrity. A 1920 house is present but has lost much of its historic *materials*, *design*, and *workmanship* with the replacement of the original windows with vinyl, double-pane windows and a rear addition. A new hay barn was also added to the back of the parcel in 2000, altering the property's *setting*. Therefore, 4799 McDermott Road does not

appear to be a fine example of a farmstead (Criteria C and 3). Last, 4799 McDermott Road does not appear to potentially yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, 4799 McDermott Road does not appear to be eligible for listing on the NRHP or the CRHR, and is not considered a historical resource for the purposes of CEQA.

The ***Shirley Jensen Farmstead*** is a farmstead over 45 years old that does not appear associated with any earlier historical events, such as part of Peter Sören Peterson's original sheep farm (Criteria A and 1). The property, although once part of Peter Peterson's vast, nearly 10,000-acre sheep ranch, was inherited by Neita Peterson, Peterson's granddaughter, in 1933. The farmstead was probably built by Neita Peterson, who is not significant in the development of the region. Shirley Jensen, who has owned the property since 1950 is similarly not a significant individual in regional history. Therefore, the Shirley Jensen Farmstead does not appear to be associated with the lives of any people significant to the past, nor any other historically significant people that settled in the Sacramento Valley (Criteria B and 2).

The Shirley Jensen Farmstead does not appear to be associated with a distinctive type of design or method of construction as a farmstead, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The Shirley Jensen Farmstead retains all seven aspects of integrity; however, it is a utilitarian, ordinary farmstead once part of a large multi-acre working sheep ranch. Although the farmstead has integrity as a farm constructed between 1933 and 1950, it is ordinary in construction and does appear to be a fine example of a farmstead (Criteria C and 3). Last, Shirley Jensen Farmstead does not appear to potentially yield or likely to yield information important to prehistory or history (Criteria D and 4).

In conclusion, Shirley Jensen Farmstead does not appear to be eligible for listing on the NRHP or the CRHR, and is not considered not a historical resource for the purposes of CEQA.

Edward Owens Farmstead is a farmstead over 45 years old; it does not appear to be associated with an earlier historical event (Criteria A and 1). The Edward Owens Farmstead was owned by Talbot Anderson and was leased by Ed Longmire as a sheep farm; however, the property does not appear to be associated with the lives of any people significant to the past (Criteria B and 2).

Edward Owens Farmstead does not appear to be associated with a distinctive type of design or method of construction as a farmstead, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). Edward Owens Farmstead retains much of its integrity as a rural farmstead; however, building *materials* and *workmanship* have been compromised with newer materials, such as T-111 plywood siding and aluminum sliding glass windows, or buildings are missing historic fabric. Constructed between 1938 and 1967, the Edward Owens Farmstead is an ordinary working farm with utilitarian outbuildings that does not appear to be a fine example of a farmstead (Criteria C and 3). Last, Edward Owens Farmstead does not appear to potentially yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, Edward Owens Farmstead does not appear to be eligible for listing on the NRHP or the CRHR, and is considered not a historical resource for the purposes of CEQA.

The ***Glenn-Colusa Irrigation District (GCID) Canal Prism and Headgate*** is an over 45-year-old resource currently associated with the GCID canal. Both the canal prism and headgate post-date the defined period of significance of the Glenn-Colusa Canal and the Central Canal, constructed between 1887 to 1920 (Francis Heritage Services 1999; JRP 2006; URS 2001). The GCID canal prism and headgate are not associated with this earlier canal, nor do they contribute to the development of the Sacramento Valley (Criteria A and 1). The GCID canal prism and headgate are owned by the GCID, and the property does not appear to be associated with the lives of any people significant to the past (Criteria B and 2).

The GCID Canal prism and headgate does not appear to be associated with a distinctive type of design or method of construction as an irrigation feature, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The GCID Canal prism and headgate retains all seven aspects of integrity; however, it is a utilitarian industrial structure and a component to a larger canal with multiple irrigation features. Although the structure has integrity as a canal constructed between 1941 and 1951, the headgate is not exceptional and looks like a mid-twentieth century modern concrete culvert with a canal prism (Criteria C and 3). Last, the GCID Canal prism and headgate does not have the potential to yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, GCID Canal prism and headgate do not appear to be eligible for listing on the NRHP or the CRHR, and are not considered a historical resource for the purposes of CEQA.

The ***Maxwell Irrigation District (MID) Canal*** is an over 45-year-old resource, but the portion of the canal and its associated features in the project study area has limited history, and does not appear to be associated with an early part of the 1918 MID canal; nor is it significant to a broad pattern of irrigation on a local, state, or national level (Criteria A and 1). The MID canal and its associated features does the property appear to be associated with the lives of any people significant to the past (Criteria B and 2).

The MID canal and its associated features do not appear to be associated with a distinctive type of design or method of construction as an irrigation feature, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The MID canal and its associated features appear to have integrity; however, it is a utilitarian engineered structure and a component to a larger irrigation district. Although the structure has integrity as a canal constructed between 1947 and 1953, the canal does not appear to embody distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (Criteria C and 3). Last, the MID canal does not have the potential to yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, MID canal does not appear to be eligible for listing on the NRHP or the CRHR, and is not considered a historical resource for the purposes of CEQA.

The ***WAPA Maxwell-Olinda 500kV Transmission Lines*** are an over 45 year old resource connecting the Olinda Substation in Tehama County to the Maxwell Substation. The transmission lines do not appear to be a contributing resource to a national mid-century event that may have made a significant contribution

to the broad pattern of the history and cultural heritage of the United States or California (Criteria A and 1). The WAPA Maxwell-Olinda 500kV Transmission Lines do the property appear to be associated with the lives of any people significant to the past (Criteria B and 2).

The WAPA Maxwell-Olinda 500kV Transmission Lines do not appear to be associated with a distinctive type of design or method of construction a utility system, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The WAPA Maxwell-Olinda 500kV Transmission Lines have integrity, and even though it is part of a larger network of transmission lines and towers built between 1958 and 1960 throughout the western United States, the Olinda and Maxwell substations, were not constructed until 1986. The WAPA Maxwell-Olinda 500kV Transmission Lines, as a whole, are a utilitarian system and not distinct (Criteria C and 3). The WAPA Maxwell-Olinda 500kV Transmission Lines are not likely to yield information important on a prehistory or history level (Criteria D and 4).

In conclusion, WAPA Maxwell-Olinda 500kV Transmission Lines do not appear to be eligible for listing on the NRHP or the CRHR, and is not considered a historical resource for the purposes of CEQA.

6.3.2 Resources Considered Eligible for the Purposes of NRHP and CEQA

Six built environment resources, which include two historic districts and four individual resources, were evaluated and determined eligible to the NRHP and CRHR, and appear to be historic resources per CEQA.

The *Stone Corral Creek Quarries Historic District* includes the Knowles Quarry and McGilvray Quarry located at the eastern base of Logan Ridge. The Knowles Quarry (1887-1915), located north of Stone Corral Creek and Maxwell-Sites Road, was the first quarry in the area. The quarry was developed by pioneer John Sites in 1887-1888 as part of the Sites Sandstone Company. The McGilvray Quarry (1900-1915), known also as the Thompson Quarry, is located south of the Knowles Quarry, and south of Stone Corral Creek and Maxwell-Sites Road. Both quarries closed in 1914 due to the dissolution of the C&LRR, and all equipment was liquidated in 1915. The period of significance for the historic district dates between 1887 and 1915.

Both quarries are defined by their geology and have steep sandstone cliffs that demonstrate past mining activities, such as visible markings of delaminated sandstone and drill holes. Although the Knowles Quarry was inaccessible by both ARP in 2002 and URS in 2012, the McGilvray Quarry was included in the ARP survey area and was recorded as an archaeological site (SF-025-B; CA-COL-182) containing five contributing features that reflect past quarrying activities.

The Stone Corral Creek Quarries Historic District is significant for their association as early quarries that contribute to mining history in the Antelope Valley. The sandstone from the quarry built both the 1896-97 Union Depot & Ferry Building, the first sandstone building in the City of San Francisco, as well as the Flood Building, which are architectural landmarks that survived the devastating 1906 San Francisco Earthquake; their building materials were credited as strengths to their survival. After the earthquake, Colusa sandstone rebuilt the City of San Francisco and the material was used to construct numerous landmarked buildings in the city, many of which still stand today. In addition, the Stone Corral Creek Quarries Historic District contributed on a larger state level as a “lead producer of fireproof sandstone” in 1906. This was probably due to its durability in the 1906 earthquake, best seen at the Ferry Building and Flood Building (Criteria A and 1).

The Stone Corral Creek Quarries Historic District's Knowles Quarry was founded sometime between 1887 and 1888 by pioneer John Sites as the Sites Sandstone Company. Sites also established Quarrytown, a small mill community nearby the quarry that employed 10-20 men, in 1894. Sites is significant to the Antelope Valley and founding the town of Sites. Under the ownership and management of F.E. Knowles, the Sites Sandstone Company was renamed the Colusa Sandstone Company in 1902-1903, and an active business relationship developed between Knowles and the City of San Francisco. During Knowles' ownership, sandstone from this quarry constructed many prominent buildings in the city, such as the Spreckles bandstand in Golden Gate Park (1900), Gunst Building (circa 1908), and three Home Telephone Buildings (1908-1913). Under Knowles' direction, Colusa sandstone was marketed to master architects, such as Willis Polk, A. Page Brown, and Coxhead & Coxhead, to use Colusa sandstone on lavish buildings in the city. John D. McGilvray, Jr., who is associated with the McGilvray Quarry, purchased the quarry property in 1900. The sandstone from the McGilvray Quarry built the James Flood Building (1904), W.P. Fuller Building, three wings of the St. Francis Hotel (1904), W.F. Wood Building (1915), and the Sherith Israel Synagogue (1915). A long-time resident of the city, McGilvray was instrumental in the construction of San Francisco City Hall and became President of the San Francisco Builders Exchange; the Mayor of San Francisco appointed McGilvray as a Commissioner of the Board of Public Works (McGilvray 1955). Both John D. McGilvray and F.E. Knowles had strong business connections with San Francisco, successfully marketing Colusa sandstone to investors, and were influential to San Francisco's reconstruction after the 1906 earthquake. The Stone Corral Creek Quarries Historic District appears to be associated with the lives of predominantly Knowles, and McGilvray, and minimally with Sites, who were significant to California history as well as the Sacramento Valley (Criteria B and 2).

The Stone Corral Creek Quarries Historic District does not appear to be associated with a distinctive type of design or method of construction as a mining site, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. The Knowles Quarry has two less-than-45-year-old built environment resources that include a sheetmetal pole barn and a mobile home trailer, and are considered non-contributing resources to the historic district. Both quarries are distinguishable as mining cultural landscape and have character-defining bluffs of sheared stone and evident dynamite drill holes. The Stone Corral Creek Quarries Historic District as a mining historic landscape does not appear to have individual distinction as a mining cultural landscape due to possible grading (Criteria C and 3).

Last, Stone Corral Creek Quarries Historic District does appear to have the potential to yield or likely yield information important to history. Since features were found at the McGilvray Quarry, also known as the Thompson Site (SF-25-B/CA-COL-182), it is believe that the district has potential to yield information important to history; however studies have not yet been conducted to confirm the presence of intact subsurface deposits (Criteria D and 4).

In addition, a property to be eligible for listing in a federal, state, or local register, must also retain its historic integrity, recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). Both quarries retain much of their *location, setting, feeling* and *association* set by the exposed sandstone ridge above the site. The Knowles Quarry was graded in 2006 under the ownership of the Brownstone Custom Architectural Stone; however, the quarry has not been surveyed and it may contain archaeological features that reflect the quarries past operations. The ARP conducted archaeological survey at the McGilvray Quarry in 2002. Five archaeological features were recorded: (1) a historic sandstone quarry face measuring approximately 8,996 feet by 2,190 feet on the south bank of Stone Corral Creek; (2) a rectangular depression measuring 16 feet long (North/South) by 14 feet wide (East/West) with an estimated depth of 3 feet; (3) a partially buried metal object that measured 36 by 20 inches with a flattened 0.5-inch-wide chain attached; (4) the structural remains of a 6- by 8-foot sandstone slab foundation with a depression; and (5) the lumber remains of the structure (see DPR form

in Appendix A). Additionally, a 10-foot diameter metal pipe extends from the south bank of the creek. The locality also has a number of high berms, which may actually cover trash and structural remains (White et al. 2009:244). Although it is unknown if the Knowles Quarry contains archaeological deposits or the remains of structural features, it appears the McGilvray does retain some mining features; however, more investigation is needed.

In conclusion, the Knowles and McGilvray Quarries are contributors to the overall Stone Corral Creek Quarries Historic District, which has a period of significance between 1887 to 1915. The district appears to be eligible for listing in the NRHP and CRHR under Criteria A and 1, for its association with the construction of landmarked buildings in San Francisco and other cities, and especially for the rebuilding of San Francisco after the 1906 earthquake. The district appears to be eligible for listing on the NRHP and CRHR under Criteria B and 2 for its association with John Sites, an early Antelope Valley pioneer; F.E. Knowles, who successfully marketed the Colusa sandstone and brought the material to the attention of San Francisco architects; and John D. McGilvray, Jr., a prominent San Francisco businessman and civic leader. Lastly, the district appears to be eligible for listing in the NRHP and CRHR under Criteria D and 4, for its potential to yield information important to local mining history. In summary, the Stone Corral Creek Quarries Historic District, with the Knowles and McGilvray quarries as contributors, to appears to be eligible for listing on the NRHP and CRHR, and is considered a historical resource for the purposes of CEQA.

The *Glenn-Colusa Canal*, also known as the Central Irrigation District Canal (P-11-000605), has been previously evaluated for the NRHP and CRHR by Francis Heritage Services in 1999 (URS 2001) and by JRP in 2006 as part of the *Historic Properties and Evaluation Report: Colusa Generating Station Project*. The canal was originally built as the Central Irrigation Canal in 1887, and became the GCID in 1920. The canal's period of historic significance is from 1887 to 1920.

Canal features include a main prism, laterals, ditches, valves, and concrete gates that were constructed by 1920 as part of a larger canal system. As the earliest irrigation system in the Sacramento Valley, the Glenn-Colusa Canal was instrumental in bringing irrigation to thousands of acres, and providing water for hundreds of homesteaders living in the valley. The Glenn-Colusa Canal was found eligible by the previous evaluations as an irrigation historic district for its association with the development of irrigation districts and its associated infrastructures in the Sacramento Valley, as well as for its development of 20th century farming in Colusa County (Criteria A and 1) (Melvin and Jarma 2006; URS 2001).

The Glenn-Colusa Canal, although distantly associated with William S. Green, is privately owned as the GCID and is not associated with any significant people who have contributed to history (Criteria B and 2).

The Glenn-Colusa Canal does not appear to be associated as a distinctive type of design or method of construction as an irrigation structure, nor does it possess high artistic values represented in distinguishable characteristics. However, the canal is significant as an early 20th century irrigation and engineered system that included earthen prisms and a network of irrigation ditches as laterals that provided water to hundreds of farmsteads in the Sacramento Valley from 1887 to 1920 (Criteria C and 2) (JRP 2006; URS 2001).

Last, the Glenn-Colusa Canal does not appear to contain information important to prehistory or history (Criteria D and 4).

In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through

seven aspects (*location, design, setting, materials, workmanship, feeling, and association*). The canal retains all seven aspects of integrity and is a unique irrigation feature. Many of its original engineered features exist and have not been altered since its original construction.

In conclusion, the Glenn-Colusa Canal appears to be eligible for listing to the NRHP and CRHR under due to its association with the development of irrigation and farming in the Sacramento Valley (Criteria A and 1). The Glenn-Colusa Canal also appears eligible for listing to the NRHP and the CRHR due to its association as an early 20th century engineered system that includes the main canal and associated ditches, which provided water to hundreds of farmsteads in the Sacramento Valley between 1887 to 1920 (Criteria C and 3). In summary, the Glenn Colusa Canal appears to be eligible for listing on the NRHP and CRHR, and is considered a historical resource for the purposes of CEQA.

The ***Union Pacific Railroad Siphon***, located in the town of Willows, was built by the Sacramento Valley West Side Canal Company as part of the Central Irrigation Canal sometime between 1914 and 1917 under existing Southern Pacific Railroad tracks (NETR Online 2012). It is significant for its association with the Central Canal, presently known as the Glenn-Colusa Canal. The Central Irrigation District, founded in 1887, was instrumental as an early irrigation district in developing agriculture in the Sacramento Valley between Jacinto and Berlin (see Figure 13) by beginning the construction of the Central Canal. The company was purchased by the Sacramento Valley Irrigation Company in 1909. In turn, the Sacramento Valley West Side Canal Company purchased the failing Sacramento Valley Irrigation District in 1915, and it is believed that the siphon was built at this time when the canal was completed by constructing the final segments around Willows. The siphon's period of significance is from 1914 to 1920.

The Glenn-Colusa Canal has been documented in DPR 523 site records (P-11-000605), and has been evaluated for the NRHP with a period of significance between 1887 and 1920 (Francis Heritage Services 1999; JRP 2006; URS 2001). The Union Pacific Railroad siphon is significant for its association with the Central Irrigation District and the Glenn-Colusa Irrigation District as part of an early irrigation district (Criteria A and 1).

The Union Pacific Railroad siphon is owned by the GCID and is not associated with any significant people (Criteria B and 2).

The Union Pacific Railroad siphon possesses a distinctive type of design and method of construction as an irrigation structure and expresses high artistic values represented in distinguishable characteristics as a feature of the original Central Irrigation Canal as it passes under the Southern Pacific Railroad. The railroad siphon is a unique engineered structure, designed to convey water by gravitational force under an existing railroad bed through pipes, like a straw. According to GCID District Engineer Ben Pennock, the siphon has not been modified since its original construction between 1914 and 1917; the siphon is a contributing element to the larger Glenn-Colusa Canal (Criteria C and 3).

Last, Union Pacific Railroad siphon does not appear to yield or likely to yield information important to prehistory or history (Criteria D and 4).

In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (*location, design, setting, materials, workmanship, feeling, and association*). The siphon retains all seven aspects of integrity and is a unique canal/railroad feature that has not been altered since its original construction. A canal access ditch was added adjacent to the siphon in the 1980s; however, it did not affect the original siphon.

In conclusion, the Union Pacific Railroad siphon appears to be eligible for listing to the NRHP and CRHR, due to its association with the Sacramento Valley West Side Canal Company, Central Irrigation Canal, and the Glenn-Colusa Canal between 1914-1920 (Criteria A and 1). In addition, the Union Pacific Railroad siphon is a unique engineered structure that siphons water under the existing railroad bed (Criteria C and 1). In summary, the Union Pacific Railroad Siphon is considered a historical resource for the purposes of CEQA.

The *Sacramento Levee* segment is a resource over 45 years old that is used as flood control on the Sacramento River. The levee is associated with a significant broad pattern of irrigation and cultural heritage in both California and the US, as well as treated as a cultural resource by the U.S. Army Corps of Engineers (USACE). As a managed historic resource by the agency, it is assumed as eligible to the NRHP and CRHR (Criteria A and 1).

The Sacramento levee segment does the property appear to be associated with the lives of any people significant to the past (Criteria B and 2).

The Sacramento Levee segment does not appear to be associated with a distinctive type of design or method of construction as an irrigation feature, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The Sacramento levee segment retains all seven aspects of integrity; however, it is a flood control engineered structure, constructed between 1947 and 1953, and a component to a larger levee that stretched the right bank of the Sacramento River as flood protection (Criteria C and 3).

Last, the Sacramento levee segment does not have the potential to yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, the Sacramento levee segment assumed eligible as a historic resource for listing on the NRHP and the CRHR under Criteria A and 1, and is considered a historical resource for the purposes of CEQA.

The *Colusa Basin Drainage Canal*, along with the Knights Landing Ridge Cut, was previously evaluated (P-44-000401; P-06-000203/CA-COL-219H) by Les in 1986, PAR Environmental Services Inc. in 1992, and JRP in 2007. The Colusa Basin Drainage Canal, also known as the Colusa Drain or Colusa Trough, is a 10-mile-long canal whose construction began in 1903 and was completed in 1911. The canal stretched from the City of Colusa in Colusa County to Knights Landing in Yolo County. The canal was developed to alleviate flooding in the upper Colusa Basin by draining excess water into the Yolo Basin. The Colusa Basin Drainage Canal was extended by cutting through a low, natural ridge at Knights Landing (the Knights Landing Ridge Cut) in 1915 in order to divert water into the Yolo Bypass, and appears to be contemporary with the construction of the Glenn-Colusa Canal. In 1919, the canal was incorporated into the US Bureau of Reclamation as part of Reclamation District #2047. In the early 1920s, over 230,000 acres were part of agricultural drainage in conjunction with irrigation districts and mutual water companies; currently, the canal is part of the Colusa Basin Drainage District, a small water district that manages the distribution of water to farmers. The canal's period of significance is from 1903 to 1920. The six types of features are associated with the canal that include levees, side irrigation ditches, pumphouses, culverts, concrete remnants, and iron orchard valves. The levees, of which 90 percent are earthen-sided, parallel the entire length of the canal and average 20 feet in width. The Colusa Basin Drainage Canal does

appear to be eligible for listing to the NRHP and CRHR for its benefits to the agricultural economy of the Sacramento Valley (Criteria A and 1) (Melvin and Freeman 2007).

The Colusa Basin Drainage Canal is owned by the Colusa Basin Drainage District and is not associated with any significant people (Criteria B and 2).

The Colusa Basin Drainage Canal appears not to be associated as a distinctive type of design or method of construction as an irrigation structure, nor does it possess high artistic values represented in distinguishable characteristics. The canal is significant as an early 20th century as an early California water engineering feat from 1903 to 1920 (Criteria C and 2) (Melvin and Freeman 2007).

Last, Colusa Basin Drainage Canal does not appear to yield or likely to yield information important to prehistory or history (Criteria D and 4).

In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (*location, design, setting, materials, workmanship, feeling, and association*). The canal retains all seven aspects of integrity and is a unique irrigation feature. Many of its original engineered features exist and have not been altered since its original construction.

In conclusion, the Colusa Basin Drainage Canal does appear to be eligible for listing to the NRHP and the CRHR due to its association with agricultural economy of the region (Criteria A and 1), and for its association for engineering involved in irrigating the Sacramento Valley (Criteria C and 3). In summary, the Colusa Basin Drainage Canal is considered a historical resource for the purposes of CEQA.

The ***Colusa & Lake Railroad (C&LRR) Historic District*** includes both the current Maxwell-Sites Road, which lies on the C&LRR bed and remnants of a wagon road, which parallels the original railroad footprint, and historically crisscrossed Stone Corral Creek. Both the railroad and the wagon road were built in 1886 by the C&LRR, and were fully funded by the City of Colusa as a way to retain their county seat from competitive cities, such as Williams, due to their positions on established railroad lines. Products that included grain, sandstone, and passengers from the Antelope Valley were transported on these early transportation routes to the City of Colusa or the rail hub at Colusa Junction. Additionally, the town of Sites was deeply invested in the railroad, housing warehouses and a roundhouse at the end of the line in Sites. In 1914, the California State Railroad Commission dissolved the C&LRR, and the last train rolled the tracks in 1915. The C&LRR Historic District contributes historically for its association with the C&LRR, the first railroad for the City of Colusa, which hauled freight and passengers from the Antelope Valley, as well as the town of Sites who benefited from the railroad in transporting products out of the Antelope Valley (Criteria A and 1). The period of significance for the C&LRR Historic District is 1886-1915, beginning with the construction of the railroad and ending with the removal of the tracks. The length of the district recorded here is 1.5 miles, from just west of Sites-Lodoga Road at the town of Sites to approximately 1400 feet beyond the east edge of the take line along Maxwell-Sites Road. It is possible that the District extends east, all the way to Maxwell.

C&LRR Historic District, which was created by the C&LRR Company and the City of Colusa, is not associated with any historically significant people who have contributed to history (Criteria B and 2).

C&LRR Historic District does not appear to be associated as a distinctive type of design or method of construction as a railroad structure, nor does it possess high artistic values represented in distinguishable characteristics. Within the district are the remains of two sandstone bridge abutments that spanned Stone Corral Creek as well as a historic 1886 wagon roadbed. Also within the boundaries is one non-

contributing resource: a 1929 concrete bridge that spans Stone Corral Creek, and postdates the historic period of 1886 to 1915. None of the elements in the C&LRR Historic District are distinct by design or have distinguishable characteristics (Criteria C and 3).

Last, the C&LRR Historic District does not appear to have the potential to yield or likely yield information important to history (Criteria D and 4).

In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (*location, design, setting, materials, workmanship, feeling, and association*). The site was originally recorded in 1999 by DPR archaeologist E. Wheeler (see Appendix A, 17-4-201H-3H). Wheeler recorded the sandstone bridge abutments, fragments of a railroad ties, and traces of a dirt road bed for the old wagon road. In 2001, the ARP surveyed the site and completed a DPR 523 form update for the site (see DPR form in Appendix A, SF-038-A Update). While recording the Thompson Quarry site, the ARP also recorded two bridge abutments and three footings that were contributors to the C&LRR wagon road (CA-COL-182; SF-025-B). The site record recorded the bridge measuring approximately 6 feet by 8 feet and spanned Stone Corral Creek. The ARP did not record the adjacent wagon road that is a contributor to the C&LRR Historic District. This feature appears to retain integrity as a historic wagon road constructed in 1886. The alignment of the C&LRR tracks also retains integrity, even though the tracks were removed in 1915 and the footprint was converted into the main automobile thoroughfare between Maxwell and Sites.

In conclusion, C&LRR Historic District does appear to be eligible for listing to the NRHP and the CRHR due to its association with the town of Sites and Colusa and the development of the Antelope Valley that shipped product to the broader market (Criteria A and 1). In Summary, the C&LRR Historic District is considered a historical resource for the purposes of CEQA.

7.0 SUMMARY AND CONCLUSIONS

The Built Environment Identification and Evaluation Technical Report for the proposed NODOS study area resulted in identification and evaluation of fifteen resources (see Table 1). Nine resources appear ineligible to the NRHP and CRHR. Six resources appear eligible: 1) the Stone Corral Creek Quarries Historic District; 2) the Union Pacific Railroad Siphon; 3) the Glenn-Colusa Canal; 4) the Sacramento Levee; 5) the Colusa Basin Drainage Canal; and 6) the C&LRR Historic District. An evaluation of the resources suggests that these resources variously meet the eligibility criteria for inclusion to the NRHP under Criteria A, B, C, and the CRHR under Criteria 1, 2, and 3. The eligible resources will likely be within the area of potential effects eventually defined for the project by Reclamation. Once an area of potential effects has been identified, a Finding of Effect will be prepared to evaluate the impacts of the proposed project on these historic properties.

Information obtained from these sources in this timeframe is assumed to be correct and complete. URS will not assume any liability for findings or lack of findings based upon misrepresentation of information presented to the URS Cultural Resources Report team or for items not visible, made available, accessible, or present at the site at the time of the document preparation.

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- 1989 Lodoga, CA, 1989-1994. Scale 1:24000. 7.5-minute Topographical map. Department of the Interior, U.S. Geological Survey, Washington.
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APPENDIX A

**California Department of Parks and Recreation
523 Series Form**

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 #: 3418 and 3383 Huffmaster Road

P1. Other Identifier:

P2. Location: Not for Publication Unrestricted

a. County: Colusa

b. USGS 7.5' Quad: Site, CA

Date: 1982 T 16N; R5W ; SW¼ of NW¼ of Sec 24; M.D. B.M.

c. Address: 3418 Huffmaster Road

City: Williams

Zip: 95987

d. UTM: Zone: 10; 554671 mE/ 4341751 mN (G.P.S.)

e. Other Locational Data: APN # 014-170-011 Elevation: 400 feet

From the town of Maxwell, head west on Maxwell-Sites Road approximately 8 miles until it dead ends at Huffmaster Road. Go south on Huffmaster Road approximately 4.8 miles. 3418 Huffmaster is on the east side of the road and 3383 Huffmaster is farther south on Huffmaster on the southeast side at the bend of the road.

P3a. Description: 3418 and 3383 Huffmaster Road are located on a 640-acre parcel that is at the south end of Antelope Valley. The farmstead includes two single-family residences (circa 1962 and circa 1964), a wood barn (pre-1952), a plastic water tank, a workshop, and a shed-roof outbuilding. A circa 1962 Ranch-style house, located at 3383 Huffmaster Road, is behind a knoll adjacent to a workshop, and is only minimally visible from Huffmaster Road. The second single-family residence (circa 1964) is located at 3418 Huffmaster Road, approximately 1400 feet southwest of the barn complex at 3383 Huffmaster Road. The Ranch-style house, which is visible from the public road, has a two-car garage with a single-leaf door in between the garages. The property was inaccessible at the time of this report. 3418 and 3383 Huffmaster Road is not significant under Criteria A/1, B/2, C/3, or D/4 and is therefore, not eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). **SEE CONTINUATION SHEET.**

P3b. Resource Attributes: HP33, Farm/Ranch

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

P5a. Photograph:



P5b. Description of Photo:

3418 Huffmaster Road, view looking northeast (C. Jimenez, 2012).

P6. Date Constructed/Age and Sources: Historic: pre-1952 to 1970

P7. Owner and Address:

Alexander Borel et al.
37760 Borel Road
Murrieta, CA 92653

P8. Recorded by:

Corri Jimenez &
Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive,
Suite 150
Sacramento, CA 95833

P9. Date Recorded: 11/13/2012

P10. Survey Type: Intensive

P11. Report Citation: Jimenez, Corri. 2013. "Built Environment Identification & Evaluation Technical Report: North-of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

- B1. **Historic Name:** None
- B2. **Common Name:** None
- B3. **Original Use:** Farmstead
- B4. **Present Use:** Farmstead
- B5. **Architectural Style:** Ranch-Style; Vernacular

B6. Construction History: 3383 and 3418 Huffmaster Road are both located on a 640-acre parcel that is located at the south end of Antelope Valley in the Greater Sites Reservoir portion of the study area. The farmstead includes two single-family residences (circa 1962 and circa 1964), a wood barn (pre-1952), a plastic water tank, a workshop, and a shed-roof outbuilding. A circa 1962 Ranch-style house, located at 3383 Huffmaster Road, is behind a knoll adjacent to a workshop, and is only minimally visible from Huffmaster Road. **See Continuation Sheet.**

B7. Moved? No Yes Unknown **Date:** **Original Location:**

B8. Related Features: None

B9. a. Architect: Unknown

b. Builder: Unknown

B10. Significance: Theme: Farming in the Antelope Valley

Area: Colusa County

Period of Significance: 1952-1964

Property Type: Agricultural Farmstead

Applicable Criteria: None

3418 and 3383 Huffmaster Road is a farmstead over 45 years old; it does not appear to be associated with any earlier historical events connected to farming in the Antelope Valley (Criteria A and 1) nor does the property appear to be associated with the lives of any people significant to the past, nor developed the Antelope Valley (Criteria B and 2). 3418 and 3383 Huffmaster Road does not appear to be associated with a distinctive type of design or method of construction, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The resource at 3418 and 3383 Huffmaster Road appear to retain most of its integrity as an ordinary, utilitarian farmstead. Small additions have occurred on the property, such as the construction of a water tank and shed in the front. An earlier resource, a wood barn visible from a 1952 aerial photograph, is the oldest known building on the property per this survey, and is a typical farm building. The residences on the parcel are ordinary, and represent two Ranch-style houses. All the resources were constructed between pre-1952 and 1964, and but do not appear to be a fine example of a rural farmstead (Criteria C and 3). Last, 3418 and 3383 Huffmaster Road does not appear to potentially yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, 3418 and 3383 Huffmaster Road appears to be not eligible for listing in the NRHP or the CRHR, and is considered not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: None

B12. References:

Colusa County Assessor's Office

2012 Colusa County Megabyte Property Tax System, Colusa County's Assessor's Office, Colusa, California.

Colusa County Recorder's Office.

1877 Township Map for Colusa County. Colusa, CA; Colusa County Recorder's Office: 19, 20, 26.

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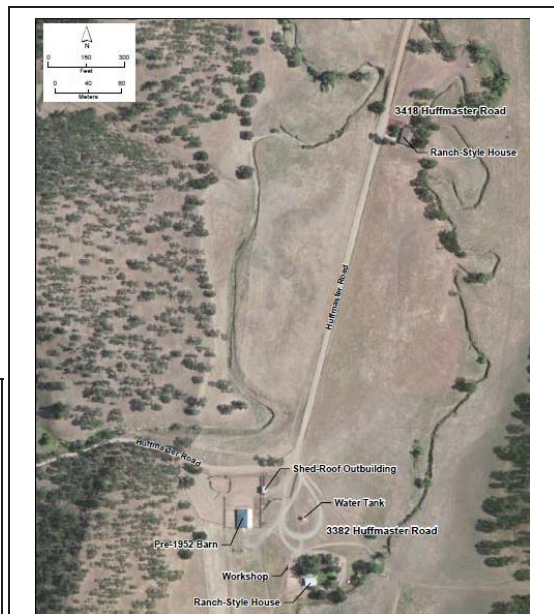
1952 1952 Aerial Photograph. Provided by the California Department of Water Resources, Red Bluff.

B13. Remarks: None

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: November 13, 2012

(This space reserved for official comments.)



Recorded by: Corri Jimenez, URS Corporation

Date: 11/13/2012

Continuation

Update

P3a. Description:

The land in parcel APN # 014-170-011 is traceable to a homestead granted to Edmund Chestnut and James Elmore, who acquired the property, T16N R5W, Section 24, in July 1862. Colusa County Township Maps from 1877 record the property of 3383 Huffmaster Road as part of the 720-acre "Estate of H.W. Dunlap" parcel, whereas 3418 Huffmaster is situated on an adjacent neighbor's property, L.B. Ayer, and was part of a large farm (Colusa County Recorder's Office 1877:20). The 1878 Colusa County Plat Book shows no changes to the property ownership (Colusa County Records 1878:26). Sometime between 1878 and 1884, the property at 3418 Huffmaster Road was sold to "Decker and Jewett," and 720 acres of the property at 3383 Huffmaster Road were sold to W.W. Noble, as noted in the 1886 Plat Book (Colusa County Recorder's Office 1886:25). By 1893, the entire parcel was owned by "J.H. Jewett et al." as part of an approximately 3,200-acre property that included both 3418 and 3383 Huffmaster Road (Colusa County Recorder's Office 1893:25).

Deed research at the Colusa County Assessor's office in Colusa recorded that, as of October 3, 1979, on the parcel, along with 16 other parcels spread across Antelope Valley, was owned by Lewis M. Mathis et al (Colusa County Records, Document 747/524). The parcel was purchased by Sanwa Bank California Trustees of Los Angeles on July 1, 1994, and is presently owned by Alexander Borel & Trust of Murrieta, California.

B6. Construction History: Continuation

Approximately 288 feet northwest from this farmhouse is a pre-1952 wood-framed constructed barn that is approximately 62 feet wide by 73 feet long with vertical wood siding and a corrugated sheetmetal roof (USGS 1952). Adjacent to the barn is a non-historic period shed-roof outbuilding, approximately 12 feet wide and 15 feet long, which houses a livestock scale. Both the barn and outbuilding are surrounded by livestock corrals and are easily visible from Huffmaster Road. The water tank is approximately 202 feet east from the barn and situated on the knoll sitting in front of the house.

The second single-family residence (circa 1964) is located at 3418 Huffmaster Road, approximately 1400 feet southwest of the barn complex at 3383 Huffmaster Road. The Ranch-style house, which is visible from the public road, has a two-car garage with a single-leaf door in between the garages.

The construction dates for the buildings on this parcel, provided by the Colusa County Assessor's office, date between pre-1952 to 1964 for both the houses and their outbuildings. While the house at 3418 Huffmaster Road was easily visible from the road, access to the property was inaccessible at the time of this report.





Figure 1: 3418 Huffmaster Road, residence, view looking northeast (C. Jimenez, November 14, 2012).



Figure 2: 3418 Huffmaster Road, residence, view looking southwest (C. Jimenez, November 14, 2012).



Figure 3: 3418 Huffmaster Road, residence, view looking east (C. Jimenez, November 14, 2012).



Figure 4: 3383 Huffmaster Road farmstead, view looking east (C. Jimenez, November 14, 2012).



Figure 5: 3383 Huffmaster Road, residence, view looking south (C. Jimenez, November 14, 2012).



Figure 6: 3383 Huffmaster Road, barn, view looking southwest (C. Jimenez, November 14, 2012).



Figure 7: 3383 Huffmaster Road, barn and outbuilding, view looking southwest (C. Jimenez, November 14, 2012).

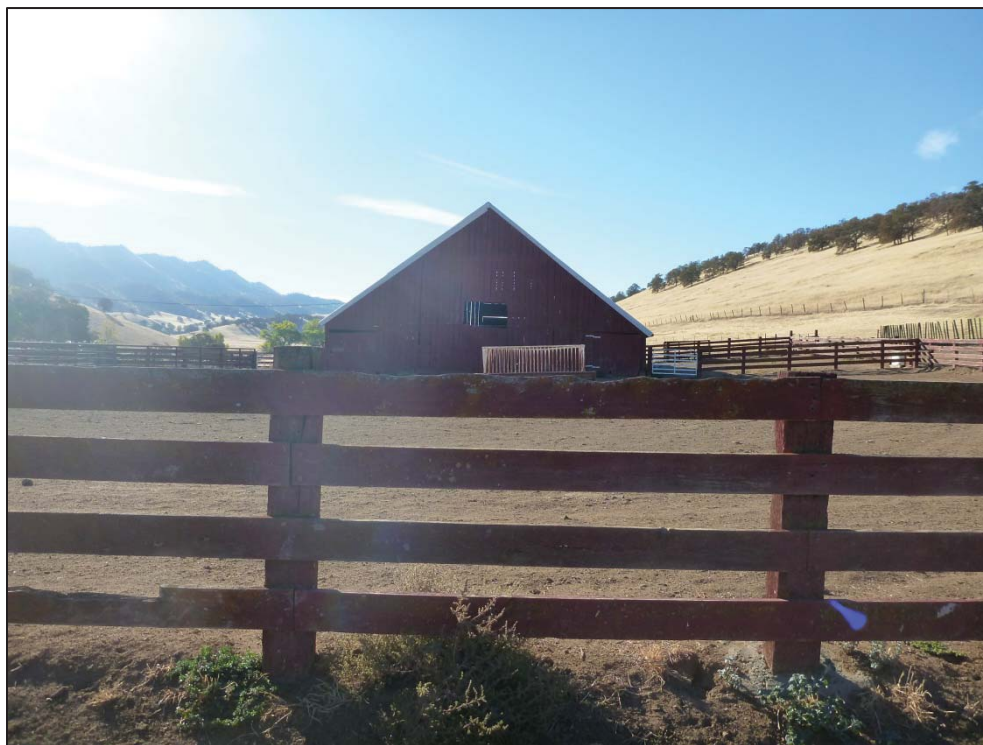


Figure 8: 3383 Huffmaster Road, barn, view looking south (C. Jimenez, November 14, 2012).



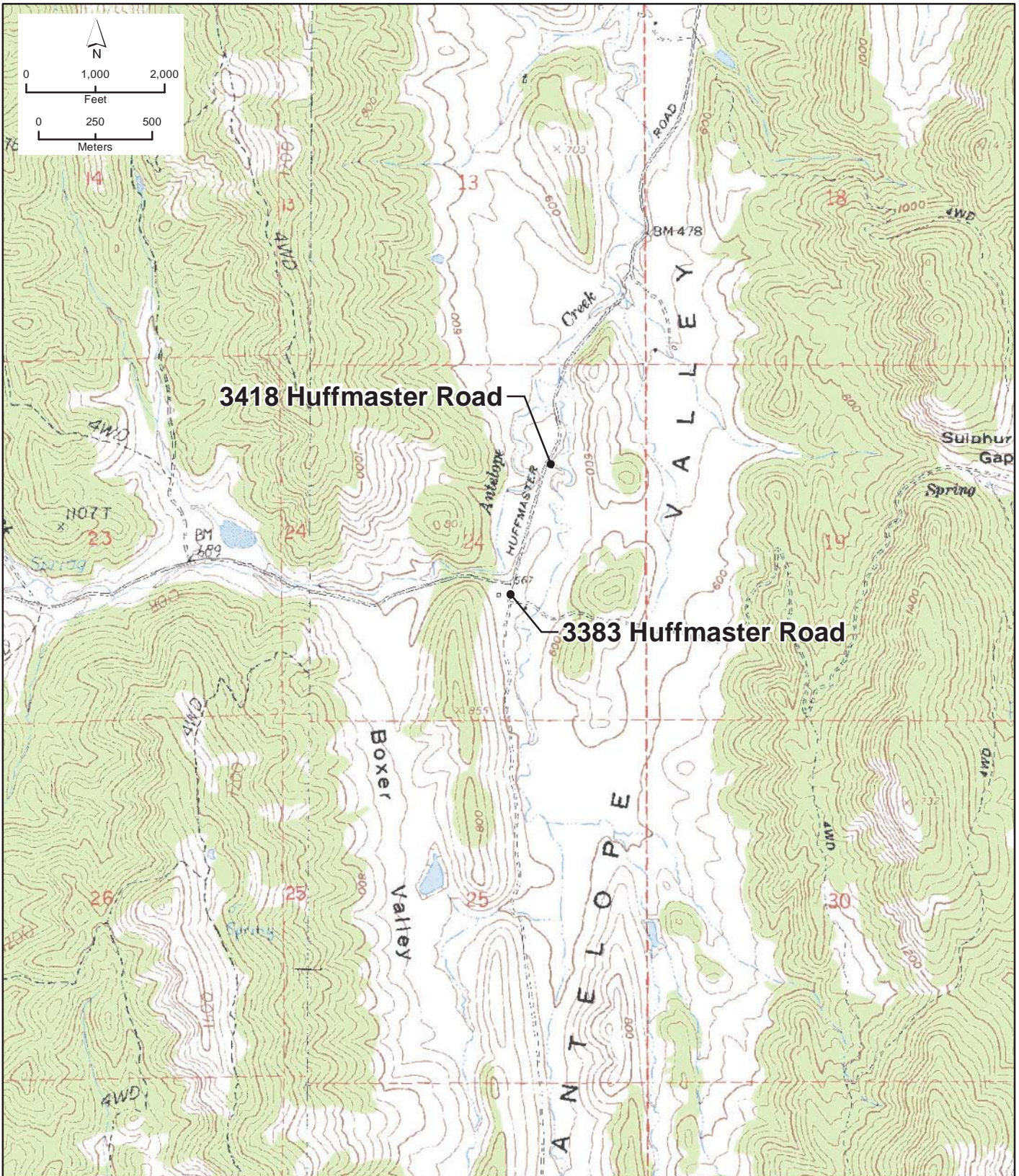
Figure 9: 3383 Huffmaster Road, outbuilding, view looking southeast (C. Jimenez, November 14, 2012).



Figure 10: 3383 Huffmaster Road, outbuilding, view looking south (C. Jimenez, November 14, 2012).



Figure 11: 3383 Huffmaster Road, water tower, view looking south (C. Jimenez, November 14, 2012).



Other Listings
Review Code

Reviewer

Date

Page 1 of 8

Resource Name or #: 3546 Huffmaster Road

P1. Other Identifier: Ladybug Ranch

P2. Location: Not for Publication Unrestricted

a. County: Colusa

b. USGS 7.5' Quad: Sites, CA

Date: 1982 T16N; R04W; SW¹/₄ of SW¹/₄ of Sec 18; M.D. B.M.

c. Address: 3546 Huffmaster Road

City: Williams

Zip: 95987

d. UTM: Zone: 10; 555456 mE/ 4342819 mN (G.P.S.)

e. Other Locational Data: APN# 014-180-003

Elevation: 400 feet

From the town of Maxwell, head west on Maxwell-Sites Road approximately 8 miles until it dead ends at Huffmaster Road. Go south on Huffmaster Road approximately 4.8 miles until the road bends west along a natural contour. 3546 Huffmaster is on a private driveway off the road and has a sign that says "Ladybug Ranch."

P3a. Description: 3546 Huffmaster Road, also known as the Ladybug Ranch, is located on a 137.5-acre-parcel accessible by a private driveway. The ranch includes a circa 2006 single-family house, a 1920 wooden barn, and a 1970 workshop (Colusa County Assessor's Office 2012). The farmstead is situated on a hill, and both the barn and workshop are approximately 260 feet northeast from the house. The barn has vertical wood siding and a corrugated sheetmetal roof, and is approximately 57 feet wide by 42 feet long. The workshop is newer in construction with a flat roof and appears to have vinyl or steel siding. The property was inaccessible at the time of this report. 3546 Huffmaster Road is not significant under Criteria A/1, B/2, C/3, or D/4 and is therefore, not eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). **SEE CONTINUATION SHEET.**

P3b. Resource Attributes: HP33, Farm/Ranch

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

P5a. Photograph:



P5b. Description of Photo: 3546 Huffmaster Road, view looking southwest (C. Jimenez, 2012).

P6. Date Constructed/Age and Sources: Historic: 1920-1970

P7. Owner and Address:
Maureen Ladybug Doherty
P.O. Box 686
Maxwell, California 95955

P8. Recorded by:
Corri Jimenez & Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

P9. Date Recorded: 11/13/2012

P10. Survey Type: Intensive

P11. Report Citation:
Jimenez, Corri. 2013. "Built Environment Identification & Evaluation Technical Report: North-

of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name:

B2. Common Name: Ladybug Ranch

B3. Original Use: Farmstead

B4. Present Use: Farmstead

B5. Architectural Style: Modern; Vernacular

B6. Construction History: 3546 Huffmaster Road includes a circa 2006 single-family house, a 1920 wooden barn, and a 1970 workshop (Colusa County Assessor's Office 2012). The farmstead is situated on a hill, and both the barn and workshop are approximately 260 feet northeast from the house. The barn has vertical wood siding and a corrugated sheetmetal roof, and is approximately 57 feet wide by 42 feet long. The workshop is newer in construction with a flat roof and appears to have vinyl or steel siding. The property was inaccessible at the time of this report. **SEE CONTINUATION SHEET.**

B7. Moved? No Yes Unknown **Date:**

Original Location:

B8. Related Features: None

B9. a. Architect: Unknown

b. Builder: Unknown

B10. Significance: Theme: Farming in the Antelope Valley

Area: Colusa County

Period of Significance: 1920-1964

Property Type: Agricultural Farmstead

Applicable Criteria: None

3546 Huffmaster Road is also a farmstead over 45 years old that does not appear to be associated with any earlier historical events with farming in the Antelope Valley (Criteria A and 1). Although the property is associated with the Dooling family who were instrumental in the development of Antelope Valley, their farmstead was large, and the connection of this parcel to the Dooling family as a whole is unclear; therefore, the property does not appear to be associated with the lives of any people significant to the past, nor with development the Antelope Valley (Criteria B and 2). 3546 Huffmaster Road does not appear to be associated with a distinctive type of design or method of construction, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The integrity of the resource at 3546 Huffmaster Road has been compromised with the addition of a 1970 sheetmetal workshop and a circa 2006 new home. The farmstead does retain a circa 1920 barn, but the property's *setting* as a whole lacks integrity due to the compromise of the new construction; therefore, 3546 Huffmaster Road does not appear to be a fine example of a rural farmstead (Criteria C and 3). Last, 3546 Huffmaster Road does not appear to potentially yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, 3546 Huffmaster Road does not appear to be eligible for listing on the NRHP or the CRHR, and is considered not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: None

B12. References:

Colusa County Assessor's Office

2012 Colusa County Megabyte Property Tax System, Colusa County's Assessor's Office, Colusa, California.

Colusa County Recorder's Office

1992 Deed for 3546 Huffmaster Road (Document 706/105). February 6, 1992

SEE CONTINUATION SHEET.

B13. Remarks: None

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: November 13, 2012

(This space reserved for official comments.)



*Recorded by: Corri Jimenez, URS Corporation

Date: 11/13/2012

Continuation

Update

P3a. Description: Continuation

Timothy Dooling owned multiple parcels in the Maxwell area, including this 68-acre parcel, by December 1879; the parcel was held by the family into the 1900s (White et al. 2009:112). The Dooling family owned 1,200 acres, and it was noted he held "500 acres of excellent land, raising on an average about 30 bushels of wheat and barley to the acre, the balance being grazing and timber land, white oaks growing in abundance on the hill portion, where he pastures his stock, raising cattle, horses, hogs, etc." (Green 1880:145-46).

Deed research at the Colusa County Assessor's office in Colusa recorded Maureen Agnes "Ladybug" (Pederson) Doherty as the current parcel owner as of December 17, 1998; John Yarbrough is listed as a partial owner. Maureen acquired it on November 7, 1977 from Lella B. Doherty, who invested in the property on September 20, 1965. Maureen owned it in trust with John and Dianne M. Pederson, Patrica K. Pederson, Paige K. Pederson and Dianne M. Pederson in February 6, 1992.

B6. Construction History: Continuation

The barn has vertical wood siding and a corrugated sheetmetal roof, and is approximately 57 feet wide by 42 feet long. The workshop is newer in construction with a flat roof and appears to have vinyl or steel siding. The property was inaccessible at the time of this report.

B12. References: Continuation

Green, William Semple

1880 *History of Colusa County, California and General History of the State*. Reproduced by Elizabeth Eubank. Reprinted in 1950. The Sacramento Lithograph Company, Sacramento.

White, Gregory G., PhD., Jarith Kraft, M.A. Kathleen Hillman, B.A.

2009 Archaeological Overview, Inventory Report, and Research Design, Proposed Sites Reservoir APE, Colusa and Glenn Counties DRAFT. Archaeological Research Program, California State University, Chico. Prepared for Department of Water Resources, Northern District, Red Bluff. August 2009.



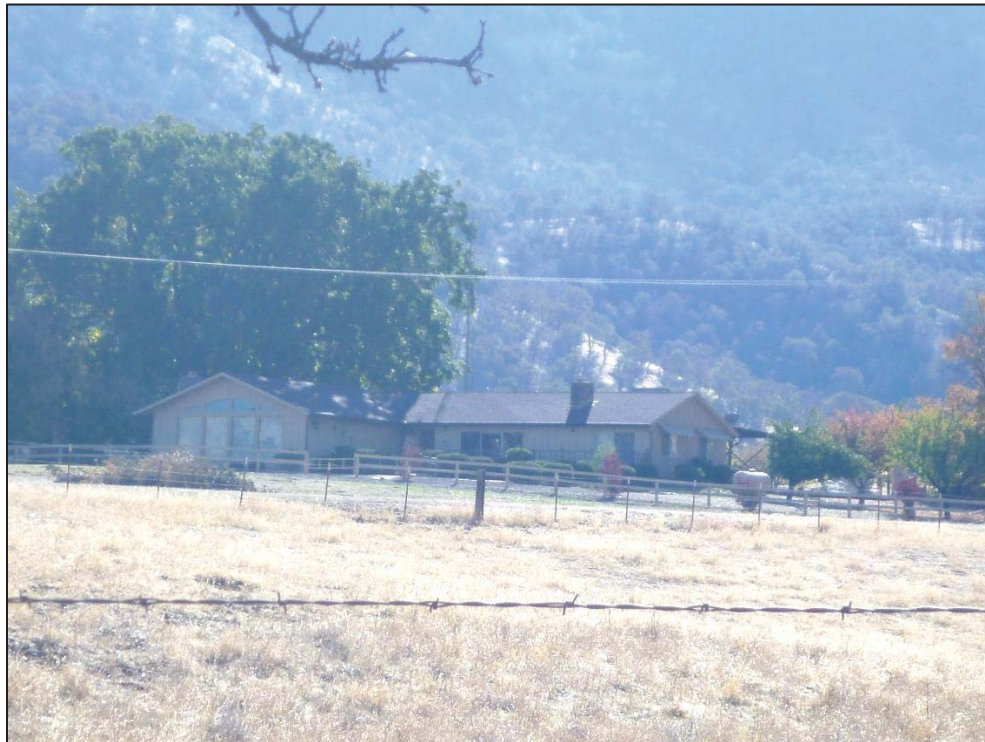


Figure 1: 3546 Huffmaster Road, residence, view looking southeast (C. Jimenez, November 14, 2012).

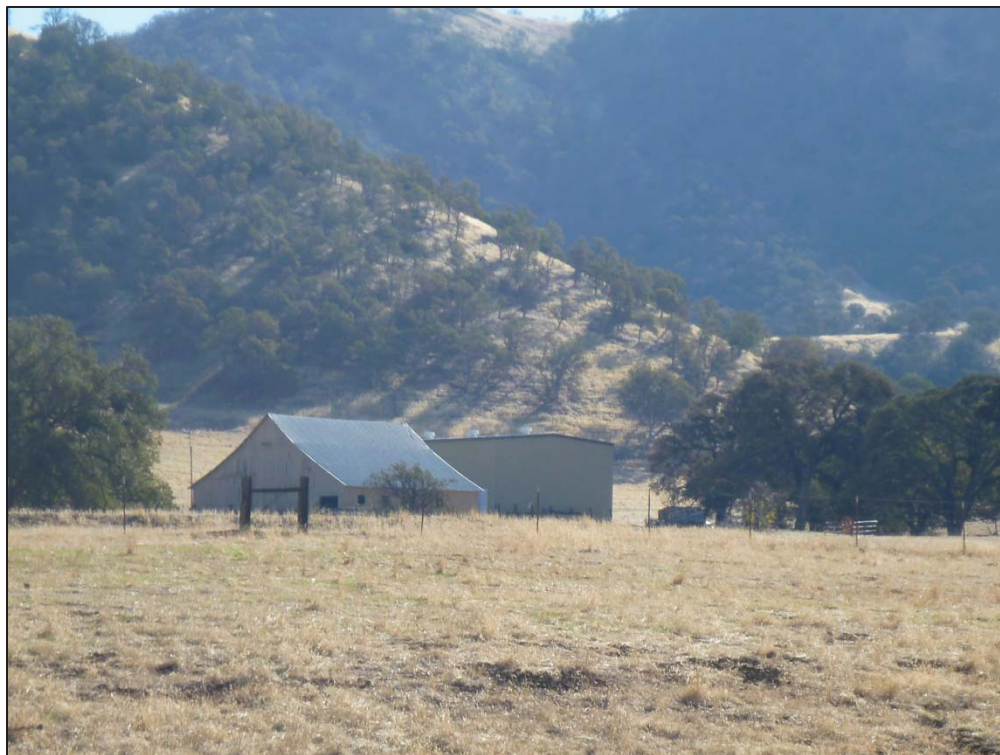


Figure 2: 3546 Huffmaster Road, outbuildings, view looking southeast (C. Jimenez, November 14, 2012).

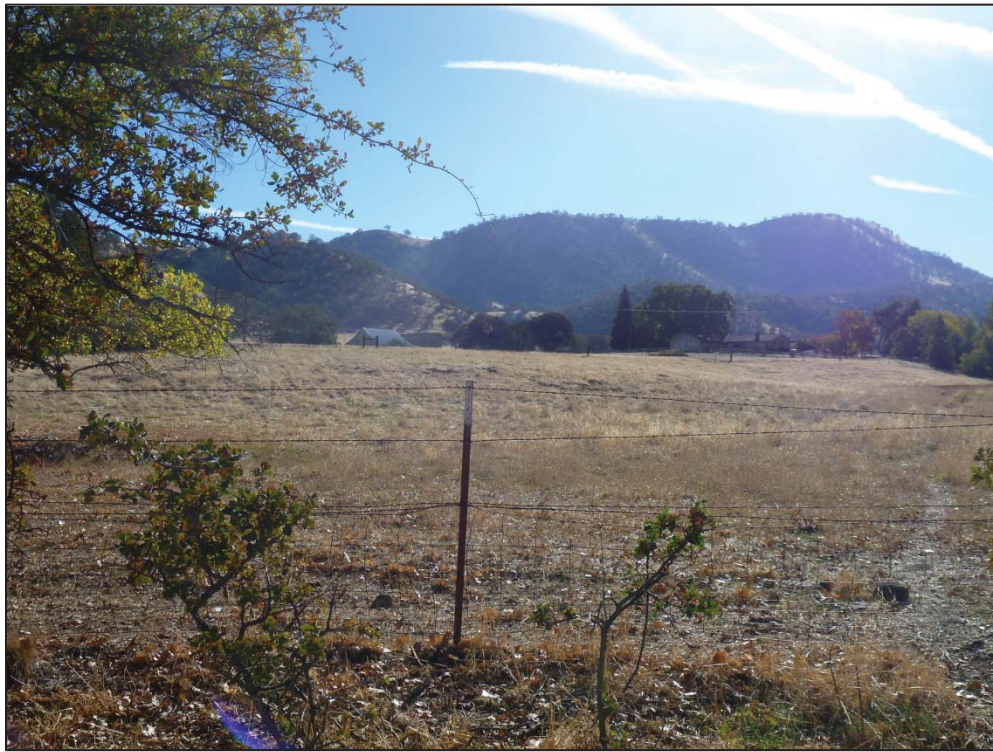
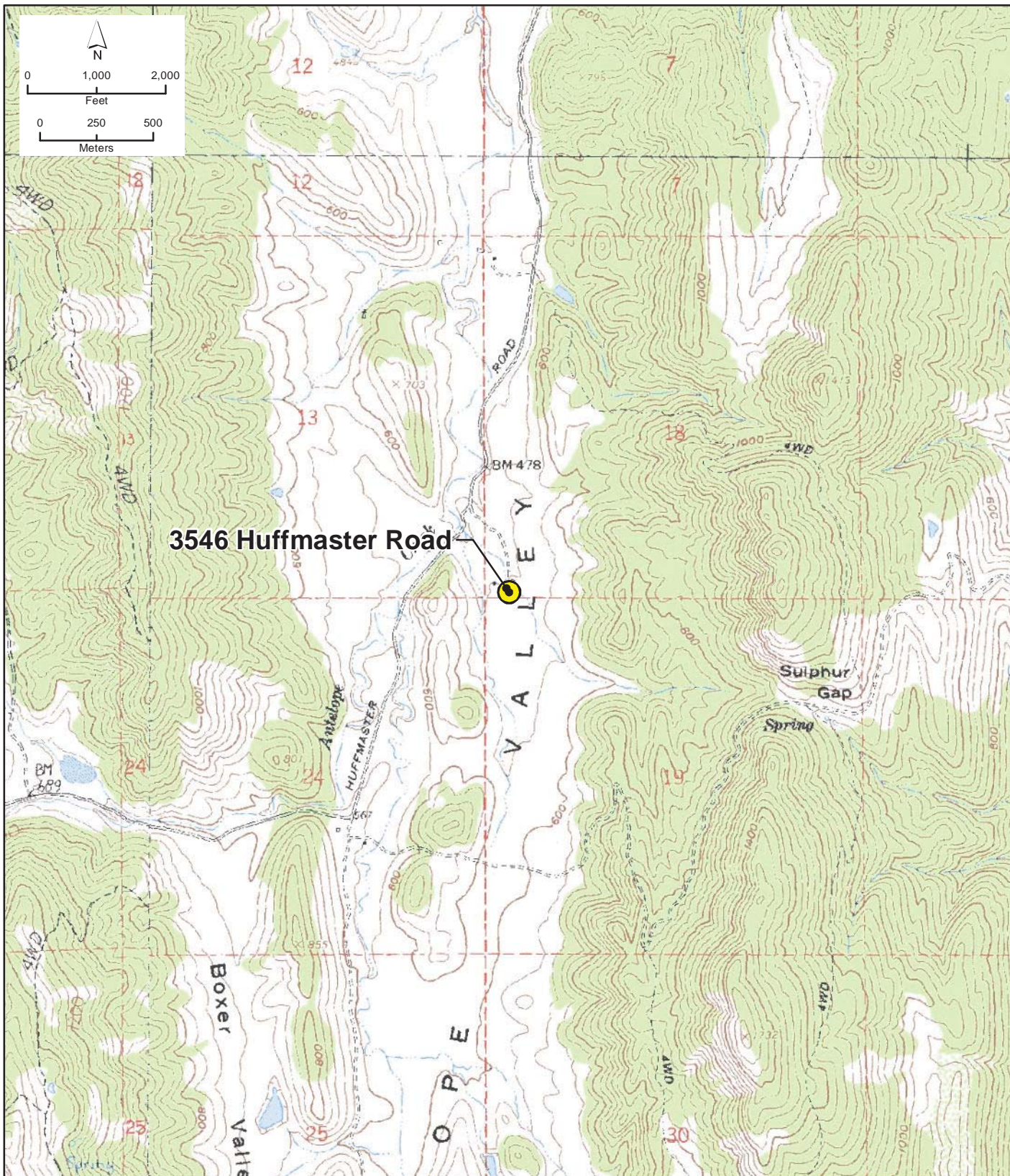


Figure 3: 3546 Huffmaster Road, overview, view looking east (C. Jimenez, November 14, 2012).



Figure 4: 3546 Huffmaster Road, private driveway, view looking southeast (C. Jimenez, November 14, 2012).



P1. Other Identifier: None

P2. Location: Not for Publication Unrestricted

a. County: Colusa

b. USGS 7.5' Quad: Maxwell, CA

Date: 1952 T17N; R03W; SW¼ of NW¼ of Sec 8; M.D. B.M.

c. Address: 4790-92 McDermott Road

City: Maxwell

Zip: 95955

d. UTM: Zone: 10 ; 566531 mE/ 4355005 mN (G.P.S.)

e. Other Locational Data: APN #011-220-042

Elevation: 100 feet

From the City of Maxwell, travel north on Highway 99W approximately 4.0 miles, and then go west on Lenaham Road 2.0 miles to McDermott Road. Go on McDermott Road approximately 0.5 miles and 4790-92 McDermott Road is on the right.

P3a. Description: 4790-92 McDermott Road is located on a 5.64-acre parcel on the east side of McDermott Road, north of a lateral canal from the Glenn-Colusa Irrigation Canal. The property includes a Ranch-style, single-family residence that faces west on to McDermott Road. The property appears to also include two large outbuildings, and additional permanent farm structures, such as a corrugated sheetmetal 6-grain silo on the north side of the parcel. The property could not be accessed at the time of the field study. 4790-92 McDermott Road is not significant under Criteria A/1, B/2, C/3, or D/4 and is therefore, not eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). **SEE CONTINUATION SHEET.**

P3b. Resource Attributes: HP33, Farm/Ranch

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

P5a. Photograph:



P5b. Description of Photo:
4790-92 McDermott Road, view looking northeast (C. Jimenez, 2012).

P6. Date Constructed/Age and Sources: Historic: c.1953

P7. Owner and Address:
Merle I. and Jessie A. Pearson
740 Northgate Dr.
Willows, CA 95988

P8. Recorded by:
Corri Jimenez &
Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive,
Suite 150
Sacramento, CA 95833

P9. Date Recorded:
11/13/2012

P10. Survey Type: Intensive

P11. Report Citation:
Jimenez, Corri. 2013. "Built Environment Identification &

Evaluation Technical Report: North-of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name: None

B2. Common Name: None

B3. Original Use: Farmstead

B4. Present Use: Farmstead

B5. Architectural Style: Ranch-Style; Vernacular

B6. Construction History: 4790-92 McDermott Road is located on a 5.64-acre parcel on the east side of McDermott Road, north of a lateral canal from the Glenn-Colusa Irrigation Canal. The property includes a Ranch-style, single-family residence that faces west on to McDermott Road. The property appears to also include two large outbuildings, and additional permanent farm structures, such as a corrugated sheetmetal 6-grain silo on the north side of the parcel. The property could not be accessed at the time of the field study.

B7. Moved? No Yes Unknown **Date:** **Original Location:**

B8. Related Features: A lateral canal from the Glenn-Colusa Irrigation Canal is south of the property, and is a concrete constructed box culvert with a control valve.

B9. a. Architect: Unknown

b. Builder: Unknown

B10. Significance Theme: Agriculture in the Sacramento Valley

Area: Colusa County

Period of Significance: 1952-1964

Property Type: Agricultural Farmstead

Applicable Criteria: None

4790-92 McDermott Road is a farmstead over 45 years old, and may be associated with earlier historical events in the development of the Sacramento Valley Irrigation Company because of its location near the Glenn-Colusa Canal and a lateral ditch; however research could not verify whether any of these resources date to this period (Criteria A and 1). Although the parcel is connected to the Pearson family who settled in the Sacramento Valley, their connection to the parcel is inconsistent; therefore, 4790-92 McDermott Road does not appear to be associated with the lives of any people significant to the past nor any other historically significant people that settled in the Sacramento Valley (Criteria B and 2). 4790-92 McDermott Road does not appear to be associated with a distinctive type of design or method of construction as a farmstead, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). 4790-92 McDermott Road does not appear to retain all of its integrity due to additions, such as a Ranch-style house and numerous utilitarian outbuildings added to an ordinary farmstead. Therefore, it does not appear to be a fine example of a farmstead (Criteria C and 3). Last, 4790-92 McDermott Road does not appear to potentially yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, 4790-92 McDermott Road does not appear to be eligible for listing on the NRHP or the CRHR, and is considered not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: None

B12. References:

Colusa County Recorder's Office.

1912 Plat map for 4790-92 McDermott Road, Drafted by the Sacramento Valley Irrigation Company on April 5, 1910.

1964 Grant Deed for John Facque and Anita Facque. February 3, 1964.

Located at the Colusa County Recorder's Office.

Green, William Semple

1880 *History of Colusa County, California and General History of the State*. Reproduced by Elizabeth Eubank. Reprinted in 1950. The Sacramento Lithograph Company, Sacramento.

SEE CONTINUATION SHEET.

B13. Remarks: None

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: November 13, 2012

(This space reserved for official comments.)



Recorded by: Corri Jimenez, URS Corporation

Date: 11/13/2012

Continuation

Update

P3a. Description: Continuation

Historical information on this parcel is limited. The area was platted in 1910 by the Sacramento Valley Irrigation Company, a corporation organized by the State of Delaware as a portion of the Delevan Unit of the Sacramento Valley Project (see DPR form in Appendix A). W.S. Kuhn of Pittsburgh, Pennsylvania, developed 250,000 acres of the Sacramento Valley floor as farmland, including this parcel. The acreage was connected to irrigation districts that stretched from Orland to Arbuckle and was part of the Central Irrigation District (Sacramento History 2012).

Deed research at the Colusa County Assessor's office in Colusa recorded the property was owned by John & Anita Facque in 1964 (Colusa County Recorder's Office 1964). The Pearson family purchased the property from the Facques in 1997 and has owned it since. The Pearson family arrived in the Sacramento Valley as early as the 1860s, and historically developed the Salt Lake Ranch, in the Antelope Valley; however, this property does not appear to have historical significance related to the Pearsons (McComish & Lambert 1918:663).

B12. References: Continuation

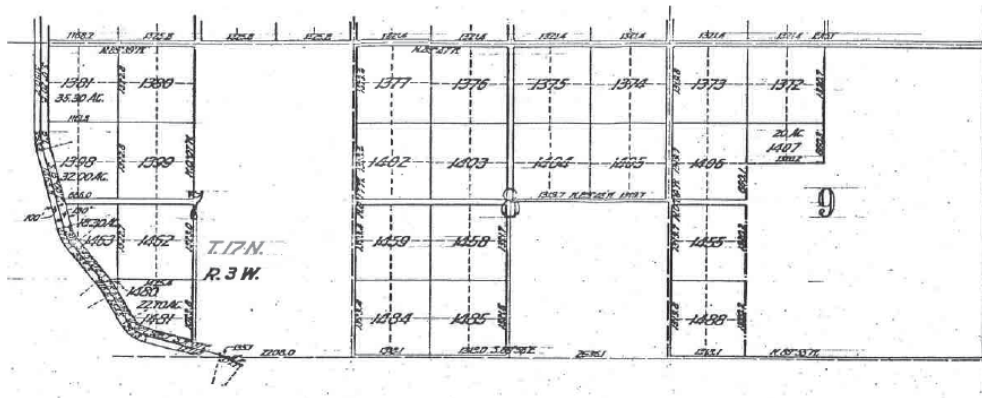
McComish, Charles Davis and Rebecca T. Lambert

1918. *History of Colusa and Glenn Counties California with Biographical Sketches of the Leading Men and Women of the Counties who have been identified with their growth and development from the early days to the present.* Historic Record Company, Los Angeles.

Sacramento History

2012 View of the Sacramento Valley Irrigation Project, 1908. Accessed at <http://www.sacramentohistory.org/search.php?imageid=1901> on December 17, 2012.





**Sacramento Valley Irrigation Company
 Sacramento Valley Irrigation Project**

MAP
 OF A PORTION OF THE
DELEVAN UNIT
 COLUSA AND COLUSA COUNTIES, CALIFORNIA
 SCALE 1 IN. = 1200 FT.
 DATE MARCH 8, 1910
 LEBRON
 ROADS 60 FT. WIDE

TO THE BOARD OF SUPERVISORS OF THE COUNTY OF COLUSA, CALIFORNIA.
 SACRAMENTO VALLEY IRRIGATION COMPANY, a corporation duly organized and existing under and by virtue of the laws of the State of California and qualified to do business and own property in the State of California, here presents to you for your acceptance the attached map showing a portion of the Delevan Unit of the Sacramento Valley Irrigation Project, a portion of Town

certifies that it is the owner of all tracts and lands shown within the boundary lines of said sub-division and that it is owner and holder of said land in fee absolute and that all the roads shown on the map not previously dedicated are hereby dedicated for public highways.
 That the above map was made for the purpose of selling the lots as shown thereon in reference to and in accordance with said map.

IN WITNESS WHEREOF, the said SACRAMENTO VALLEY IRRIGATION COMPANY, a corporation, has by resolution of its Board of Directors, caused these presents to be executed by its Vice President subscribing hereunto its corporate name and affixing hereunto its corporate seal, attested by its Chief Engineer, this 8th day of April, 1910.

SACRAMENTO VALLEY IRRIGATION COMPANY,
 By Fentrose Hill,
 Vice President.
 By D. W. Ross,
 Chief Engineer.

I, C. W. Levison, Licensed surveyor for California, my P. O. address now being Delavan, California, being duly sworn, do hereby certify that I have caused to be surveyed and plotted under my direction the Sacramento Valley Irrigation Company's sub-division of the Delevan Unit of the Sacramento Valley Project, and that this map accurately and correctly shows such sub-division as surveyed and staked out on the ground; that the survey was accurate.

Figure 1: Deed of property, 1910 (Colusa County Recorder's Office, Colusa, CA).

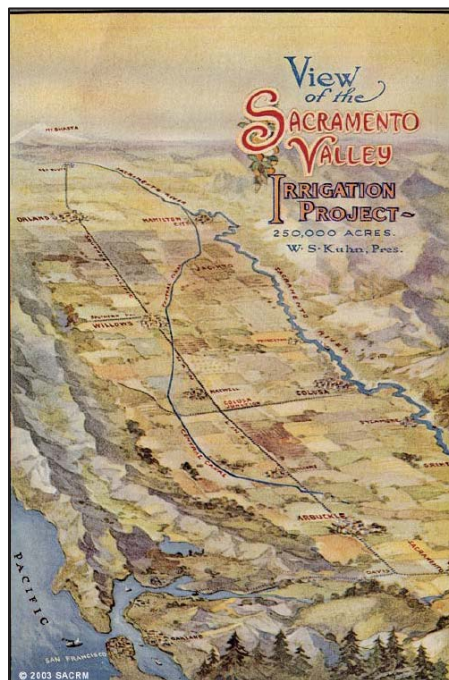


Figure 2: Sacramento Valley Irrigation Project map, 1908 (Sacramento History, 2012. Accessed at <http://www.sacramentohistory.org/search.php?imageid=1901> on December 17, 2012).



Figure 3: 4790-92 McDermott Road, overview, view looking northeast (C. Jimenez, November 14, 2012).



Figure 4: 4790-92 McDermott Road, House, view looking northeast (C. Jimenez, November 14, 2012).



Figure 5: 4790-92 McDermott Road, House and irrigation canal, view looking east (C. Jimenez, November 14, 2012).



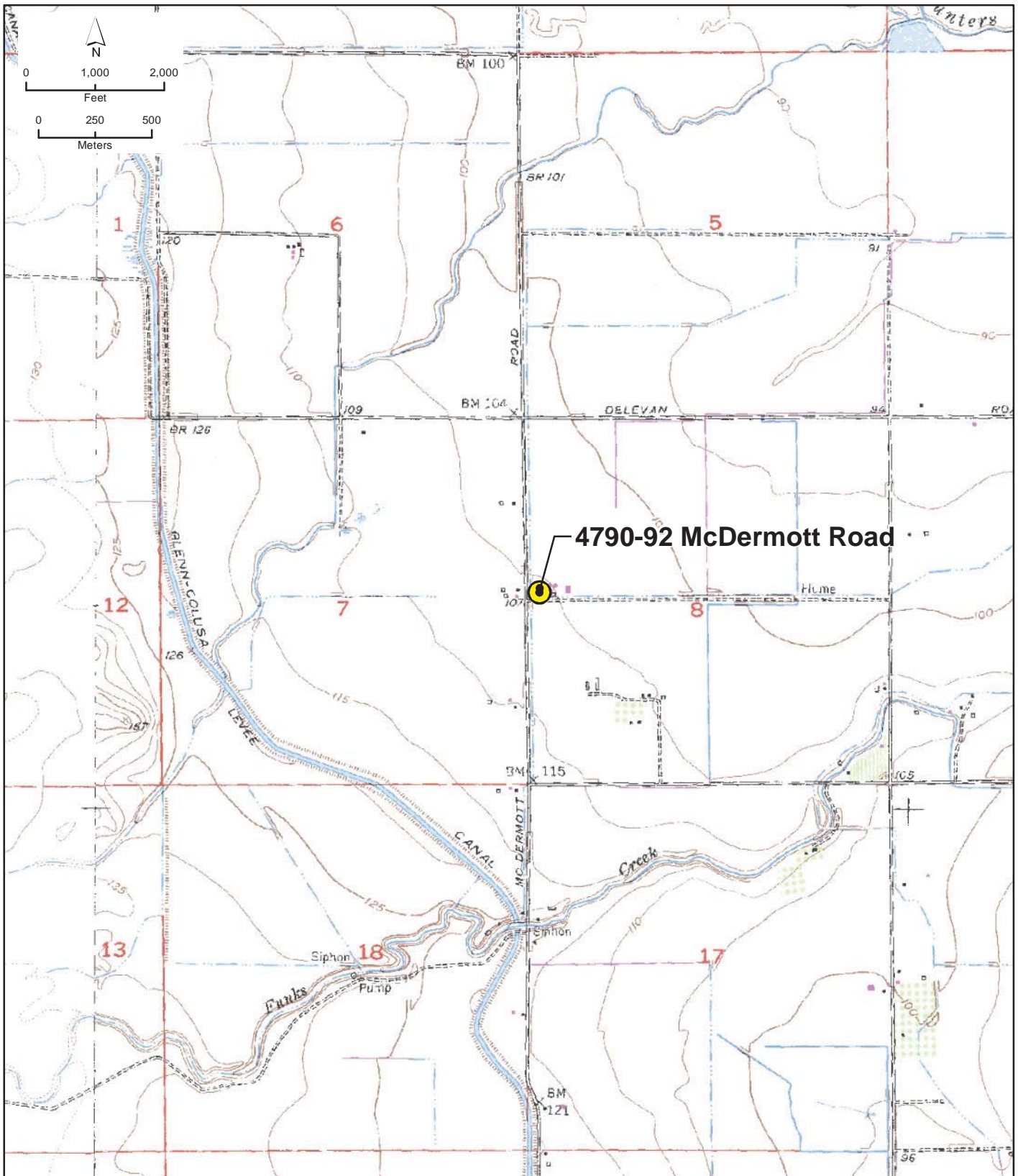
Figure 6: 4790-92 McDermott Road, House and outbuildings, view looking east (C. Jimenez, November 14, 2012).



Figure 7: 4790-92 McDermott Road, House and drainage culvert, view looking east (C. Jimenez, November 14, 2012).



Figure 8: 4790-92 McDermott Road, flooded rice field, view looking south (C. Jimenez, November 14, 2012).



P1. Other Identifier: None

P2. Location: Not for Publication Unrestricted

a. County: Colusa

b. USGS 7.5' Quad: Maxwell, CA

Date: 1952 T 17N; R 3W; SE¼ of NE¼ of Sec 7; M.D. B.M.

c. Address: 4799 McDermott Road

City: Maxwell

Zip: 95955

d. UTM: Zone: 10566315 mE/ 4355003 mN (G.P.S.)

e. Other Locational Data: APN # 011-220-020 **Elevation:** 100 feet

From the City of Maxwell, travel north on Highway 99W approximately 4.0 miles, and then go west on Lenaham Road 2.0 miles to McDermott Road. Go on McDermott Road approximately 0.5 miles and 4790-92 McDermott Road is on the left.

P3a. Description: 4799 McDermott Road is located on a 60.8-acre parcel on the west side of McDermott Road north of a lateral canal from the Glenn-Colusa Irrigation Canal. The farmstead contains a hipped-roof 1920 single-family residence with a rear add-on porch; all of the original wood windows have been replaced with double-pane vinyl windows. A few outbuildings are located on the property, including a circa 1952 outbuilding and a circa 2000 large, open hay barn on the west side of the parcel (USGS 1952). The property was inaccessible at the time of this report. 4799 McDermott Road is not significant under Criteria A/1, B/2, C/3, or D/4 and is therefore, not eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). **SEE CONTINUATION SHEET.**

P3b. Resource Attributes: HP33, Farm/Ranch

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

P5a. Photograph:



P5b. Description of Photo:

4799 McDermott Road, view looking northwest (C. Jimenez, 2012).

***P6. Date Constructed/Age and Sources:** Historic: 1920-1953

P7. Owner and Address:

Alice Carvalho & Trust
4799 McDermott Road
Maxwell, CA 95955

P8. Recorded by:

Corri Jimenez & Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

P9. Date Recorded: 11/13/2012

P10. Survey Type: Intensive

P11. Report Citation:

Jimenez, Corri. 2013. "Built Environment Identification & Evaluation Technical Report: North-

of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name: None

B2. Common Name: None

B3. Original Use: Farmstead

B4. Present Use: Farmstead

B5. Architectural Style: Vernacular

B6. Construction History: 4799 McDermott Road is located on a 60.8-acre parcel on the west side of McDermott Road north of a lateral canal from the Glenn-Colusa Irrigation Canal; the parcel is 60 acres. The farmstead contains a hipped-roof 1920 single-family residence with a rear add-on porch; all of the original wood windows have been replaced with double-pane vinyl windows. A few outbuildings are located on the property, including a circa 1952 outbuilding and a circa 2000 large, open hay barn on the west side of the parcel (USGS 1952). The property was inaccessible at the time of this report. **See Continuation Sheet.**

B7. Moved? No Yes Unknown **Date:**

Original Location:

B8. Related Features: None

B9. a. Architect: Unknown

b. Builder: Unknown

B10. Significance: Theme: Sacramento Valley Agriculture

Area: Colusa County

Period of Significance: 1910-1953

Property Type: Agricultural Farmstead

Applicable Criteria: None

4799 McDermott Road is a farmstead over 45 years old, and may be associated with earlier historical events in the development of the Sacramento Valley Irrigation Company because of its location near the Glenn-Colusa Canal and a lateral ditch. The parcel does include historic-period buildings, such as the 1920 farmhouse and a possible outbuilding that appear to be associated with the Sacramento Valley Irrigation Company, but the condition and integrity of these buildings have been compromised (Criteria A and 1). 4799 McDermott Road does not appear to be associated with the lives of any people significant to the past nor any other historically significant people that settled in the Sacramento Valley (Criteria B and 2). 4799 McDermott Road does not appear to be associated with a distinctive type of design or method of construction as a farmstead, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). 4799 McDermott Road does not appear to retain all seven aspects of integrity. A 1920 house is present but has lost much of its historic *materials*, *design*, and *workmanship* with the replacement of the original windows with vinyl, double-pane windows and a rear addition. A new hay barn was also added to the back of the parcel in 2000, altering the property's *setting*. Therefore, 4799 McDermott Road does not appear to be a fine example of a farmstead (Criteria C and 3). Last, 4799 McDermott Road does not appear to potentially yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, 4799 McDermott Road does not appear to be eligible for listing on the NRHP or the CRHR, and is considered not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: None

B12. References:

Colusa County Assessor's Office

2012 Colusa County Megabyte Property Tax System, Colusa County's Assessor's Office, Colusa, California.

Colusa County Recorder's Office

1912 Plat map for 4799 McDermott Road, Drafted by the Sacramento Valley Irrigation Company on July 5, 1912.

1967 Deed for 4799 McDermott Road (Document 348/350/1047). May 1, 1967.

Sacramento History

2012 View of the Sacramento Valley Irrigation Project, 1908. Accessed at <http://www.sacramentohistory.org/search.php?imageid=1901> on December 17, 2012.

B13. Remarks: None

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: November 13, 2012

(This space reserved for official comments.)



*Recorded by: Corri Jimenez, URS Corporation

Date: 11/13/2012

Continuation

Update

P3a. Description: Continuation

The history of this parcel is identical to the property at 4790-92 McDermott Road, discussed above. Historical information on this parcel is limited. The area was plotted in 1912 by the Sacramento Valley Irrigation Company, a corporation organized by the State of Delaware as a portion of the Delevan Unit of the Sacramento Valley Project (see DPR form in Appendix A). W.S. Kuhn of Pittsburgh, Pennsylvania, developed 250,000 acres of the Sacramento Valley floor as farmland, which was connected to irrigation districts that stretched from Orland to Arbuckle and was part of the 1920 Central Canal and Irrigation District, currently known as the Glenn-Colusa Canal (Sacramento History 2012).

Deed research at the Colusa County Assessor's office in Colusa recorded the property has been owned by the Carvalho family since 1967; family information is limited with regard to parcel history prior to that date.



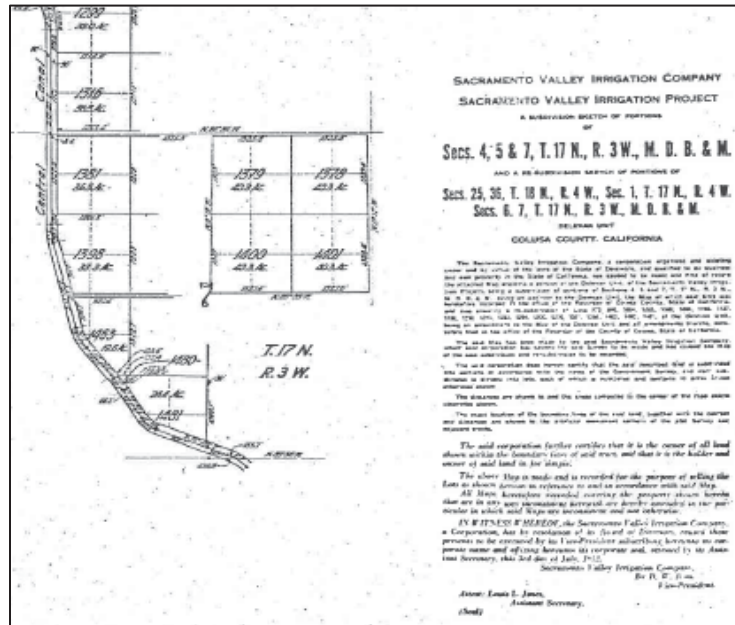


Figure 1: Deed of property, 1912 (Colusa County Recorder's Office, Colusa, CA).

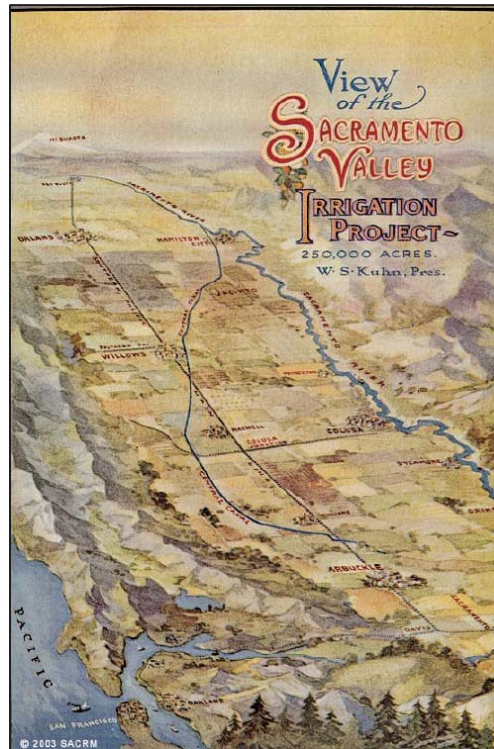


Figure 2: Sacramento Valley Irrigation Project map, 1908 (Sacramento History. 2012. Accessed at <http://www.sacramentohistory.org/search.php?imageid=1901> on December 17, 2012).

Page 7 of 10

*Recorded by: C. Jimenez, URS Corporation

Date Recorded: 11/14/2012

Resource Name or # 4799 McDermott Road

Continuation Update



Figure 3: 4799 McDermott Road, House, view looking southwest (C. Jimenez, November 14, 2012).



Figure 4: 4799 McDermott Road, Outbuildings, view looking northeast (C. Jimenez, November 14, 2012).



Figure 5: 4799 McDermott Road, House, view looking west (C. Jimenez, November 14, 2012).



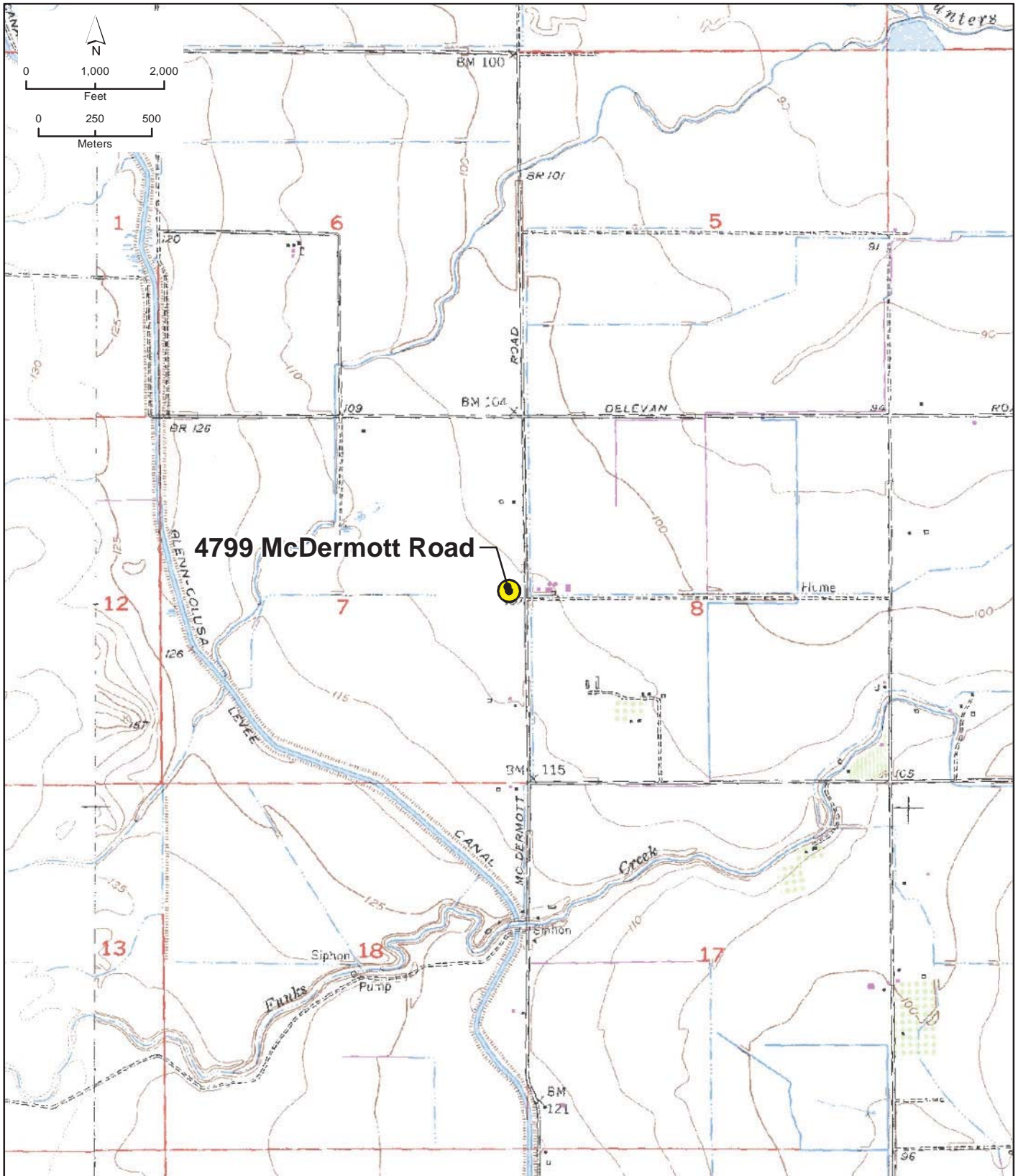
Figure 6: 4799 McDermott Road, House and Outbuildings, view looking west (C. Jimenez, November 14, 2012).



Figure 7: 4799 McDermott Road, Outbuildings, view looking west (C. Jimenez, November 14, 2012).



Figure 8: 4799 McDermott Road, Hay barn, view looking northwest (C. Jimenez, November 14, 2012).



P1. Other Identifier: None

P2. Location: Not for Publication Unrestricted

a. County: Colusa

b. USGS 7.5' Quad: Sites, CA

Date: 1982 T17N; R04W ; NW ¼ of NE¼ of Sec 16; M.D.

B.M.

c. Address:

City:

Zip: 95979

d. UTM: Zone: 10; 559458 mE/ 4353980 mN (G.P.S.)

e. Other Locational Data: APN# 011-150-017 Elevation: 400 feet

From the town of Maxwell, continue on Maxwell- Sites Road west approximately 7 miles. Before the Colusa Stone Quarry (4341 Maxwell-Sites Road), turn north on a dirt road and continue approximately 2 miles. Turn north-northwest on another dirt road and go approximately 1 mile. Bear west (left) on a third dirt road and Shirley Jensen Property is ahead on a private driveway.

P3a. Description: The Shirley Jensen Farmstead is located on APN# 011-150-017, a 270-acre parcel that is situated northwest of Reclamation's Funks Reservoir adjacent to Funks Creek at the eastern edge of the Greater Sites Reservoir portion of the study area. The farmstead is a small cluster of farm buildings that includes a rectangular-shaped, single-family farmhouse, an open eaved barn, an enclosed pole barn, a shed-roof workshop, and a chicken coop. A water tank, pumphouse, and wood platform scale are also associated as auxiliary resources. The farmstead itself is set in a flat area south of Funks Creek and is silhouetted by rolling hills off a rural dirt road. It appears to have not been inhabited for a few years since many of the buildings are suffering neglect from abandonment; however, the barns appear to have recently been re-sheathed with new corrugated sheetmetal siding. The Shirley Jensen Property is not significant under Criteria A/1, B/2, C/3, or D/4 and is therefore, not eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). **SEE CONTINUATION SHEET.**

P3b. Resource Attributes: HP33, Farm/Ranch

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

P5. Photograph:



P5b. Description of Photo: Jensen Farmstead, view looking west (C. Jimenez, 2012).

P6. Date Constructed/Age and Sources: Historic: 1921-1942

P7. Owner and Address:
Shirley Jean Jensen
357 N. Alamo Drive
Vacaville, California 95688

P8. Recorded by:
Corri Jimenez & Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

P9. Date Recorded: 11/13/2013

P10. Survey Type: Intensive

P11. Report Citation:
Jimenez, Corri. 2013. "Built Environment Identification & Evaluation Technical Report: North-of-the-Delta Off-Stream Storage

(NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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

B1. Historic Name: Neita Peterson Farmstead

B2. Common Name:

B3. Original Use: Farmstead

B4. Present Use: Farmstead

B5. Architectural Style: Vernacular

B6. Construction History: Shirley Jensen Farmstead is a small cluster of farm buildings that includes a rectangular-shaped, single-family farmhouse, an open eaved barn, an enclosed pole barn, a shed-roof workshop, and a chicken coop. A water tank, pumphouse, and wood platform scale are also associated as auxiliary resources. The farmstead itself is set in a flat area south of Funks Creek and is silhouetted by rolling hills off a rural dirt road. It appears to have not been inhabited for a few years since many of the buildings are suffering neglect from abandonment; however, the barns appear to have recently been re-sheathed with new corrugated sheetmetal siding. **SEE CONTINUATION SHEET.**

B7. Moved? No Yes Unknown **Date:**

Original Location:

B8. Related Features: See B6. Construction History.

B9. a. Architect: Unknown

b. Builder: Unknown

B10. Significance: Theme: Lamb farms in the Antelope Valley

Area: Colusa County

Period of Significance: 1933-1964

Property Type: Agricultural Farmstead

Applicable Criteria: None

The Shirley Jensen Farmstead is a farmstead over 45 years old that does not appear associated with any earlier historical events, such as part of Peter Sören Peterson's original sheep farm (Criterion A and 1). The property, although once part of Peter Peterson's vast, nearly 10,000-acre sheep ranch, was inherited by Neita Peterson, Peterson's granddaughter, in 1933. The farmstead was built by Neita Peterson, who is not a significant person in the development of the region; therefore, the Shirley Jensen Farmstead does not appear to be associated with the lives of any people significant to the past, nor any other historically significant people that settled in the Sacramento Valley (Criterion B and 2). The Shirley Jensen Farmstead does not appear to be associated with a distinctive type of design or method of construction as a farmstead, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The Shirley Jensen Farmstead retains all seven aspects of integrity; however, it is a utilitarian, ordinary farmstead once part of a large multi-acre working sheep ranch. Although the farmstead has integrity as a farm constructed between 1933 and 1950, it is ordinary in construction and does appear to be a fine example of a farmstead (Criterion C and 3). Last, Shirley Jensen Farmstead does not appear to potentially yield or likely to yield information important to prehistory or history (Criterion D and 4).

In conclusion, Shirley Jensen Farmstead does not appear to be eligible for listing on the NRHP or the CRHR, and is considered not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: None

B12. References:

Colusa County Assessor's Office

2012 Colusa County Megabyte Property Tax System, Colusa County's Assessor's Office, Colusa, California.

Colusa County Clerk's Recorder's Office.

1950 Deed for Shirley Jensen Farmstead (Document 167/237). September 26, 1950.

Rogers, Justus H.

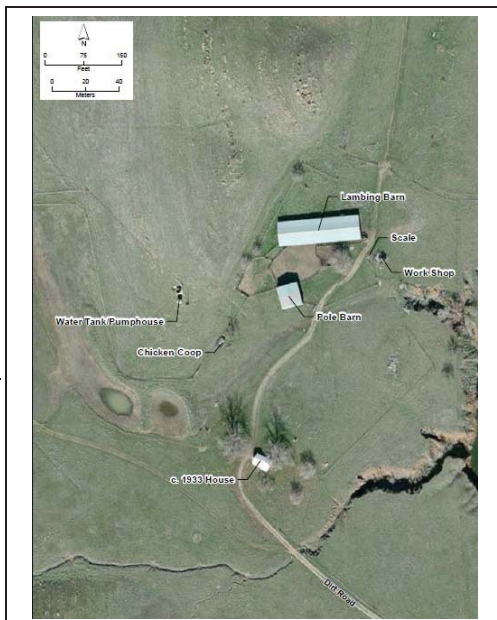
1891 *Colusa County, Its History Traced from a State of Nature through the Early Period of Settlement and Development to the Present Day with a Description of its Resources, Statistical Tables, etc.: Also Biographical Sketches of Pioneers and Prominent Residents.* Orland, California:214, 219, 222, 225-226, 418-419.

B13. Remarks: None

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: November 13, 2012

(This space reserved for official comments.)



*Recorded by: Corri Jimenez, URS Corporation

*Date: 11/13/2012 Continuation Update

P3a. Description: Continuation

The property has been owned by Shirley Jensen since January 1950. Shirley is the daughter of Rodney and Mary Fletcher, ranchers in the Maxwell area. Prior to 1950, the property was owned by Neita Peterson, who received the property in June 1933 from Peter Sören Peterson. Peter Sören Peterson, a Danish immigrant, was a pioneer of Colusa County who came to California in 1850 during the California Gold Rush. In 1869, he bought the Salt Lake Ranch on Funks Slough in Antelope Valley as a homestead, and by 1874, he had developed the property into a 6,000-acre ranch for raising sheep and livestock. Peterson purchased additional land from Senator John Boggs in 1877, and by 1891, his land assets totaled 9,170 acres (Rogers 1891).

B6. Construction History: Continuation

The main house appears to have been built circa 1933 as a one-story, single-family gabled building divided in half with a front and rear room; it is wood-framed with horizontal wood drop siding. Facing west on a dirt, graveled road, the house is approximately 24 feet wide by 35 feet long, and it is situated on a concrete stemwall foundation with vent holes located just above the stemwall. The roof is corrugated sheetmetal, and a stovepipe chimney flue that is located at the roof ridge. The house has a 10-lite wood door on the front (west elevation) and a matching 10-lite wood door on the rear (east elevation). The house's windows are 1/1 double-hung wood windows with wire screens that are predominantly visible on the north and south elevations of the house.

A wood-constructed chicken coop, approximately 3 feet wide by 10 feet long is over 220 feet northwest of the house. The small building is completely enclosed with chain-link fencing and overgrown by weeds.

Approximately 130 feet east of the chicken coop is a gabled pole barn that is completely covered with corrugated sheetmetal. The pole barn is square and approximately 40 feet wide on all elevations. It is two-bays wide with one of the northeast bays open for access on its east elevation. North of the pole barn, approximately 70 feet, is a larger barn that appears to be a lambing barn; it is 48 feet wide by 160 feet long. The lambing barn's east and west elevations are open, as well as the roof eaves along on the north and south elevations. The lambing barn is wood-framed and sheathed with vertical wood siding. The lambing barn's roof is gable-shaped with corrugated sheet metal that wraps around the eaves on the east and west elevations. The barn has a wood truss roof system with a central kingpost along the roof ridge. Wood and metal fenced corrals are in between the lambing barn and the pole barn to hold livestock.

A shed-roof workshop is located approximately 50 feet southeast of the lambing barn across the dirt access road. Situated on a concrete pier foundation that is approximately 2 feet high, the workshop is approximately 10 feet wide by 13 feet long, with corrugated sheetmetal siding. The workshop's condition is poor and it is missing its roof; a workbench with drawers is located on the far, south elevation. Less than 5 feet west of the workshop, and set on the same rough concrete pier foundation, is a wood decked platform scale that is enclosed in a chain-link fence. The scale is also in poor condition; however, the scale's arm is apparent in a trough between the two structures.

A modern water tank/pumphouse is located northeast of the farmhouse on a small knoll. The water tank is a corrugated cylinder. The structure is adjacent to a shed-roof outbuilding, likely a pumphouse, which has a utility pole attached to it. A wooden platform scale structure is approximately 5 feet from the shed-roof shop. The structure is deteriorated and fenced, and sits on top of wheels on iron rails; an iron arm was located in a concrete trough between the shop and the scale.





Figure 1: Shirley Jensen Farmstead, House, view looking southeast (C. Jimenez, November 13, 2012).



Figure 2: Shirley Jensen Farmstead, House, view looking east (C. Jimenez, November 13, 2012).



Figure 3: Shirley Jensen Farmstead, House, view looking northwest (C. Jimenez, November 13, 2012).

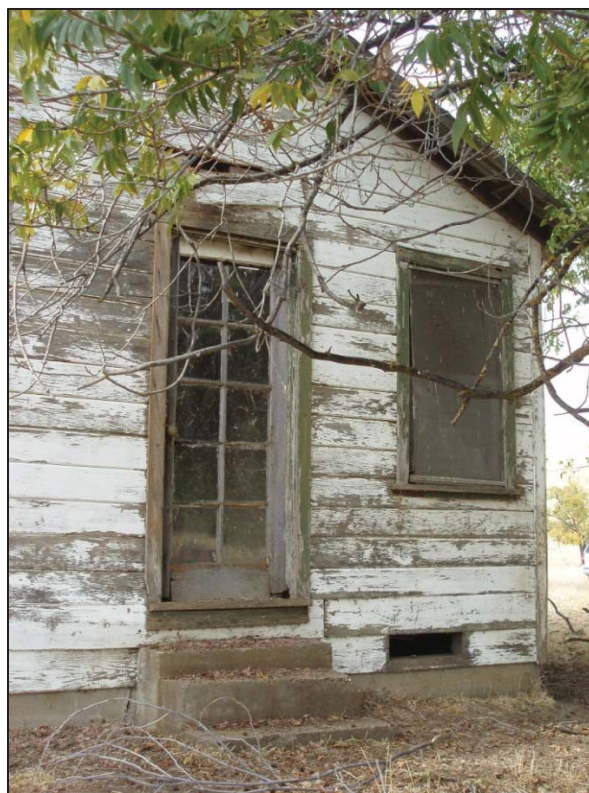


Figure 4: Shirley Jensen Farmstead, House, view looking northwest (C. Jimenez, November 13, 2012).



Figure 5: Shirley Jensen Farmstead, Barn, view looking southwest (C. Jimenez, November 13, 2012).



Figure 6: Shirley Jensen Farmstead, Barn, view looking northeast (C. Jimenez, November 13, 2012).



Figure 7: Shirley Jensen Farmstead, Barn truss system, view looking west (C. Jimenez, November 13, 2012).



Figure 8: Shirley Jensen Farmstead, Pole Barn, view looking west (C. Jimenez, November 13, 2012).



Figure 9: Shirley Jensen Farmstead, Shop and platform scale, view looking south (C. Jimenez, November 13, 2012).



Figure 10: Shirley Jensen Farmstead, Shop and platform scale, view looking northeast (C. Jimenez, November 13, 2012).



Figure 11: Shirley Jensen Farmstead, connector between shop and scale, view looking south (C. Jimenez, November 13, 2012).



Figure 12: Shirley Jensen Farmstead, Shop interior, view looking south (C. Jimenez, November 13, 2012).

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*Recorded by: C. Jimenez, URS Corporation

Date Recorded: 11/13/2012

Resource Name or Shirley Jensen Farmstead

Continuation Update



Figure 13: Shirley Jensen Farmstead, Scale arm, detail view (C. Jimenez, November 13, 2012).



Figure 14: Shirley Jensen Farmstead, Scale piece, detail (C. Jimenez, November 13, 2012).

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*Recorded by: C. Jimenez, URS Corporation

Date Recorded: 11/13/2012

Resource Name or Shirley Jensen Farmstead

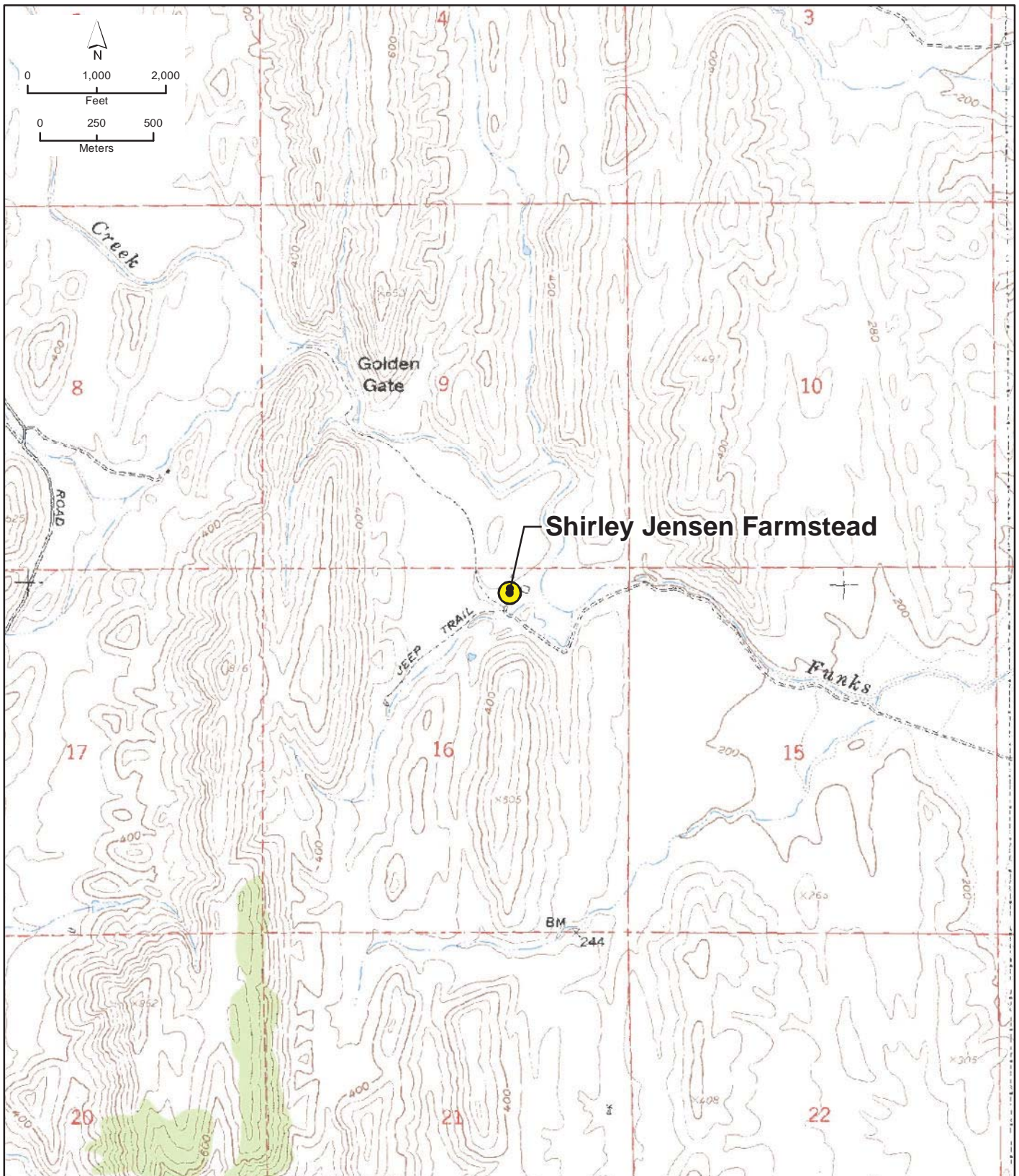
Continuation Update



Figure 15: Shirley Jensen Farmstead, Chicken coop, view looking west (C. Jimenez, November 13, 2012).



Figure 16: Shirley Jensen Farmstead, Water tank and possibly pumphouse, view looking west (C. Jimenez, November 13, 2012).



Other Listings
Review Code

Reviewer

Date

P1. Other Identifier:

P2. Location: Not for Publication Unrestricted

a. County: Glenn

b. USGS 7.5' Quad: Logan Ridge Date: 1958 T18N; R4W; SE¼ of SW¼ of Sec 18; M.D. B.M.

c. Address: 5332-5334 County Road 68 City: Willows Zip: 95988

d. UTM: Zone: 10; 555639 mE/ 4362363 mN (G.P.S.)

e. Other Locational Data: APN # 014-21-0-001 Elevation: 400 feet

From the town of Willows, head west on State Route 162 approximately 1 mile to Interstate 5 and travel on it about 8.3 miles to County Road 68. Travel west on County Road 68 and turn south on County Road D and travel 0.5 miles to Road 69. Follow Road 69 approximately 5 miles until it deadends at a private farmstead, and the Edward Owens Farmstead is ahead.

P3a. Description: The Edward Owens Farmstead is located at 5332-5334 County Road 68, which is a 640-acre parcel at the end of a dirt road in Glenn County at the north end of Antelope Valley in the Greater Sites Reservoir portion of the study area. The property is a vernacular farmstead and an active cattle farm that includes a single-family farmhouse, a bunkhouse, and two joining sheds, all contemporarily built around 1938, and a lambing barn and three separate pole barns, all built in 1967. The farmstead has various features that are less than 45 years old, such as a 1973 double-wide mobile home with carport, a metal shed/bathroom, and numerous auxiliary structures, such as silos, dog kennels, and corrals. The farmstead spans both sides of the dirt road with farm buildings placed within the vicinity of the original 1938 house to provide easy access to livestock. The Edward Owens Farmstead is not significant under Criteria A/1, B/2, C/3, or D/4, and is therefore, not eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). **SEE CONTINUATION SHEET.**

P3b. Resource Attributes: HP33, Farm/Ranch

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

P5. Photograph:



P5b. Description of Photo: Edward Owens Farmstead, view looking southwest (C. Jimenez, 2012).

P6. Date Constructed/Age and Sources: Historic: 1938-1974

P7. Owner and Address:
Edward & Karen Owens
5332-5334 County Road 68
Willows, California 95988

P8. Recorded by:
Corri Jimenez & Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

P9. Date Recorded: 11/13/2012

P10. Survey Type: Intensive

P11. Report Citation:
Jimenez, Corri. 2013. "Built Environment Identification &

Evaluation Technical Report: North-of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95) *Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name: Talbot Anderson Farmstead

B2. Common Name: Edward Owens Farmstead

B3. Original Use: Farmstead

B4. Present Use: Farmstead

B5. Architectural Style: Vernacular

B6. Construction History: Edward Owens Farmstead, also known as the Owens Property or the Talbot Anderson Property, is a vernacular farmstead and an active cattle farm that includes a single-family farmhouse, a bunkhouse, and two joining sheds, all contemporarily built around 1938, and a lambing barn and three separate pole barns, all built in 1967. The farmstead has various features that are less than 45 years old, such as a 1973 double-wide mobile home with carport, a metal shed/bathroom, and numerous auxiliary structures, such as silos, dog kennels, and corrals. The farmstead spans both sides of the dirt road with farm buildings placed within the vicinity of the original 1938 house to provide easy access to livestock. **SEE CONTINUATION SHEET.**

B7. Moved? No Yes Unknown **Date:**

Original Location:

B8. Related Features: See B6. Construction History.

B9. a. Architect: Unknown

b. Builder: Unknown

B10. Significance: Theme: Lamb farms in Glenn County

Area: Glenn County

Period of Significance: 1938-1967

Property Type: Agricultural Farmstead

Applicable Criteria: None

The Edward Owens Farmstead is a farmstead over 45 years old; it does not appear to be associated with an earlier historical event (Criteria A and 1). The Edward Owens Farmstead was owned by Talbot Anderson and was leased by Ed Longmire as a sheep farm; however, the property does not appear to be associated with the lives of any people significant to the past (Criteria B and 2).

Edward Owens Farmstead does not appear to be associated with a distinctive type of design or method of construction as a farmstead, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). Edward Owens Farmstead retains much of its integrity as a rural farmstead; however, building *materials* and *workmanship* have been compromised with newer materials, such as T-111 plywood siding and aluminum sliding glass windows, or buildings are missing historic fabric. Constructed between 1938 and 1967, the Edward Owens Farmstead is an ordinary working farm with utilitarian outbuildings that does not appear to be a fine example of a farmstead (Criteria C and 3). Last, Edward Owens Farmstead does not appear to potentially yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, Edward Owens Farmstead does not appear to be eligible for listing on the NRHP or the CRHR, and is considered not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: None

B12. References:

Glenn County Assessor's Office

2012 Glenn County Recorder's General Index (electronic database).

Research for the Edward Owens Farmstead. Willows, Glenn County California. November 14, 2012.

Glenn County Assessor's Office

2012 Deed Research for the Edward Owens Farmstead. Willows, Glenn County, California. November 2012.

Owens, Edward R.

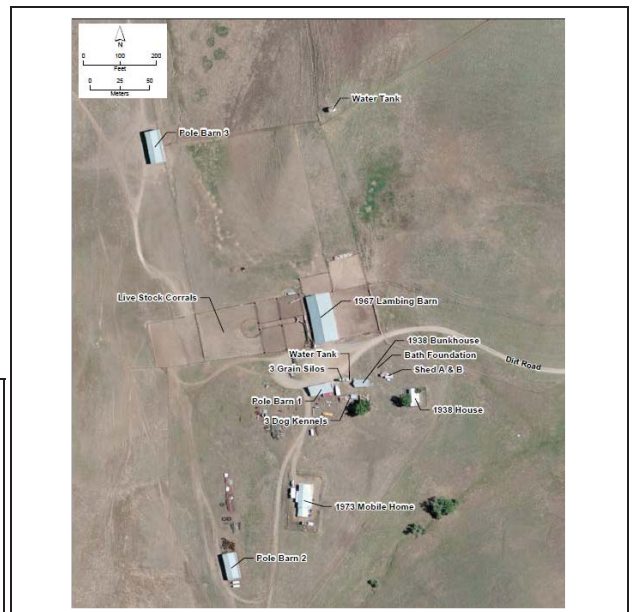
2012. Personal Communication with Architectural Historian Corri Jimenez." November 13, 2012.

B13. Remarks: None

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: November 13, 2012

(This space reserved for official comments.)



*Recorded by: Corri Jimenez, URS Corporation

Date: 11/13/2012

Continuation

Update

P3a. Description: Continuation

The Owens family has owned the property since January 1982, who purchased it from the "Estate of Thomas Talbot" (Glenn County Clerk's Recorder 2012). The property was recorded to be owned by Talbot Anderson in 1948. Prior ownership is uncertain; however, the current owner noted that it was leased to E.L. Longmire as the Longmire sheep ranch between 1938-1967, which was also documented in the Glenn County Recorder's Office (Owens 2012).

B6. Construction History: Continuation

Historically, the farmstead was a sheep farm that was converted to a cattle farm under the ownership of Edward Owens, the current property owner. Many of the buildings have been altered with the addition of aluminum sliding glass windows, and T-111 plywood siding. Recent improvements were also added to the farm as part of a working farm.

The 1938 farmhouse is approximately 28 feet wide by 50 feet long with horizontal wood clapboard siding and has a standing seam metal roof. A 10-foot-wide addition with aluminum sliding-glass windows and T-111 plywood siding was constructed on the east elevation. A second addition constructed with the same materials is on the south elevation, and is used as a mudroom or back porch. There is also a small 3-foot-wide addition on the west elevation. Original 1/1 double-hung wood windows are present on the north and west elevations, and there is an approximately 30-foot-high metal TV antenna attached to the west elevation.

Northwest of the house approximately 50 feet are two joining wood sheds, sheds A and B (see DPR form in Appendix A), believed to have been constructed circa 1938, which together measure approximately 10 feet wide by 22 feet long. Shed A is a wood-framed building with vertical board-and-batten siding whereas shed B is a vertical wood-sided building that houses a gas-engine generator. Shed A and B are utilitarian outbuildings serving the farm. Approximately 5 feet north from sheds A and B is a concrete perimeter foundation, which was part of a 1970 bathhouse that has since been removed (Glenn County Assessor's Office 2012).

Approximately 4 feet southwest from sheds A and B is an 18-foot-wide by 42-foot-long, wood-framed bunkhouse built around 1938. The bunkhouse has vertical, as well as horizontal, wood siding and a corrugated sheetmetal roof with exposed wood skip-sheathing. The building is divided into two rooms with wood burning stoves in each room, and wood joists are set on the dirt floor. Some of the windows and doors are absent, except for a few 6-lite wood windows with window stops on the vertical rails. The bunkhouse is currently used as farm storage. An overturned metal-rievted water tank is located at the northwest corner of the bunkhouse, and approximately 10 feet west of the bunkhouse are three corrugated sheetmetal grain silos that are approximately 25 feet high and have a 5-foot diameter.

Behind the bunkhouse and grain silos are two shed-roof dog kennels. The far eastern kennel is wood-framed, wrapped with chicken-wire screening, and has a corrugated sheetmetal shed-roof. The kennel is two structures with three kennels in one and two in the other. Five reused wood panel doors are located on the north elevation; the doors vary from 5-panel wood doors, circa 1930s, to older Victorian-era, 4-panel doors. All the wood doors lead into separate kennel spaces. The dog kennel appears to be contemporary with other 1930s to possibly later buildings on the farmstead, although it is difficult to verify. The far western dog kennel is also a shed-roof structure with a corrugated sheetmetal roof; however, its framing is composed of steel I-beams and it is four bays wide for four kennels. The walls are made of chain-link fencing, and the structure appears to be less than 45 years old. Between the two dog kennels is a standing seam metal building with a standing seam metal gable roof. The building, a bathroom/shower, is approximately 8 feet wide by 10 feet long, and sits on a poured concrete pad.

Twenty feet west of the dog kennels and three grain silos is a 5-bay pole barn, labeled pole barn 1, constructed in 1967 (see DPR form in Appendix A). The barn is sheathed with corrugate sheetmetal siding and has a shed-roof made of the same material that wraps around the roof eaves. Facing north, pole barn 1 is approximately 26 feet wide by 63 feet long and is framed with debarked lodge poles with a wood-framed roof of 2x8s. Two of the bays of pole barn 1 are enclosed as a workspace with the same corrugated sheetmetal with a sliding metal door located on both the north and south elevations. Two other pole barns (pole barn 2 and pole barn 3) are located on the farmstead and also were constructed in 1967. Pole barn 2 is located over 250 feet southwest of a one-story, double-wide 1973 modular home and is constructed comparable to pole barn 3, which is approximately 530 feet northwest from the 1967 lambing barn (see below). Both pole barn 2 and pole barn 3 are 42 feet wide by 90 feet long and made of the same materials as pole barn 1; however, both pole barn 2 and pole barn 3 have low gabled roofs. Both barns are completely sided with corrugated sheetmetal, and have open west elevations for hay and farm equipment.

A lambing barn, constructed in 1967, is between the three pole barns, and is approximately 65 feet wide by 135 feet long. The lambing barn has a central double-door on both its north and south elevations, and is sheathed with corrugated sheetmetal that wraps around the roof eaves on the east and west, and has open eaves. The lambing barn is wood-framed with a simple wood truss with a center kingpost, and has debarked lodge poles as framing that are set in poured concrete. Enclosed cattle yards surround the lambing barn's east, north, and west elevations to compartmentalize the animal stock. A wood-sided water tower or pumphouse is 500 feet northeast of the lambing barn, outside the corrals, and was inaccessible during the study.



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary #
HRI#
Trinomial

Page 5 of 30

Resource Name or #: Edward Owens Farmstead

Year 2012

Camera Format:

Lens Size:

Film Type and Speed:

Negatives Kept at:

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
11	13		1	Edward Owens Farmstead, House	Southwest	
11	13		2	Edward Owens Farmstead, House	Southwest	
11	13		3	Edward Owens Farmstead, House	Southeast	
11	13		4	Edward Owens Farmstead, House	Northeast	
11	13		5	Edward Owens Farmstead, Sheds A & B	North	
11	13		6	Edward Owens Farmstead, Shed A & Shed B	West	
11	13		7	Edward Owens Farmstead, Sheds A & B	East	
11	13		8	Edward Owens Farmstead, concrete foundation,	West	
11	13		9	Edward Owens Farmstead, Shed A, interior detail . Note, old car engine as generator	Detail	
11	13		10	Edward Owens Farmstead, Shed B, interior detail	Detail	
11	13		11	Edward Owens Farmstead, Bunkhouse	Southwest	
11	13		12	332-5334 County Road 68, Bunkhouse	Northeast	
11	13		13	Edward Owens Farmstead, Bunkhouse, foundation detail	Detail	
11	13		14	Edward Owens Farmstead, Water tank, view	Northeast	
11	13		15	Edward Owens Farmstead, Bunkhouse, interior view	West	
11	13		16	Edward Owens Farmstead, Bunkhouse, interior view	West	
11	13		17	Edward Owens Farmstead, Bunkhouse, window detail	Detail	
11	13		18	Edward Owens Farmstead, Eastern dog kennels	Southeast	
11	13		19	Edward Owens Farmstead, Eastern dog kennels, view looking (C. Jimenez, November 13, 2012).	South	
11	13		20	Edward Owens Farmstead, Eastern dog kennels	West	
11	13		21	Edward Owens Farmstead, Metal shed	West	
11	13		22	Edward Owens Farmstead, Metal shed and Eastern dog kennels	North	
11	13		23	Edward Owens Farmstead, Western dog kennels	West	
11	13		24	Edward Owens Farmstead, Western dog kennels	Northwest	
11	13		25	Edward Owens Farmstead, Silos	North	
11	13		26	Edward Owens Farmstead, Bank barn 1	Southwest	
11	13		27	Edward Owens Farmstead, Bank barn 1	Northeast	
11	13		28	Edward Owens Farmstead, Bank barn 1, roof detail	Detail	
11	13		29	Edward Owens Farmstead, Lambing barn	North	
11	13		30	Edward Owens Farmstead, Lambing barn, south elevation	Northwest	
11	13		31	Edward Owens Farmstead, Lambing barn, east elevation	Northwest	
11	13		32	Edward Owens Farmstead, Lambing barn, interior	North	
11	13		33	Edward Owens Farmstead, Lambing barn, interior	Northeast	
11	13		34	Edward Owens Farmstead, Lambing barn, wall detail	Detail	
11	13		35	Edward Owens Farmstead, Corrals looking at the Lambing barn	Northeast	
11	13		36	Edward Owens Farmstead, Corrals	North	
11	13		37	Edward Owens Farmstead, Cattle run	North	
11	13		38	Edward Owens Farmstead, "Cattle squeeze," detail	Detail	
11	13		39	Edward Owens Farmstead, Double-wide mobile home	Southeast	
11	13		40	Edward Owens Farmstead, Double-wide mobile home	Southwest	



Figure 1: Edward Owens Farmstead, House, view looking southwest (C. Jimenez, November 13, 2012).



Figure 2: Edward Owens Farmstead, House, view looking southwest (C. Jimenez, November 13, 2012).



Figure 3: Edward Owens Farmstead, House, view looking southeast (C. Jimenez, November 13, 2012).



Figure 4: Edward Owens Farmstead, House, view looking northeast (C. Jimenez, November 13, 2012).



Figure 5: Edward Owens Farmstead, Sheds A & B, view looking north (C. Jimenez, November 13, 2012).



Figure 6: Edward Owens Farmstead, Shed A & Shed B, view looking west (C. Jimenez, November 13, 2012).



Figure 7: Edward Owens Farmstead, Sheds A & B, view looking east (C. Jimenez, November 13, 2012).



Figure 8: Edward Owens Farmstead, concrete foundation, view looking west (C. Jimenez, November 13, 2012).

Page 11 of 30

Resource Name or Resource #: Edward Owens Farmstead

*Recorded by: C. Jimenez, URS Corporation

Date Recorded: 11/13/2012

Continuation Update



Figure 9: Edward Owens Farmstead, Shed A, interior detail . Note, old car engine as generator C. Jimenez, November 13, 2012).



Figure 10: Edward Owens Farmstead, Shed B, interior detail (C. Jimenez, November 13, 2012).



Figure 11: Edward Owens Farmstead, Bunkhouse, view looking southwest (C. Jimenez, November 13, 2012).



Figure 12: Edward Owens Farmstead, Bunkhouse, view looking northeast (C. Jimenez, November 13, 2012).

Page 13 of 30

Resource Name or Resource #: Edward Owens Farmstead

*Recorded by: C. Jimenez, URS Corporation

Date Recorded: 11/13/2012

Continuation Update



Figure 13: Edward Owens Farmstead, Bunkhouse, foundation detail (C. Jimenez, November 13, 2012).



Figure 14: Edward Owens Farmstead, Water tank, view looking northeast (C. Jimenez, November 13, 2012).



Figure 15: Edward Owens Farmstead, Bunkhouse, interior view looking west (C. Jimenez, November 13, 2012).



Figure 16: Edward Owens Farmstead, Bunkhouse, interior view looking west (C. Jimenez, November 13, 2012).



Figure 17: Edward Owens Farmstead, Bunkhouse, window detail (C. Jimenez, November 13, 2012).



Figure 18: Edward Owens Farmstead, Eastern dog kennels, view looking southeast (C. Jimenez, November 13, 2012).



Figure 19: Edward Owens Farmstead, Eastern dog kennels, view looking south (C. Jimenez, November 13, 2012).



Figure 20: Edward Owens Farmstead, Eastern dog kennels, view looking west (C. Jimenez, November 13, 2012).



Figure 21: Edward Owens Farmstead, Metal shed, view looking west (C. Jimenez, November 13, 2012).



Figure 22: Edward Owens Farmstead, Metal shed and Eastern dog kennels, view looking north (C. Jimenez, November 13, 2012).



Figure 23: Edward Owens Farmstead, Western dog kennels, view looking west (C. Jimenez, November 13, 2012).



Figure 24: Edward Owens Farmstead, Western dog kennels, view looking northwest (C. Jimenez, November 13, 2012).



Figure 25: Edward Owens Farmstead, Silos, view looking north (C. Jimenez, November 13, 2012).



Figure 26: Edward Owens Farmstead, Bank barn 1, view looking southwest (C. Jimenez, November 13, 2012).



Figure 27: Edward Owens Farmstead, Bank barn 1, view looking northeast (C. Jimenez, November 13, 2012).



Figure 28: Edward Owens Farmstead, Bank barn 1, roof detail (C. Jimenez, November 13, 2012).



Figure 29: Edward Owens Farmstead, Lambing barn, view looking north (C. Jimenez, November 13, 2012).



Figure 30: Edward Owens Farmstead, Lambing barn, south elevation, view looking northwest (C. Jimenez, November 13, 2012).



Figure 31: Edward Owens Farmstead, Lambing barn, east elevation, view looking northwest (C. Jimenez, November 13, 2012).



Figure 32: Edward Owens Farmstead, Lambing barn, interior view looking north (C. Jimenez, November 13, 2012).



Figure 33: Edward Owens Farmstead, Lambing barn, interior view looking northesast (C. Jimenez, November 13, 2012).



Figure 34: Edward Owens Farmstead, Lambing barn, wall detail (C. Jimenez, November 13, 2012).



Figure 35: Edward Owens Farmstead, Corrals looking at the Lambing barn, view looking northeast (C. Jimenez, November 13, 2012).



Figure 36: Edward Owens Farmstead, Corrals, view looking north (C. Jimenez, November 13, 2012).



Figure 37: Edward Owens Farmstead, Cattle run, view looking north (C. Jimenez, November 13, 2012).



Figure 38: Edward Owens Farmstead, "Cattle squeeze," detail (C. Jimenez, November 13, 2012).



Figure 39: Edward Owens Farmstead, Double-wide mobile home, view looking southeast (C. Jimenez, November 13, 2012).



Figure 40: Edward Owens Farmstead, Double-wide mobile home, view looking southwest (C. Jimenez, November 13, 2012).



Figure 41: Edward Owens Farmstead, Double-wide mobile home, view looking northeast (C. Jimenez, November 13, 2012).



Figure 42: Edward Owens Farmstead, Double-wide mobile home, view looking north (C. Jimenez, November 13, 2012).



Figure 43: Edward Owens Farmstead, Double-wide mobile home, entrance, view looking east (C. Jimenez, November 13, 2012).



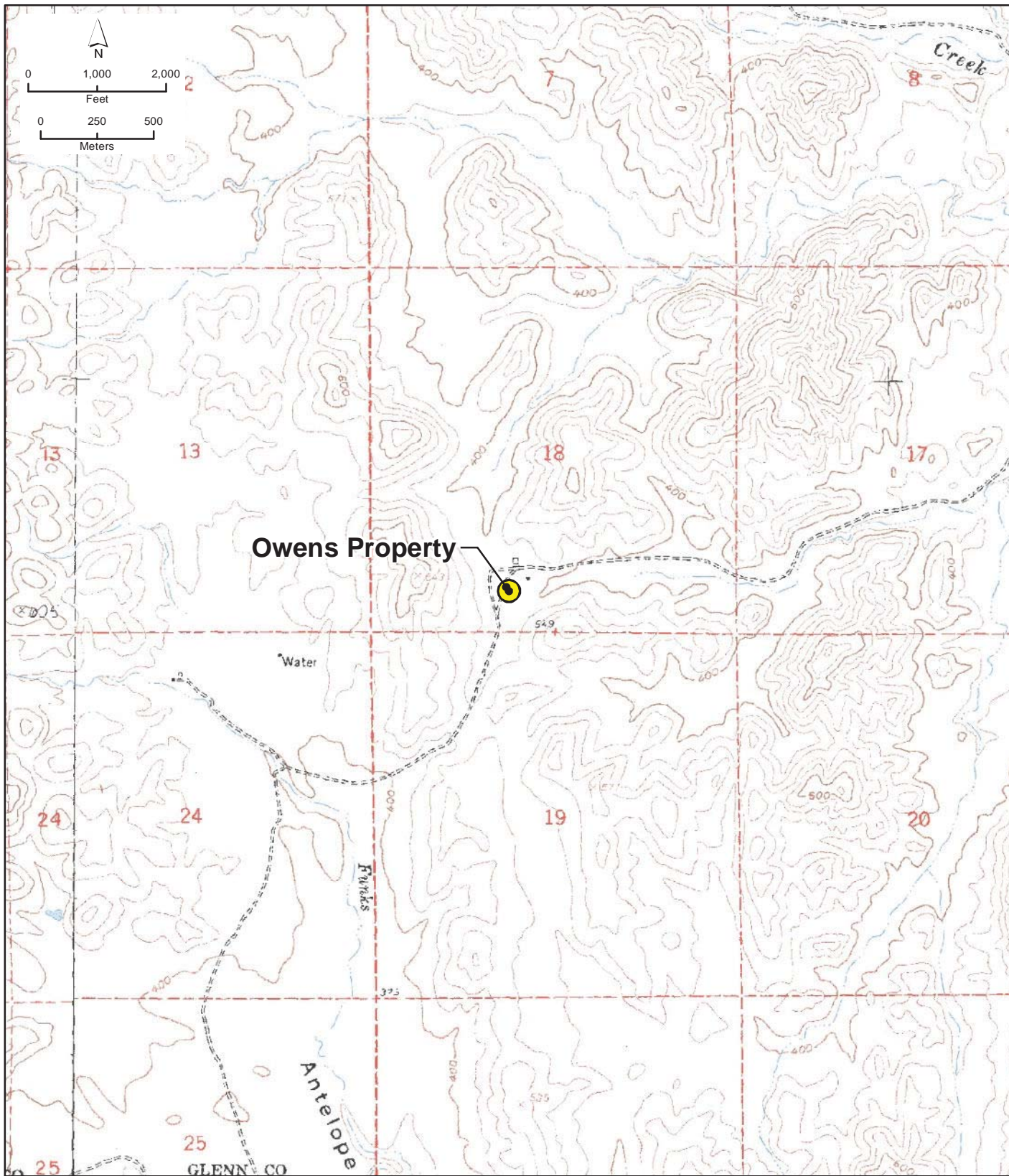
Figure 44: Edward Owens Farmstead, Bank barn 2, view looking southeast (C. Jimenez, November 13, 2012).



Figure 45: Edward Owens Farmstead, Bank barn 2, view looking east (C. Jimenez, November 13, 2012).



Figure 46: Edward Owens Farmstead, Pumphouse, view looking north (C. Jimenez, November 13, 2012).



Other Listings
Review Code

Reviewer

Date

Page 1 of 13

Resource Name or #: GCID Canal Prism and Headgate

P1. Other Identifier:

P2. Location: Not for Publication Unrestricted

a. County: Glenn

b. USGS 7.5' Quad: Foster Island

Date: 1952 T ; R ; ¼ of ¼ of Sec; M.D. B.M.

c. Address: County Road 203

City: Hamilton City

Zip: 95951

d. UTM: Zone: 10; 581466 mE/ 4404539 mN (G.P.S.)

e. Other Locational Data:

Elevation:

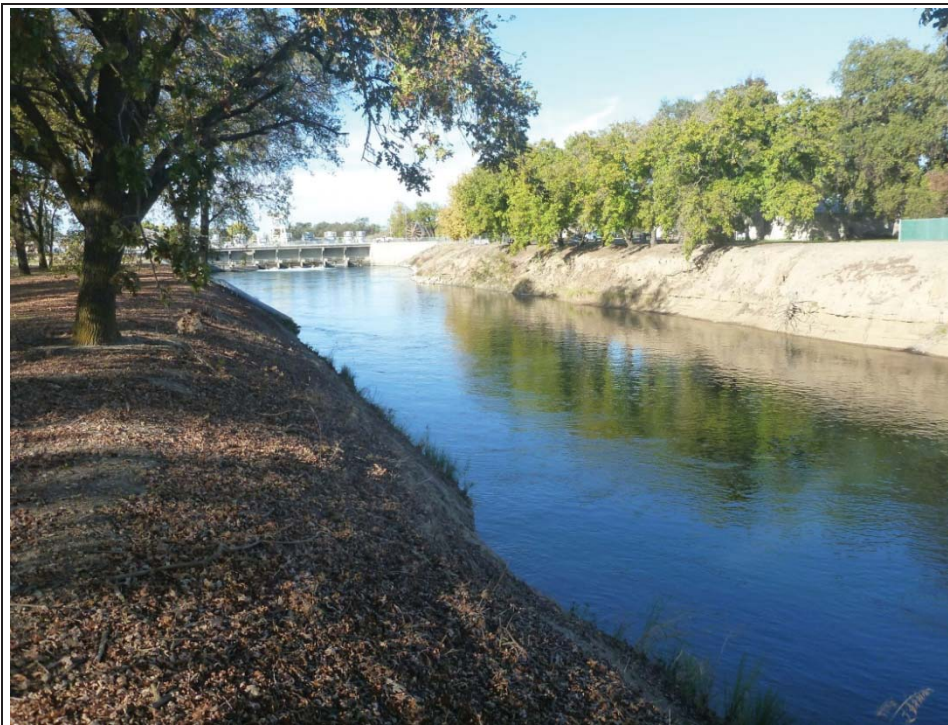
From Hamilton City, take County Road 203/Canal Road which follows the east side of the Glenn-Colusa Irrigation District (GCID) canal approximately 3.3 miles to the end which is the GCID Pump Station and Headgate.

P3a. Description: The GCID canal prism and headgate is located 3.3 miles north of the Hamilton City, Glenn County. County Road 203 parallels the east side of the canal, while County Road 205 parallels the west side of the canal. The headgate is just south of the intersection of County Road 203 and County Road 204. The GCID canal prism and headgate were constructed between 1941 and 1951 after the canal was extended to a bend north of Little Lagoon on the Sacramento River, which intakes water into the main canal. The 1941 GCID headgate is located over 135 feet south of the present GCID pumping station that was built in 1983. Approximately 60 feet north of the GCID headgate are the foundation remains of the original Central Irrigation District headgate walls, which were constructed with a mixture of board-formed concrete, brick, and river stones, and are visible on the canal prism's east and west elevations. GCID canal prism and headgate is not significant under Criteria A/1, B/2, C/3, or D/4 and is therefore, not eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register).

P3b. Resource Attributes: HP20, Canal/Aqueduct; HP11, Engineering Structure

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

P5a. Photograph:



P5b. Description of Photo: GCID Canal Prism, looking northeast at the 1983 GCID pumpstation (C. Jimenez, 2012).

P6. Date Constructed/Age and Sources: Historic c. 1941-1951

P7. Owner and Address:
Glenn-Colusa Irrigation District
P.O. Box 150
Willows, CA 95988

P8. Recorded by:
Corri Jimenez & Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

P9. Date Recorded: 11/13/2012

P10. Survey Type: Intensive

P11. Report Citation:
Jimenez, Corri. 2013. "Built

Environment Identification & Evaluation Technical Report: North-of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name:

B2. Common Name:

B3. Original Use: Irrigation

B4. Present Use: Irrigation

B5. Architectural Style: Engineering

B6. Construction History: The GCID canal prism south of the present GCID pumping station is approximately 85 feet wide by 1,865 feet long. Prior to 1951, the canal prism, as part of the Central Irrigation District constructed sometime between 1887 and 1906, ended at the present foundation remains of the headgate (NETR Online 2012). The GCID headgate operates as a narrow two-lane bridge across the canal from County Road 203 to County Road 205. The bridge deck is approximately 19 feet wide by 209 feet long, and is constructed of board-formed concrete; a simple pole railing interconnects with concrete posts. Below the bridge are wing walls located on both ends of the bridge as well as the headgate operations. The headgate has eight bays and four bays have valve operating stop gates, visible from the north elevation. The south elevation is like a culvert and has elbow concrete walls that divide the openings. The foundation remains of the original Central Irrigation District headgate is unevaluated and represents an archaeological resource. The GCID canal headgate postdates the Central Irrigation District, the GCID's established historic period of significance (1887-1920), and the agricultural development of the valley as the result of the Sacramento Irrigation Valley Project (JRP 2006; URS 2001). Sometime circa 1941, the original Central Irrigation District headgate was demolished, and a new headgate was constructed, which incorporated a bridge component that lead from County Road 203 on the east side of the canal to County Road 205 on the west side. This is believed to have been completed during the construction of the 1941 pump station located on the Sacramento River.

B7. Moved? No Yes Unknown **Date:**

Original Location:

B8. Related Features: The remains of a concrete-brick feature is located 60 feet north on the canal prism from the canal headgate is an original c.1906 headgate, which is not evaluated because it is an historic archaeological site.

B9a. Architect: Unknown

b. Builder: Unknown

B10. Significance: Sacramento Valley Irrigation Company **Theme:** Glenn-Colusa Irrigation District **Area:** Sacramento Valley

Period of Significance: 1941-1951

Property Type: Irrigation

Applicable Criteria: None

The GCID canal prism and headgate is an over 45-year-old resource currently associated with the GCID canal. Both the canal prism and headgate post-dates the defined period of significance of the Glenn-Colusa Canal and the Central Canal, constructed between 1887 to 1920 (Francis Heritage Services 1999; JRP 2006; URS 2001). The GCID canal prism and headgate are not associated with this earlier canal, nor contributes to the development of the Sacramento Valley (Criteria A and 1). The GCID canal prism and headgate are owned by the GCID, and the property does not appear to be associated with the lives of any people significant to the past (Criteria B and 2). The GCID canal prism and headgate does not appear to be associated with a distinctive type of design or method of construction as an irrigation feature, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The GCID canal prism and headgate retain all seven aspects of integrity; however, it is a utilitarian industrial structure and a component to a larger canal with multiple irrigation features. Although the structure has integrity as a canal constructed between 1941 and 1951, the headgate is not exceptional and looks like a mid-twentieth century modern concrete culvert with a canal prism (Criteria C and 3). Last, the GCID canal prism and headgate do not have the potential to yield or likely yield information important to prehistory or history (Criteria D and 4).

In conclusion, GCID canal prism and headgate do not appear to be eligible for listing on the NRHP or the CRHR, and are considered not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: None

B12. References:

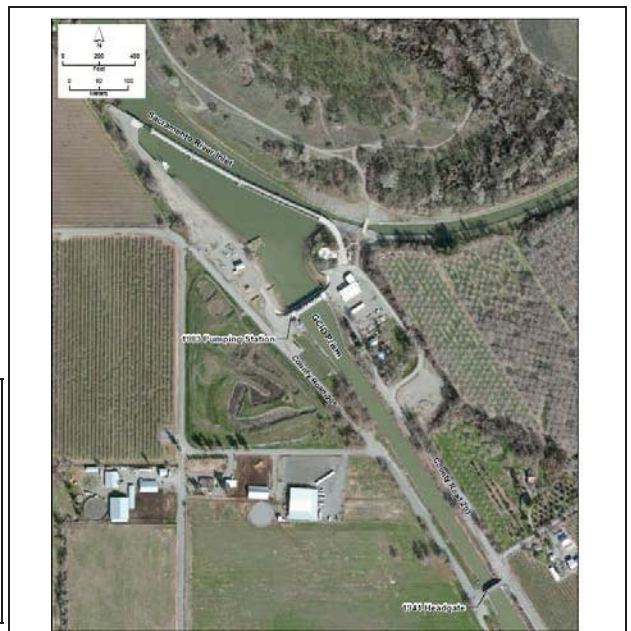
SEE CONTINUATION SHEET.

B13. Remarks: None

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: December 20, 2012

(This space reserved for official comments.)



*Recorded by: Corri Jimenez, URS Corporation

*Date: 11/13/2012 Continuation Update

B12. References: Continuation

NETR Online

2012 Historic Aerials, 1914-2005. Accessed at <http://www.historicaerials.com> on December 12, 2012.

Glenn-Colusa Irrigation District (GCID)

2012 Glenn-Colusa Irrigation District—History. Accessed at <http://www.gcid.net> on December 9, 2012.

N.d. Sacramento Valley Irrigation Company Sacramento Valley Irrigation Project, Sketch of proposed headgate for the Central Canal. Drawn by L.E. Russell. Provided by Water Engineer Ben Pennock of the Glenn-Colusa Irrigation District, Willows, California.

URS Corporation.

2001 Historic Architecture Report for the Colusa Power Plant, Colusa County. *Colusa Power Plant Application for Certification*. Prepared by Michael Corbett and Denise Bradley for Reliant Energy. Accessed at <http://www.energy.ca.gov/sitingcases/colusa/documents/applicant/afc/Volume-II/I%20Historic%20Architecture%20Report.pdf> on December 18, 2012.

Francis, C. M.

1999 Department of Parks and Recreation Form 523 for the Glenn-Colusa Canal (P-11-000605). Prepared by Francis Heritage Services for the *Cultural Resources Survey Report for the Level (3) Fiber Optic Project, Glenn County, California*. Recorded by Francis Heritage Services. On file at the California Department of Water Resources, Sacramento.

U.S. Geological Survey

1951 Foster Island, CA. Scale 1:24000. 7.5-minute Topographical map. Department of the Interior, U.S. Geological Survey, Washington.



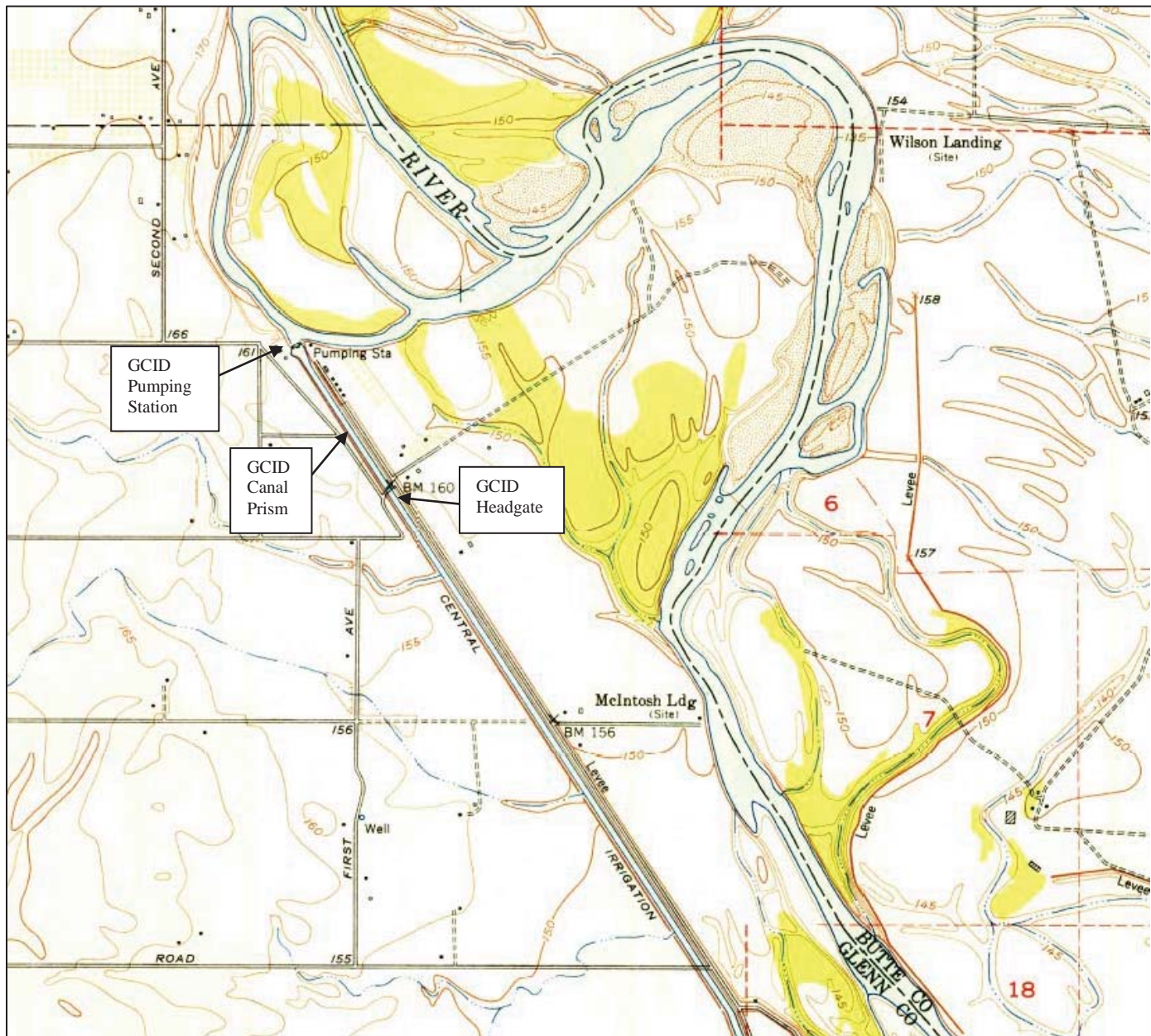


Figure 1: GCID Headgate and prism, 1951 (USGS 1951).

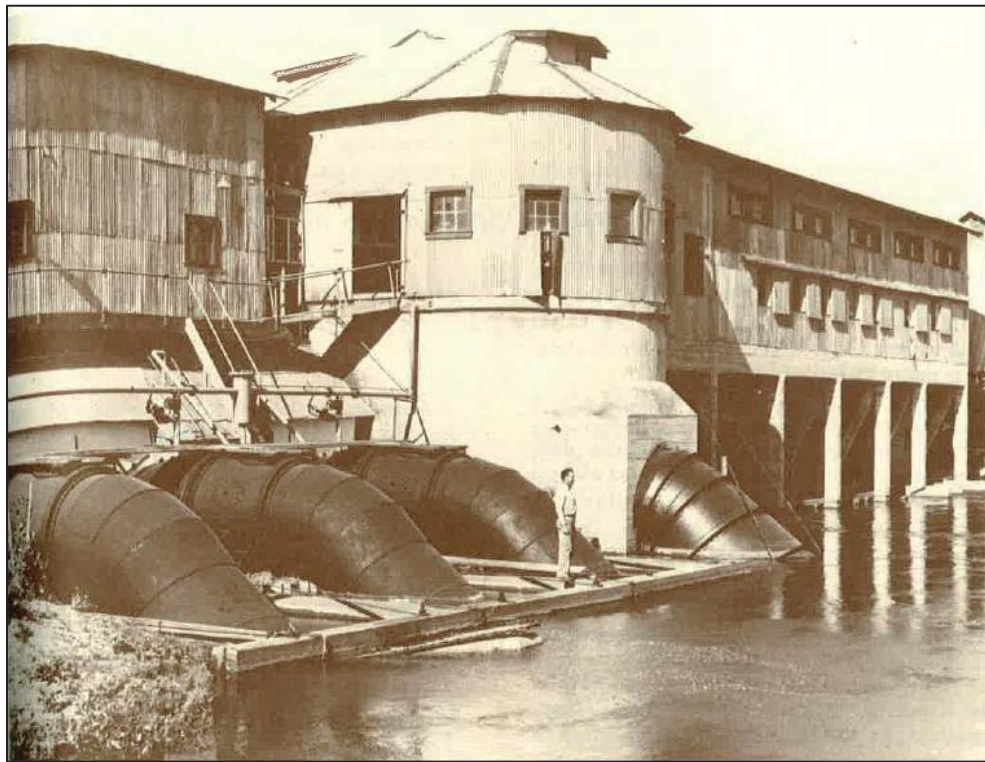


Figure 2: GCID Pumping plant, north elevation view, late-1940s (Davis 1984:105). (Note: Historic pumping plant, replaced in 1983).

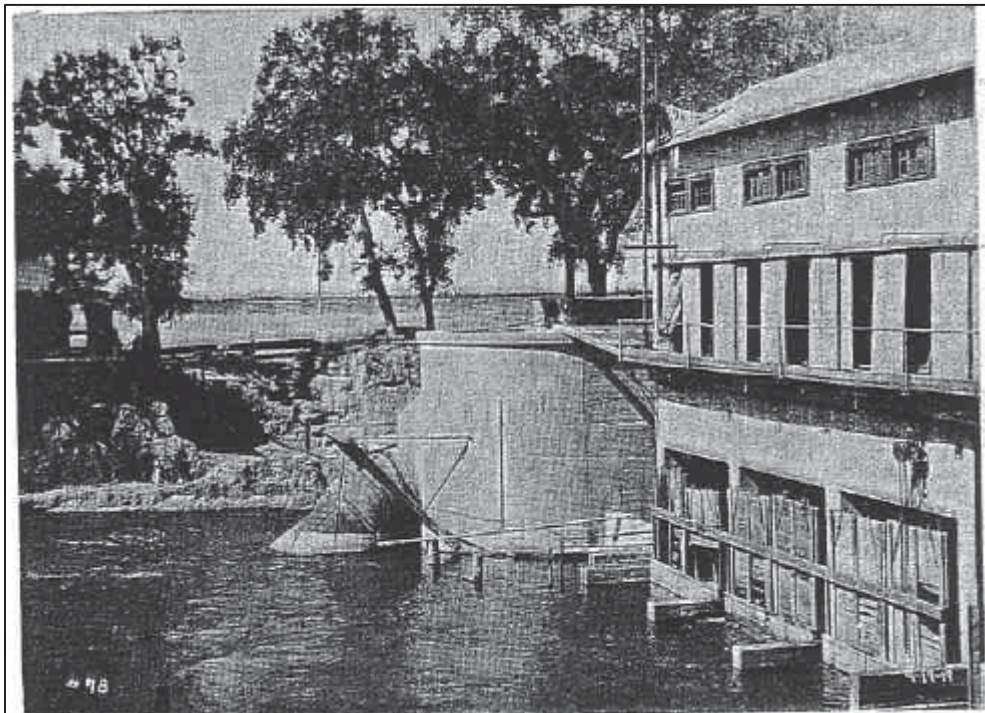


Figure 3: GCID Pumping plant, south elevation view, late-1940s (*Wagon Wheels* 1964 14(1):4).

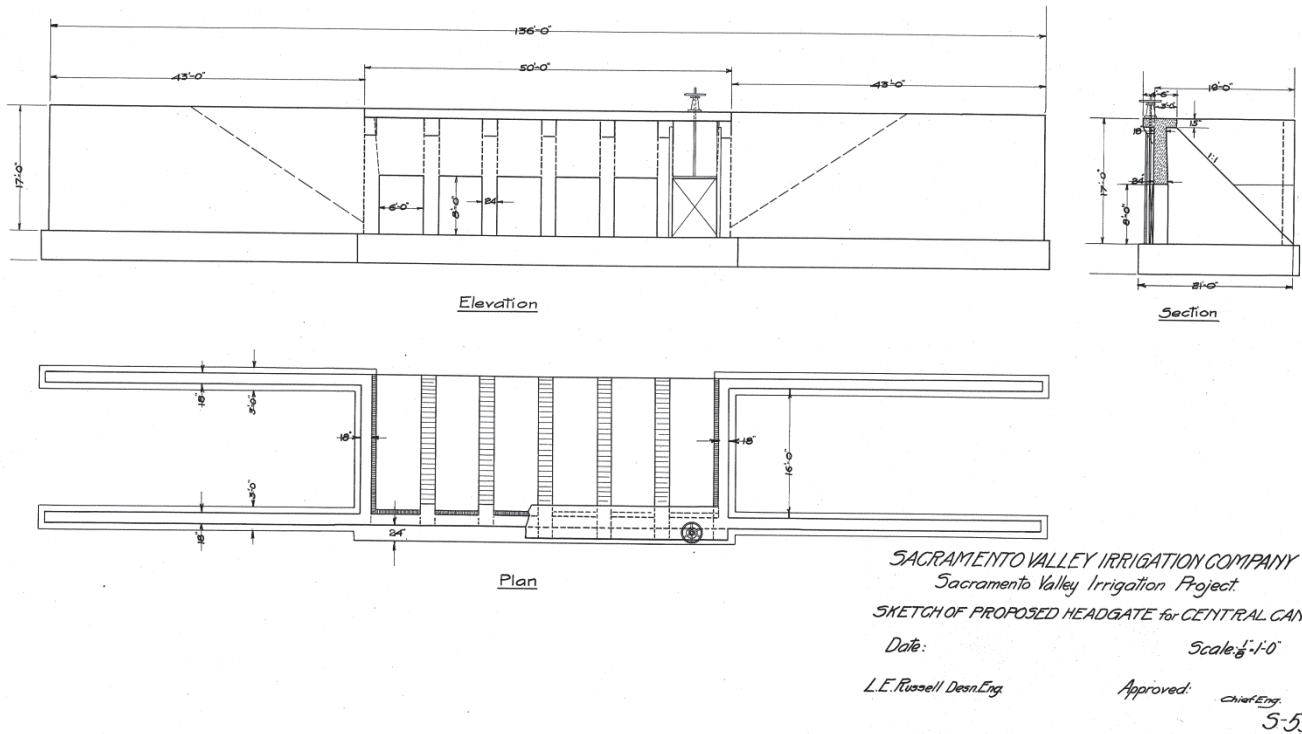


Figure 4: GCID Headgate, original drawing (Pennock 2012). (Note: 6 valve openings for the original pumping plant, replaced in 1983).

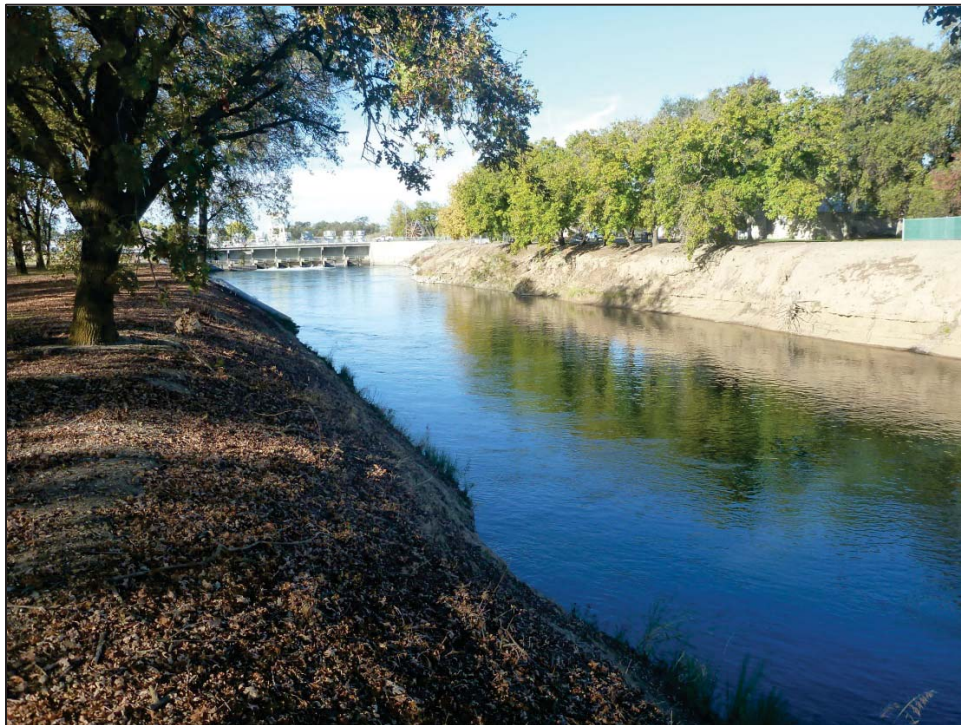


Figure 5: GCID canal prism, view looking northeast looking at Pumping plant (C. Jimenez, November 14, 2012).



Figure 6: GCID 1983 Pumping plant and canal prism, view looking northwest (C. Jimenez, November 14, 2012).



Figure 7: GCID Canal prism, view looking southwest at Headgate (C. Jimenez, November 14, 2012).



Figure 8: GCID Headgate, view looking southwest (C. Jimenez, November 14, 2012).



Figure 9: GCID Headgate, north elevation (C. Jimenez, November 14, 2012). (Note, 8 valve openings on gate).

Page 11 of 13
Recorded by: C. Jimenez, URS Corporation

Resource Name or # GCID Canal Prism and Headgate
Date Recorded: 11/14/2012 Continuation Update



Figure 10: GCID Headgate, south elevation (C. Jimenez, November 14, 2012).



Figure 11: GCID remains of historic headgate (C. Jimenez, November 14, 2012).

Page 12 of 13
Recorded by: C. Jimenez, URS Corporation

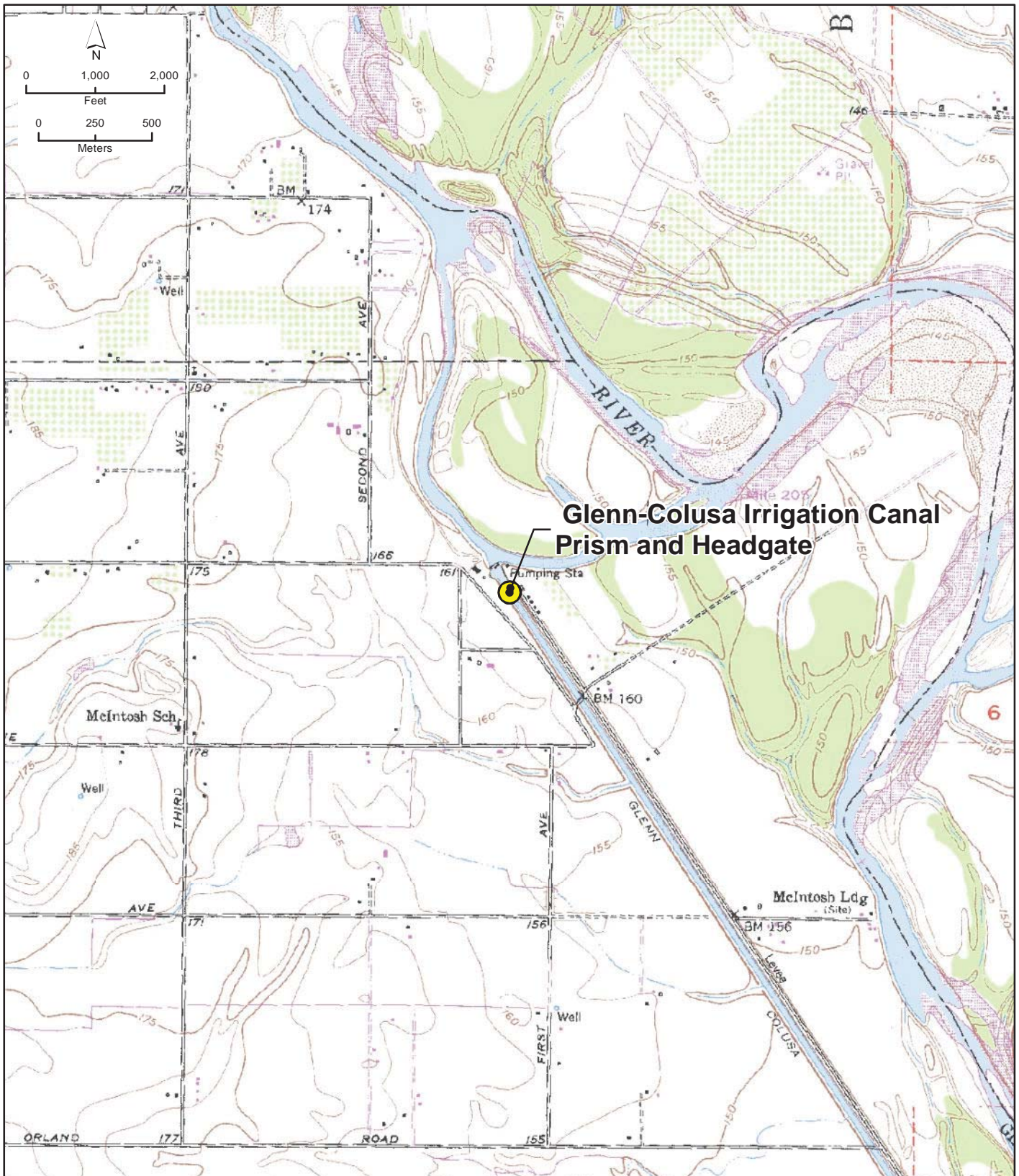
Resource Name or # GCID Canal Prism and Headgate
Date Recorded: 11/14/2012 Continuation Update



Figure 12: GCID remains of historic headgate, view looking west (C. Jimenez, November 14, 2012).



Figure 13: GCID William S. Green, California State Landmark memorial (C. Jimenez, November 14, 2012).



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 14

Resource Name or #: Maxwell Irrigation Canal District Canal

P1. Other Identifier: None

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

a. County: Colusa

b. USGS 7.5' Quad: Moulton Weir, CA Date: 1952 T 17N; R 2W; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Stegeman Zip: 95932

d. UTM: Zone: 10 ; 583350 mE/ 4355106 mN (G.P.S.)

e. Other Locational Data: APN #12-160-043, 12-160-047 Elevation: 70 feet

From Princeton, travel south on California State Route 45 approximately 4.5 miles, through the unincorporated community of Stegeman and the section of the route is on the left, off Willow Creek near the Sacramento River.

P3a. Description: The MID Canal is located on the land side of the Sacramento River west levee, in the Delevan Pipeline portion of the study area. The project area falls within a small portion of MID, consisting of approximately 500 acres, east of the Colusa Basin Drainage Canal near the northern boundary of the Delevan National Wildlife Refuge and south of the main east/west canal leading from the Sacramento River; it is surrounded on the west, north, and south by the GCID (Masters 2012). The Maxwell Irrigation Canal District Canal is not significant under Criteria A/1, B/2, C/3, or D/4 and is therefore, not eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). **SEE CONTINUATION SHEET.**

P3b. Resource Attributes: HP20, Canal/Aqueduct; HP11, Engineering Structure

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

P5a. Photograph:



P5b. Description of Photo: Maxwell Irrigation District, abandoned pumpstation, view looking east (C. Jimenez 2012).

P6. Date Constructed/Age and Sources: Historic: 1947-1953

P7. Owner and Address:
Maxwell Irrigation District
3999 Two Mile Road
Maxwell, CA 95955

P8. Recorded by:
Corri Jimenez & Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

P9. Date Recorded: 11/13/2012

P10. Survey Type: Intensive

P11. Report Citation:
Jimenez, Corri. 2013. "Built

Environment Identification & Evaluation Technical Report: North-of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name: Maxwell Irrigation District

B2. Common Name: Maxwell Irrigation District

B3. Original Use: Irrigation

B4. Present Use: Irrigation

B5. Architectural Style: Engineering

B6. Construction History: The Maxwell Irrigation District (MID) Canal has a non-historic pumpstation located at APN #12-160-043 that sits on a paved lot. Parallel with the levee on the right side is the concrete-lined MID canal located at APN # 12-160-047, which joins a board-formed concrete drop box with a valve that connects to a river inlet. The canal runs on a northeast diagonal to the levee, and then turns south and dumps into a toe drain that runs on a north-south axis along the right bank of the levee; this toe drain extends to a dirt access road off State Route 45. Along the access road's south side, a second canal drainage system runs through cement sandbag-constructed culverts perpendicular to the levee. The canal crosses under the levee access road. A valve and an abandoned pumphouse are located at APN #12-160-043 in a depression that backs into the levee.

B7. Moved? No Yes Unknown **Date:**

Original Location:

B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

B10. Significance: Sacramento Valley Irrigation **Theme:** Sacramento Valley Irrigation **Area:** Colusa County

Period of Significance: 1947-1953

Property Type: Irrigation District

Applicable Criteria: None

The Maxwell Irrigation District (MID) Canal is an over 45-year-old resource, but the portion of the canal and its associated features in the project study area has limited history, and does not appear to be associated with an early part of the 1918 MID canal; nor is it significant to a broad pattern of irrigation on a local, state, or national level (Criteria A and 1). The MID canal and its associated features does the property appear to be associated with the lives of any people significant to the past (Criteria B and 2). The MID canal and its associated features do not appear to be associated with a distinctive type of design or method of construction as an irrigation feature, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The MID canal and its associated features appear to have integrity; however, it is a utilitarian engineered structure and a component to a larger irrigation district. Although the structure has integrity as a canal constructed between 1947 and 1953, the canal does not appear to embody distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (Criteria C and 3). Last, the MID canal does not have the potential to yield or likely yield information important to prehistory or history (Criteria D and 4). In conclusion, MID canal does not appear to be eligible for listing on the NRHP or the CRHR, and is considered not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: None

B12. References:

Masters, Jennifer

2012 Personal electronic communication from Maxwell Irrigation District Administrator Jennifer Masters with Architectural Historian Corri Jimenez. December 19, 2012.

National Environmental Title Research, LLC (NETR Online)

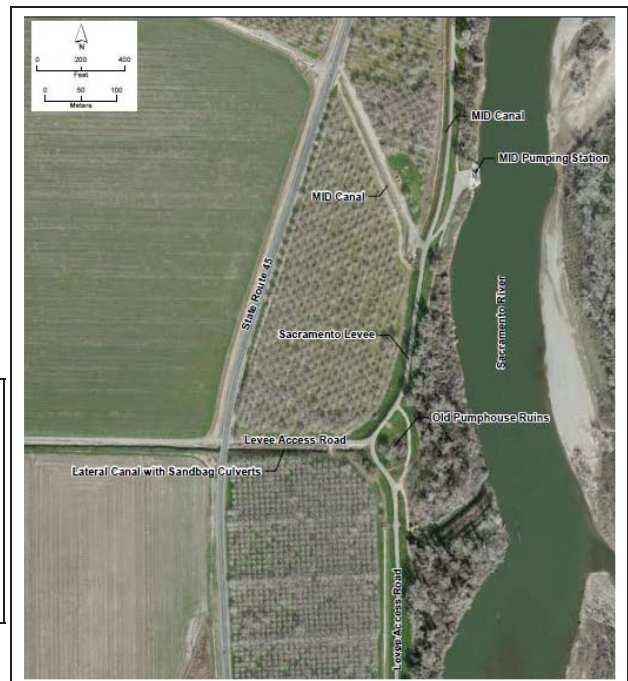
2012 Historic Aerials, 1907-1995. Accessed at <http://www.historicaerials.com> on December 12, 2012.

B13. Remarks:

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: November 13, 2012

(This space reserved for official comments.)



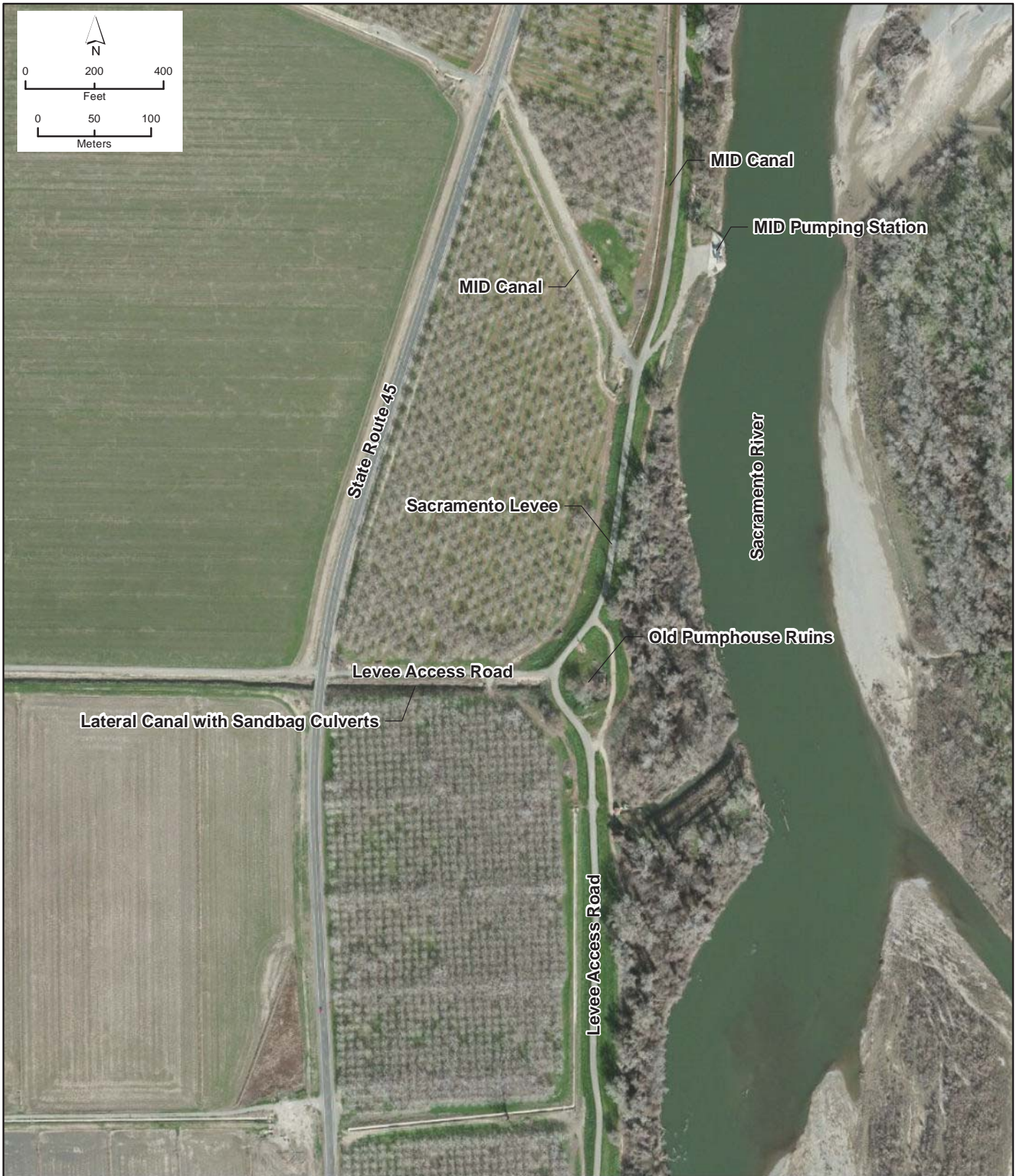




Figure 1: Maxwell Irrigation District, New pumphouse, view looking northeast (C. Jimenez, November 13, 2012).



Figure 2: Maxwell Irrigation District, New pumphouse standing on the Sacramento River Levee, view looking north (C. Jimenez, November 13, 2012).



Figure 3: Maxwell Irrigation District, Concrete foundation, view looking southeast (C. Jimenez, November 13, 2012).



Figure 4: Maxwell Irrigation District, Corrugated ventilation tubes, view looking southeast (C. Jimenez, November 13, 2012).



Figure 5: Maxwell Irrigation District, Concrete lid, detail (C. Jimenez, November 13, 2012).

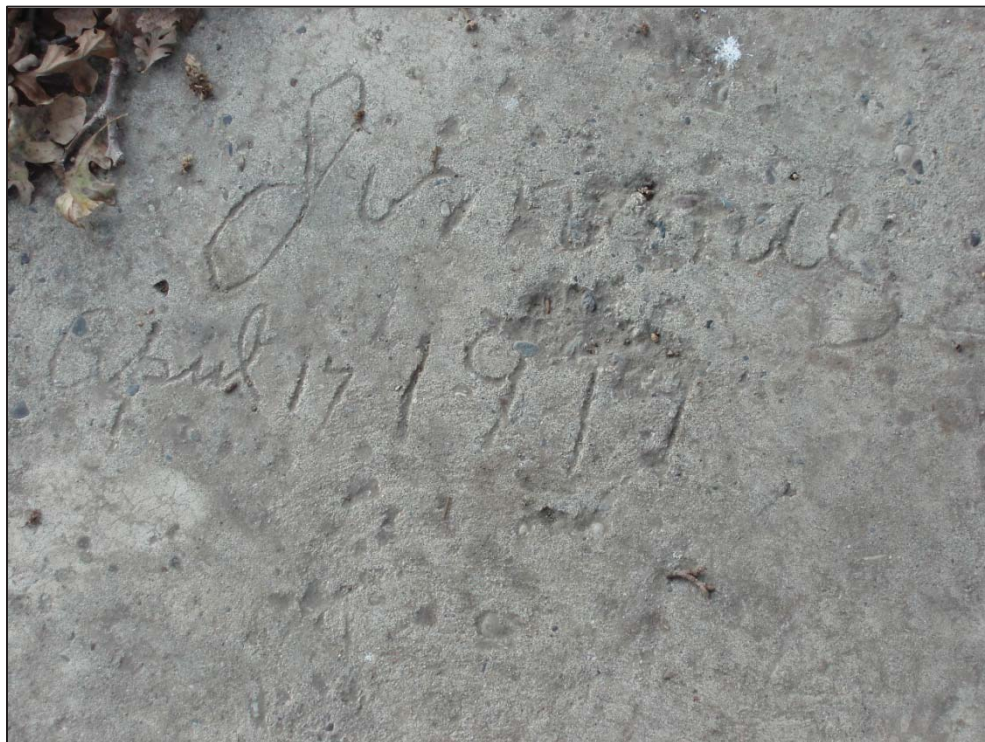


Figure 6: Maxwell Irrigation District, graffiti on lid, "Jimmy April 17, 19—" (C. Jimenez, November 13, 2012).

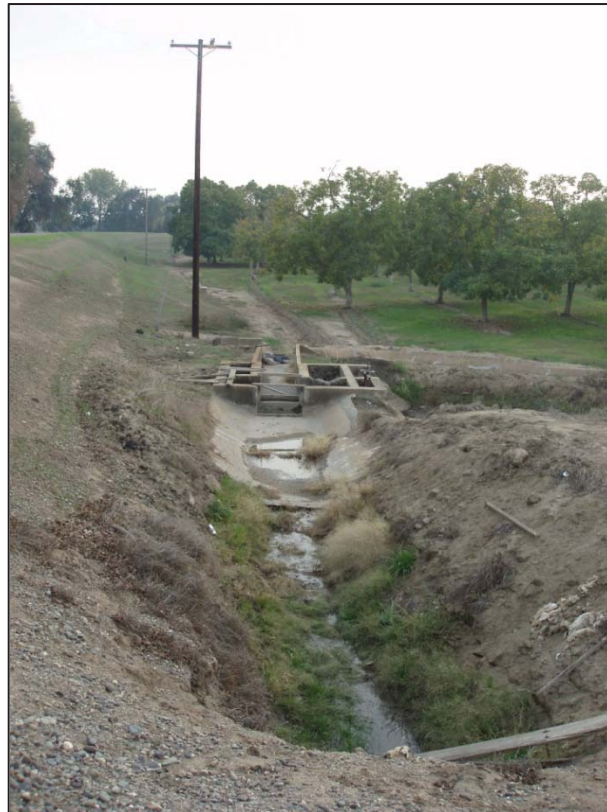


Figure 7: Maxwell Irrigation District, abandoned northern canal, view looking south (C. Jimenez, November 13, 2012).



Figure 8: Maxwell Irrigation District, Concrete irrigation valve near the levee, view looking southeast (C. Jimenez, November 13, 2012).



Figure 9: Maxwell Irrigation District, Irrigation drainage ditch, view looking north (C. Jimenez, November 13, 2012).



Figure 10: Maxwell Irrigation District, Concrete irrigation box culvert, detail (C. Jimenez, November 13, 2012).

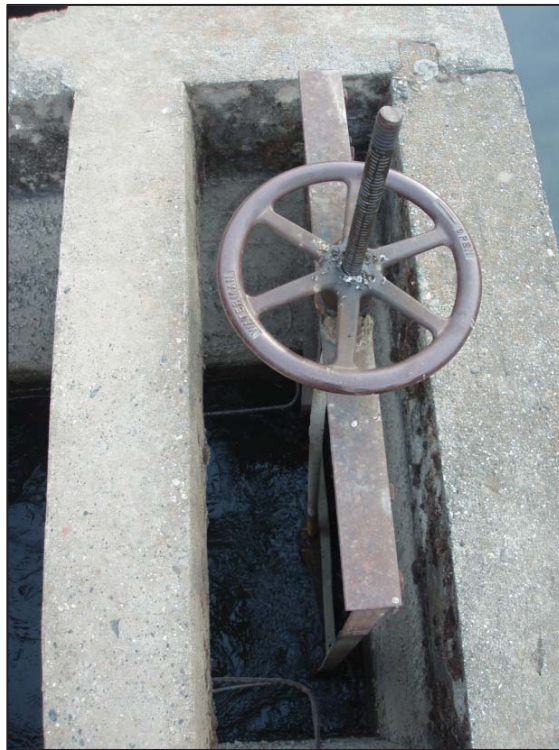


Figure 11: Maxwell Irrigation District, Concrete irrigation box culvert valve, detail (C. Jimenez, November 13, 2012).



Figure 12: Maxwell Irrigation District, Abandoned pumphouse looking at the levee, view looking east (C. Jimenez, November 13, 2012).

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*Recorded by: C. Jimenez, URS Corporation

Date Recorded: 7/29/2012

Resource Name or # Maxwell Irrigation District
 Continuation Update

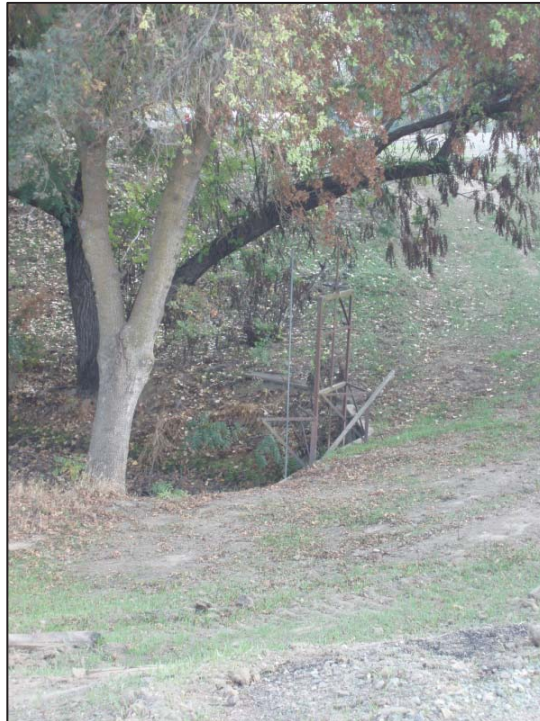


Figure 13: Maxwell Irrigation District, Abandoned pumpstation valve, view looking south (C. Jimenez, November 13, 2012).



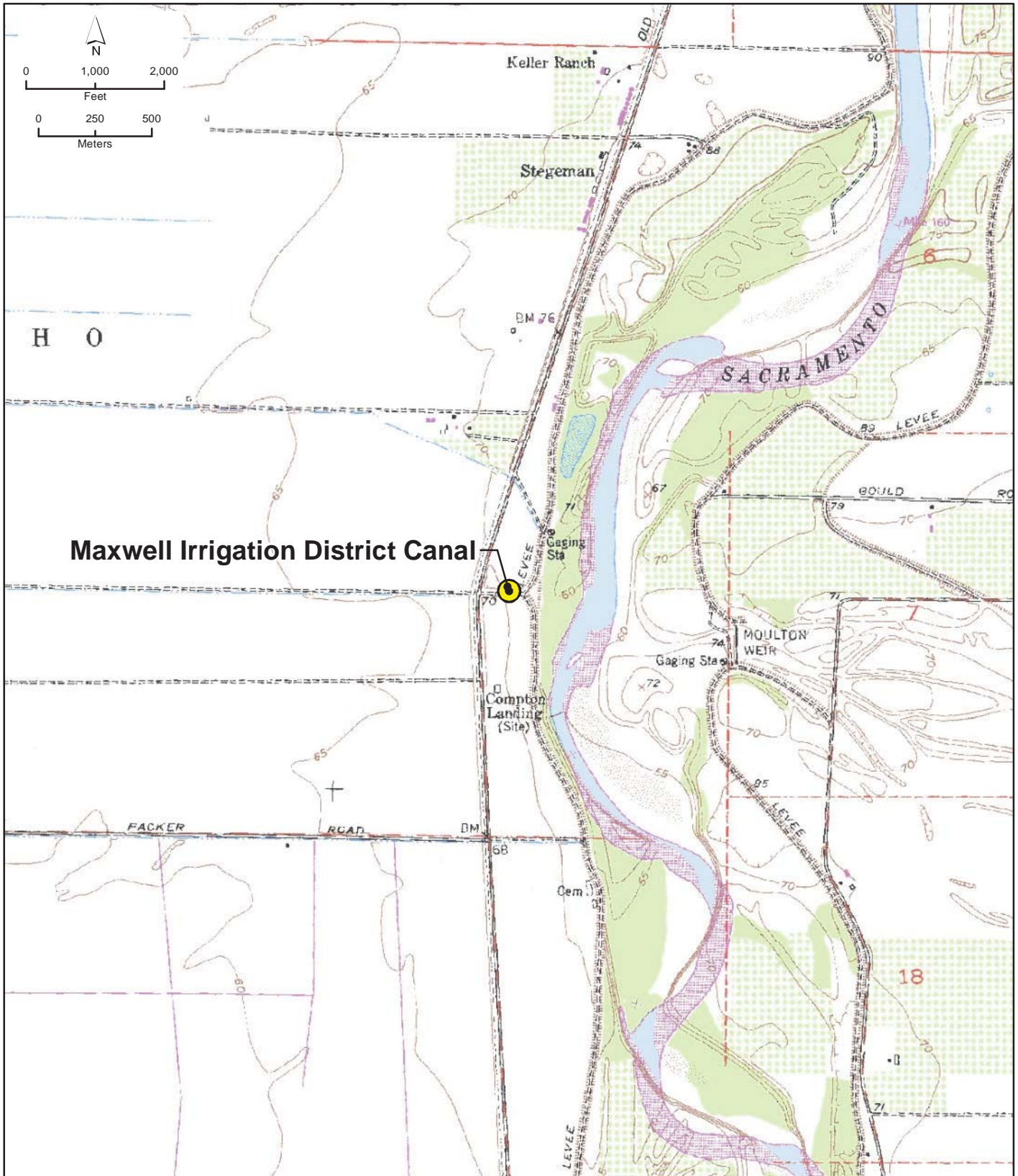
Figure 14: Maxwell Irrigation District, Abandoned canal, view looking west (C. Jimenez, November 13, 2012).



Figure 15: Maxwell Irrigation District, Concrete valve and culvert, view looking southeast (C. Jimenez, November 13, 2012).



Figure 16: Maxwell Irrigation District, Abandoned pumpstation, view looking east (C. Jimenez, November 13, 2012).



State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #

HRI #

Trinomial

NRHP Status Code

Other Listings
 Review Code

Reviewer

Date

Page 1 of 6

Resource Name or #: WAPA Maxwell-Olinda 500kV Transmission line

P1. Other Identifier: None

P2. Location: Not for Publication Unrestricted

a. County: Colusa

b. USGS 7.5' Quad: Sites, CA

Date: 1982 T17N ; R04W ; NW¼ of

NW¼ of Sec 14; M.D.

B.M.

c. Address:

City: Stonyford

Zip: 95979

d. UTM: Zone: 10; 561704 mE/ 4353937 mN (G.P.S.)

e. Other Locational Data: APN # 011-190-015

Elevation:

From the City of Maxwell, head north on Interstate 5 approximately 5 miles to exit 591 to Delevan Road. Go east on Delevan Road approximately 3.0 miles. California Department of Water Resources (CDWR) (private) access is needed to drive the levee on the Tehama-Colusa Canal. Follow the canal approximately 2 miles the project area just northeast of Funks Dam. The lines are above.

P3a. Description: The WAPA Maxwell-Olinda 500kV Transmission Lines are located at APN # 011-190-015 and is managed by the WAPA, a federal agency under the U.S. Department of Energy that provides power to hydropower plants, such as the one at Funks Reservoir and Dam. This resource consists of two circuits with paralleling lattice steel towers that run on a north-south axis adjacent to Tehama-Colusa Canal and Funks Dam. The transmission lines and towers were built between 1958 and 1960 (NETR Online 2012). The entire length of the Maxwell-Olinda 500kV Transmission Lines are approximately 80.24 miles. It connects the Olinda Substation in Tehama County to the Maxwell Substation in Colusa County; 363 transmission towers are in the alignment. The segment of the transmission lines within the project area are approximately 0.5 miles in length, and is proposed to be moved. Power from this line is tied to both Shasta Dam and the Keswick Dam. The WAPA Maxwell-Olinda 500kV Transmission Lines is not significant under Criteria A/1, B/2, C/3, or D/4 and is therefore, not eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register).

P3b. Resource Attributes: HP11, Engineering Structure/Transmission Line

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

P5a. Photograph:



P5b. Description of Photo: WAPA transmission lines, view looking south (C. Jimenez, 2012).

P6. Date Constructed/Age and Sources: Historic: 1958-1960

P7. Owner and Address:

Leo M. and Diane M. Holthouse,
 Trustees
 25039 Highway 395 South
 Canyon City, Oregon 97820

P8. Recorded by:

Corri Jimenez & Benjamin Elliott
 URS Corporation
 2870 Gateway Oaks Drive, Suite 150
 Sacramento, CA 95833

P9. Date Recorded: 11/13/2013

P10. Survey Type: Intensive

P11. Report Citation:

Jimenez, Corri. 2013. "Built

Environment Identification & Evaluation Technical Report: North-of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 8

NRHP Status Code: 6Z

Resource Name or # WAPA Maxwell-Olinda 500kV Transmission line

B1. Historic Name: None

B2. Common Name: None

B3. Original Use: Transmission line

B4. Present Use: Transmission line

B5. Architectural Style: No style

B6. Construction History: WAPA Maxwell-Olinda 500kV Transmission lines have two distinct transmission towers that carry AC/DC power. The eastern transmission line is on a suspension tower of triple-bundled wires, which has three-phase pylons with approximately seven 7 lines whereas the western transmission line sits on a high-tension tower that has two-phase pylon with a cantilevers section, which extends out from the top, like the beak of a bird. The tower designs are strikingly different, though each is approximately 40 to 50 feet in height and made of lattice steel to support the overhead power lines. As previously noted, the WAPA Maxwell-Olinda 500kV Transmission lines transect the Sacramento Valley from the Olinda substation in the city of Cottonwood to the Maxwell substation in the town of Maxwell; both substations were constructed in 1986 and are owned by the WAPA (TriAxis Engineering, Inc. 2012).

B7. Moved? No Yes Unknown **Date:** **Original Location:**

B8. Related Features: The Tehama-Colusa Canal is located within the project area and below the WAPA Maxwell-Olinda 500kV Transmission line. A small drainage feature is also located near the footings of the line in the project area. The Funks Dam, completed in 1980, is less than 500 feet from the transmission towers, and is also in the project area.

B9a. Architect: Unknown

b. Builder: Unknown

B10. Significance: Electrical power in California **Theme:** Power Development **Area:** Sacramento Valley

Period of Significance: 1958-1960

Property Type: Engineering/Power Structure

Applicable Criteria: None

The WAPA Maxwell-Olinda 500kV Transmission Lines are an over 45 year old resource connecting the Olinda Substation in Tehama County to the Maxwell Substation. The transmission lines do not appear to be a contributing resource to a national mid-century event that may have made a significant contribution to the broad pattern of the history and cultural heritage of the United States or California (Criteria A and 1). The WAPA Maxwell-Olinda 500kV Transmission Lines do the property appear to be associated with the lives of any people significant to the past (Criteria B and 2). The WAPA Maxwell-Olinda 500kV Transmission Lines do not appear to be associated with a distinctive type of design or method of construction a utility system, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The WAPA Maxwell-Olinda 500kV Transmission Lines have integrity, and even though it is part of a larger network of transmission lines and towers built between 1958 and 1960 throughout the western United States, the Olinda and Maxwell substations, were not constructed until 1986. The WAPA Maxwell-Olinda 500kV Transmission Lines, as a whole, are a utilitarian system and not distinct (Criteria C and 3). The WAPA Maxwell-Olinda 500kV Transmission Lines are not likely to yield information important on a prehistory or history level (Criteria D and 4). In conclusion, WAPA Maxwell-Olinda 500kV Transmission Lines do not appear to be eligible for listing on the NRHP or the CRHR, and is considered not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: None

B12. References:

Northwest Power Planning Council

2001 Pacific Interties: The California Connection on the Electron Superhighway. Located in the Northwest Power Planning Council, *Document 2001-11*. May 2001. Accessed at <http://www.nwccouncil.org/LIBRARY/2001/2001-11.pdf> on January 7, 2013.

TriAxis Engineering, Inc.

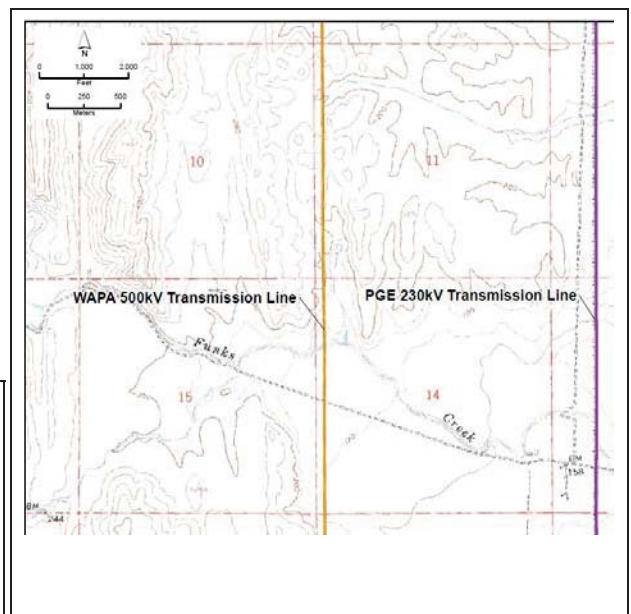
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B13. Remarks: None

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: November 13, 2012

(This space reserved for official comments.)



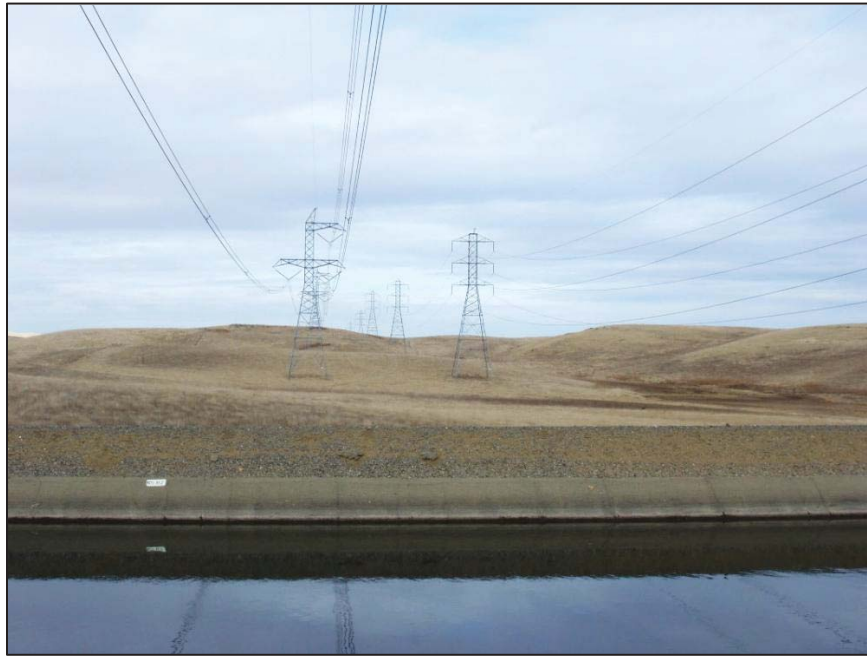


Figure 1: WAPA Maxwell-Olinda 500kV Transmission line, overview, view looking north (C. Jimenez, November 13, 2012).

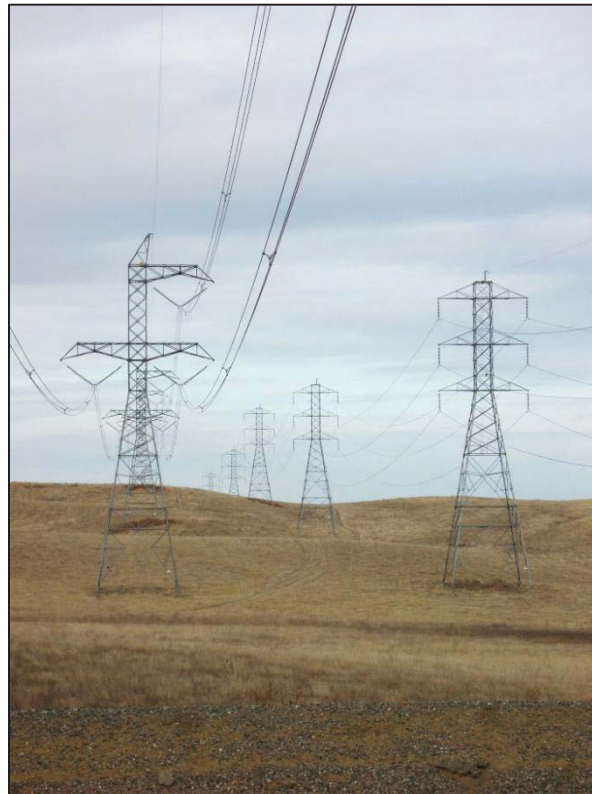


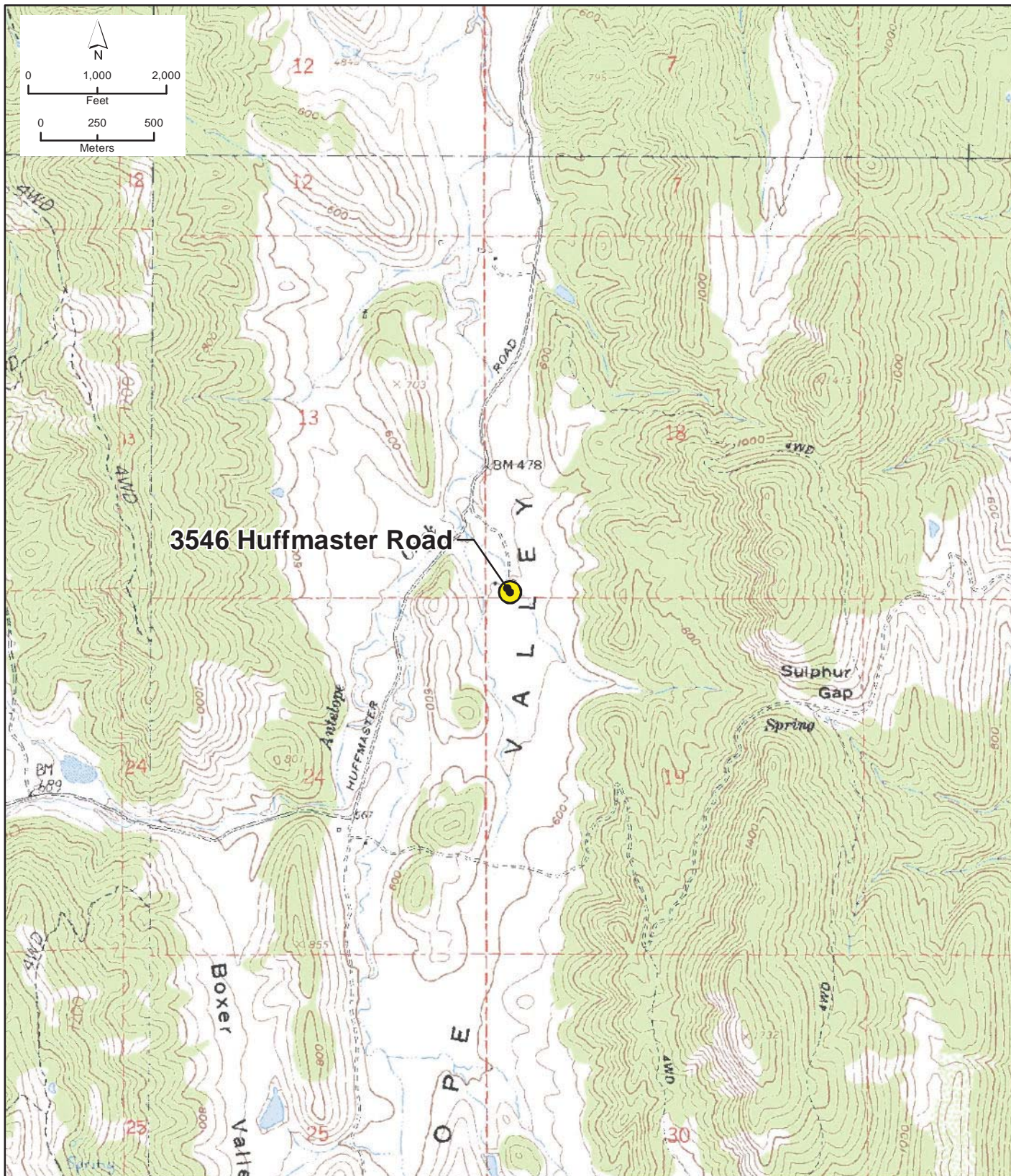
Figure 2: WAPA Maxwell-Olinda 500kV Transmission line, overview, view looking south (C. Jimenez, November 13, 2012).



Figure 3: WAPA Maxwell-Olinda 500kV Transmission line, example of western tower (C. Jimenez, November 13, 2012).



Figure 4: WAPA Maxwell-Olinda 500kV Transmission line, example of eastern tower (C. Jimenez, November 13, 2012).



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial: CA-COL-182
NRHP Status Code: 3D

Other Listings
Review Code

Reviewer

Date

Page 1 of 18

Resource Name or #: Stone Corral Creek Quarries Historic District

P1. Other Identifier: CA-COL-182; SF-25-B

P2. Location: Not for Publication Unrestricted

a. County: Colusa

b. USGS 7.5' Quad: Sites, CA

Date: 1982 **T** 17N; **R**04W ; NW ¼ of SW¼ of Sec 21; M.D. **B.M.**

c. Address: 4341 Maxwell-Sites Road **City:** Maxwell **Zip:** 95987

d. UTM: Zone: 10; 558507 mE/ 4351094 mN (G.P.S.); 10; 558558mE/ 4350457mN

e. Other Locational Data: APN # 011-150-022 **Elevation:** 250 feet

From the town of Maxwell, head west on Maxwell-Sites Road approximately 8 miles. Colusa Sandstone Co. Quarry is on the north side (right) of the road at Stone Corral Creek Quarry Historic District.

P3a. Description: The Stone Corral Creek Quarries Historic District includes the Knowles Quarry and McGilvray Quarry located at the eastern base of Logan Ridge. The Knowles Quarry (1887-1915), located north of Stone Corral Creek and Maxwell-Sites Road, was the first quarry in the area. The quarry was developed by pioneer John Sites in 1887-1888 as part of the Sites Sandstone Company. The McGilvray Quarry (1900-1915), known also as the Thompson Quarry, is located south of the Knowles Quarry, and south of Stone Corral Creek and Maxwell-Sites Road. Both quarries closed in 1914 due to the dissolution of the C&LRR, and all equipment was liquidated in 1915. The Stone Corral Creek Quarries Historic District is significant under Criteria A/1, B/2, and D/4 and is therefore, eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). **SEE CONTINUATION SHEET**

P3b. Resource Attributes: AH9 Mines/quarries/tailings

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

P5a. Photograph:



P5b. Description of Photo: Knowles Quarry, view looking northwest (C. Jimenez 2012).

P6. Date Constructed/Age and Sources: Historic: 1887-1915

P7. Owner and Address:

Banyan Transport Systems A CA Corporation
15025 Washington Ave., NE
Bainbridge Island, WA 98110

P8. Recorded by:

Corri Jimenez & Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

P9. Date Recorded: 11/13/2012

P10. Survey Type: Reconnaissance

P11. Report Citation:

Jimenez, Corri. 2013. "Built Environment Identification &

Evaluation Technical Report: North-of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95)

*Required information

D1. Historic Name: Knowles Quarry; McGilvray Quarry

D2. Common Name: 4341 Maxwell-Sites Road

D3. Detailed Description: The Stone Corral Creek Quarries Historic District is located in a narrow canyon on Logan Ridge near the town of Sites in the Antelope Valley on current Maxwell-Sites Road. The district represents two historic-period sandstone quarries once owned by the Colusa Sandstone Company and McGilvray Stone Company. Visibly, the district is located in a rural part of Colusa County that has had little change since the early 19th century. The vegetation in this corridor represents riparian/oak, grassland including blue oaks (*Quercus douglasii*), manzanita (*Archostaphylos manzanita*), star thistle (*Centaurea solstitialis*), California rose (*Rosa californica*), and other non-native grasses and stream plants.

The Stone Corral Creek Quarries Historic District represents a small, industrial mining district where Colusa sandstone was actively quarried from 1887 to 1915. The district has two contributing resources (Knowles Quarry and McGilvray Quarry), three contributing elements (rectangular depression, sandstone slab foundation and depression, and a metal object), and two non-contributing resources (non-historic period pole barn and trailer). The Knowles Quarry was historically known as the Sites Sandstone Company and was founded as early as 1887 by German pioneer John Sites. The quarry's boundary is an approximately 600 feet wide by 1,000 feet long area. The McGilvray Quarry, the second quarry in the district, was also active between this same time period and represents an approximately 1,000 feet wide by 5,000 feet long area. Both of the quarries have character-defining features to their past as a mining, industrial landscape and have approximately 500-600 feet high bluffs of sandstone where stone was delaminated off the ridge. Drill marks to mining tailings litter the area below both bluffs. The sandstone from these quarries was heavily marketed in San Francisco, and is best seen on the Union Depot & Ferry Building (1896-97) and the James Flood Building (1904) (**See P3a, Continuation**). In addition to their history, the historic district is also associated with F.E. Knowles and John D. McGilvray who prominently marketed Colusa sandstone as a "fireproof sandstone" after the 1906 Earthquake, which made the quarries the number one producer of sandstone in the state between 1900 to 1913 (**See P3a, Continuation**).

Three contributing elements are located in the district boundaries that were recorded in 2002 by the Archaeological Research Program at California State University, Chico during a reconnaissance survey at the McGilvray Quarry site (See DPR, CA-COL-182). These resources include a rectangular depression, measuring 16 feet long (North/South) by 14 feet wide (East/West), with an estimated depth of 3 feet; a partially buried metal object that measured 36 by 20 inches with a 0.5-inch-wide chain attached that was flattened; and the structural remains of a 6 by 8 foot sandstone slab foundation with a depression. These elements are contributors to the district connected to its historic quarry activities. A pole barn and a trailer recorded by URS in 2012 at the Knowles Quarry are considered non-contributing resources to the district because they are less than 45 year old.

D4. Boundary Description: Stone Corral Creek Quarries District boundaries represent two sandstone bluffs to the west that are geologically part of Logan Ridge. Stone Corral Creek snakes through the historic district adjacent to the existing Maxwell-Sites Road, a historic rail bed of the C&LRR. Mining operations were located north of the road as well as south in an open space at the base of the bluff, which is visual on early topographical maps. Elements of these past activities were recorded as archaeological sites, which are contributors to the district, and are located within the boundary (**See Sketch Map**).

D5. Boundary Justification: The boundaries of the Stone Corral Creek Quarries Historic District are justified around these bluffs and where historic mining operations were either recorded or visibly depicted in historic photos and topographical maps (USGS 1917). A survey was done by ARP in 2002 and many of these resources were recorded at that time (See DPR, CA-COL-182). Although the Knowles Quarry was neither accessed nor surveyed by ARP in 2002 or URS in 2012, the site appears intact and visibly has mining tailings from the historic period. The Knowles Quarry is an active mine owned by the Brownstone Architectural Custom Stone and was recorded to have been graded in 2006 (Perazzo 2012); the site however retains its character-defining sandstone bluff and mining tailings are evident around the site.

D6. Significance: 19th Century Sandstone Quarries in California

Theme: California Sandstone Quarries **Area:** Colusa County

Period of Significance: 1887-1915

Applicable Criteria: A/1, B/2, and D/4

The Stone Corral Creek Quarries Historic District includes the Knowles Quarry and McGilvray Quarry located at the eastern base of Logan Ridge. The Knowles Quarry (1887-1915), located north of Stone Corral Creek and Maxwell-Sites Road, was the first quarry in the area. The quarry was developed by pioneer John Sites in 1887-1888 as part of the Sites Sandstone Company. The McGilvray Quarry (1900-1915), known also as the Thompson Quarry, is located south of the Knowles Quarry, and south of Stone Corral Creek and Maxwell-Sites Road. Both quarries closed in 1914 due to the dissolution of the C&LRR, and all equipment was liquidated in 1915. The period of significance for the historic district dates between 1887 and 1915. Both quarries are defined by their geology and have steep sandstone cliffs that demonstrate past mining activities, such as visible markings of delaminated sandstone and drill holes. Although the Knowles Quarry was inaccessible by both ARP in 2002 and URS in 2012, the McGilvray Quarry was included in the ARP survey area and was recorded as an archaeological site (SF-025-B; CA-COL-182) containing five contributing features that reflect past quarrying activities.

D6. Significance: Continuation

The Stone Corral Creek Quarries Historic District is significant for their association as early quarries that contribute to mining history in the Antelope Valley. The sandstone from the quarry built both the 1896-97 Union Depot & Ferry Building, the first sandstone building in the City of San Francisco, as well as the Flood Building, which are architectural landmarks that survived the devastating 1906 San Francisco Earthquake; their building materials were credited as strengths to their survival. After the earthquake, Colusa sandstone rebuilt the City of San Francisco and the material was used to construct numerous landmarked buildings in the city, many of which still stand today. In addition, the Stone Corral Creek Quarries Historic District contributed on a larger state level as a “lead producer of fireproof sandstone” in 1906. This was probably due to its durability in the 1906 earthquake, best seen at the Ferry Building and Flood Building (Criteria A and 1).

The Stone Corral Creek Quarries Historic District’s Knowles Quarry was founded sometime between 1887 and 1888 by pioneer John Sites as the Sites Sandstone Company. Sites also established Quarrytown, a small mill community nearby the quarry that employed 10-20 men, in 1894. Sites is significant to the Antelope Valley and founding the town of Sites. Under the ownership and management of F.E. Knowles, the Sites Sandstone Company was renamed the Colusa Sandstone Company in 1902-1903, and an active business relationship developed between Knowles and the City of San Francisco. During Knowles’ ownership, sandstone from this quarry constructed many prominent buildings in the city, such as the Spreckles bandstand in Golden Gate Park (1900), Gunst Building (circa 1908), and three Home Telephone Buildings (1908-1913). Under Knowles’ direction, Colusa sandstone was marketed to master architects, such as Willis Polk, A. Page Brown, and Coxhead & Coxhead, to use Colusa sandstone on lavish buildings in the city. John D. McGilvray, Jr., who is associated with the McGilvray Quarry, purchased the quarry property in 1900. The sandstone from the McGilvray Quarry built the James Flood Building (1904), W.P. Fuller Building, three wings of the St. Francis Hotel (1904), W.F. Wood Building (1915), and the Sherith Israel Synagogue (1915). A long-time resident of the city, McGilvray was instrumental in the construction of San Francisco City Hall and became President of the San Francisco Builders Exchange; the Mayor of San Francisco appointed McGilvray as a Commissioner of the Board of Public Works (McGilvray 1955). Both John D. McGilvray and F.E. Knowles had strong business connections with San Francisco, successfully marketing Colusa sandstone to investors, and were influential to San Francisco’s reconstruction after the 1906 earthquake. The Stone Corral Creek Quarries Historic District appears to be associated with the lives of predominantly Knowles, and McGilvray, and minimally with Sites, who were significant to California history as well as the Sacramento Valley (Criteria B and 2).

The Stone Corral Creek Quarries Historic District does not appear to be associated with a distinctive type of design or method of construction as a mining site, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. The Knowles Quarry has two less-than-45-year-old built environment resources that include a sheetmetal pole barn and a mobile home trailer, and are considered non-contributing resources to the historic district. Both quarries are distinguishable as mining cultural landscape and have character-defining bluffs of sheared stone and evident dynamite drill holes. The Stone Corral Creek Quarries Historic District as a mining historic landscape does not appear to have individual distinction as a mining cultural landscape due to possible grading (Criteria C and 3).

Last, Stone Corral Creek Quarries Historic District does appear to have the potential to yield or likely yield information important to history. Since features were found at the McGilvray Quarry, also known as the Thompson Site (SF-25-B/CA-COL-182), it is believe that the district has potential to yield information important to history; however studies have not yet been conducted to confirm the presence of intact subsurface deposits (Criteria D and 4).

In addition, a property to be eligible for listing in a federal, state, or local register, must also retain its historic integrity, recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). Both quarries retain much of their *location, setting, feeling* and *association* set by the exposed sandstone ridge above the site. The Knowles Quarry was graded in 2006 under the ownership of the Brownstone Custom Architectural Stone; however, the quarry has not been surveyed and it may contain archaeological features that reflect the quarries past operations. The ARP conducted archaeological survey at the McGilvray Quarry in 2002. Five archaeological features were recorded: (1) a historic sandstone quarry face measuring approximately 8,996 feet by 2,190 feet on the south bank of Stone Corral Creek; (2) a rectangular depression measuring 16 feet long (North/South) by 14 feet wide (East/West) with an estimated depth of 3 feet; (3) a partially buried metal object that measured 36 by 20 inches with a flattened 0.5-inch-wide chain attached; (4) the structural remains of a 6- by 8-foot sandstone slab foundation with a depression; and (5) the lumber remains of the structure (see DPR form in Appendix A). Additionally, a 10-foot diameter metal pipe extends from the south bank of the creek. The locality also has a number of high berms, which may actually cover trash and structural remains (White et al. 2009:244). Although it is unknown if the Knowles Quarry contains archaeological deposits or the remains of structural features, it appears the McGilvray does retain some mining features; however, more investigation is needed.

D6. Significance: Continuation

In conclusion, the Knowles and McGilvray Quarries are contributors to the overall Stone Corral Creek Quarries Historic District, which has a period of significance between 1887 to 1915. The district appears to be eligible for listing in the NRHP and CRHR under Criteria A and 1, for its association with the construction of landmarked buildings in San Francisco and other cities, and especially for the rebuilding of San Francisco after the 1906 earthquake. The district appears to be eligible for listing on the NRHP and CRHR under Criteria B and 2 for its association with John Sites, an early Antelope Valley pioneer; F.E. Knowles, who successfully marketed the Colusa sandstone and brought the material to the attention of San Francisco architects; and John D. McGilvray, Jr., a prominent San Francisco businessman and civic leader. Lastly, the district appears to be eligible for listing in the NRHP and CRHR under Criteria D and 4, for its potential to yield information important to local mining history. In summary, the Stone Corral Creek Quarries Historic District, with the Knowles and McGilvray quarries as contributors, to appears to be eligible for listing on the NRHP and CRHR, and is considered a historical resource for the purposes of CEQA.

D7. References: Continuation

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1902 Plat Map for Colusa County. Colusa, California: 23, 31.

1903 Plat Map for Colusa County. Colusa, California: 24, 32.

1905 Plat Map for Colusa County. Colusa, California: 32.

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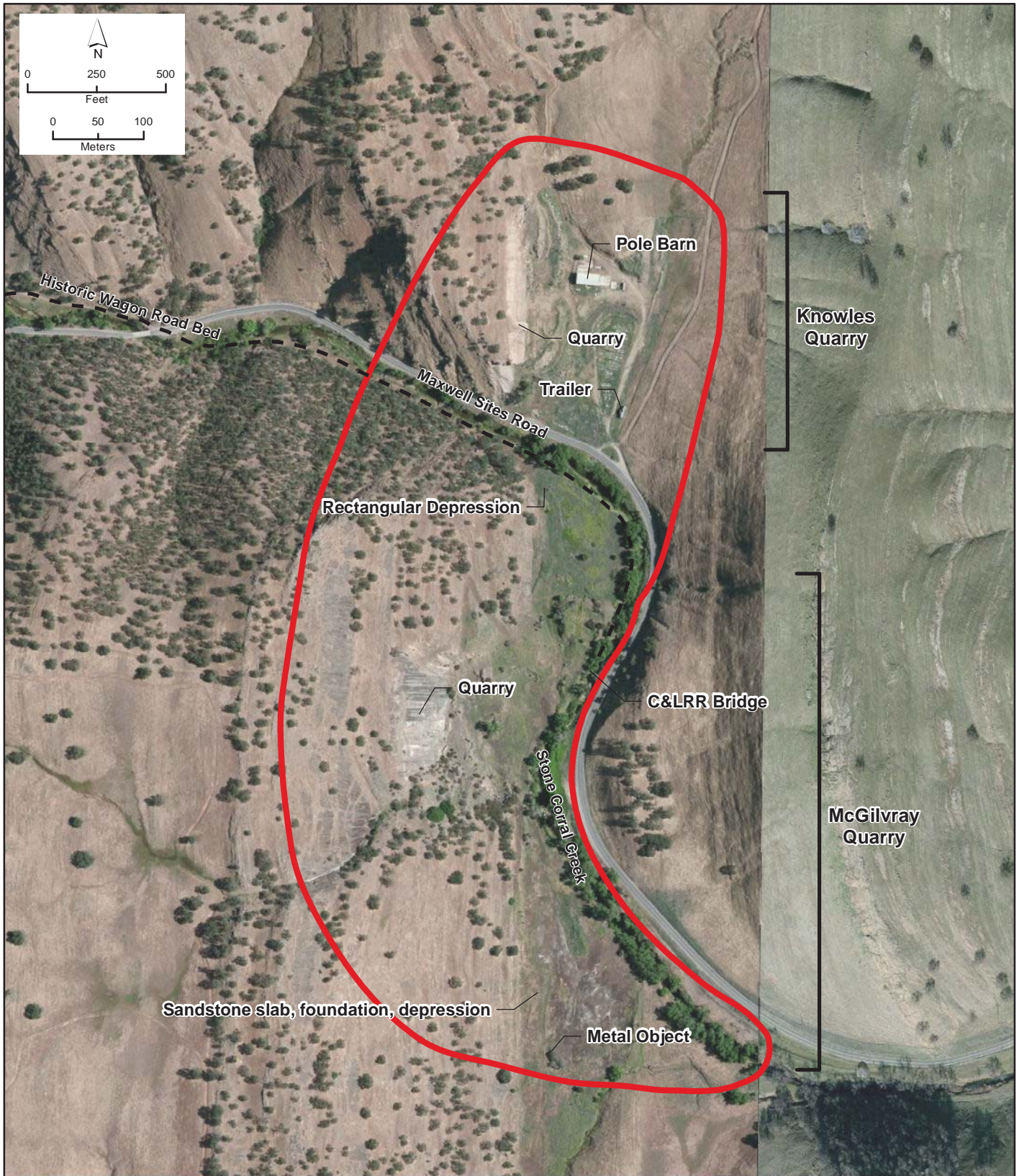
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D8. Evaluator: Corri Jimenez

Date: 12/5/2012

Affiliation and Address: URS Corporation, 2870 Gateway Oaks Drive, Suite 150, Sacramento, CA 95833



*Recorded by: Corri Jimenez, URS Corporation

*Date: 12/5/2012

Continuation

Update

P3a. Description: Continuation

Stone Corral Creek Quarries Historic Context

Sometime between 1887 and 1888, pioneer John Sites founded a sandstone quarry located on the north side of Stone Corral Creek. By 1891, the quarry was established as the Sites Sandstone Company, managed by David O'Neil of Alameda County, who later collaborated with associates from the Sacramento and San Francisco areas (White et al. 2009:126). As early as 1892, a mill with two gang saws, steam channelers, drills, and hoists was in place. Mill housing was also established in the small community of Quarrytown, which housed approximately 20 employees as laborers, drillers, and quarrymen in boarding houses by 1894 (White et al. 2009:126-127, Appendix C). During the quarry's early years, it was recorded as having financial troubles and was laid idle, according to the 1896 California State Mining Bureau report (White et al. 2009:129). The Colusa Stone Company purchased the Sites Sandstone Company quarry, and operated it under new management beginning sometime in 1895 to 1897 (White et al. 2009:129). The company supplied sandstone for San Francisco's Union Depot & Ferry Building, which is the largest building constructed of Colusa sandstone in the City that still stands today. The quarried sandstone went via the C&LRR to be shipped down barges on the Sacramento River from Colusa, or transported by the Southern Pacific Railroad from Colusa Junction, to an Oakland yard where it was finished as a building material. Sometime between 1902 and 1903, F.E. Knowles changed the company's name from the Colusa Stone Company to the Colusa Sandstone Company. Knowles, as early as 1878, owned the "Knowles & Co. Granite and Marble Works" on Seventh and Castro Streets in Oakland (Wood 1883:771). The company secured an office on San Francisco's Townsend Street and it was from here, under Knowles' direction, Colusa sandstone was heavily marketed to master architects, such as Willis Polk, A. Page Brown, and Coxhead & Coxhead, to construct luxurious buildings in the City with Colusa sandstone.

Due to the success of the Colusa Sandstone Company, a second quarry face was exposed south of Stone Corral Creek on property originally owned by R.S. Burgett (Colusa County Recorder's Office 1900:32). Burgett, in partnership with J.C. Sisk, leased the site in June 1897 to Harry Helliwell of San Francisco (White et al. 2009:129). By November of that year, Helliwell transferred title to the McGilvray Stone Company, owned by John D. McGilvray, Sr. McGilvray had moved to California with his family from Denver, Colorado in 1897 and opened the McGilvray Stone Company in Mayfield, which is present-day Palo Alto. The McGilvray Stone Company became successful, and had supplied the stone for all of the buildings on the Stanford University campus of prior to investing in the Colusa Sandstone Company. John D. McGilvray, Jr. moved from Mayfield to San Francisco, and assisted his father with the company's granite division (McGilvray 1955). According to the *Colusa Sun*, the McGilvray Stone Company employed 10 to 20 men in 1900 to operate its Colusa quarry operations (Figure 9) (White et al. 2009:129). A *Colusa Sun* article stated that "one hundred and thirty great solid slabs have been taken out and sent away, weighing from ten to fifteen tons...they are placed on the cars and the Colusa & Lake railroad takes them to Colusa Junction where they are transferred by derrick to the Southern Pacific and carried on to San Francisco where the works of the McGilvray are situated" (*Colusa Sun* 1900a). According to another *Colusa Sun* article from 1900, the McGilvray Stone Company was "running in full blast with H. [Henry] Sturrock as superintendent" and "employs twenty men" (March 31, 1900). In 1903, 146,828 cubic feet were quarried, grossing a total of \$312,500; this was the heyday for the both quarries (White et al. 2009:131).

An earthquake devastated San Francisco on April 18, 1906, which slowed down the production of sandstone briefly. In May 1906, the *Colusa Sun* recorded,

...demand for Colusa stone was never greater than now...the buildings in San Francisco that were of this stone stood the shake and the fire better than any other class of material, which is turning the attention of the builders in the direction of the Colusa product, and it will not be long until the quarries of Colusa County will be running day and night (Colusa Sun, May 22, 1906, in White et al. 2009:131).

The State Mining Bureau annual report of 1906 recorded that Colusa County was the "lead producer of fireproof sandstone" (Aubury 1906; White et al. 2009:244). The Stone Corral Creek quarries hit a second boom between 1910 and 1911 with production grossing \$106,532. In 1911 alone, Colusa sandstone was recorded as the biggest sandstone provider in the state, with a year's production totaling 255,313 cubic feet, and was valued at \$127,314; an increase compared to the year before when 165,971 cubic feet was produced for \$80,443 (Aubury 1911:38). The Stone Corral Creek quarries successfully grossed 776,492 cubic feet of sandstone with a total value of \$1,250,156 between 1903 and 1911 (White et al. 2009:131). In addition to the Stone Corral Creek quarries, both Knowles and McGilvray were investors in a sandstone and granite quarry in Madera County that also supplied material to many San Francisco landmarks (Gudde 1989:198).

The Colusa sandstone product was overall respected as "very even-grained and is quite uniform in color, being a blue-gray which darkens but slightly in weathering [and] is exceptional for general use as a building material" (Perazzo 2012). The unusable pieces of sandstone as stone particles were utilized as railroad ballast and road macadam, a preferred material for wagon roads,

*Recorded by: Corri Jimenez, URS Corporation

*Date: 12/5/2012

Continuation

Update

P3a. Description: Continuation

and shipped on the C&LRR at a \$1.00 a ton (Perazzo 2012). Macadam, a bituminous material mixed with stone aggregate and valued as an early form of asphaltting, was identified on existing railroad abutments during the 2001 archaeological survey (White et al. 2009) of the NODOS study area (see DRP523 record, SF-038-A Update).

Colusa sandstone buildings constructed in San Francisco include the Spreckles bandstand in Golden Gate Park (1900); three wings of the St. Francis Hotel (1904); the James Flood Building (1904); the 17-story Humboldt Savings Bank (1905); the Aronson Building (1906); the Italian-American Bank (1907); the Gunst Building (circa 1908); and three Home Telephone Buildings (1908) (Casey 2012; Perazzo 2012; White et al. 2009, Appendix C). Besides the rich connection of Colusa sandstone to San Francisco, the product was shipped as far away as Honolulu, Hawaii. It was also used locally where it is best represented in the Colonial-revival Colusa Carnegie Library (1906), a National Register-listed historic property, and presently the Colusa Police Station on Sixth Street.

With no railroad to ship material, due to the dissolution of the C&LRR in 1914, both quarries ceased operations and all assets were liquidated by 1915 (Colusa & Lake Railroad 1914; White et al. 2009:126). Furthermore, the use of innovative and less expensive building materials, such as Portland cement, as well as an increased use of steel as lighter framing, caused massive solid stone buildings to become too costly and they were no longer being constructed (*Western Railroader* 1974:6; White et al, 2009:131). In 1917, the McGilvray Quarry was reopened briefly and sandstone headstone markers were quarried for the municipal cemetery in Rocklin (Perazzo 2012). Afterwards, in July 1917, the quarry machinery was dismantled. F.E. Knowles' company, known as the Raymond Granite Company in Madera, consolidated with the McGilvray Stone Company to become the McGilvray-Raymond Granite Company in 1928, retaining both sandstone quarries in the project area (California Gen Web 2012).

The McGilvray Quarry reopened again in 1957 and sandstone was cut for an addition to the Episcopal Church in San Mateo (*Western Railroader* 1974:7). As of 2007, both quarries reopened under the management of Brownstone Custom Architectural Stone.

McGilvray Quarry Site/Thompson Quarry Site #1

The *McGilvray/Thompson Quarry* (SF-025-B; CA-COL-182 Update) was initially recorded by an early survey of the Sites Reservoir area by University of California, Los Angeles, summer field school in 1967; an updated site record was prepared by the Archaeological Research Program (ARP) at California State University, Chico, in 2002 (Rives et al. 2002). This resource is located on southern bank of Stone Corral Creek at the east base of Logan Ridge. Five archaeological features associated with the quarry were recorded, including (1) a historic sandstone quarry face measuring approximately 8,996 feet by 2,190 feet on the south bank of Stone Corral Creek; (2) a rectangular depression measuring 16 feet long (North/South) by 14 feet wide (East/West) with an estimated depth of 3 feet; (3) a partially buried metal object that measured 36 by 20 inches with a 0.5-inch-wide chain attached that was flattened; (4) the structural remains of a 6 by 8 foot sandstone slab foundation with a depression; and (5) the lumber remains of the structure (see DPR form in Appendix A). Additionally, a 10-foot-diameter metal pipe extends from the western bank of the creek. The site was named "Thompson Quarry" in White's report (White et al. 2009:50) after the 1991 landowner who owned 144 acres of land that includes the site; however, research for this report determined that the historic name for the site is the McGilvray Quarry. No evaluation was completed on the resource by the ARP.

Knowles Quarry

The Knowles Quarry is located on APN # 011-150-022 at 4341 Maxwell-Sites Road on a 33.29-acre parcel that straddles T17N, R4W Section 20 and Section 21 in the Greater Sites Reservoir portion of the study area. This location is on the east side of Logan Ridge, which borders Antelope Valley on the east. The quarry is on the north side of Maxwell-Sites Road, while the McGilvray Quarry is located on the south side of the road and across from the Knowles Quarry on T17N, R4W at Section 28. Both quarries are represented by a steep bluff of exposed sandstone, approximately 40 to 50 feet in height, which shows signs of mining that includes delaminated cut lines as well as hardrock drill markings. The Knowles Quarry has a non-historic pole barn and a non-historic truck trailer converted into a mobile office. The Brownstone Custom Architectural Stone Company reopened the Knowles Quarry in 2006, and is currently remarketing the sandstone. The pole barn was constructed in circa 2006, and is visible in a company brochure whereas the office/trailer is a modular structure (Perazzo 2012). Both resources are less than 45 years old, and not considered historic-period resources in accordance with the NRHP and CRHR.

*Recorded by: Corri Jimenez, URS Corporation

*Date: 12/5/2012

Continuation

Update

P3a. Description: Continuation

The property containing the Knowles Quarry was sold to Sacramento banker Edgar Mills as part of a 14,000-acre parcel in 1877 (Colusa County Township Maps 1877:26; *Colusa Sun*, 1878). The quarry was first established in 1884 by pioneer and German immigrant John Sites, who formed the Sites Sandstone Company. David O'Neil of Alameda County, who later joined the partnership with numerous associates from the Sacramento and San Francisco area, managed the company. A mill with two gang saws, steam channelers, drills, and hoists, according to the 1890 California State Mining Bureau Report, was located on the site (White et al. 2009:127). In 1897, the company's name changed to the Colusa Stone Company, which operated briefly between 1896 and 1897, supplying sandstone for San Francisco's Union Depot & Ferry Building, the first large stone building in the City; fittingly, it housed the California State Mining Bureau (Bradley 1915). The *Colusa Sun* reported on April 28, 1897 that the "Knowles Quarry was visited by F. S. Chadbourne, the State Harbour Commissioner, Howard R. Swain, the Chief Architect of the Ferry Building [A. Page Brown] and Howard Holmes, the Chief Engineer. They came to check the progress of the stone supply so that the Ferry building could open per schedule January 1, 1898" (Perazzo 2012).

In the 1900 Colusa County Plat Book, the "Colusa Stone Co" is noted and recorded as a "Quarry" (Colusa County Recorder's Office 1900:32). F.E. (Frederick Erwin) Knowles began to lease the property in 1902 as the Colusa Sandstone Company. He purchased the parcel in 1903, and successfully marketed Colusa sandstone to the metropolis of San Francisco (White et al. 2009:126). The San Francisco Earthquake devastated the City on April 18, 1906, which slowed down the production of sandstone briefly, but the 1906 State Mining Bureau Annual Report recorded Colusa County as a "lead producer of fireproof sandstone" (Aubury 1906; White et al. 2009:244). After the 1906 earthquake, sandstone production gradually rose and, between 1907 and 1909, the Knowles Quarry was incorporated as well as expanded (Colusa County Recorder's Office 1909). The sandstone quarries along Stone Corral Creek hit a second boom, with production in 1910 at \$106,532 and increased to \$127,314 in 1911 (Boalich 1911:38). Colusa sandstone from the Knowles Quarry is noted to have been used on various San Francisco buildings, such as the Spreckles bandstand in Golden Gate Park (1900), 3-wing St. Francis Hotel (1904), Gunst Building (circa 1908), and three Home Telephone Buildings (1908-1913), in addition to the 1896 Union Depot & Ferry Building (White et al. 2009:Appendix C). Between 1914 and 1915, the C&LRR was discontinued despite objection by both the McGilvray Stone Company and Colusa Sandstone Company. Without a way to transport stone to the markets, the Colusa Sandstone Company closed in 1915. The Knowles Quarry in 1991 was owned by the McGilvray Company (White et al. 2009:50), and today it is owned by Brownstone Custom Architectural Stone. It appears that the site was graded in 2006 (Perazzo 2012). Knowles himself is historically significant in the state, and was involved in other mining quarries in relationship to San Francisco and its architecture. F.E. Knowles in 1878 owned the "Knowles & Co. Granite and Marble Works" on Seventh and Castro Streets in Oakland (Wood 1883:771). A second company he owned contemporarily with the Colusa Sandstone Company was in Madera County, known as the Raymond Granite Quarry, which supplied both granite and sandstone to many buildings in San Francisco (California Gen Web 2012). The Southern Pacific Railroad named the Madera County town of "Knowles" after him in 1902 (Gudde 1998). In 1928, Knowles Company in Madera consolidated with John D. McGilvray Company (California Gen Web 2012).

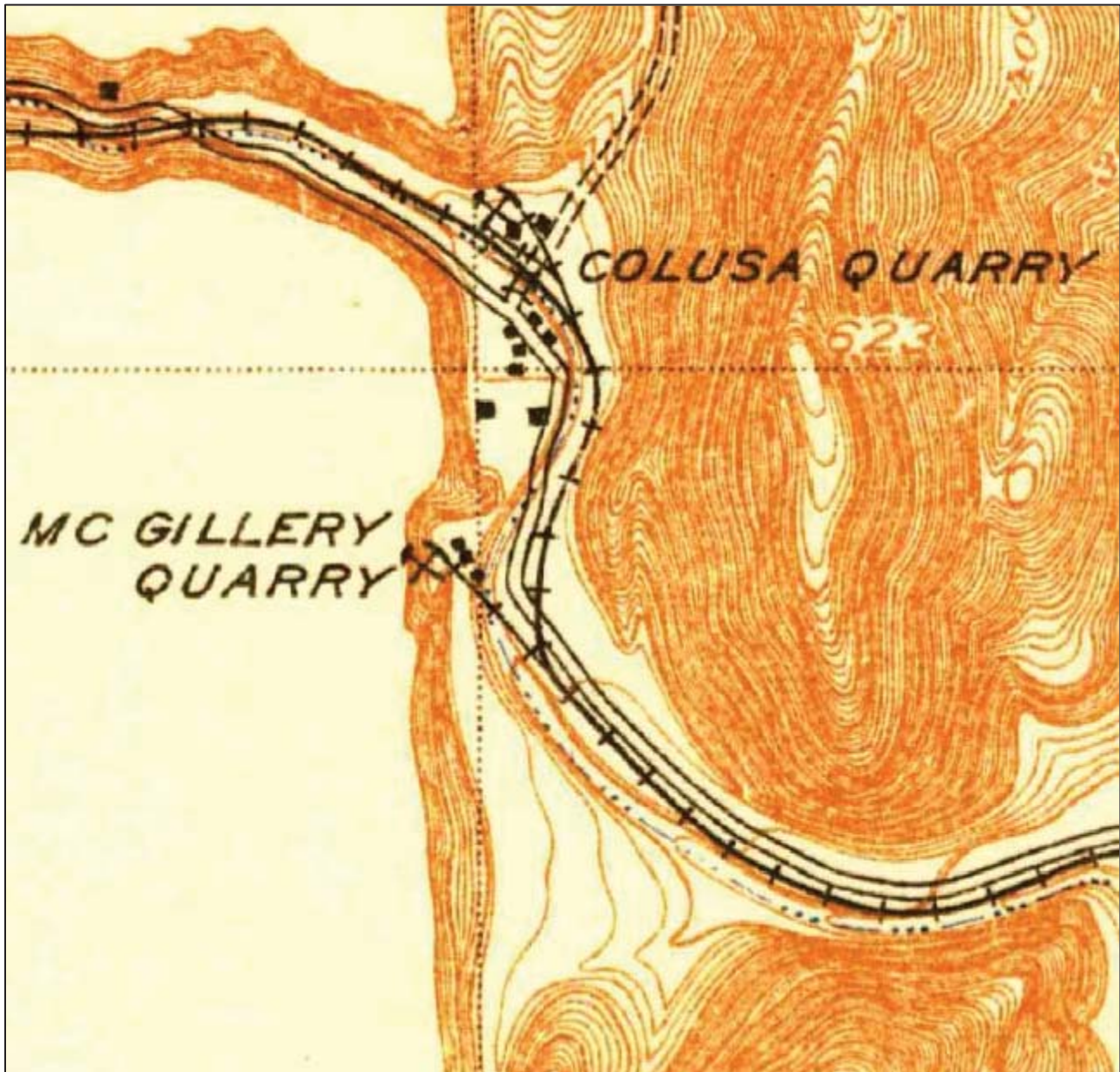


Figure 1: 1917 USGS of both Quarries (USGS 1917). (Note: Colusa Quarry is the Knowles Quarry, also known as the Colusa Sandstone Company quarry. McGilvray Quarry was misspelled in the map. Also note the number of structures around the mine sites).

Page 12 of 18

*Resource Name or # Stone Corral Creek Quarries Historic District

*Recorded by: C. Jimenez, URS Corporation

Date Recorded: 11/14/2012

Continuation Update

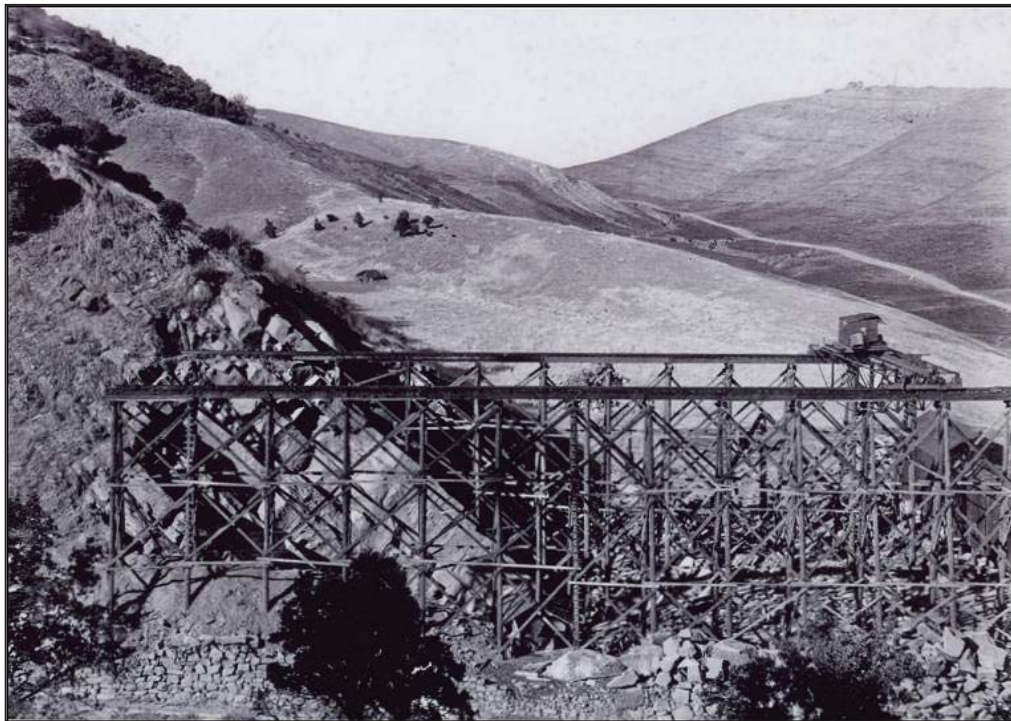


Figure 2: Knowles Quarry, also known as the Colusa Sandstone Company, c. 1906, looking north (Perazzo 2012).

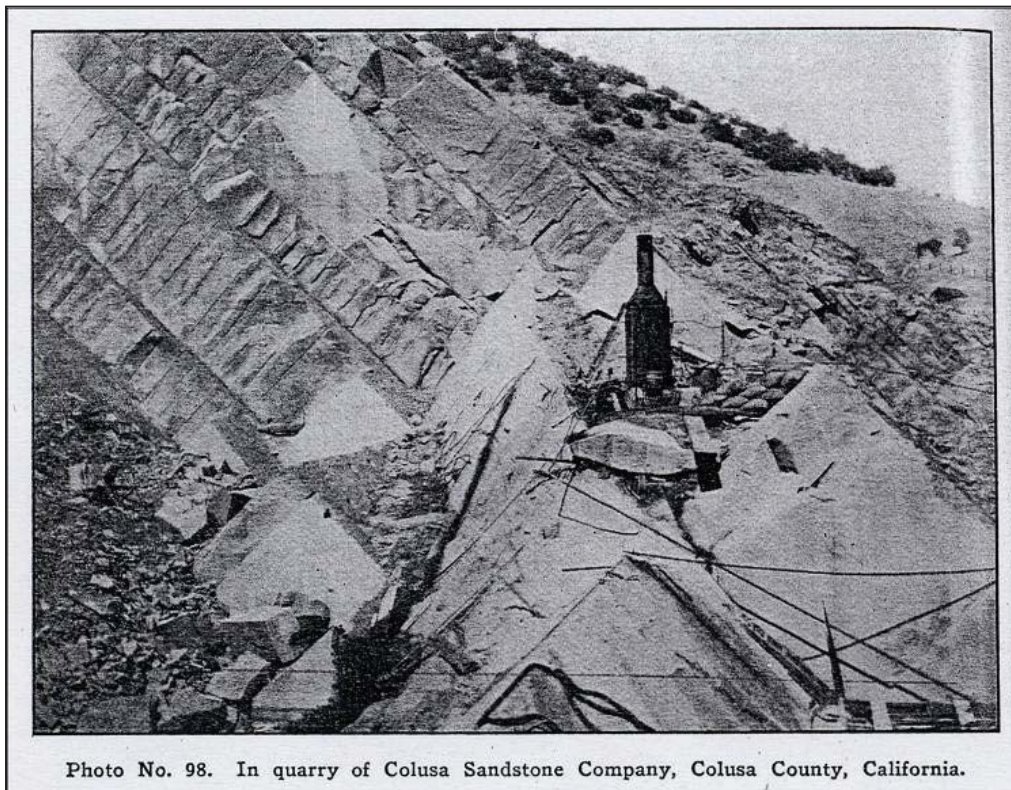


Figure 3: Knowles Quarry, with donkey steam engine, c. 1906 (Perazzo 2012).

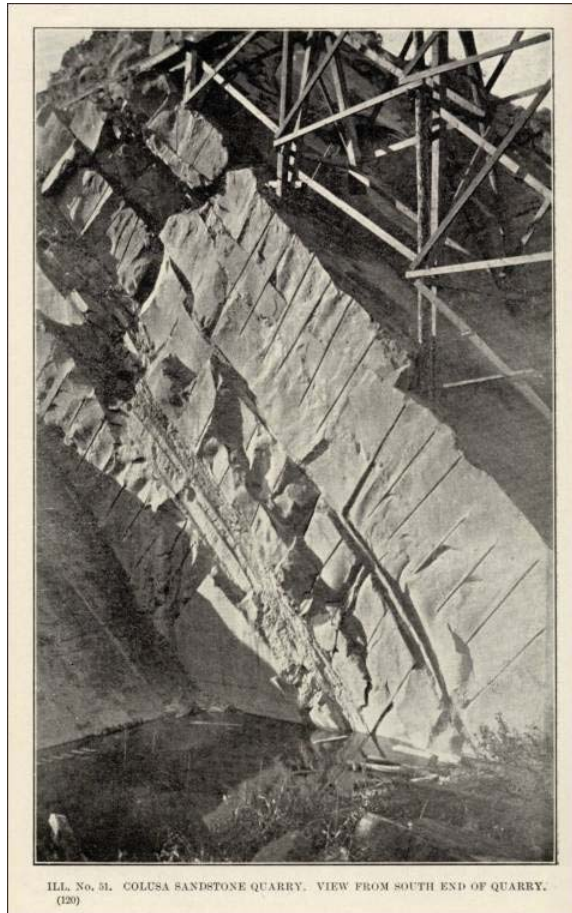


Figure 4: Knowles Quarry, looking at cross section, c. 1906 (Perazzo 2012).



Figure 5: Colusa Sandstone Quarry/Knowles Quarry mill operation, c. 1897 (White 2009:130).

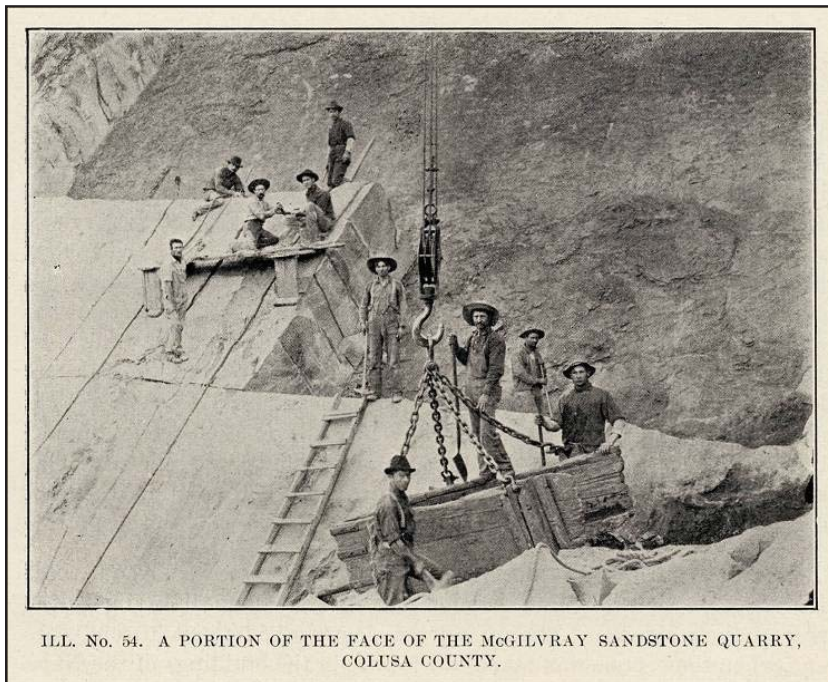


Figure 6: McGilvray Quarry, c. 1906 (Perazzo 2012).

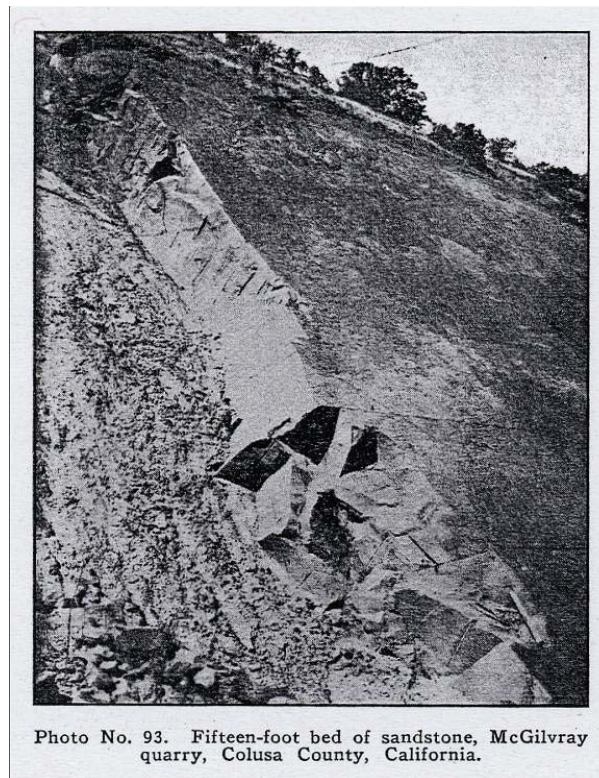


Figure 7: McGilvray Quarry, 15-foot sandstone bed, c. 1906 (Perazzo 2012).



Figure 8: Brownstone Custom Architectural Stones. Note, graded site and new Pole barn, c. 2011 (Perazzo 2011).



Figure 9. Knowles Quarry, sign and quarry, view looking west (C. Jimenez, November 14, 2012).



Figure 10: Knowles Quarry, outbuilding, view looking north (C. Jimenez, November 14, 2012).



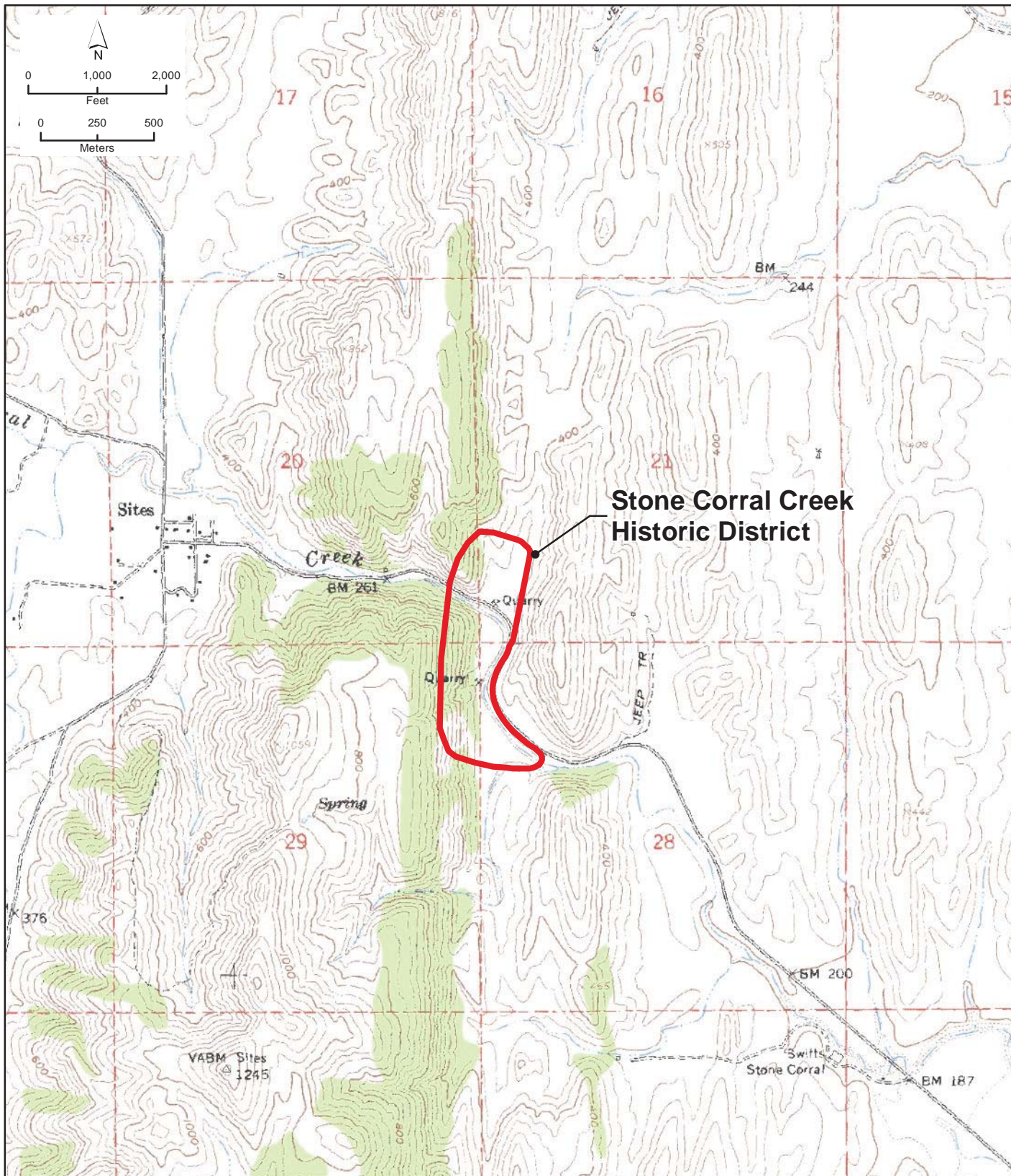
Figure 11: Knowles Quarry, trailer, view looking northeast (C. Jimenez, November 14, 2012).



Figure 12: Knowles Quarry, trailer, view looking north (C. Jimenez, November 14, 2012).



Figure 13: McGilvray Quarry, south of the Knowles Quarry, view looking northeast (C. Jimenez, November 14, 2012).



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 7

*Resource Name or #: CA-COL-182 UPDATE

P1. Other Identifier: Thompson Quarry Site #1/SF-025-B

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

***b. USGS 7.5' Quad:** Sites
B.M.

***a. County:** Colusa
Date: 1958 T 17N; R 4W NW; ¼ of NW ¼ of Sec 28 ; Mt. Diablo
and SW ¼ of NW ¼ of Sec 28
and NE ¼ of NE ¼ of Sec 29
and SW ¼ of SW ¼ of Sec 21
and SE ¼ of SE ¼ of Sec 20

c. Address:

d. UTM: Zone: 10S; 558558mE/ 4350457mN

e. Other Locational Data:

From the Maxwell Exit on Interstate 5, head west through the town of Maxwell, on the Sites-Maxwell road for 7.9 mi. The site is located on the western side of the roadway.

City:

Zip:

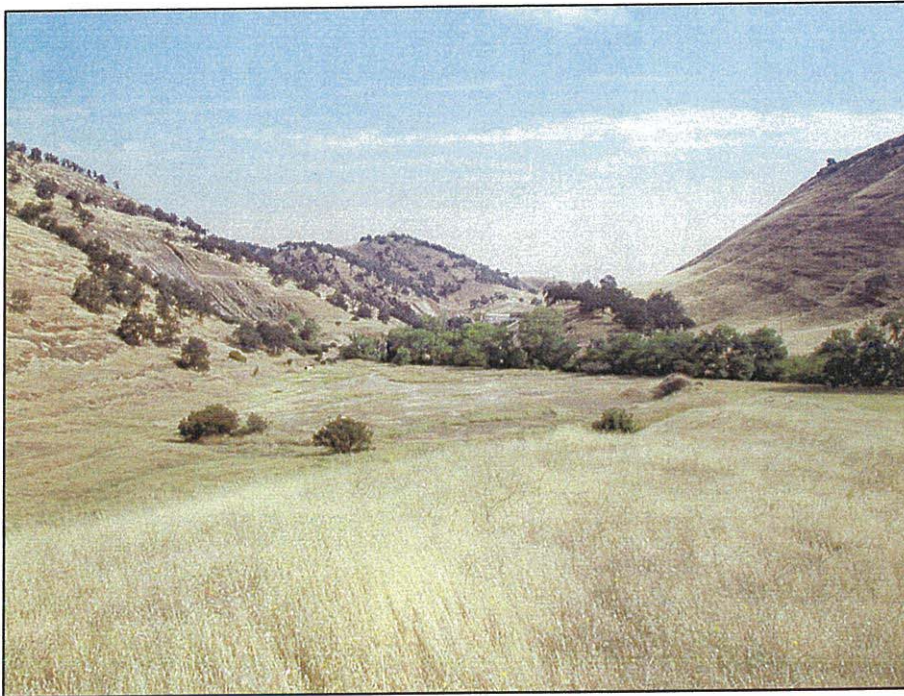
***P3a. Description:**

Feature 1 is a quarry associated with modern graffiti. Feature 2 is a rectangular depression measuring 16 ft (N/S) by 14 ft (E/W) and at least 3 ft deep. Feature 3 is a metal object that has been flattened and half buried, measuring 36x20 in with a ½-in wide chain attached. Feature 4 consists of historic structural remains incorporating a sandstone slab foundation, a depression, and the lumber remains of the structure. This feature measures 6x8 ft. Feature 5 consists of the remains of a rail bridge from the old Colusa Lake Railroad that crossed the creek, for which another segment was previously recorded at site SF-038-A (17-4-20-1H/3H).

***P3b. Resource Attributes:** AH 2 (Foundation), AH7 (Rail bridge), AH9 (Quarry)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5b. Description of Photo: Site overview toward the north.



***P6. Date Constructed/Age and Sources:**
 Historic Prehistoric Both

***P7. Owner and Address:**

Charles S. Thompson
238 Polhamus
Atherton CA 94025
APN# 011-200-005

***P8. Recorded by:**

M. Rives, M. Greenberg, A. Scott, J. Herbert,
S. May, J. Mangold
Archaeological Research Program
CSU, Chico
Chico, CA 95929-0401

***P9. Date Recorded:** 7/31/02

***P10. Survey Type:**
Intensive Pedestrian

***P11. Report Citation:** ARP 55: Final Report of An Archaeological Inventory of the Proposed Sites Reservoir Viewshed, Colusa and Glenn Counties, California, Archaeological Research Program, California State University Chico, 2005.

***Attachments:** NONE Location Map Sketch 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): 1991 Site Survey Record (CA-COL-182)

ARCHAEOLOGICAL SITE RECORD

Page 2 of 7

*Resource Name or #: CA-COL-182 UPDATE

*A1. Dimensions: a. Length: 1.7 mi (N/S) × b. Width: 0.59 mi (E/W)

Method of Measurement: Paced Taped Visual estimate Other:

Method of Determination: Artifacts Features Soil Vegetation Topography
 Cut bank Animal burrow Excavation Property boundary Other (Explain):

Reliability of Determination: High Medium Low Explain:

Limitations: Restricted access Paved/built over Site limits incompletely defined
 Disturbances Vegetation Other:

A2. Depth: None Unknown Method of Determination: No subsurface examination was undertaken.

*A3. Human Remains: Present Absent Possible Unknown: No remains were observed on the surface.

***A4. Features:**

This resource is a historic quarry site comprised of five associated features, and that measures approximately 1.7mi (N/S) by 0.59 mi (E/W), located on a flat along the western bank of Stone Corral Creek.

Feature 1 consists of a rock quarry.

Feature 2 consists of a rectangular depression measuring 190 in (N/S) by 170 in (E/W) with a depth that was estimated to be a minimum of 36 in. The depression is slope-sided as a result of erosion, and its depth had to be estimated due to heavy star thistle growth that limited accessibility.

Feature 3 consists of a partially buried metal object that has been flattened. The object may be a barrel, but it was difficult to determine. The object measure 36x20 in with a 1/2-in wide chain attached, and is oxidized.

Feature 4 consists of historic structural remains incorporating a sandstone slab foundation, a depression, and the lumber remains of the structure. This feature measures 6x8 ft and is located in the southern portion of the site approximately 0.7 mi south of Feature 1.

Feature 5 consists of the remains of a rail bridge that crossed Stone Corral Creek approximately 0.25 mi north of Feature 1. Components of this feature include abutments located on the eastern and western banks of the creek with three footings located between the two abutments in the creek. Additionally, a metal pipe (10 ft in diameter) extends from the western bank of the creek.

***A5. Cultural Constituents:**

No additional cultural materials are associated with this site.

*A6. Were Specimens Collected? No Yes

*A7. Site Condition: Good Fair Poor: Possible disturbances include an abundance of modern graffiti.

*A8. Nearest Water: The nearest water is Stone Corral Creek that runs along the eastern boundary of the site.

*A9. Elevation: 250 ft amsl

A10. Environmental Setting: Vegetation includes blue oak (*Quercus douglasii*), and native and nonnative grasses.

A11. Historical Information: None

*A12. Age: Prehistoric Protohistoric 1542-1769 1769-1848 1848-1880 1880-1914 1914-1945
 Post 1945 Undetermined

All cultural constituents appear to be of recent origins (1960s-modern).

A13. Interpretations: None

A14. Remarks: None

A15. References: None

A16. Photographs: See Photograph Record.

Original Media/Negatives Kept at: Archaeology Research Program CSU, Chico

*A17. Form Prepared by: Alison Scott, Julia Hebert, Stacy May, Mark Greenberg, James Mangold, Matt Rives

Affiliation and Address: Archaeology Research Program CSU, Chico Chico, CA 95929-0401 Date: 07/31/02
DPR 523C (1/95)

*Required information

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary #
 HRI#
 Trinomial

Page 3 of 7

Resource Name or #: CA-COL-182 UPDATE

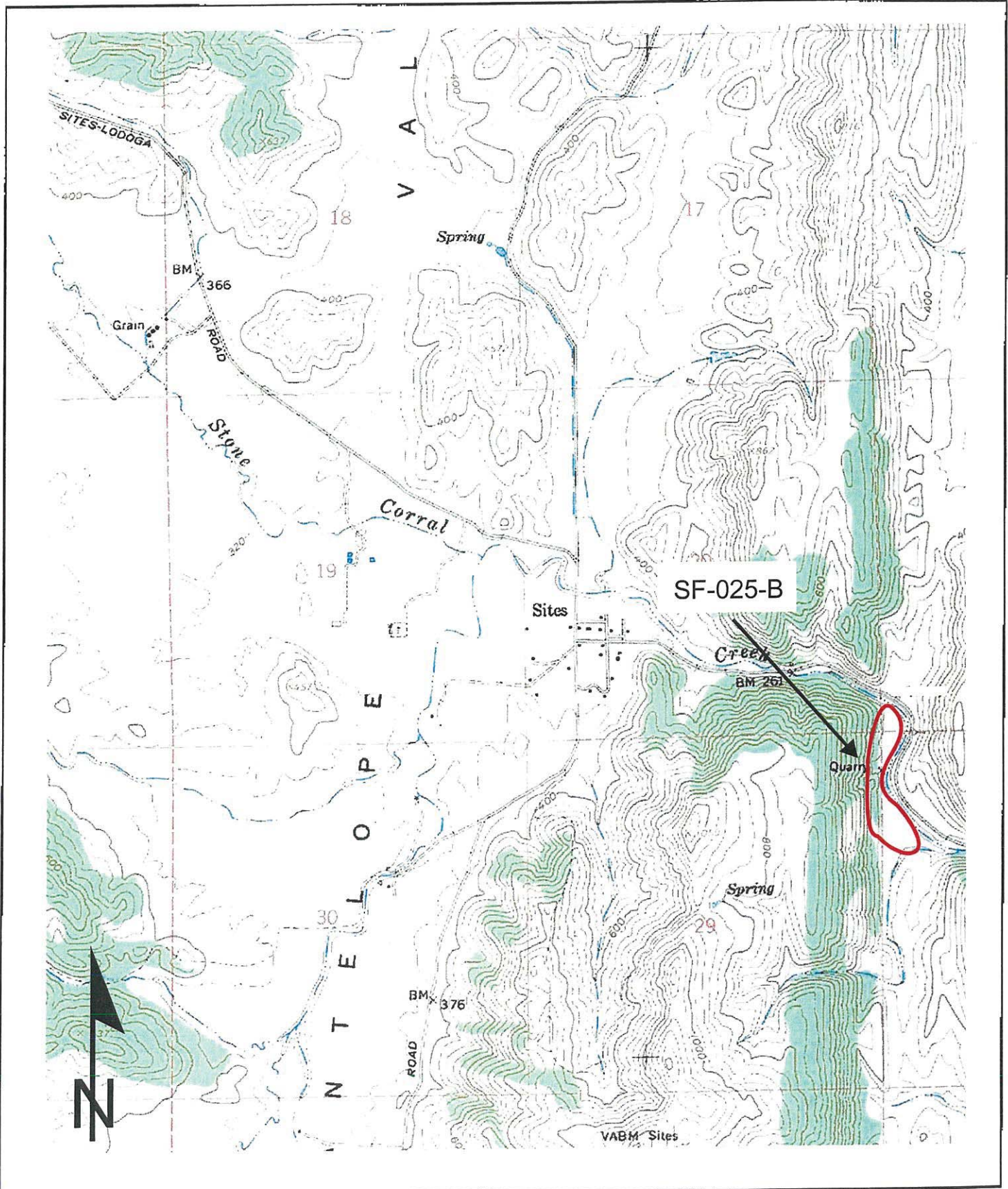
Year 2002

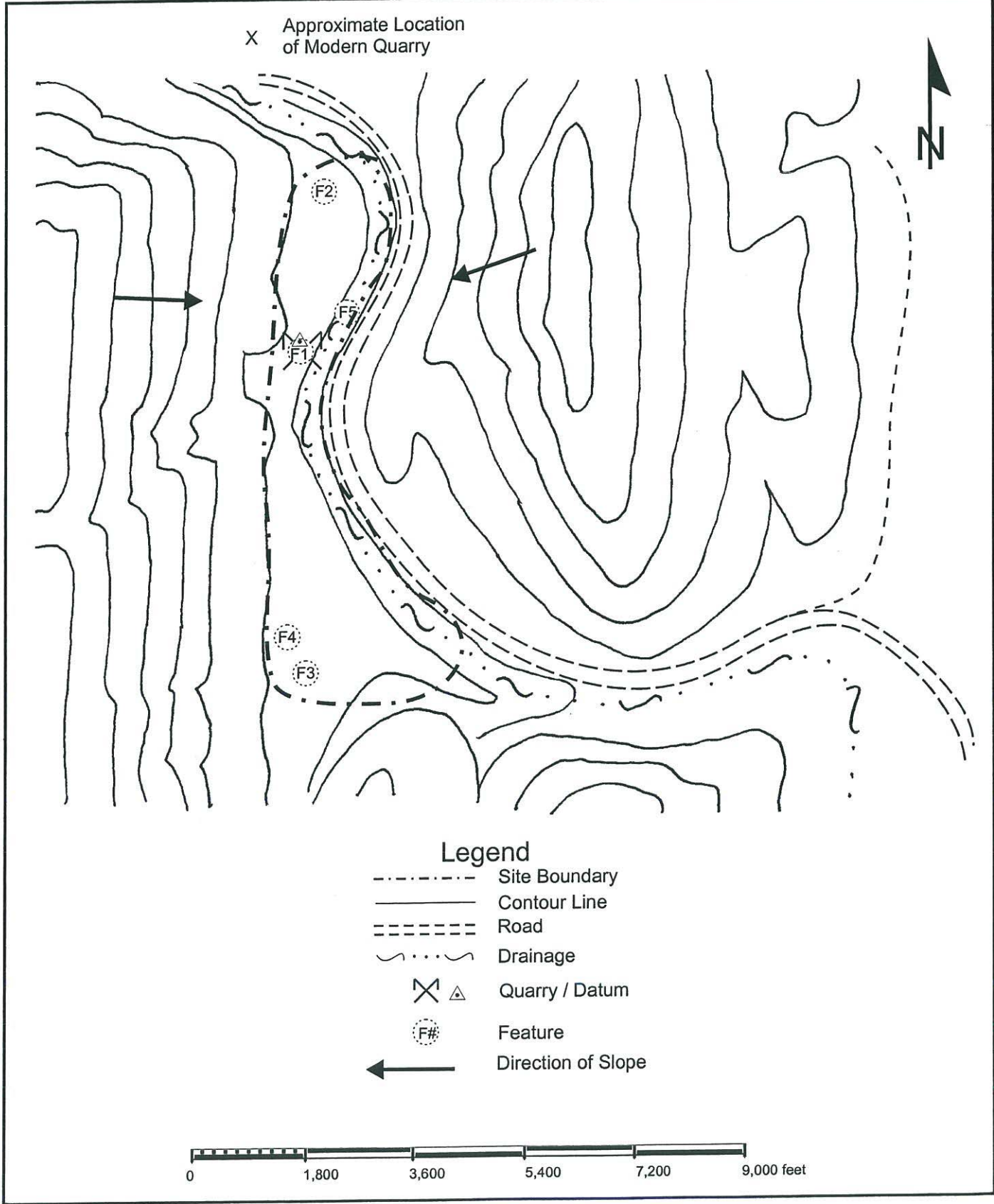
Camera Format: Digital
 Film Type and Speed:

Lens Size:
 Negatives Kept at: CSU Chico Archaeological Research Program

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
7	31		1	Site overview	North	
7	31		2	Feature 1 Overview quarry and graffitti	West	
7	31		3	Feature 1 Quarry and graffitti	West	
7	31		4	Feature 1 Quarry and graffitti	West	
7	31		5	Feature 1 Quarry and graffitti	West	
7	31		6	Feature 1 Quarry and graffitti	West	
7	31		7	Feature 1 Quarry and graffitti	West	
7	31		8	Feature 1 Quarry and graffitti	West	
7	31		9	Feature 1 Quarry and graffitti	West	
7	31		10	Feature 1 Quarry and graffitti	West	
7	31		11	Feature 1 Quarry and graffitti	West	
7	31		12	Feature 1 Quarry and graffitti	West	
7	31		13	Feature 1	South	
7	31		14	Feature 1 Sandstone boulder demonstrating a quarry drill hole and quarry in background	Southwest	
7	31		15	Feature 1	West	
7	31		16	Feature 1	South	
7	31		17	Feature 1	South	
7	31		18	Feature 1 overview with new quarry in background	North	
7	31		19	Feature 4 wood structure	West	
7	31		20	Feature 4 wood structure	North	
7	31		21	Feature 5 Retaining wall	138 Degrees	
7	31		22	Feature 5 Retaining wall	70 Degrees	
7	31		23	Feature 5 Retaining wall and bridge abutment	52 Degrees	
7	31		24	Feature 5 footing bridge abutment	Plan	
7	31		25	Feature 5 footing and western bridge abutment	210 Degrees	
7	31		26	Feature 5 bridge abutment	North	
7	31		27	Feature 5 bridge abutment	Southwest	
7	31		28	Feature 5 bridge abutment	West	

LOCATION MAP





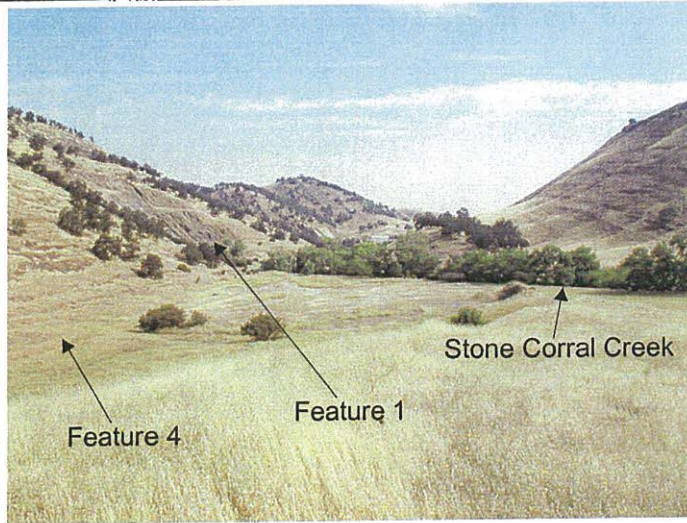


Photo 1: Site Overview, Looking North



Photo 2: Feature 1, Overview of Quarry, Looking West

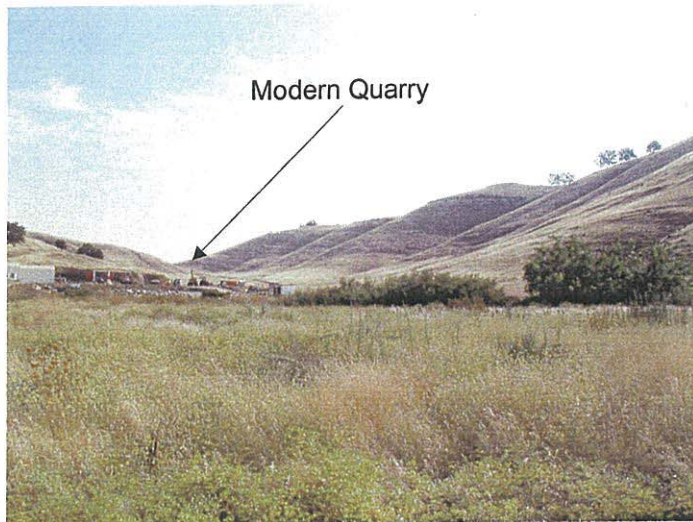


Photo 18: Feature 1, Overview Looking North

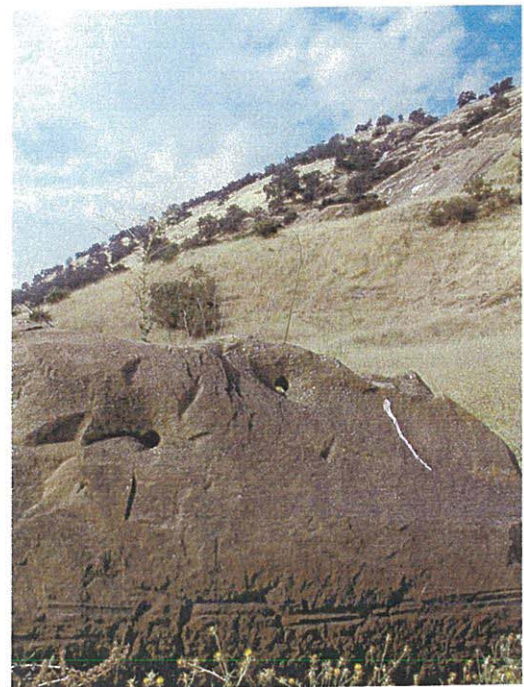


Photo 14: Feature 1, Sandstone Boulder, Demonstrating a Quarry Drill Hole. Quarry is in Background



Photo 19: Feature 4, Wood Structure, Looking West



Photo 22: Feature 5, Retaining Wall, Looking 70 Degrees E/N



Photo 23: Feature 5, Retaining Wall and Bridge Abutment, Looking 52 Degrees E/N



Photo 25: Feature 5, Footing and Western Bridge Abutment, Looking 210 Degrees E/N

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

Primary # P 11-000605
HRI #
Trinomial
NRHP Status Code 7

Other Listings
Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: Glenn-Colusa Canal Irrigation District (GCID) (UPDATE)

Recorded by: Corri Jimenez *Date: 11/13/2012 Continuation Update

P1. Other Identifier: Central Irrigation Canal/Glenn-Colusa Canal (P 11-000605); c. Address: Glenn & Colusa County Zip:
e. Other Locational Data: None

P3a. Description: This resource has been field checked and does not appear to have been undergone any alterations since its previous evaluation in 2006. The Glenn-Colusa Canal is owned by the Glenn-Colusa Irrigation District (GCID) as a dirt canal prism that irrigates agricultural fields in both Colusa and Glenn counties.

P8. Recorded by: URS Corporation, 1333 Broadway, Suite 800, Oakland, CA 94612

P9. Date Recorded: December 2012

P11. Report Citation: Two DPR forms and an Update have been completed on the resource, which are found in the following reports: Francis Heritage Services. 1999. *Cultural Reserouces Survey Report for the Level (3) Fiber Optic Project, Glenn County, California*. Sonoma; URS Corporation. 2001. "Historic Architecture Report for Colusa Power Plant Project." Oakland; and JRP Historical Consulting. 2006. *Historic Properties and Evaluation Report: Colusa Generating Station Project, Colusa County, California*. Davis. URS Corporation. 2013. The resource is being evaluated a third time by Corri Jimenez, Senior Architectural Historian of URS Corporation in 2013 as part of the "North of the Delta Off-Stream Storage (NODOS)/Sites Reservoir Project: Built Environment Identification and Evaluation Technical Report, Colusa and Glenn Counties, Sacramento," prepared for the U.S. Bureau of Reclamation.

B10. Significance: The resource is a linear structure that was built between 1887-1920, also known as the Central Irrigation Canal, reorganized as part of an irrigation district in 1919-20 as the Glenn-Colusa Canal. Features represent laterals, ditches, valves, and concrete gates found within the study area were all constructed in the 1920s as part of the larger GCID, a system that provided irrigation to farmers in Glenn and Colusa counties to 400,000 acres. William S. Green built the canal in 1887 in developing the Sacramento Valley as an irrigation district. Due to lack of funds, parts of the canal were constructed and it was not until 1920 that the canal was finished, providing water to hundreds of farmers. Features on the canal include lateral ditches, concrete gates and an earthen prism. The Glenn-Colusa Canal, also known as the Central Irrigation District Canal (P-11-000605), has been previously evaluated for the NRHP and CRHR by Francis Heritage Services in 1999 (URS 2001) and by JRP in 2006 as part of the *Historic Properties and Evaluation Report: Colusa Generating Station Project*. The canal was originally built as the Central Irrigation Canal in 1887, and became the GCID in 1920. The canal's period of historic significance is from 1887 to 1920. **SEE CONTINUATION SHEET.**

B14. Evalutator: Corri Jimenez

Date of Evaluation: December 2012



Glenn-Colusa Canal, looking west at County Road 68 (C. Jimenez 2012).

*Recorded by: Corri Jimenez, URS Corporation

*Date: 11/13/2012

Continuation

Update

B10. Significance: Continuation

The Glenn-Colusa Canal was found significant to the NRHP and CRHR as a contributor to a possible overall canal/irrigation system historic district, under Criteria A/1 for its association with “the development of irrigation districts and irrigation infrastructure in the Sacramento Valley and development of 20th century farming in Colusa County,” and/or under Criteria C/2 as an example of early 20th century irrigation engineering (URS 2001, JRP 2006). This resource was evaluated again as part of the proposed North-of-the-Delta Offstream Storage (NODOS) project and the Delevan Pipeline that will impact the historic resource.

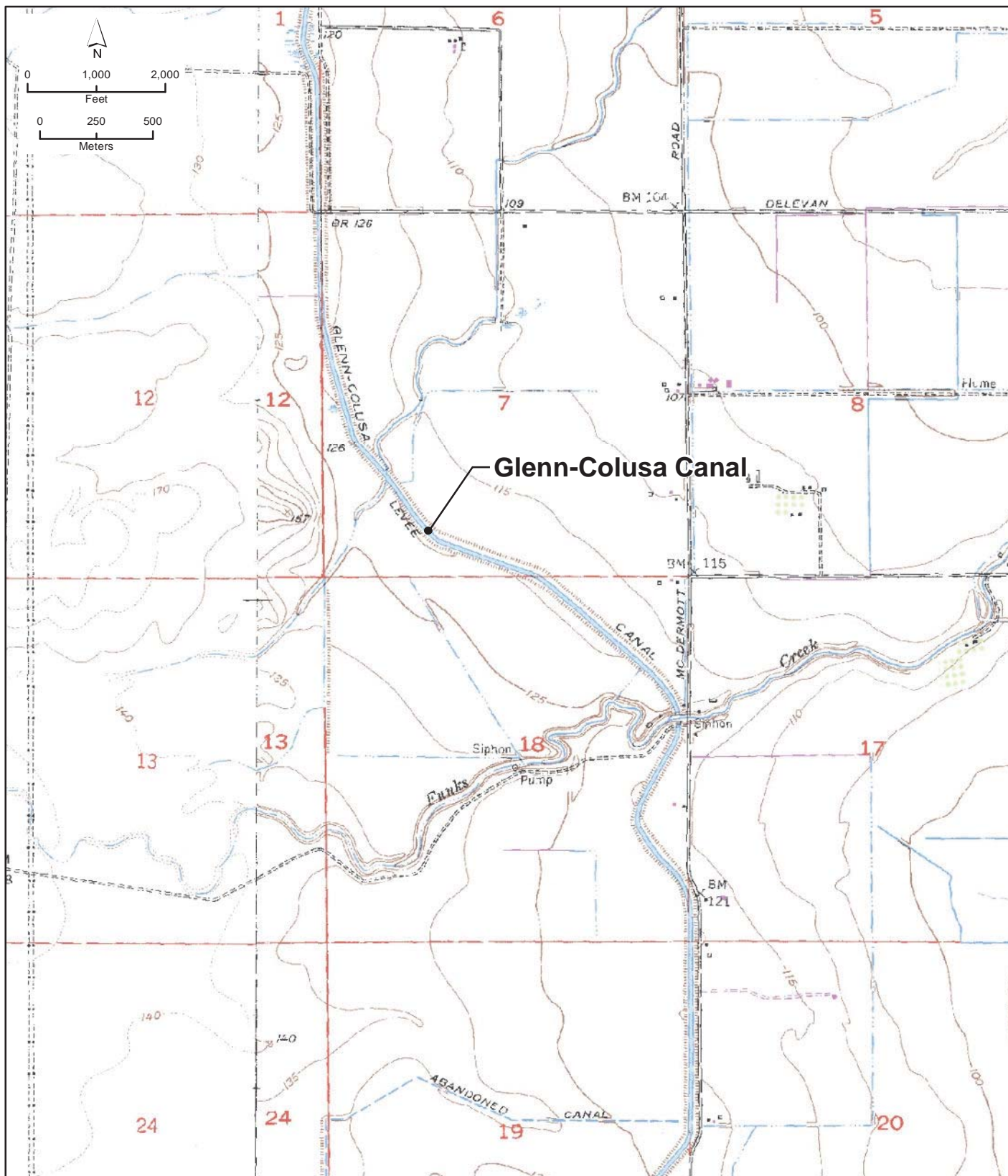
Canal features include a main prism, laterals, ditches, valves, and concrete gates that were constructed by 1920 as part of a larger canal system. As the earliest irrigation system in the Sacramento Valley, the Glenn-Colusa Canal was instrumental in bringing irrigation to thousands of acres, and providing water for hundreds of homesteaders living in the valley. The Glenn-Colusa Canal was found eligible by the previous evaluations as an irrigation historic district for its association with the development of irrigation districts and its associated infrastructures in the Sacramento Valley, as well as for its development of 20th century farming in Colusa County (Criteria A and 1) (Melvin and Jarma 2006; URS 2001).

The Glenn-Colusa Canal, although distantly associated with William S. Green, is privately owned as the GCID and is not associated with any significant people who have contributed to history (Criteria B and 2).

The Glenn-Colusa Canal does not appear to be associated as a distinctive type of design or method of construction as an irrigation structure, nor does it possess high artistic values represented in distinguishable characteristics. However, the canal is significant as an early 20th century irrigation and engineered system that included earthen prisms and a network of irrigation ditches as laterals that provided water to hundreds of farmsteads in the Sacramento Valley from 1887 to 1920 (Criteria C and 2) (JRP 2006; URS 2001). Last, the Glenn-Colusa Canal does not appear to contain information important to prehistory or history (Criteria D and 4).

In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (*location, design, setting, materials, workmanship, feeling, and association*). The canal retains all seven aspects of integrity and is a unique irrigation feature. Many of its original engineered features exist and have not been altered since its original construction.

In conclusion, the Glenn-Colusa Canal appears to be eligible for listing to the NRHP and CRHR under due to its association with the development of irrigation and farming in the Sacramento Valley (Criteria A and 1). The Glenn-Colusa Canal also appears eligible for listing to the NRHP and the CRHR due to its association as an early 20th century engineered system that includes the main canal and associated ditches, which provided water to hundreds of farmsteads in the Sacramento Valley between 1887 to 1920 (Criteria C and 3). In summary, the Glenn Colusa Canal appears to be eligible for listing on the NRHP and CRHR, and is considered a historical resource for the purposes of CEQA.



REC 8/24/99

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 11-000605
HRI # _____
Trinomial _____
NRHP Status Code 7
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Glenn Colusa Canal

Location Map only shows small segment of Canal

P1. Other Identifier: Central Irrigation Canal

*P2: Location: Not for publication Unrestricted

*a. County Glenn & Colusa a) 564800E

and (P2b and P2c or P2d. Attach a Location Map as necessary.) WILLOWS 15'

4362900N

*b. USGS 7.5' Quad various Date various T _____ R _____ ¼ of of Sec _____ MD _____ B.M. b) 583540E

c. Address WILLOWS (1969) 518C City SEE NEXT PAGE Zip _____ 4389450N

d. UTM: (Give more than one for large and/or linear resources) Zone _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate). This linear resource originates at its diversion on the Sacramento River north of Hamilton City in Glenn County (T. 22 N., R. 2 W.) and extends south to a point southeast of Williams in Colusa County (T. 15 N., R. 2 W.).

LOGAN DALE 7.5' (1913) 562B, Maxwell 15'; GLENN 7.5' (1951) 518D, WILLOWS 15'; HAMILTON CITY 7.5' (1964) 518A, WILLOWS 15'

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This resource is the Glenn Colusa Canal. It is the primary water conveyance in the Glenn Colusa Irrigation District whose predecessor, the Central Irrigation District, was formed in 1887 and subsequently began construction, continuing until 1902. Between 1904 and 1908, a successor to the CID, the Central Canal and Irrigation District completed the district's centerpiece "Main Canal" and River Branch Canal. The district changed owners and names, becoming the Sacramento Valley West Side Canal Company. Ca. 1919 the Glenn Colusa Irrigation District was formed and purchased the SVWSSC. The main canal was deepened. The district provides irrigation water for 100,000 acres within its boundaries. Several components of the system are crossed by the project reported in Item P11: the Glenn-Colusa Canal (Main Canal) at Road P, the Quint Canal (north of Road 61), and several laterals of the "Main Canal" along Road P in Glenn County.

*P3b. Resource Attributes: (List attributes and codes) HP20-Canal/aqueduct AH6

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



b. Description of Photo: (View, date, and accession #) Glenn-Colusa Canal at Road P, view SW. Roll 1/25.

*P6. Date Constructed/Age and

Sources: Historic
 Prehistoric Both
1887-1920

*P7. Owner and Address:

Glenn-Colusa Irrigation District
344 E. Laurel
Willows, CA 95988

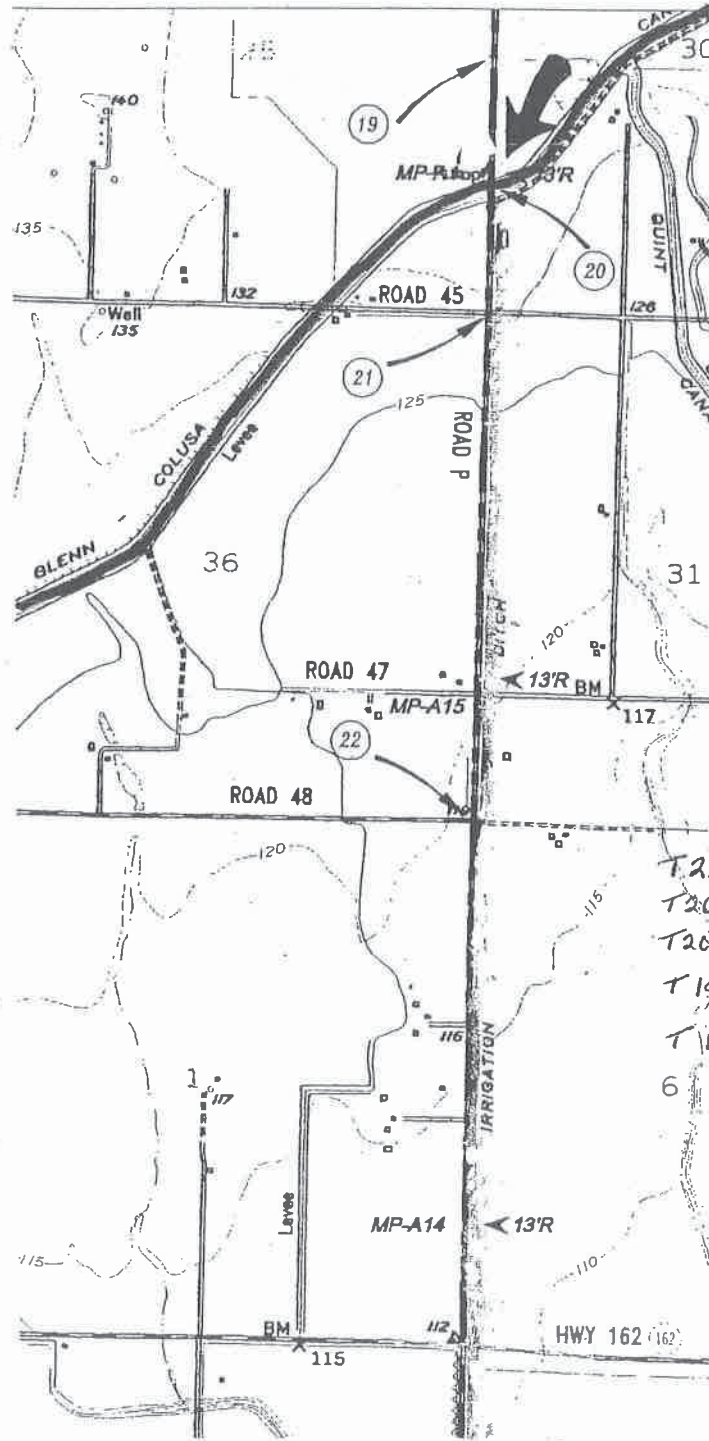
*P8. Recorded by: (Name, affiliation, and address) C.M. Francis/Francis
Heritage Services; 16198 Acorn Dr.
Sonora, CA 95370

*P9. Date Recorded: 1 July 1999

*P10. Survey Type: (Describe)
Reconnaissance along county roads

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Francis, C.M., with Amy Huberland 1999. Cultural Resources Survey Report for the Level (3) Fiber Optic Project, Glenn County, California. On file Northeast Information Center, Chico.

*Attachments: NONE Location Map Sketch 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) _____



Glenn Colusa Canal
 at Road P

SEE NEXT PAGE
 T.21N, R.2W, Sec 9, 14-16, 22, 23, 25
 T.20N, R.2W, Sec 8, 9, 17-19, 30
 T.20N, R.3W, Sec 25, 35, 36
 T.19N, R.3W, Sec 3, 9, 10, 16, 17
 20, 29, 32
 T.18N, R.3W, Sec 5-7, 18
 6

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 4S1

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 8

*Resource Name or #: (Assigned by recorder) Glenn-Colusa Canal and Irrigation District

P1. Other Identifier: _____

P2. Location: Not for Publication Unrestricted *a: County Glenn County

and (P2c, P2e, and P2b or P2d. Attach Location Map as necessary.)

*b. USGS 7.5' Quad Maxwell & Sites Date 1994 & 1973 T ___; R ___; ___ 1/4 of ___ 1/4 of Sec ___; M.D. B.M.

c. Address N/A City Maxwell Zip 95955

d. UTM: (Give more than one for large and/or linear resources) Zone 2; 564240 mE/ 4357140 mN

*e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

canal and irrigation features located in vicinity of APNs 11-14-21, 11-22-1, 11-22-3, 11-22-84, 11-22-80

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

The Glenn-Colusa Irrigation District (GCID) provides irrigation water to 175,000 acres of farmland in Glenn and Colusa counties. The Glenn-Colusa Canal, the main water distribution canal for the GCID, diverts water from the Sacramento River at a point just east of the town of Artois. Water travels through the roughly 65-mile canal southwesterly. The canal finally terminates just south of the town of Williams near Interstate-5.

A portion of the GCID's Delevan Unit irrigation infrastructure, including laterals, ditches, valves, concrete gates, and a bridge at Dirks Road, are located within the Area of Potential Effects (APE) for this project. The laterals, ditches, and various concrete diversion structures appear to date from the original irrigation district construction (ca. 1920s). The bridge at Dirks Road dates from ca. 1960 when it was built or renovated at the same time that the gas pipeline was built to the PG&E compressor (Wrysinski 2001).

See continuation sheet

*P3b Resource Attributes: (List attributes and codes) HP20: Canal

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



P5b. Description of Photo:

(View, date, accession #)

view north of Canal near Dirks Road; Brian Vahey, photographer
11 March 2001, BRV-2:8

*P6. Date Constructed/Age and

Source: Historic

Prehistoric Both

ca. 1920/GCID

*P7. Owner and Address:

Glenn-Colusa Irrigation District

P.O. Box 150

Willows, CA 95988

*P8. Recorded by: (Name,

affiliation, and address)

J. Stock and M. Corbett

URS Corp

221 Main Street, #600

San Francisco, CA 94105

*P9. Date Recorded: _____

14 March and 6 April 2001

*P10. Survey Type: (Describe)

Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) _____

Application for Certification of Colusa Power Plant

*Attachments: NONE Location Map Sketch 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)

Page 2 of 8
Recorded by Jody Stock/Michael Corbett

Resource Identifier: Glenn-Colusa Canal and Irrigation District
*Date 25 April 2001 Continuation Update

Description (continued)

A one and one half to two mile portion of the Glenn-Colusa Canal is located within or borders the APE for this project. The canal is dirt lined with rock or rubble rip rap at the bridge abutment at Dirks Road. There is a levee on either side of the canal and a dirt maintenance road on top of each levee.



Photo 2. View NW of Canal and Bridge at Dirks Road, 11 March 2001. BRV 2:7. Brian Vahey, photographer.



Photo 3. View of typical ditch and concrete diversion structure located on east side of McDermott Road south of Delevan Road; 6 March 2001. DB 1:5. Denise Bradley, photographer.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 8

*NRHP Status Code 4S1

*Resource Name or # (Assigned by recorder) Glenn-Colusa Canal and Irrigation District

B1. Historic Name: Central Irrigation Canal/ Glenn-Colusa Canal; Central Irrigation District/Glenn-Colusa Irrigation District

B2. Common Name: Glenn-Colusa Canal; Glenn-Colusa Irrigation District

B3. Original Use: irrigation canal and system

B4. Present Use: irrigation canal and system

*B5. Architectural Style: utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Portion in APE Built: ca 1920

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:

Automobile bridge across canal on Dirks Road, laterals, ditches, gates, valves.

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The following history is taken from *Where What is King: The Story of Glenn Colusa Irrigation District* by Cynthia Davis (1984), a history of the Glenn-Colusa Irrigation District.

The history of settlement and farming in Colusa County is intimately tied to the quest for water in general and the Central Canal (later called the Glenn-Colusa Canal) in particular. In 1849, the gold rush brought miners to the area, many of whom stayed to farm once they despaired of finding gold. The climate made the Sacramento Valley amenable to farming, but seasonal water supplies limited the crops to dry farming, primarily wheat.

As early as 1850, one of the founders of the town of Colusa, William S. Green, promoted irrigation, including a central canal, as a way to profitably cultivate the land despite the frequent droughts. In 1860, Green surveyed the west side of the Sacramento River for a point of diversion for a canal. He selected a site where the Sacramento River crossed the Tehama and Glenn County boundary line (where the GCID pumping plant is now located).

Green's plan was boosted by the passage of the Wright Irrigation District Act on 7 March 1887 by the state legislature. The act gave the farming communities the power to form irrigation districts with powers similar to those of municipalities. Numerous irrigation districts were formed including the largest, the Central Irrigation District on 22 November 1887 in Colusa County (which then included Glenn County). The plan was to divert water from the Sacramento River at the site of Green's

See Continuation Sheet

History

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

(Sketch map with north arrow required)

*B12. References:

See continuation sheet.

B13. Remarks:

*B14. Evaluator: Michael R. Corbett and Denise Bradley

Date of Evaluation: 22 April 2004

(This space reserved for official comments.)

History (continued)

earlier survey and transport water throughout the irrigation district through a main canal, branch canals, and lateral ditches. Litigation over rights-of-way soon hampered the project, and portions of the canal were not built. The uncertainty of the rights-of-way and limitations stipulated in the Wright Act scared investors, and in November of 1891 work was suspended for lack of funds. The fate of the Central Irrigation District was not unique; most of the forty-nine districts proposed under the act were never completed (Davis, 13-15).

Several factors contributed to difficulties in wheat farming in the 1880s. First, the intensive dry farming was beginning to deplete the soil and crops were thinning. Second the completion of the transcontinental railroad reduced the West's dependence on locally grown wheat. Finally, a drought in 1898 drove many farmers to abandon farming and the Sacramento Valley.

The decline of wheat as a viable crop forced farmers to look for other crops and ways to irrigate them. In 1897 a new law, the Bridgeford Act, was adopted which made forming irrigation districts easier. In 1903 the Central Canal and Irrigation Company purchased the works, with the hopes of irrigating a smaller area. The new company immediately began construction. From 1904 to 1907 a great deal of work was completed; 40 miles of canal were finished including the gap from the main canal to the Sacramento River, the six-and-a-half-mile gap on the Glenn property, and many lateral ditches. Despite its progress on the canal, the Central Canal and Irrigation Company had financial troubles similar to those of the Central Irrigation District (JRP 23).

The Kuhn banking firm from Pittsburgh was involved in projects throughout the country including water-supply, transportation, and power and electricity. Believing their massive funding would allow them to succeed where others had failed, on June 15, 1909 the Kuhn firm founded the Sacramento Valley Irrigation Company, which purchased the Central Canal and Irrigation District. The newly founded enterprise began a massive campaign of buying the best lands in Glenn and Colusa Counties inside and outside the boundaries of the Central Irrigation District. The land was then subdivided into regular 40-acre lots with water rights to the canal (Davis, 30).

The Kuhn firm then began a nationwide publicity campaign advertising the two counties as fertile farmland with the most advanced irrigation system. Engineers were hired, and construction was resumed on the main canal; the upper end of the canal was expanded from a capacity of 700 to 1240 second feet (Davis, 48). In addition laterals were built to provide access to the 40-acre lots. The canal was completed from the intake on the Sacramento River near the Tehama County line to a site several miles south of the town of Maxwell. Despite the financial backing of a large national interest, the project once again met financial trouble when the Kuhn's First-Second National Bank in Pittsburgh failed. To complicate matters further, several landholders within the district filed suit claiming it was against the company's lease to provide water to land outside the former Central Irrigation District. On 29 April 1915 the Supreme Court ruled that the Sacramento Valley Irrigation Company must meet all the needs of the landholders within the district before selling water outside the district. The ruling made the enterprise unprofitable for the Kuhns. More than the company was injured by the outcome; landowners outside the district were left without a means to irrigate their crops.

From 1915 through 1919 the Sacramento Valley West Side Canal Company was in receivership with the State Railroad Commission fixing the rates. During these years the demand for water increased because farmers discovered that rice could be grown on the alkali and heavy clay soils. To grow rice, the fields had to be flooded during the entire growing season. Rice was enticing, because prices were high due to a tremendous demand caused by World War I. Unfortunately, the existing irrigation system was inadequate to meet the increased demand, and the State Railroad Commission would not increase rates to pay for expansion (Davis, 63).

During this period, several other counties in the valley were organizing irrigation districts. Landowners within the boundaries of the Central Irrigation District also organized and had the goal of purchasing and then expanding the system. A committee named the organization the Glenn-Colusa Irrigation District (Glenn County had been created out of Colusa County in 1891). Although some landowners protested the purchase (and the fees that would be levied), the organization overcame opposition through legal means and purchased the system from the Sacramento Valley West Side Canal Company for \$1,000,000 in 1920.

The Glenn-Colusa Irrigation District was headquartered in Willows. Water was desperately needed for the 1920-growing season, so construction on the canal began in December of 1919 before the canal was officially purchased. The main canal was enlarged from 900 cubic feet per second to 1700 cubic feet per second (Davis 67). The canal was sufficiently finished to use by spring, and the irrigation season began in mid May and ended in October. Breaks in the systems were a major concern, and early in the season 6 men patrolled the canal for weak points. In 1922 a telephone line ran along the side of the canal, which was used for notifying crews of breaks along the line (Supplemental Report).

Page 5 of 8 Resource Identifier: Glenn-Colusa Canal and Irrigation District
Recorded by Jody Stock/Michael Corbett *Date 26 April 2001 Continuation Update

History (continued)

Although the district had finally finished the canal, the weather and economic climate combined to deal the district a serious blow. In 1920 rice crops were lost due to an early and continuous rain that resulted in the crash of 1920. The Great Depression further devastated farmers. Holders of poorer lands increasingly were delinquent on their payments to the irrigation district and to Reclamation District 2047. Those unable to pay lost their land to the irrigation and reclamation districts. The district became rich in land but poor in fees. In the late 1930s Charles Lambert headed the reorganization of district lands and the sale of the property back to farmers at low prices. Options to buy went first to those who had lost their lands.

World War II increased demand for grains, and once again rice was a profitable crop. However, trouble wasn't over for the irrigation district and the farmers. In the 1950s, the Bureau of Reclamation constructed the Shasta Dam and questioned Glenn-Colusa Irrigation District's water rights. Litigation ensued and the Secretary of the Interior finally settled the disagreement in 1964. With the settlement of the suit the district began a new master plan, which would take the next two decades to complete.

By 1983, the canal was 65 miles long and served 175,000 acres of farmland. From northeastern Glenn County near Hamilton City, the canal extended south to Williams in Colusa County (Cramer 4). Although newer canals such as the Tehama Canal have been constructed to supplement irrigation in the two counties, the Glenn-Colusa Canal is still an essential source of water for farmers.

Evaluation

The portions of the Glenn-Colusa Canal and other GCID features that are within the APE fare part of a larger property – the GCID. The portions of the canal and irrigation system within the APE are not individually significant. However, if either the Glenn-Colusa Canal or the GCID were significant, then these portions may have significance as contributing features to the overall canal or irrigation system.

An evaluation of the GCID or Glenn-Colusa Canal has not been done. However, the GCID and the Glenn-Colusa Canal would appear to have the potential to be significant under NRHP criteria A and/or C. Potential areas of significance would be in the development of irrigation districts and irrigation infrastructure in the Sacramento Valley, development of 20th century farming in Colusa County, and/or as an example of early 20th century irrigation engineering. Before the NRHP eligibility of either the GCID or Glenn-Colusa Canal could be determined, more research would be required to more fully assess the significance of these properties within appropriate historical contexts, to document the history of the properties, to establish a period of significance, and to document the integrity of the features of the properties. Following this, the contributing status of the portions the GCID system within the APE could then be established.



Photo 4. View of typical gate structure located on east side of McDermott Road south of Delevan Road; 6 March 2001. DB 1:6. Denise Bradley, photographer.

Page 6 of 8

Resource Identifier: Glenn-Colusa Canal and Irrigation District

Recorded by Jody Stock/Michael Corbett

*Date 26 April 2001

Continuation Update

References (continued)

Maps

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Page 7 of 8
Recorded by Denise Bradley

Resource Identifier: Glenn-Colusa Canal and Irrigation District
*Date 26 April 2001 Continuation Update

References (continued)

Texts

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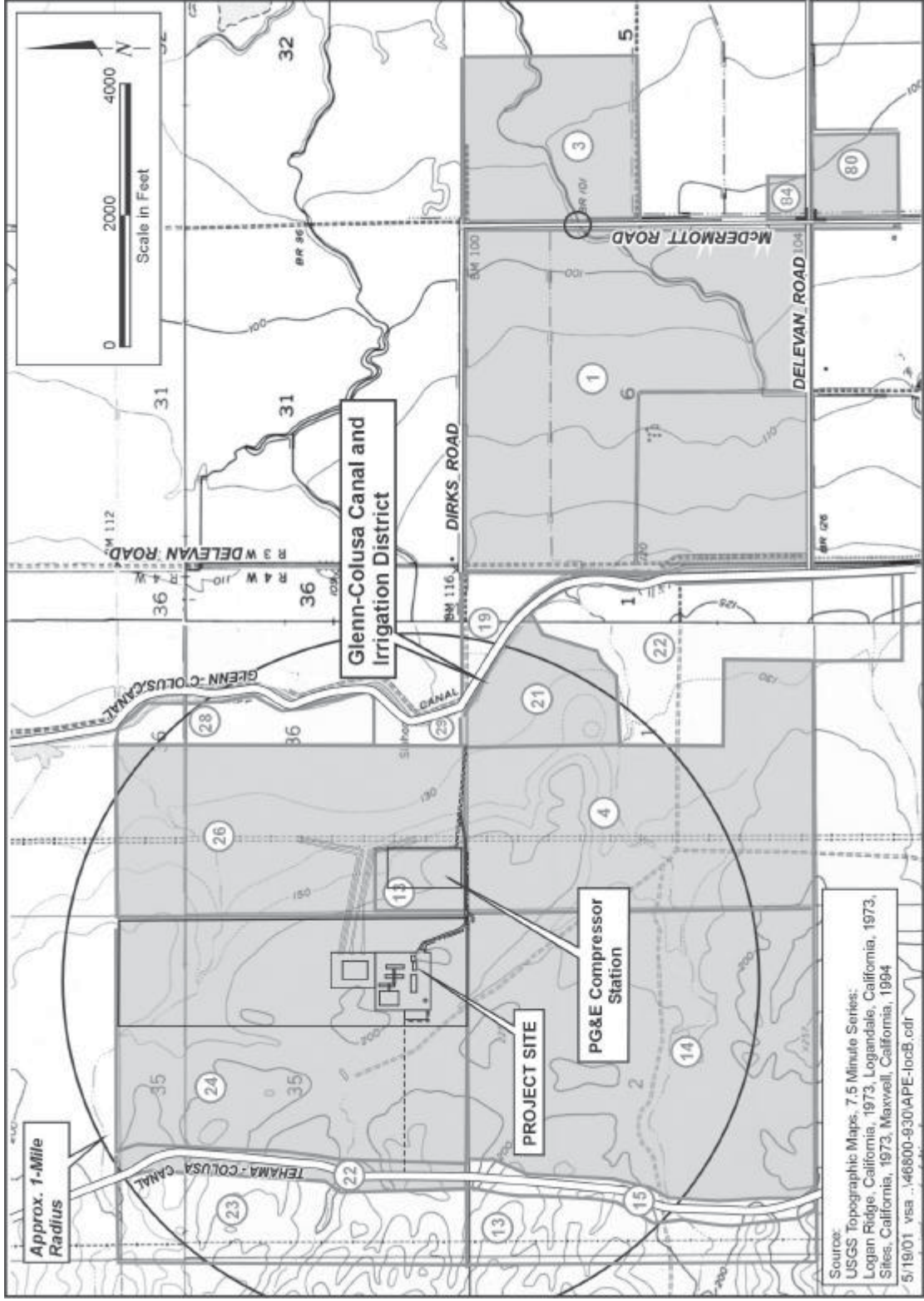
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State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
 HRI# _____
 Trinomial# _____

Page 8 of 8 *Resource Name or # (Assigned by recorder) Glenn-Colusa Canal and Irrigation District
 *Map Name: APE Map for Colusa Power Plant Project *Scale: See map *Date of Map: 2001



Page 1 of 1

*Resource Name or # (Assigned by recorder) Map Reference No. 5

*Recorded by T.Webb/S.Riem *Date August 2006

Continuation Update

P1. Other Identifier: Glenn-Colusa Canal and Irrigation District c. Address _____ City Maxwell Zip 95955

e. Other Locational Data: Canal and irrigation features located in vicinity of APNs 11-14-21, 11-22-1, 11-22-3, 11-22-84, and 11-22-80

P3a. Description: This property has been field checked and does not appear to have undergone any alterations since its previous evaluation in 2001.

*P8. Recorded by: JRP Historical Consulting, LLC, 1490 Drew Ave., Suite 110, Davis, CA 95618

*P9. Date Recorded: August 2006

*P11. Report Citation: JRP Historical Consulting, LLC, "Historic Properties Inventory and Evaluation Report: Colusa Generating Station Project, Colusa County, California."

B10. Significance: The laterals, ditches, valves, and concrete gates found within the study area were all constructed in the 1920s as part of the larger GCID, a system which provided irrigation to farmers in Glenn and Colusa counties. URS inventoried and evaluated these resource in 2001 for the report entitled "Historic Architecture Report for Colusa Power Plant Project" and found that these resources, while not eligible individually for the NRHP (or CRHR), are potentially significant as contributors to a possible overall canal and irrigation system historic district, under Criterion A (1), in association with "the development of irrigation districts and irrigation infrastructure in the Sacramento Valley and development of 20th century farming in Colusa County," and/or under Criterion C (2), as an example of early 20th century irrigation engineering.¹ This potential district has not been documented to date, therefore further research would be necessary to identify context and association of the resources identified in this project to that district. This resource has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. As such, this resource appears to be historical resources for the purposes of CEQA.

*B14. Evaluator: Toni Webb

*Date of Evaluation: August 2006



¹ Michael Corbett et al, "California Department of Parks and Recreation (DPR) Form 523 for the Glenn-Colusa Canal and Irrigation District."

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 11-000605
HRI # _____
Trinomial _____

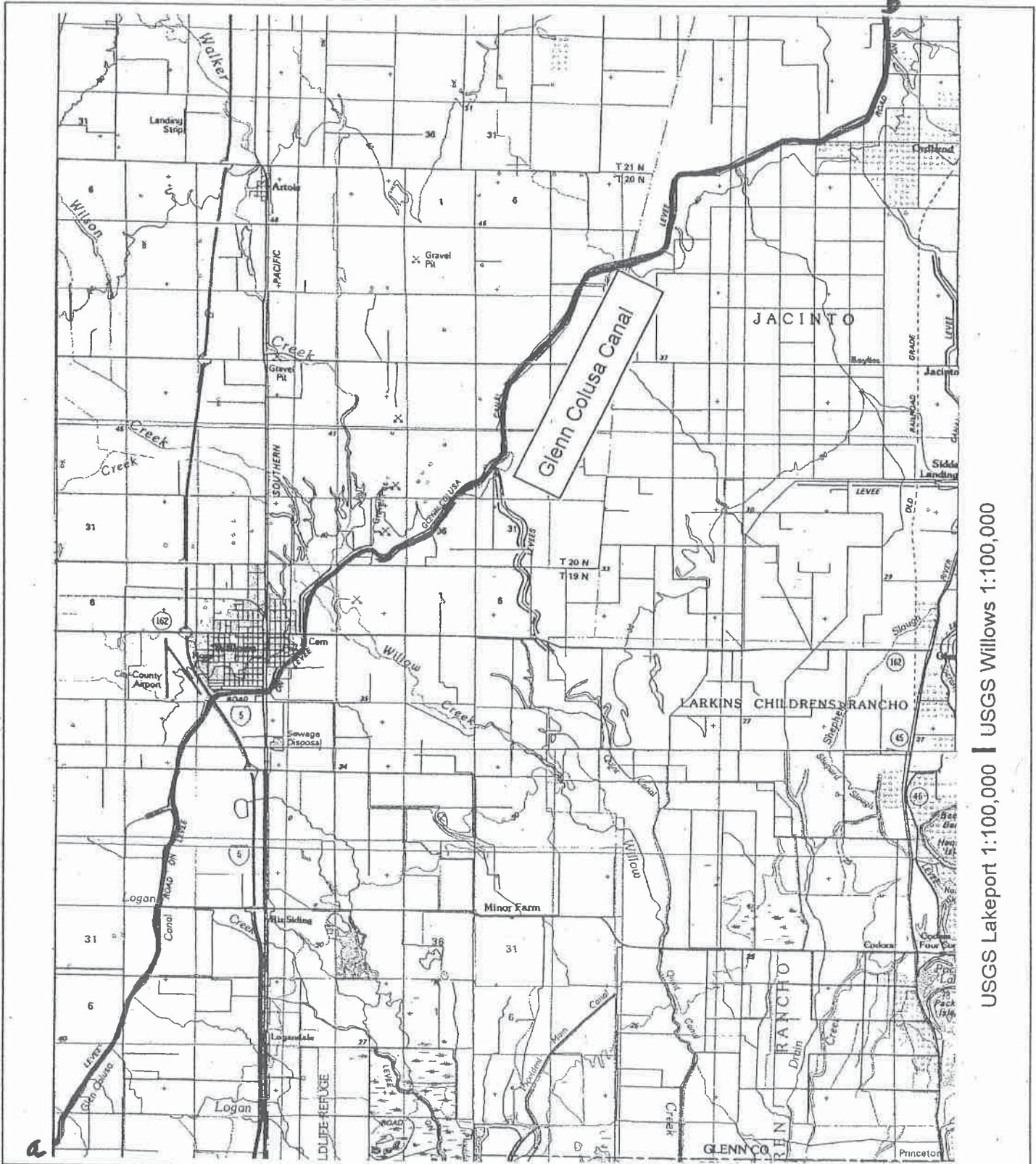
Page 3 of 3

*Resource Name or # (Assigned by recorder) Glenn-Colusa Canal

*Recorded by C. M. Francis

*Date 7/1/99

Continuation Update



USGS Lakeport 1:100,000 | USGS Willows 1:100,000

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code: 3D

Other Listings
Review Code

Reviewer

Date

Page 1 of 10

Resource Name or #: Union Pacific Railroad Siphon

P1. Other Identifier: None

P2. Location: Not for Publication Unrestricted

a. County: Glenn

b. USGS 7.5' Quad: Willows, CA

Date: 1988 T19N; R03W ; SW¼ of SW¼ of Sec 10; M.D.

B.M.

c. Address:

City: Wilows Zip: 95988

d. UTM: Zone: 10 ; 569374 mE 437855 mN (G.P.S.)

e. Other Locational Data: Unknown

Elevation: 100

From Willows, head south on Highway 99W (N. Tehama Street) approximately 102 feet to the location where Highway 99W crosses the Glenn-Colusa Irrigation Canal, and the railroad siphon is approximately 50 feet east from the bridge.

P3a. Description: The Union Pacific Railroad siphon is located in the town limits of Willows and is located outside the primary NODOS study area. The siphon is a circa 1917 engineered structure designed by the Central Irrigation District along the Southern Pacific Railroad to convey water via gravitational forces under the railroad bed. The siphon is located over the GCID and is approximately 300 feet east of a 1924 vehicular bridge for State Highway 99W. The siphon is constructed of board-formed concrete and is approximately 51 feet wide by 84 feet long with approximately 4-foot-high walls. The concrete is buttressed slightly to the railroad bed and has horizontal structural cracks due to water pressure over time. The water level on the east side of the canal is slightly higher than the west side, as it gravitationally siphons water through tilting pipes under the railroad bed. Union Pacific Railroad siphon is an engineered structure significant under Criteria A/1 and C/3, and is therefore, eligible for listing in the National or California registers. **SEE CONTINUATION SHEET.**

P3b. Resource Attributes: HP11, Engineering structure, HP20, Canal/aqueduct

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

P5a. Photograph:



P5b. Description of Photo:

Railroad crossing siphon, view looking northeast (C.Jimenez 2012).

P6. Date Constructed/Age and Sources: Historic c. 1914-17

P7. Owner and Address:

Glenn-Colusa Irrigation District
344 East Laurel Street
Willows, CA 95943

P8. Recorded by:

Corri Jimenez & Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

P9. Date Recorded: 11/13/2012

P10. Survey Type: Intensive

P11. Report Citation:

Jimenez, Corri. 2013. "Built Environment Identification &

Evaluation Technical Report: North-of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name: Southern Pacific Railroad Siphon

B2. Common Name: Union Pacific Railroad Siphon

B3. Original Use: Railroad Siphon

B4. Present Use: Railroad Siphon

B5. Architectural Style: Engineering

B6. Construction History: The Union Pacific Railroad siphon is constructed of board-formed concrete and is approximately 51 feet wide by 84 feet long with approximately 4-foot-high walls. The concrete is buttressed slightly to the railroad bed and has horizontal structural cracks due to water pressure over time. The water level on the east side of the canal is slightly higher than the west side, as it siphons the water through pipes under the railroad bed. Originally owned by the Southern Pacific Railroad line, the siphon was believed to be constructed by the Central Irrigation District, which is presently the Glenn-Colusa Canal.

B7. Moved? No Yes Unknown **Date:** **Original Location:**

B8. Related Features: A concrete culvert is approximately 20 feet north of the siphon as a drainage feature connected to the Glenn Colusa Canal. A waste weir is also connected to the canal and directs water down an irrigation ditch on a southerly level.

B9a. Architect: Central Irrigation District

b. Builder: Unknown

B10. Significance: Central Irrigation District Canal

Theme: Sacramento Valley Irrigation

Area: Sacramento Valley

Period of Significance: 1914-1920

Property Type: Irrigation Feature

Applicable Criteria: A/1, C/3

The Union Pacific Railroad Siphon, located in the town of Willows, was built by the Sacramento Valley West Side Canal Company as part of the Central Irrigation Canal sometime between 1914 and 1917 under existing Southern Pacific Railroad tracks (NETR Online 2012). It is significant for its association with the Central Canal, presently known as the Glenn-Colusa Canal. The Central Irrigation District, founded in 1887, was instrumental as an early irrigation district in developing agriculture in the Sacramento Valley between Jacinto and Berlin (see Figure 13) by beginning the construction of the Central Canal. The company was purchased by the Sacramento Valley Irrigation Company in 1909. In turn, the Sacramento Valley West Side Canal Company purchased the failing Sacramento Valley Irrigation District in 1915, and it is believed that the siphon was built at this time when the canal was completed by constructing the final segments around Willows. The siphon's period of significance is from 1914 to 1920. The Glenn-Colusa Canal has been documented in DPR 523 site records (P-11-000605), and has been evaluated for the NRHP with a period of significance between 1887 and 1920 (Francis Heritage Services 1999; JRP 2006; URS 2001). The Union Pacific Railroad siphon is significant for its association with the Central Irrigation District and the Glenn-Colusa Irrigation District as part of an early irrigation district (Criteria A and 1). The Union Pacific Railroad siphon is owned by the GCID and is not associated with any significant people (Criteria B and 2).

The Union Pacific Railroad siphon possesses a distinctive type of design and method of construction as an irrigation structure and expresses high artistic values represented in distinguishable characteristics as a feature of the original Central Irrigation Canal as it passes under the Southern Pacific Railroad. The railroad siphon is a unique engineered structure, designed to convey water by gravitational force under an existing railroad bed through pipes, like a straw. According to GCID District Engineer Ben Pennock, the siphon has not been modified since its original construction between 1914 and 1917; the siphon is a contributing element to the larger Glenn-Colusa Canal (Criteria C and 3). **SEE CONTINUATION SHEET.**

B11. Additional Resource Attributes: None

B12. References:

SEE CONTINUATION SHEET.

B13. Remarks: None

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: November 13, 2012

(This space reserved for official comments.)



*Required information

*Recorded by: Corri Jimenez, URS Corporation

*Date:

Continuation

Update

P3a. Description: Continuation

The siphon is believed to have been constructed by the Central Irrigation District, which is presently the Glenn-Colusa Canal. Historically, the railroad bed was part of the Northern Railroad, constructed in 1878, and was consolidated into the larger Southern Pacific Railroad system by 1914 (Johnson 2001, NETR Online 2012). Historic aerial maps date the siphon's construction between 1914 and 1917, and show segments of the Central Canal's construction occurring just northeast of the railroad; therefore, it is proposed that the railroad siphon was constructed sometime between these periods and by the Central Irrigation District along the Southern Pacific Railroad route. Over half of the irrigation districts were either constructed or expanded between 1916 and 1919 due to rice demands during World War I years and the increased number of rice farmers in Willows, and it is believe the railroad siphon was constructed sometime between 1914 and 1916 (see "Agriculture" section above). According to GCID District Engineer Ben Pennock, the railroad siphon has not been altered, and is original to circa 1917 (Pennock 2012). A canal access was added adjacent to the siphon in the 1980s; however, it did not affect the original siphon.

B10. Significance: Continuation

Last, Union Pacific Railroad siphon does not appear to yield or likely to yield information important to prehistory or history (Criteria D and 4).

In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (*location, design, setting, materials, workmanship, feeling, and association*). The siphon retains all seven aspects of integrity and is a unique canal/railroad feature that has not been altered since its original construction. A canal access ditch was added adjacent to the siphon in the 1980s; however, it did not affect the original siphon.

In conclusion, the Union Pacific Railroad siphon appears to be eligible for listing to the NRHP and CRHR, due to its association with the Sacramento Valley West Side Canal Company, Central Irrigation Canal, and the Glenn-Colusa Canal between 1914-1920 (Criteria A and 1). In addition, the Union Pacific Railroad siphon is a unique engineered structure that siphons water under the existing railroad bed (Criteria C and 1). In summary, the Union Pacific Railroad Siphon is considered a historical resource for the purposes of CEQA.

B12. References: Continuation

Les, Kathleen

1986 Department of Parks and Recreation Form 523 for the Colusa Drainage Canal and Knights Landing Ridge Cut (P-06-000203/CA-COL-219H). Prepared by Les-Thomas Associates as part of a Yolo County Historic Resources Survey for the Yolo County Community Development Agency. On file at the California Department of Water Resources, Sacramento.

Johnson, Richard L.

2001 A Short History of Transportation in Colusa, Glenn, and Tehama Counties. *Wagon Wheel* (51) 2:14-28.

National Environmental Title Research, LLC (NETR Online)

2012 Historic Aerials, 1907-1995. Accessed at <http://www.historicaerials.com> on December 12, 2012.

Pennock, Ben

2012 Personal communication with District Engineer Ben Pennock with Architectural Historian Corri Jimenez. December 20, 2012.

URS Corporation

2001 Appendix J1--Historic Architecture Report for the Colusa Power Plant, Colusa County. *Colusa Power Plant Application for Certification*. Prepared by Michael Corbett and Denise Bradley for Reliant Energy. November 2006. Accessed at <http://www.energy.ca.gov/sitingcases/colusa/documents/applicant/afc/Volume-II/J%20Historic%20Architecture%20Report.pdf> on December 18, 2012.

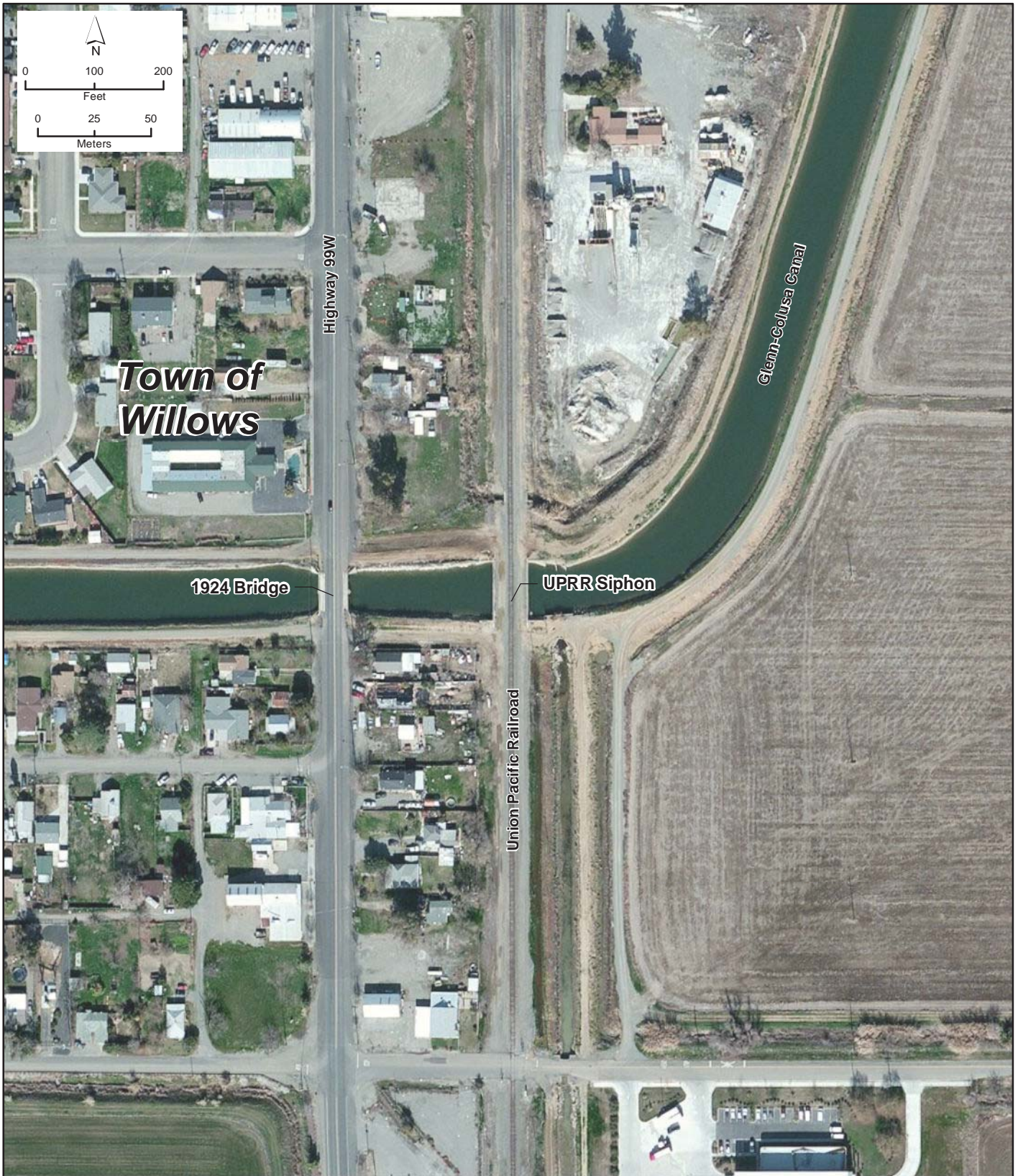




Figure 1: Union Pacific Railroad siphon, view looking east (C. Jimenez, November 14, 2012).



Figure 2: Union Pacific Railroad siphon, view looking northeast (C. Jimenez, November 14, 2012).



Figure 3: Union Pacific Railroad siphon looking at Highway 99W bridge, view looking southwest (C. Jimenez, November 14, 2012).



Figure 4: Union Pacific Railroad siphon from the railroad bed, view looking south (C. Jimenez, November 14, 2012).



Figure 5: Union Pacific Railroad siphon from Glenn Colusa Irrigation Canal down an intersecting conveyance feature, view looking south (C. Jimenez, November 14, 2012).



Figure 6: Union Pacific Railroad culvert north of siphon, view looking northeast (C. Jimenez, November 14, 2012).

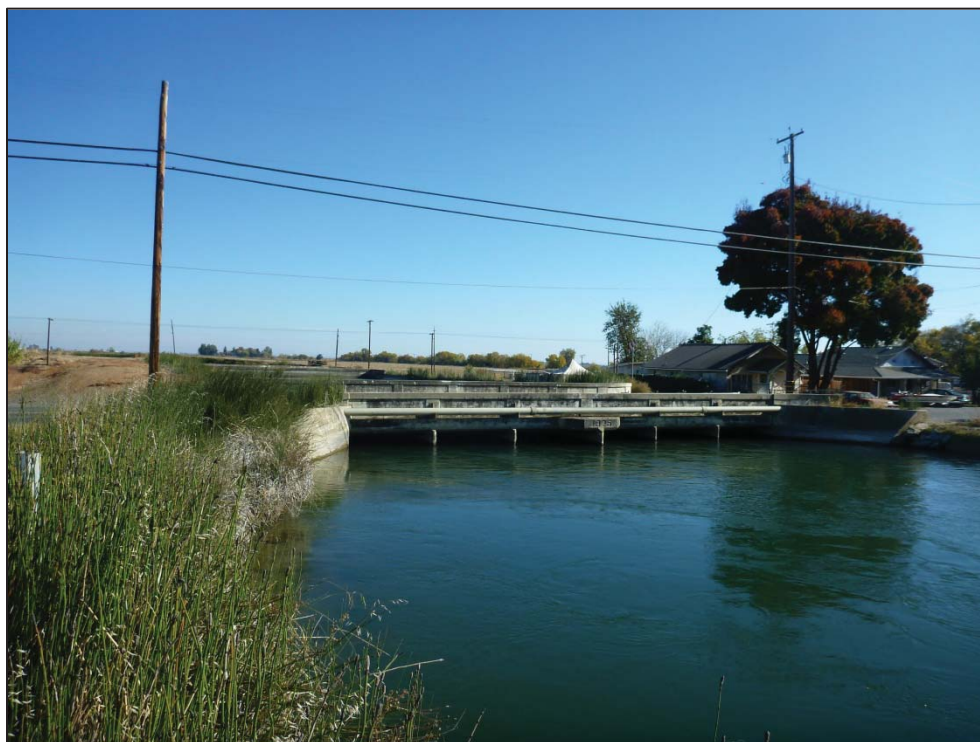
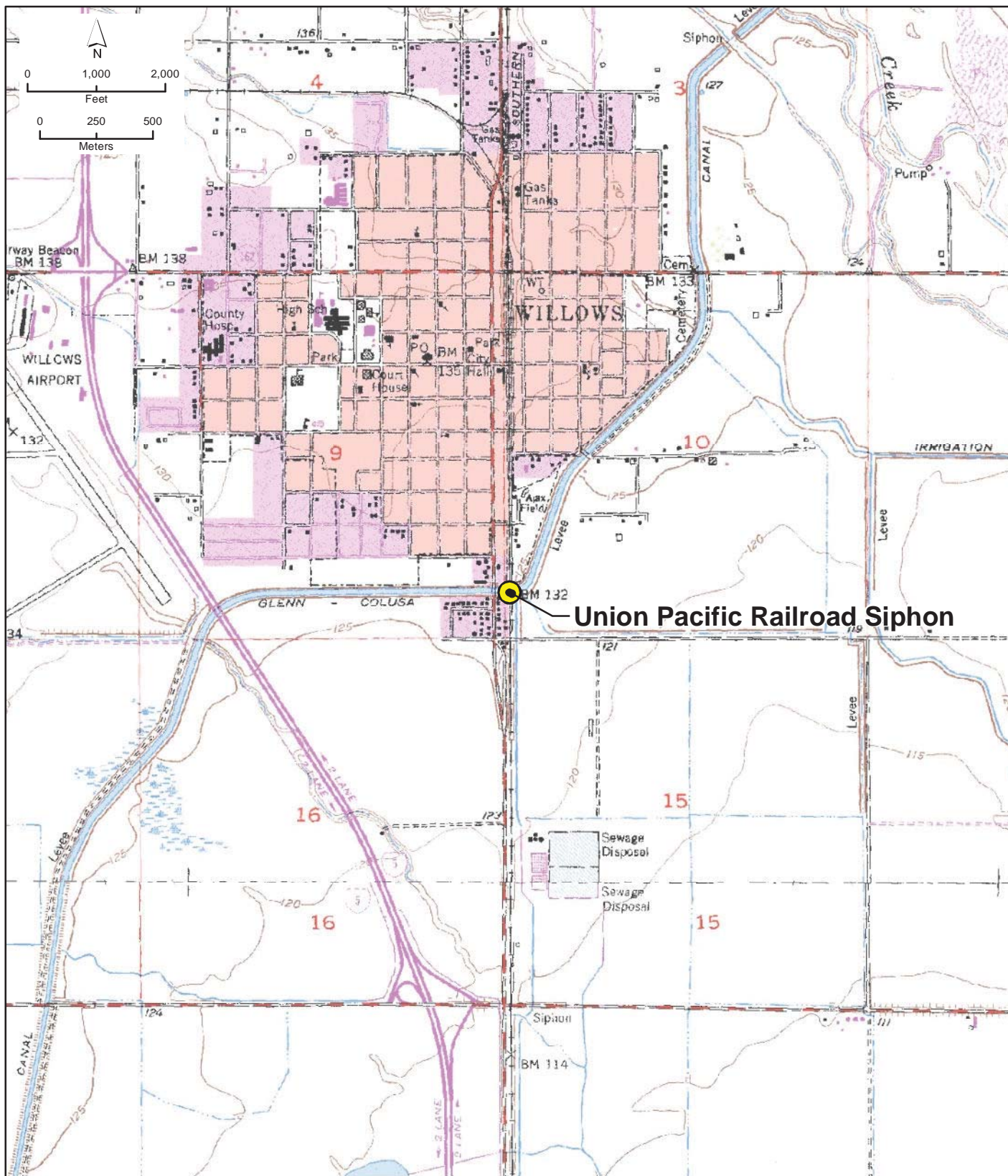


Figure 7: Highway 99W bridge (1924) looking at the Union Pacific Railroad siphon, view looking east (C. Jimenez, November 14, 2012).



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code: 3

Other Listings
Review Code

Reviewer

Date

Page 1 of 4

Resource Name or #: Sacramento Levee

P1. Other Identifier: None

P2. Location: Not for Publication Unrestricted

a. County: Colusa

b. USGS 7.5' Quad: Moulton Weir, CA Date: 1952 T 17N; R 2W; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Stegeman Zip: 95932

d. UTM: Zone: 10 ; 583350 mE/ 4355106 mN (G.P.S.)

e. Other Locational Data: APN #12-160-043 Elevation: 70 feet

From Princeton, travel south on California State Route 45 approximately 4.5 miles, through the unincorporated community of Stegeman and the section of the route is on the left, off Willow Creek near the Sacramento River.

P3a. Description: The Sacramento Levee segment is between River Mile 159 and 160, and is approximately 3.2 miles south of Stegeman, California, to the east of State Route 45 (Polson 2012). The levee delineates the easternmost point of the NODOS project and is located in the Delevan Pipeline study area. The levee is an earthen bermed structure that is approximately 15 feet high; the levee is approximately 15 feet wide across the top and 75 feet wide at its base. The Sacramento Levee may date as early as 1936; however, it likely was constructed sometime between 1947-1953. According to the Sacramento Levee DPR form (JGL0009 and JGL007; P-11-000689/CA-GLE-689H) recorded in the *Cultural Resources Inventory of Caltrans District 3, Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba counties* by JRP Historical Consulting, much of levee north of this segment in Glenn County was constructed between 1947 to 1953 as flood control, after the Flood Control Act of 1917 that was enacted on the river (Melvin and Freeman 2008; Polson 2012; Rosenthal and Darcangelo 2008). Congress approved the Act, also known as the Ransdell-Humphreys Flood Control Act of 1917, in response to natural flood disasters along the Mississippi River. The Sacramento Levee is significant under Criteria A/1 for its association with federal flood protection in the Sacramento Valley, and eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register).

P3b. Resource Attributes: HP11, Engineering Structure

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

P5a. Photograph:



P5b. Description of Photo:

Sacraemtno Levee, view looking north (C. Jimenez 2013).

P6. Date Constructed/Age and Sources:

Historic: 1947-1953

P7. Owner and Address:

U.S. Army Corps of Engineers
1325 J Street
Sacramento, CA 95814-2922

P8. Recorded by:

Corri Jimenez & Benjamin Elliott
URS Corporation
2870 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

P9. Date Recorded: 11/13/2012

P10. Survey Type: Intensive

P11. Report Citation:

Jimenez, Corri. 2013. "Built Environment Identification &

Evaluation Technical Report: North-of-the-Delta Off-Stream Storage (NODOS)/Sites Reservoir Project, Glenn and Colusa Counties, California." Sacramento, CA. March 2013.

*Attachments: NONE Location Map Sketch 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):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name:

B2. Common Name:

B3. Original Use: Levee

B4. Present Use: Levee

B5. Architectural Style: Engineering

B6. Construction History: The levee is an earthen bermed structure that is approximately 15 feet high; the levee is approximately 15 feet wide across the top and 75 feet wide at its base. The Sacramento Levee may date as early as 1936; however, it likely was constructed sometime between 1947-1953.

B7. Moved? No Yes Unknown **Date:**

Original Location:

B8. Related Features: None

B9a. Architect: Unknown

b. Builder: Unknown

B10. Significance: USACE California Flood Protection **Theme:** California Flood Protection **Area:** Glenn County

Period of Significance: 1947-1953

Property Type: Sacramento River Levee

Applicable Criteria: A/1

The Sacramento Levee segment is a resource over 45 years old that is used as flood control on the Sacramento River. The levee is associated with a significant broad pattern of irrigation and cultural heritage in both California and the US, as well as treated as a cultural resource by the U.S. Army Corps of Engineers (USACE). As a managed historic resource by the agency, it is assumed as eligible to the NRHP and CRHR (Criteria A and 1). The Sacramento levee segment does the property appear to be associated with the lives of any people significant to the past (Criteria B and 2). The Sacramento Levee segment does not appear to be associated with a distinctive type of design or method of construction as an irrigation feature, nor represent the work of a master, or possess any high artistic values represented in distinguishable characteristics. In addition, in order for a property to be eligible for listing in a federal, state, or local register, besides meeting one of the above criteria, it must also retain its historic integrity, which is recognized through seven aspects (location, design, setting, materials, workmanship, feeling, and association). The Sacramento levee segment retains all seven aspects of integrity; however, it is a flood control engineered structure, constructed between 1947 and 1953, and a component to a larger levee that stretched the right bank of the Sacramento River as flood protection (Criteria C and 3). Last, the Sacramento levee segment does not have the potential to yield or likely yield information important to prehistory or history (Criteria D and 4). In conclusion, the Sacramento levee segment assumed eligible as a historic resource for listing on the NRHP and the CRHR under Criteria A and 1, and is considered a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: None

B12. References:

Melvin, Steven and Joseph Freeman.

2008 Department of Parks and Recreation Form 523 for the Sacramento Levee (JGL009 (P-11-00689/CA-GLE-689H)). Prepared for JRP Historical Consulting, LLC in the *Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra Sutter, Yolo, and Yuba counties*. Report prepared for the California Department of Transportation, District 3, Marysville, California.

National Environmental Title Research, LLC (NETR Online)

2012 Historic Aerials, 1907-1995. Accessed at <http://www.historicaerials.com> on December 12, 2012.

Polson, Nikki

2012 Personal communication with U.S. Army Corps of Engineers Historian Nikki Polson Architectural Historian Corri Jimenez. January 17, 2012.

Rosenthal, Jeffrey, and Michael Darcangelo

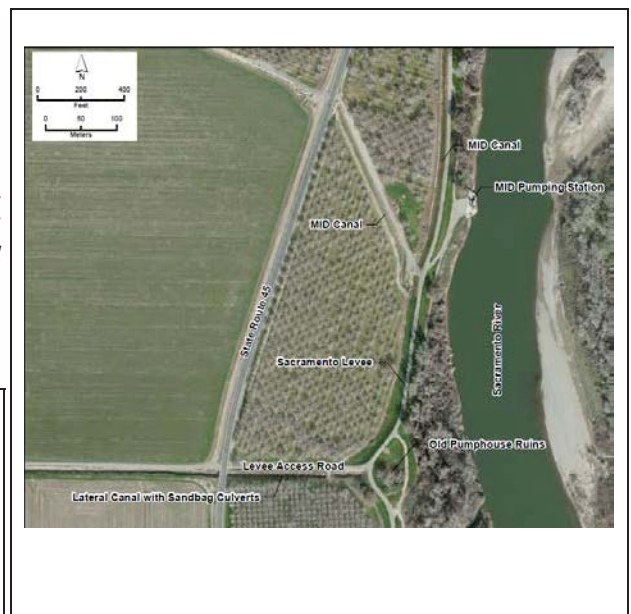
2008 Department of Parks and Recreation Form 523 for the Sacramento Levee (P-11-000689/CA-GLE-689H) Update. Prepared by Far Western for the *Cultural Resource Survey and Geoarchaeological Investigation of the Hamilton City Flood Damage Reduction and Ecological Restoration Area, Glenn County, California*.

B13. Remarks: None

B14. Evaluator: Corri Jimenez, URS Corporation

Date of Evaluation: November 13, 2012

(This space reserved for official comments.)



L1. Historic and/or Common Name:

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

b. Location of point or segment: From the intersection of State Route (SR) 45, 3.9 miles south of the Town of Princeton in Glenn County. From SR 45, drive on an access road paralleling an earthen canal.

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

This segment of levee runs along the west bank of the Sacramento River and parallels State Route 45. For the purposes of this study, this segment is an earthen bermed structure with grassy slopes on both sides. A small irrigation canal is perpendicular to it off SR 45, and a second smaller irrigation canal runs along the levee's west side

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

- a. Top Width:** 25 feet
- b. Bottom Width:** 50 feet
- c. Height or Depth:** 12 feet
- d. Length of Segment:** 50 feet

L5. Associated Resources:

The Maxwell Irrigation District borders the levee on the east. The levee ridge is also an access road to the Maxwell Irrigation District pumpstation.

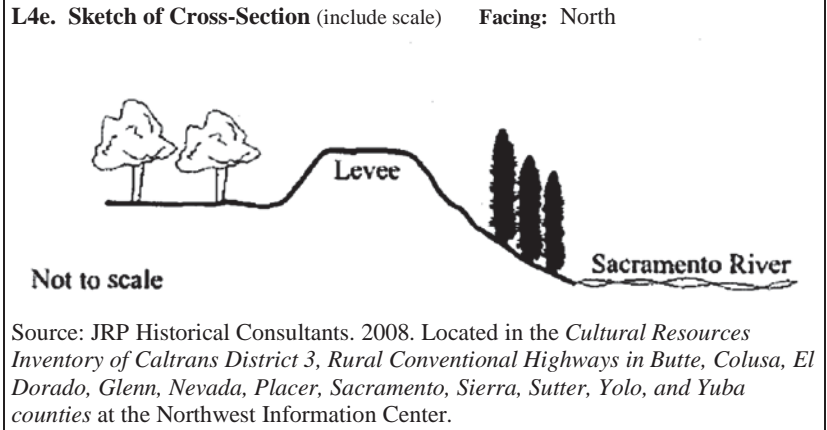
L6. Setting: This segment is set near an orchard on the right bank or west side of the levee, and is near Maxwell Irrigation District Canal resources that include a concrete line canals and box culverts.

L7. Integrity Considerations: Fine

L8b. Description of Photo, Map, or Drawing:

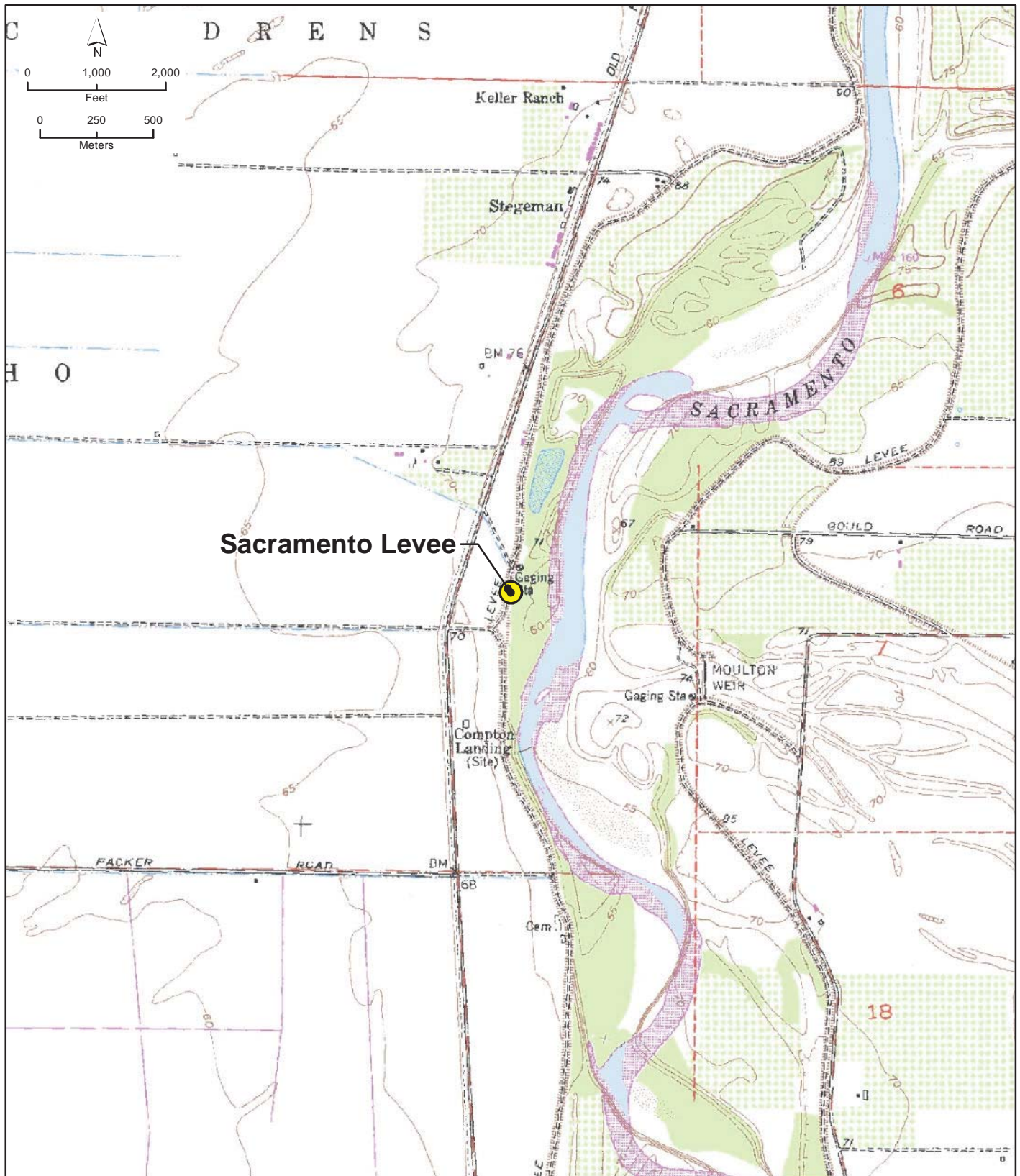
Sacramento Levee, view looking north at the Maxwell Irrigation District pumpstation (at the right).

L9. Remarks: None



L10. Form Prepared by:
Corri Jimenez
URSP Corporation
1333 Broadway Ave, Suite 800
Oakland, CA 94612

L11. Date: 11/13/2012



*Resource Name or #: JGL009

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted *a. County: Glenn

*b. USGS Quad: Glenn (1951; photorevised 1969); T R , Sec. 0;

c. Address:

d. UTM: Zone 10; 585223 mE/ 4367932 mN NAD83 See Continuation Sheet for more details.

e. Other Locational Data:

Three features carry State Route (SR) 45 at discontinuous intervals between post miles 0.0 and 12.10; there is one segment that intersects both sides (north and south) of SR 162 at postmile 76.7, and segment JGL007 intersects SR 32 east of Hamilton City at PM 10.8.. See Linear Feature Records for additional locational information.

This resource is also on the Princeton (1952; photorevised 1973) and Nord (1951; photorevised 1969) Quads, and is located in the Larkin Childrens Rancho and Jancinto landgrants.

***P3a. Description:**

This resource consists of five segments of the levee that runs along the west bank of the Sacramento River in Glenn County. For the purposes of this study, the segments are designated A through D (see Linear Feature Records) plus segment JGL007. Segments A through C carry SR 45, Segment D intersects and passes under SR 162 and segment JGL007 intersects SR 32 east of Hamilton City. The segments were recorded as part of the Caltrans District 3 Rural Conventional Highways Inventory, which was restricted to historic properties within the highway right-of-way. It should be noted only those segments of the levee which encroach the study area are documented on this form. (See also Continuation Sheet)

*P3b. Resource Attributes: HP11. Engineering structure

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



***P5b. Description of Photo:**

JGL-009-B-1; View of levee at Segment B, camera facing south (SR 45 is to the right)

***P6. Date Constructed/Age & Sources:**

Historic Prehistoric Both
Multiple: see P3a. "Description"

***P7. Owner and Address:**

See Continuation Sheet

***P8. Recorded by:**

S. Melvin & J. Freeman, JRP Historical Consulting, LLC. 1490 Drew Ave. Suite 110 Davis, CA 95618

*P9. Date Recorded: 1/15/2008

***P10. Survey Type:**

Reconnaissance

*P11. Citation: Leach-Palm et al. 2008, Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba counties.

* Attachments: None Location Map Sketch 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:

*Recorded By: Steven J. Melvin & Joseph Freeman, JRP Historical Consultin *Date: 1/16/2008 Continuation Update

P2e. Location (continued):

UTMs:

Segment A: 585212mE 4363145mN - 585136mE 4364975mN
Segment B: 584946mE 4366258mN - 584556mE 4367248mN
Segment C: 585656mE 4378599mN - 585230mE 4382148mN
Segment D: 585206 mE 4367924 mN - 585220 mE 4367953 mN
Segment JGL007: 585887 mE 4400544 mN - 585864 mE 4400566 mN

P3a. Description (continued):

The segments recorded here are located along the west bank of the Sacramento River from the Colusa-Glenn County line to about 12 miles north of that line. Segments A, B, and C carry SR 45, while Segment D intersects SR 162 from the north and south. Segments A and B appear to have different effective dates of construction than Segments C and D. All segments were present by 1911 when Thomas Jackson prepared a report for the U.S. Congress on recommendations for flood control of the Sacramento River, including construction and improvement of levees (US House of Representatives 1911). In that report, Jackson recommended that the levee at Segments A and B be rebuilt on a new alignment to the east, closer to the river, and that the levee at Segments C and D be raised. Segments A and B were built in their current location between 1943 and 1952, and Segments C and D were raised between 1916 and 1920. Glenn County Levee District No. 1, which formed in 1901, maintains the levee at Segment C. Glenn County Levee District No. 2, which formed in 1908, maintains the levee at Segments A, B, and D.

JGL007 runs along the west side of the Sacramento River and intersects State Route (SR) 32 east of Hamilton City. It is unclear when the first levee at Hamilton City was built. Although it is likely that a levee had been constructed early on in the development of Hamilton City in the late 1800s, the current levee at this location appears to be a product of the mid-twentieth century. A levee was certainly in place by 1949, when it appears on a topographic quadrangle for the area. In 1955, the Sacramento River Flood Control Project proposed reconstructing the levee between Chico Landing and Red Bluff (which includes the portion of levee studied on this form). The reconstruction project was authorized by the 1958 Flood Control Act, and was completed by 1969.

References:

- Bonte, Harmon S. Financial and General Data Pertaining to Irrigation, Reclamation and Other Public Districts in California. California Department of Public Works Bulletin No. 37. Sacramento: Division of Water Resources, 1930.
- California Reclamation Board. "Sacramento River Flood Control Project: Showing By-passes, Levees, and Reclamation Districts. Sacramento: Reclamation Board, 1940.
- California Reclamation Board. "Sacramento River Flood Control Project: Showing By-passes, Levees, and Reclamation Districts. Sacramento: Reclamation Board, 1943.
- Kelley, Robert. Battling the Inland Sea: Floods, Public Policy and the Sacramento Valley. Berkeley: University of California Press, 1989.
- Reclamation Board of California. Report of the Reclamation Board of California. Sacramento: Reclamation Board of California, 1916 and 1918.
- USGS. "Princeton, California," 7.5-minute topographical map. Washington: USGS, 1952.
- U.S. House of Representatives. Document No. 81, 62nd Congress, 1st Session. Flood Control Sacramento and San Joaquin River Systems, California. 1911.
- California Reclamation Board. "Reclamation and Flood Protection. Biennial Progress Report, July 1, 1963—June 30, 1965." Sacramento: California Reclamation Board, 1965.
- McCollam, A. E. "Reclamation and Flood Protection: Progress Report, July 1, 1965—June 30, 1969." Sacramento: California Reclamation Board, 1969.
- USGS. "Chico, California," 15-minute topographical map. Washington: USGS, 1949.

CONTINUATION SHEET

Primary # P-11-000689

HRI #

Trinomial CA-GLE-689H

Page 3 of 17

*Resource Name or #: JGL009

*Recorded By: Steven J. Melvin & Joseph Freeman, JRP Historical Consultin *Date: 1/16/2008 Continuation Update

U.S. House of Representatives. Document No. 272, 84th Congress, 2nd Session. Sacramento River, Calif., Chico Landing to Red Bluff. 1955.

P7. Owner and Address:

Segments A, B, and D:
Glenn County Levee District 2
8071 County Road 65
Princeton, Ca 95970

Segment C:
Glenn County Levee District 1
1424 Highway 45
Glenn, CA 95943

Segment JGL007:
California Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

L1. Historic and/or Common Name: Sacramento River levee

L2a. Portion Described: Entire Resource Segment Point Observation Designation: JGL007

L2b. Location of Point or Segment:

The small segment that lies within the SR 32 right-of-way is located at postmile 10.8 where a bridge passes over the levee, east of Hamilton City.

L3. Description:

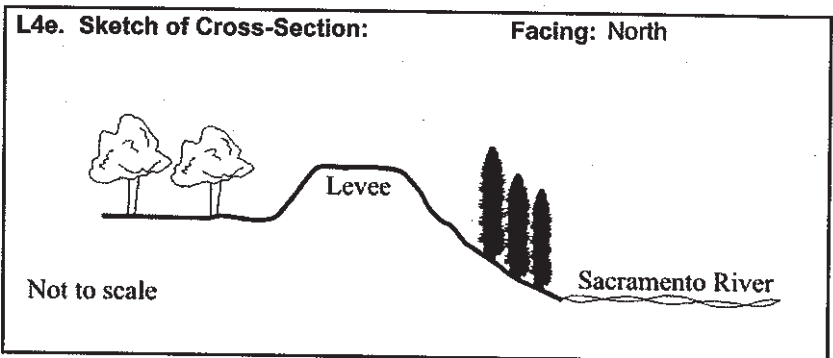
The levee along the west bank of the Sacramento River passes under SR 32. It is an earthen berm with steep sloping sides, and is currently covered with thick vegetation and trees. The levee passes approximately 20 feet below bridge 12-0054.

L4. Dimensions:

- a. Top Width: 12 feet
- b. Bottom Width: 40 feet
- c. Height or Depth: 15 feet
- d. Length of Segment: 100 feet

L5. Associated Resources:

The levee passes under a concrete bridge (Bridge #12-0054) that carries SR 32.



L6. Setting:

Located among orchards east of Hamilton City.

L7. Integrity Considerations:

Unknown.



L8b. Description of Photo, Map, or Drawing

JGL-007-2; view of levee, camera facing south

L9. Remarks:

L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones, JRP Historical
Consulting.

L11. Date: 1/15/2008

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment A

L2b. Location of Point or Segment:

From the intersection of SR 162 and SR 45 near the town of Codora Four Corners, proceed 3.0 miles south to the southern county line (postmile 0.0). This levee segment carries SR 45 from PM 0.0 to PM 1.15. The site datum for this segment is on the levee at postmile paddle 1.0.

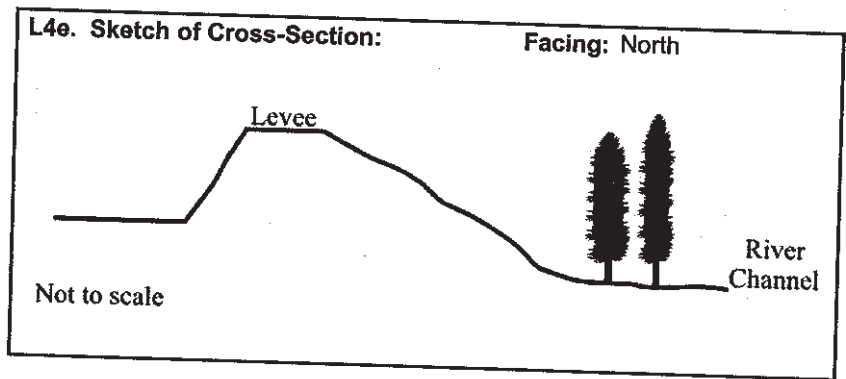
L3. Description:

This form records a segment of the levee that runs along the west bank of the Sacramento River from the Glenn county line to postmile 1.15. For the purposes of this study, this segment of the levee is designated Segment A. The levee along this stretch has earthen, grassy, steep-sloping sides. A gravel access road parallels the highway to the east.

L4. Dimensions:

- a. Top Width: 25 feet
- b. Bottom Width: approximately 60 feet
- c. Height or Depth: approximately 20 feet
- d. Length of Segment: 1.15 miles

L5. Associated Resources:

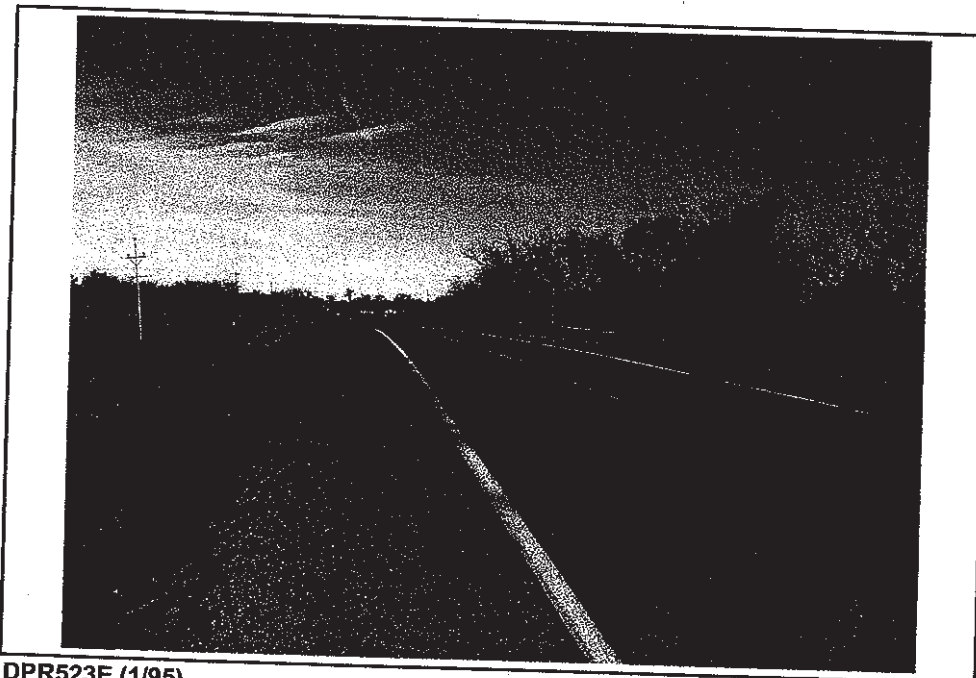


L6. Setting:

Agricultural fields located to the west, river channel to the east

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

JGL-009-A-3,N, camera facing north, showing SR 45 on the crest of the levee.

L9. Remarks:

L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones, JRP Historical
Consulting.

L11. Date: 1/16/2008

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment B

L2b. Location of Point or Segment:

From the intersection of State Route (SR) 162 and SR 45 near the town of Codora Four Corners, proceed 1.2 miles south on SR 45 to postmile paddle 2.0 (site datum). Walk 50 meters south from the paddle to the southern end of the feature. This levee segment carries SR 45 from PM 1.95 to PM 2.64, the intersection with Road 62 (site datum).

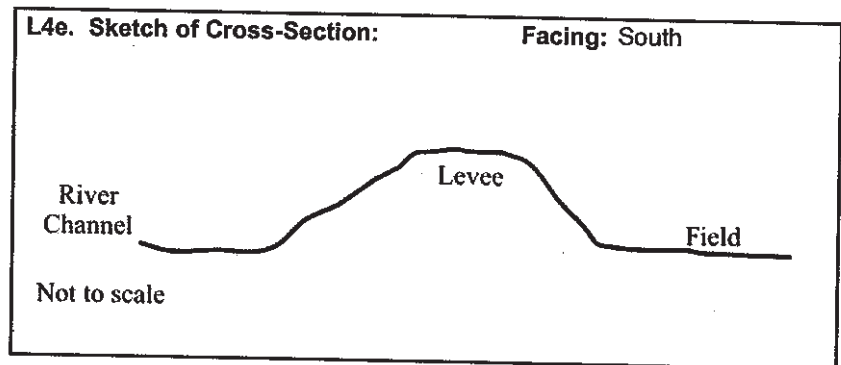
L3. Description:

This form records a segment of the levee that carries SR 45 along the west bank of the Sacramento River between postmiles 1.95 and 2.64. For the purposes of this study, this segment of the levee is designated Segment B. At this location the levee has earthen, grassy, steep-sloping sides.

L4. Dimensions:

- a. Top Width: Approximately 40 feet
- b. Bottom Width: Approximately 60 feet
- c. Height or Depth: Approximately 20 feet
- d. Length of Segment: 0.69 miles

L5. Associated Resources:



L6. Setting:

To the west are orchards and the river channel flows along the east side of the levee.

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing
JGL-009-B-4,S, camera facing south showing SR 45 on levee.

L9. Remarks:

L10. Form Prepared By:
Steven Melvin, Joseph Freeman,
Jarma Jones, JRP Historical
Consulting.

L11. Date: 1/16/2008

*Resource Name or #: JGL009

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment C

L2b. Location of Point or Segment:

From the intersection of State Route (SR) 162 and SR 45 near the town of Glenn, drive 2.2 miles north on SR 45 to the driveway at 2180 SR 45 (site datum). From the driveway, walk 100 meters north to the southern end of the feature. This levee segment carries SR 45 from PM 9.8 to PM 12.0 (paddle is the site datum).

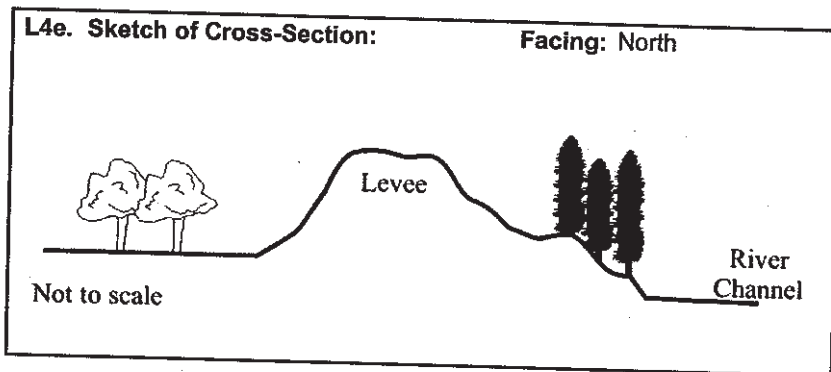
L3. Description:

This form records a segment of the levee that runs along the west bank of the Sacramento River where SR 45 goes on/off the levee at postmile 9.8. For the purposes of this study, this segment of the levee is designated Segment C. At this location, the levee is similar in appearance to Segments A and B. It has earthen, grass-covered, steep-sloping sides.

L4. Dimensions:

- a. Top Width: 25 feet
- b. Bottom Width: 50 feet
- c. Height or Depth: 12 feet
- d. Length of Segment: 50 feet

L5. Associated Resources:



L6. Setting:

This segment is set among orchards and the river channel flows along the east side of the levee.

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

JGL-009-E-2,S, camera facing south at point where SR 45 (right) departs.

L9. Remarks:

L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones, JRP Historical
Consulting.

L11. Date: 1/16/2008

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment D

L2b. Location of Point or Segment:

From the intersection of State Route (SR) 162 and SR 45, north of the town of Princeton, proceed one mile east on SR 162 to the "Sacramento River" sign (site datum) at postmile 76.7. This sign marks the resource.

L3. Description:

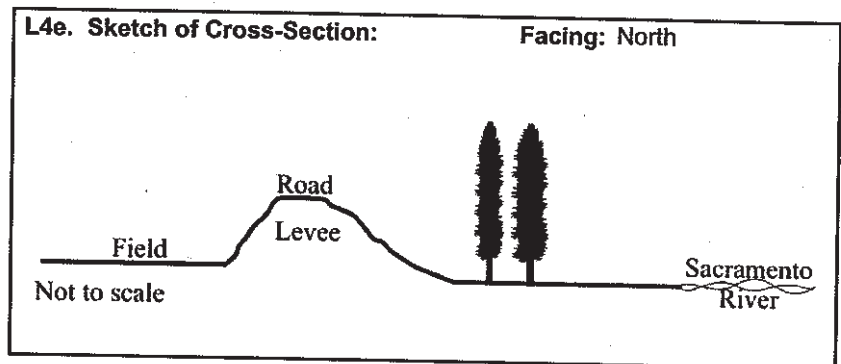
This form records a segment of the levee that runs along the west bank of the Sacramento River intersects and passes under SR 162. For purposes of this study, this segment of the levee is designated Segment D. At this location, the earthen levee carries a 15-foot wide gravel road under the highway. The grass-covered levee has a moderate-sloping bank on the river (east) side and steep-sloping bank on the opposite (west) side.

L4. Dimensions:

- a. Top Width: 15 feet
- b. Bottom Width: 75 feet
- c. Height or Depth: 20 feet
- d. Length of Segment: 100 feet

L5. Associated Resources:

The levee passes under a concrete bridge (Bridge # 11-0017) which carries SR 162.



L6. Setting:

This segment surrounded by orchards.

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

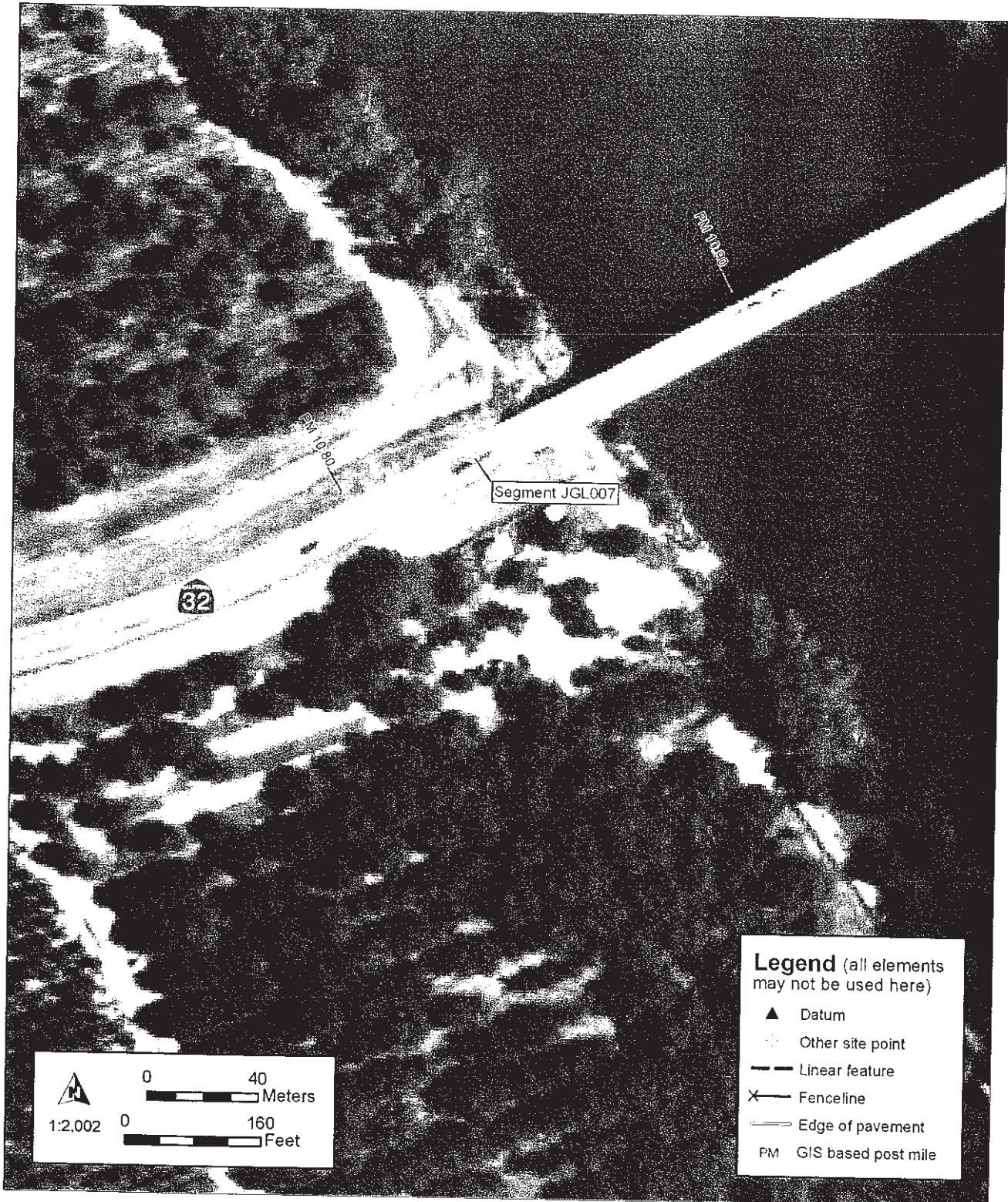
JGL-009-D-4,N, camera facing north from SR 162.

L9. Remarks:

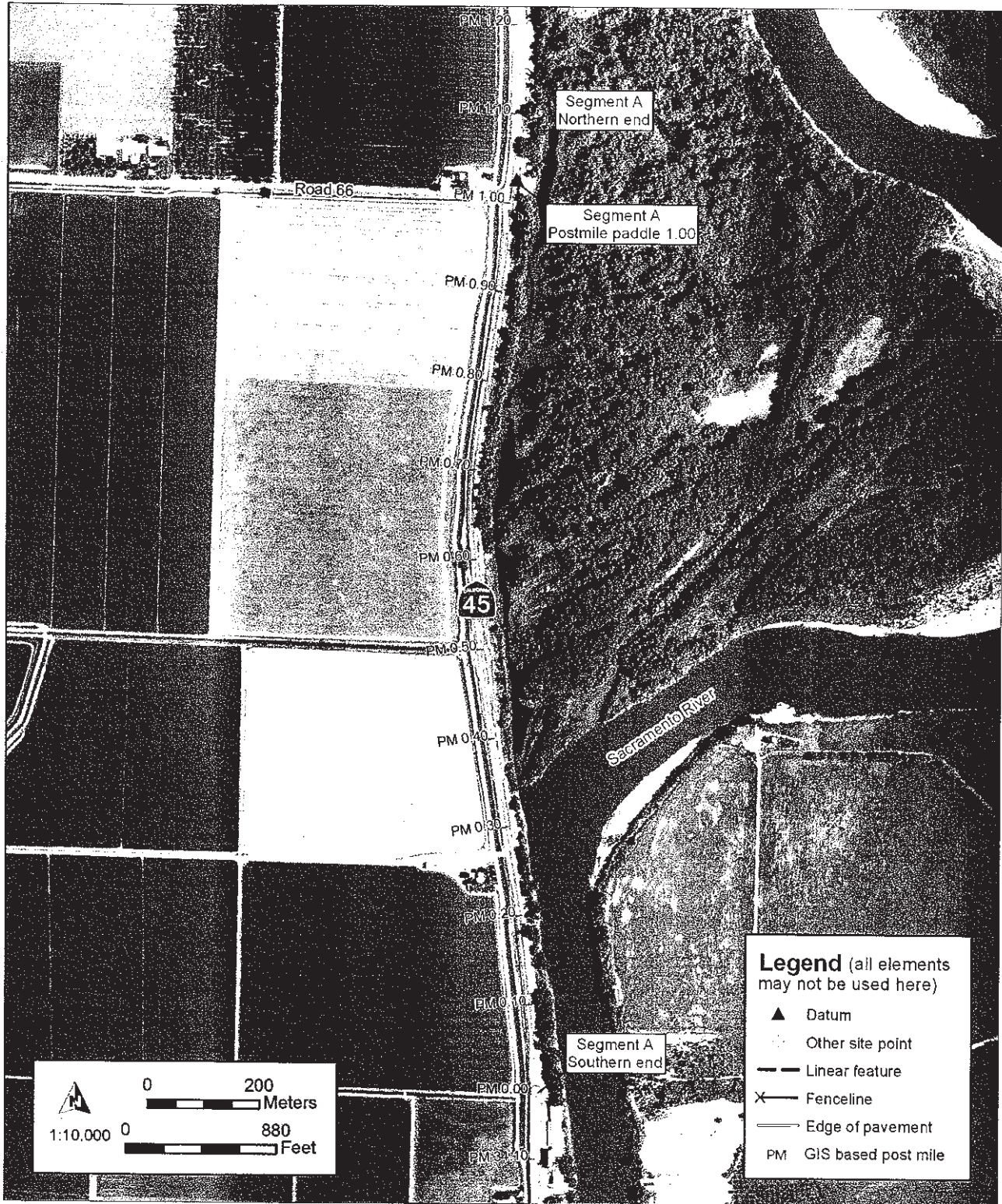
L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones, JRP Historical
Consulting.

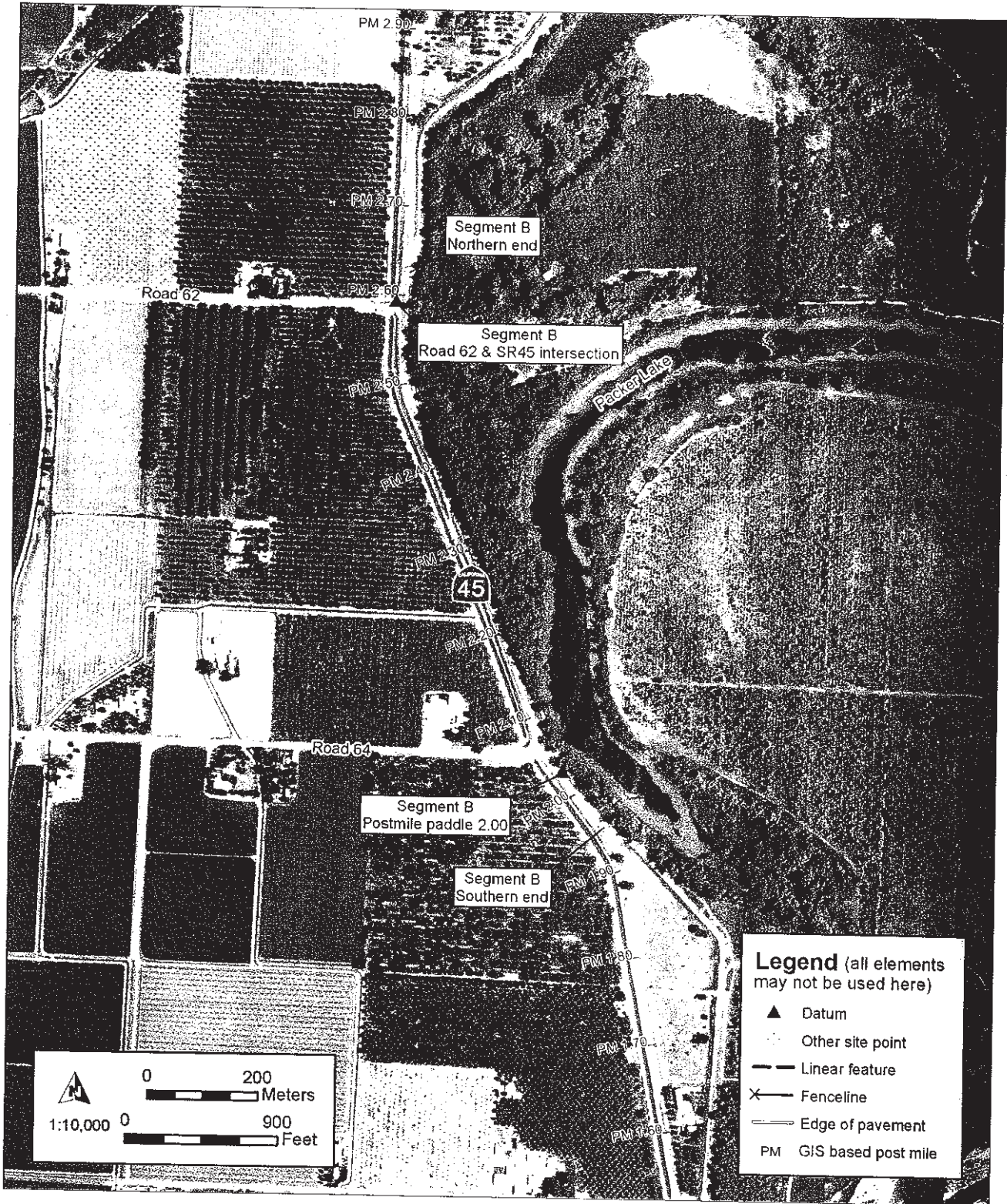
L11. Date: 1/14/2008



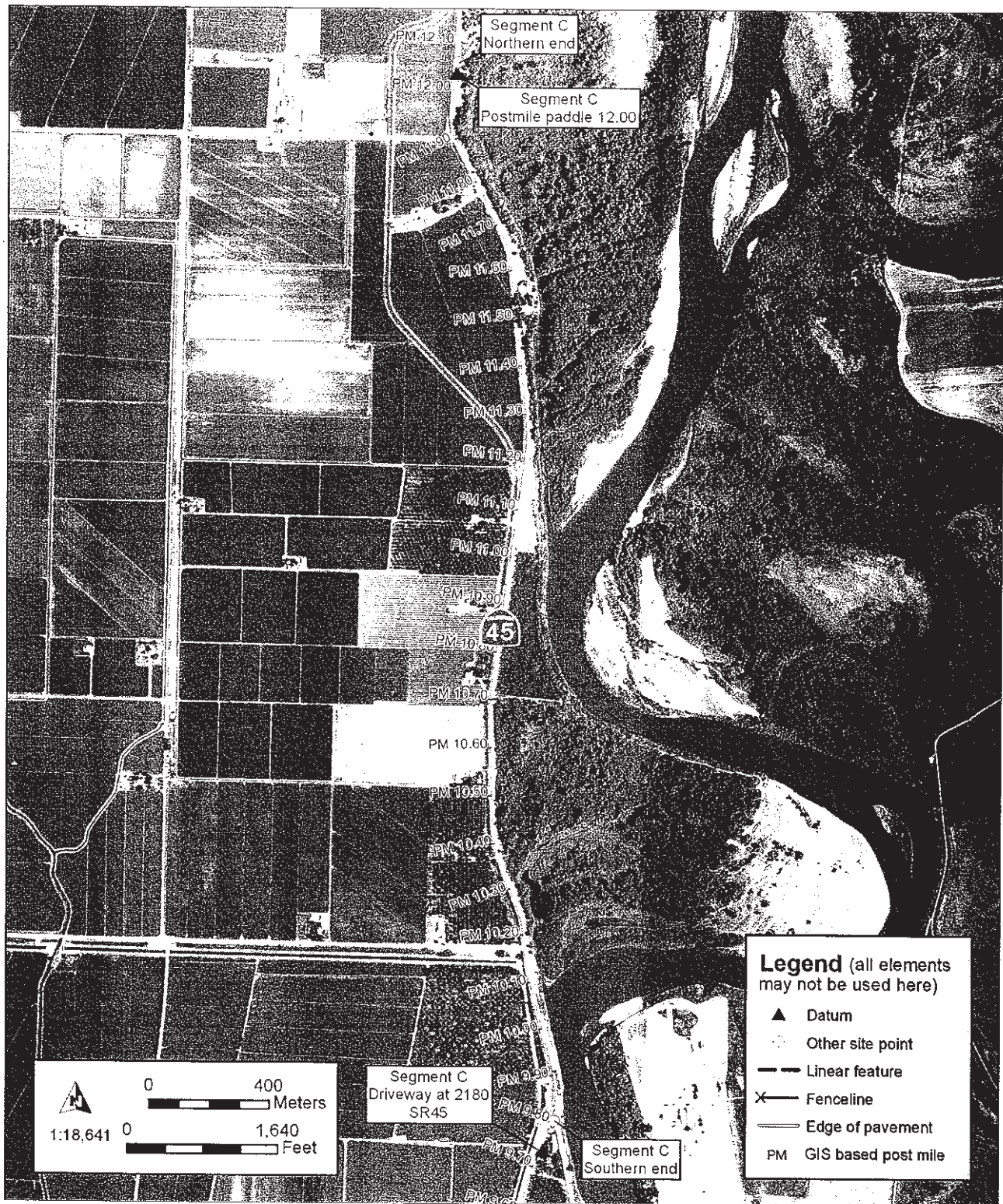
Sketch map is based on 2007 GPS data collected within the highway right-of-way.



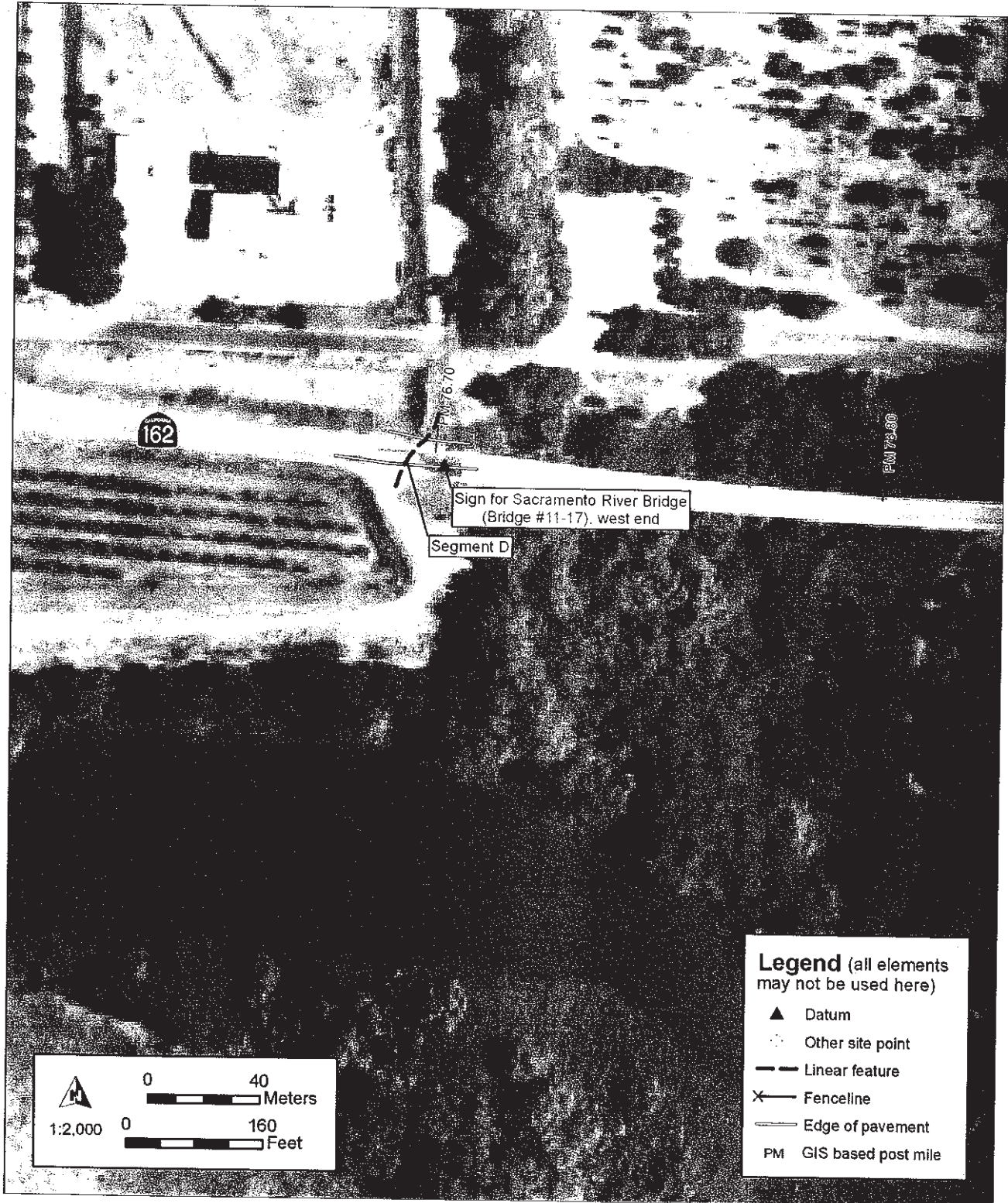
Sketch map is based on 2007 GPS data collected within the highway right-of-way.



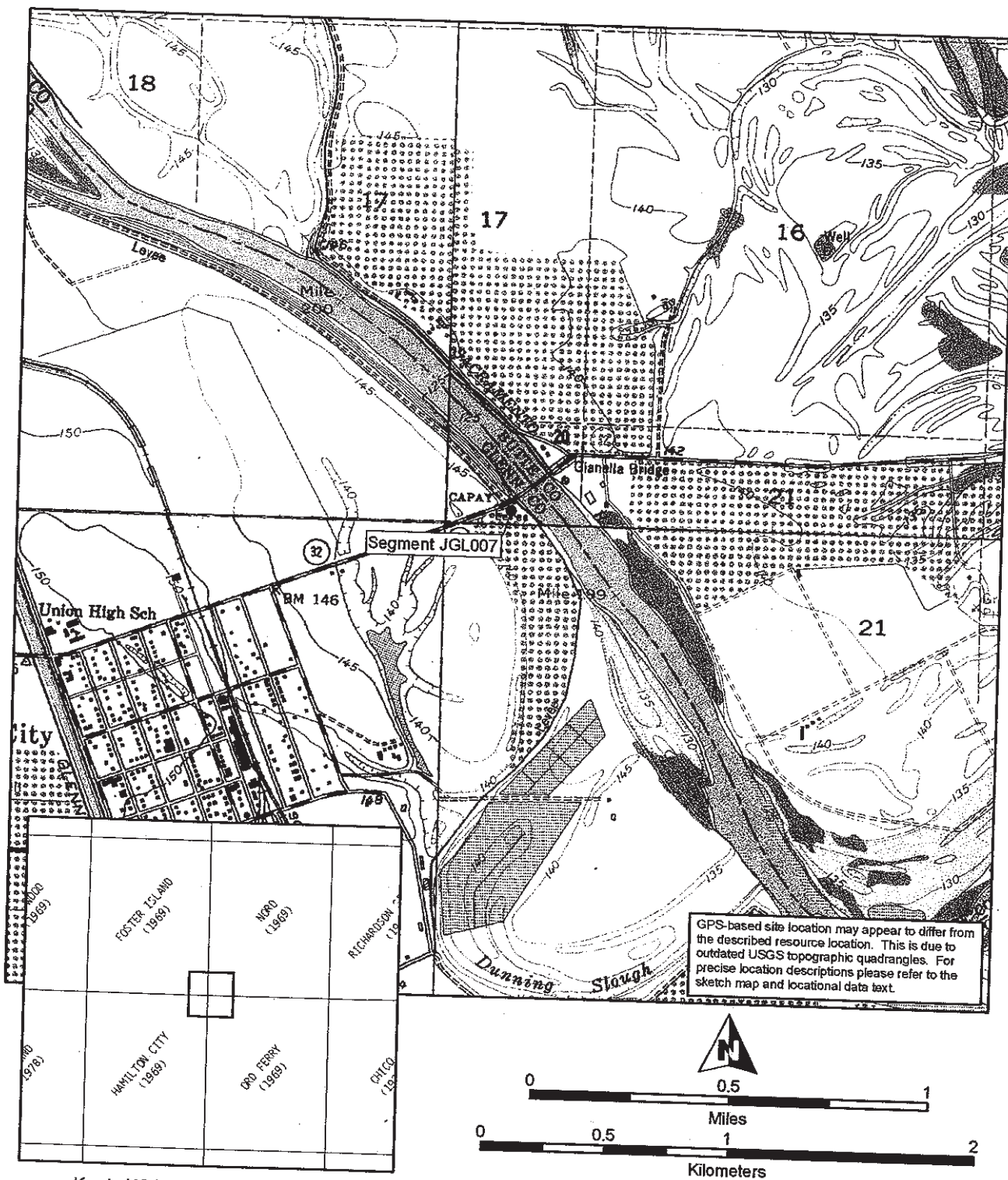
Sketch map is based on 2007 GPS data collected within the highway right-of-way.



Sketch map is based on 2007 GPS data collected within the highway right-of-way.

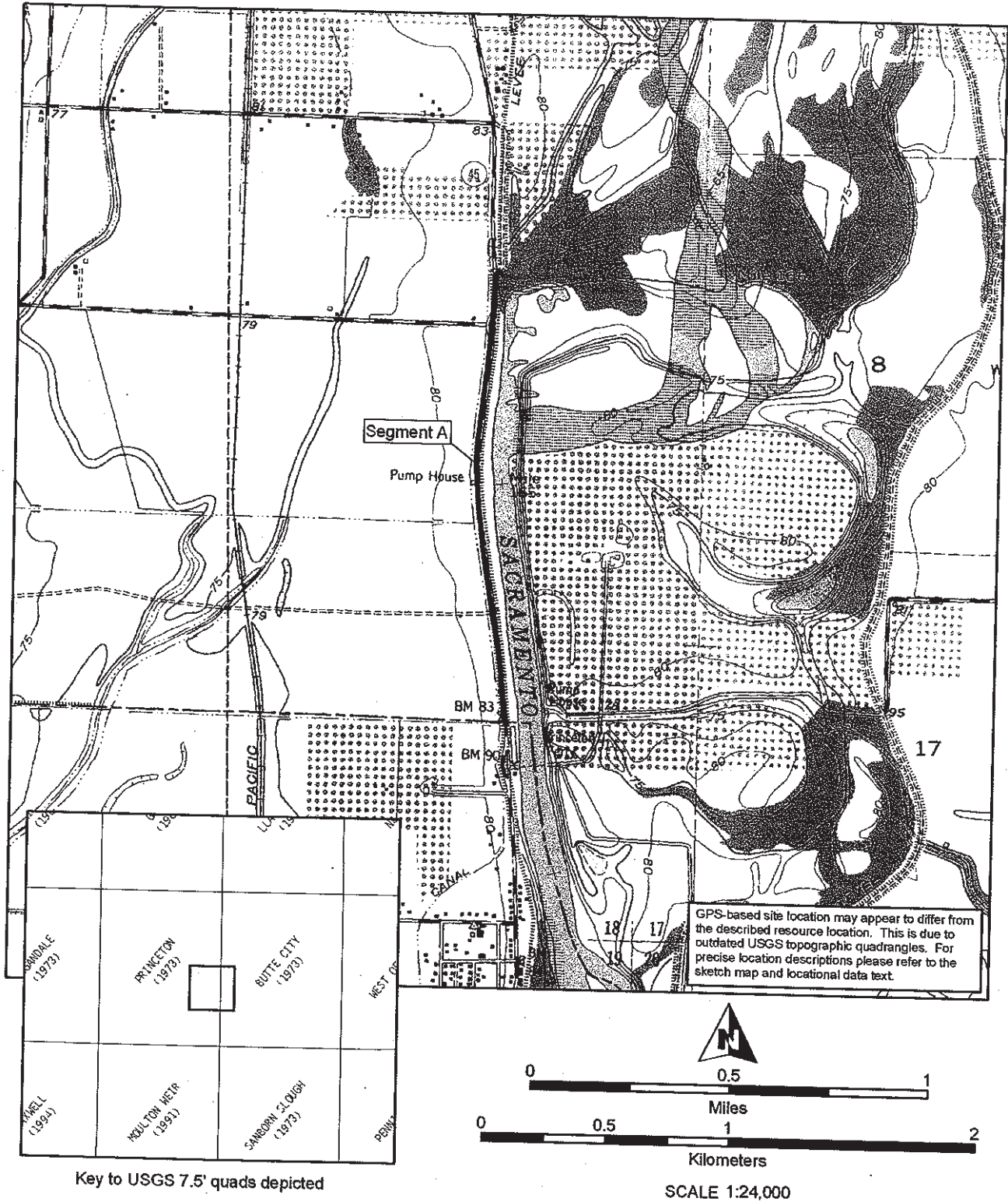


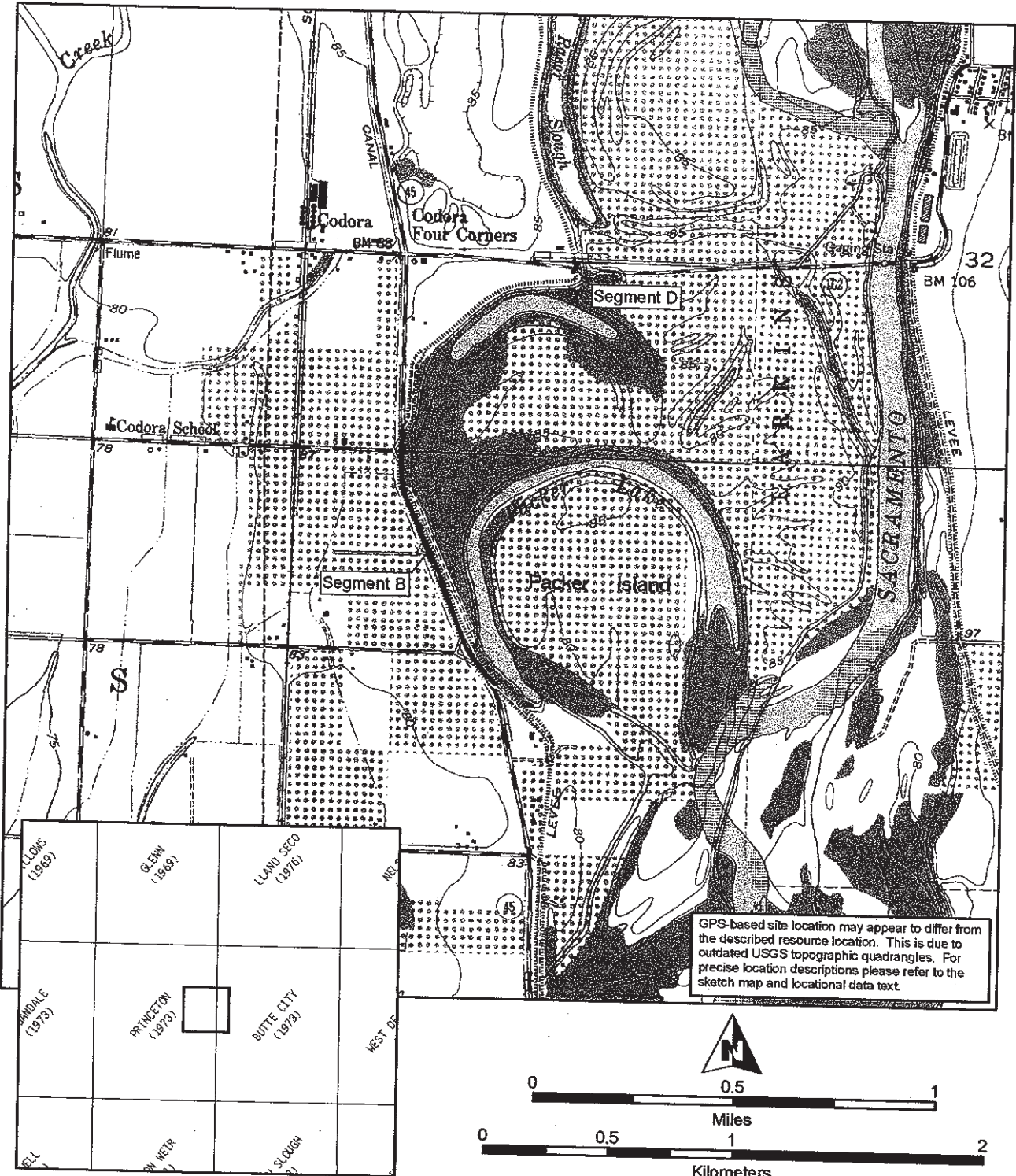
Sketch map is based on 2007 GPS data collected within the highway right-of-way.



Key to USGS 7.5' quads depicted

SCALE 1:24,000

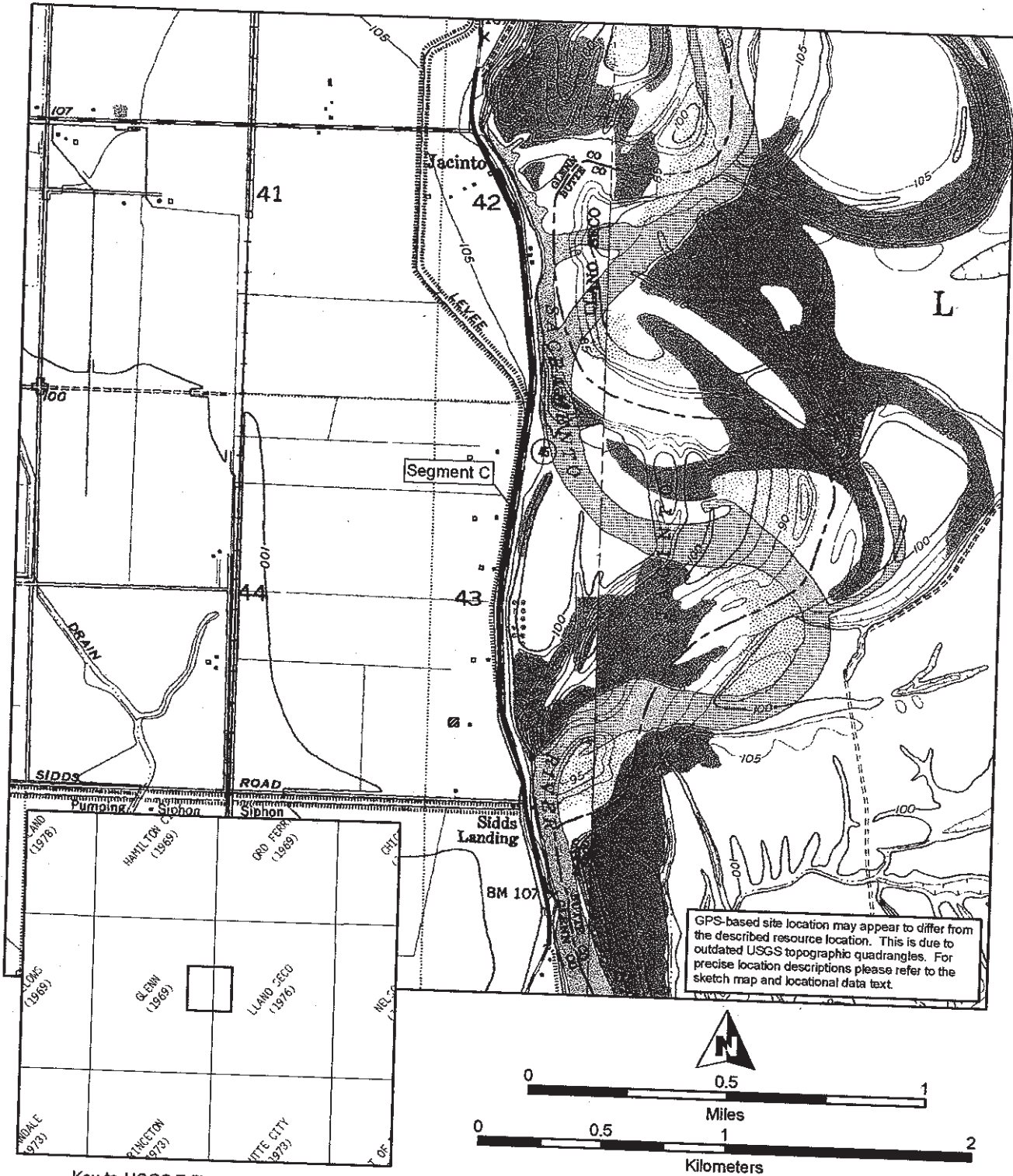




GPS based site location may appear to differ from the described resource location. This is due from outdated USGS topographic quadrangles. For precise location descriptions please refer to the sketch map and locational data text.

Key to USGS 7.5' quads depicted

SCALE 1:24,000



Key to USGS 7.5' quads depicted

SCALE 1:24,000

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

PRIMARY RECORD

Primary # P-11-000689 (UPDATE)

HRI #

Trinomial CA-GLE-689H (UPDATE)

NRHP Status Code

Other Listings

Review Code

Reviewer

Date

*Resource Name or #: Sacramento River Levee (UPDATE)

P1. Other Identifier: Sacramento River Levees

*P2. Location: Not for Publication Unrestricted *a. County: Glenn

*USGS Quad(s): Foster Island (1950; photorevised 1969), Hamilton City (1949; photorevised 1969), Ord Ferry (1949; photorevised 1969)

T22N R1W MDBM Unsectioned portion of 1859 Capay Landgrant

c. Address:

d. UTM (NAD 83): Zone 10; 588272 mE 4396376 mN Southern end
Zone 10; 583136 mE 4402095 mN Northern end

e. Other Locational Data:

From the intersection of State Routes (SR) 45 and 32, in town of Hamilton City, travel east 1.2 miles on SR 32 to west bank of Sacramento River. The levee is north and south of SR 32. Alternatively, drive north 1.45 miles on SR 45 to where the levee intersects with SR 45.

*P3a. Description:

This site record pertains to a segment of the levee from 1.45 miles north of Hamilton city, along State Route 45 to County Road 23, to 1.85 miles east of State Route 45.

JRP Historical Consulting recently recorded five segments of the levee between Hamilton City and Princeton for the Caltrans District 3 Rural Conventional Highways inventory (Leach-Palm et al. 2008), noting that "although it is likely that a levee had been constructed early on in the development of Hamilton City . . . the current levee at this location appears to be a product of the mid-twentieth century (JRP 2008a:2). This part of the levee on the west bank of the river appears on the 1949 topographic quadrangle for the area, so it obviously was in place by that time. In 1958, the Flood Control Act authorized reconstruction of the levee between Chico Landing and Red Bluff, which includes the current segment; the reconstruction project was completed in 1969.

*P3b. Resource Attributes: HP11

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



*P5b. Description of Photo:

Overview of levee north of SR 32.
Sacramento River right side of p photo.

*P6. Date Constructed/Age & Sources:

Historic Prehistoric Both
Pre-dates 1949.

*P7. Owner and Address:

California Department of Water
Resources, P.O. Box 942836,
Sacramento, CA 94239

*P8. Recorded by:

Jeffrey Rosenthal and Michael Darcangelo,
Far Western, 2727 Del Rio Place, Davis
CA 95618

*P9. Date Recorded: 1/29/2008

*P10. Survey Type:

Reconnaissance

*P11. Citation: Cultural Resources Survey and Geoarchaeological Investigation of the Hamilton City Flood Damage Reduction and Ecological Restoration Area, Glenn County, California.

*Attachments: None Location Map Sketch 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:

update B

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

PRIMARY RECORD

Primary # P-11-000689 (UPDATE)

HRI # _____

Trinomial CA-GLE-689H (UPDATE)

NRHP Status Code _____

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 2 of 4

*Resource Name or #: Sacramento River Levee (UPDATE)

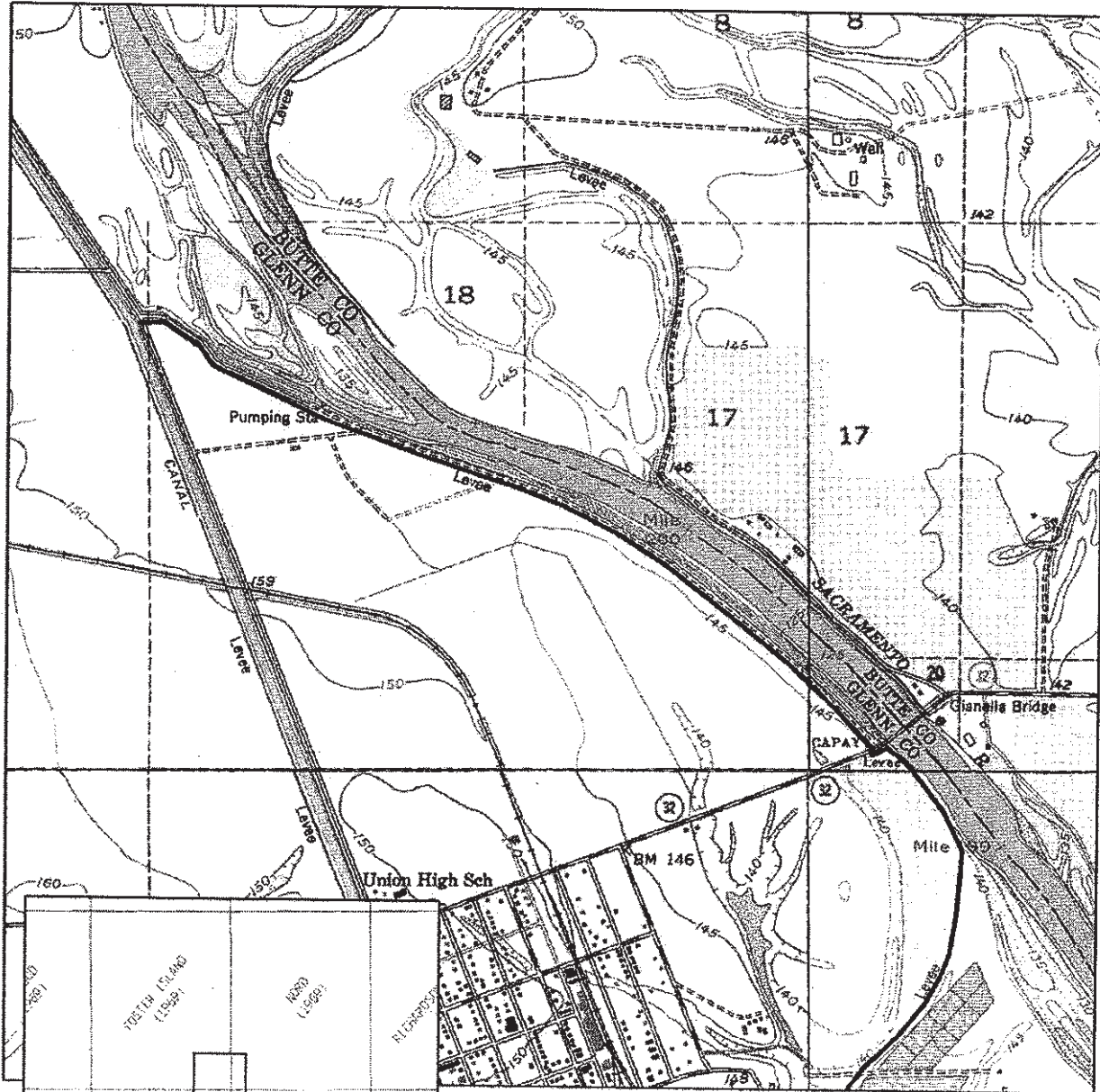
References

Leach-Palm 2008, Cultural Resources Inventory of District 3 Rural conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba Counties.

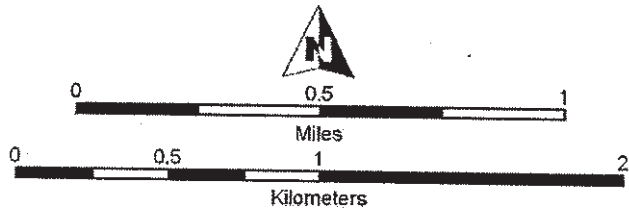
LOCATION MAP

*Map Name:

*Year:



Key to USGS 7.5' quads depicted



Update B

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

Primary # P-11-000689

HRI # _____

Trinomial CA-GLE-689H

NRHP Status Code 7

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 17

*Resource Name or #: JGL009

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted *a. County: Glenn

*b. USGS Quad: Glenn (1951; photorevised 1969); T R , Sec. 0;

c. Address:

d. UTM: Zone 10; 585223 mE/ 4367932 mN NAD83 See Continuation Sheet for more details.

e. Other Locational Data:

Three features carry State Route (SR) 45 at discontinuous intervals between post miles 0.0 and 12.10; there is one segment that intersects both sides (north and south) of SR 162 at postmile 76.7, and segment JGL007 intersects SR 32 east of Hamilton City at PM 10.8.. See Linear Feature Records for additional locational information.

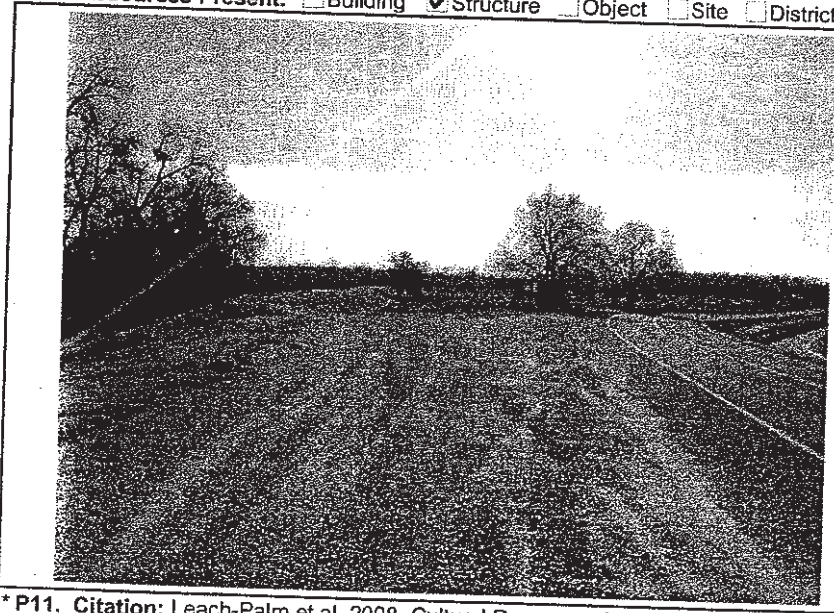
This resource is also on the Princeton (1952; photorevised 1973) and Nord (1951; photorevised 1969) Quads, and is located in the Larkin Childrens Rancho and Jancinto landgrants.

*P3a. Description:

This resource consists of five segments of the levee that runs along the west bank of the Sacramento River in Glenn County. For the purposes of this study, the segments are designated A through D (see Linear Feature Records) plus segment JGL007. Segments A through C carry SR 45, Segment D intersects and passes under SR 162 and segment JGL007 intersects SR 32 east of Hamilton City. The segments were recorded as part of the Caltrans District 3 Rural Conventional Highways Inventory, which was restricted to historic properties within the highway right-of-way. It should be noted only those segments of the levee which encroach the study area are documented on this form. (See also Continuation Sheet)

*P3b. Resource Attributes: HP11. Engineering structure

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



*P5b. Description of Photo:

JGL-009-B-1; View of levee at Segment B, camera facing south (SR 45 is to the right)

*P6. Date Constructed/Age & Sources:

Historic Prehistoric Both

Multiple: see P3a. "Description"

*P7. Owner and Address:

See Continuation Sheet

*P8. Recorded by:

S. Melvin & J. Freeman, JRP Historical Consulting, LLC. 1490 Drew Ave. Suite 110 Davis, CA 95618

*P9. Date Recorded: 1/15/2008

*P10. Survey Type:

Reconnaissance

*P11. Citation: Leach-Palm et al. 2008, Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba counties.

*Attachments: None Location Map Sketch 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:

DPR523A (1/95)

*Required Information

Update B

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

Primary # P-11-000689
HRI # _____
Trinomial CA-GLE-689H

Page 2 of 17

*Resource Name or #: JGL009

*Recorded By: Steven J. Melvin & Joseph Freeman, JRP Historical Consultin *Date: 1/16/2008 Continuation Update

P2e. Location (continued):

UTMs:

Segment A: 585212mE 4363145mN - 585136mE 4364975mN
Segment B: 584946mE 4366258mN - 584556mE 4367248mN
Segment C: 585656mE 4378599mN - 585230mE 4382148mN
Segment D: 585206 mE 4367924 mN - 585220 mE 4367953 mN
Segment JGL007: 585887 mE 4400544 mN - 585864 mE 4400566 mN

P3a. Description (continued):

The segments recorded here are located along the west bank of the Sacramento River from the Colusa-Glenn County line to about 12 miles north of that line. Segments A, B, and C carry SR 45, while Segment D intersects SR 162 from the north and south. Segments A and B appear to have different effective dates of construction than Segments C and D. All segments were present by 1911 when Thomas Jackson prepared a report for the U.S. Congress on recommendations for flood control of the Sacramento River, including construction and improvement of levees (US House of Representatives 1911). In that report, Jackson recommended that the levee at Segments A and B be rebuilt on a new alignment to the east, closer to the river, and that the levee at Segments C and D be raised. Segments A and B were built in their current location between 1943 and 1952, and Segments C and D were raised between 1916 and 1920. Glenn County Levee District No. 1, which formed in 1901, maintains the levee at Segment C. Glenn County Levee District No. 2, which formed in 1908, maintains the levee at Segments A, B, and D.

JGL007 runs along the west side of the Sacramento River and intersects State Route (SR) 32 east of Hamilton City. It is unclear when the first levee at Hamilton City was built. Although it is likely that a levee had been constructed early on in the development of Hamilton City in the late 1800s, the current levee at this location appears to be a product of the mid-twentieth century. A levee was certainly in place by 1949, when it appears on a topographic quadrangle for the area. In 1955, the Sacramento River Flood Control Project proposed reconstructing the levee between Chico Landing and Red Bluff (which includes the portion of levee studied on this form). The reconstruction project was authorized by the 1958 Flood Control Act, and was completed by 1969.

References:

- Bonte, Harmon S. Financial and General Data Pertaining to Irrigation, Reclamation and Other Public Districts in California. California Department of Public Works Bulletin No. 37. Sacramento: Division of Water Resources, 1930.
- California Reclamation Board. "Sacramento River Flood Control Project: Showing By-passes, Levees, and Reclamation Districts. Sacramento: Reclamation Board, 1940.
- California Reclamation Board. "Sacramento River Flood Control Project: Showing By-passes, Levees, and Reclamation Districts. Sacramento: Reclamation Board, 1943.
- Kelley, Robert. Battling the Inland Sea: Floods, Public Policy and the Sacramento Valley. Berkeley: University of California Press, 1989
- Reclamation Board of California. Report of the Reclamation Board of California. Sacramento: Reclamation Board of California, 1916 and 1918.
- USGS. "Princeton, California," 7.5-minute topographical map. Washington: USGS, 1952.
- U.S. House of Representatives. Document No. 81, 62nd Congress, 1st Session. Flood Control Sacramento and San Joaquin River Systems, California. 1911.
- California Reclamation Board. "Reclamation and Flood Protection. Biennial Progress Report, July 1, 1963—June 30, 1965." Sacramento: California Reclamation Board, 1965.
- McCollam, A. E. "Reclamation and Flood Protection: Progress Report, July 1, 1965—June 30, 1969." Sacramento: California Reclamation Board, 1969.
- USGS. "Chico, California," 15-minute topographical map. Washington: USGS, 1949.

DPR523L (1/95)

*Required Information

update B

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

Primary # P-11-000689

HRI #

Trinomial CA-GLE-689H

Page 3 of 17

*Resource Name or #: JGL009

*Recorded By: Steven J. Melvin & Joseph Freeman, JRP Historical Consultin *Date: 1/16/2008 Continuation Update

U.S. House of Representatives. Document No. 272, 84th Congress, 2nd Session. Sacramento River, Calif., Chico Landing to Red Bluff. 1955.

P7. Owner and Address:

Segments A, B, and D:
Glenn County Levee District 2
8071 County Road 65
Princeton, Ca 95970

Segment C:
Glenn County Levee District 1
1424 Highway 45
Glenn, CA 95943

Segment JGL007:
California Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

Update B

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

Primary # P-11-000689

HRI #

Trinomial CA-GLE-689H

Page 4 of 17

*Resource Name or #: JGL009

L1. Historic and/or Common Name: Sacramento River levee

L2a. Portion Described: Entire Resource Segment Point Observation Designation: JGL007

L2b. Location of Point or Segment:

The small segment that lies within the SR 32 right-of-way is located at postmile 10.8 where a bridge passes over the levee, east of Hamilton City.

L3. Description:

The levee along the west bank of the Sacramento River passes under SR 32. It is an earthen berm with steep sloping sides, and is currently covered with thick vegetation and trees. The levee passes approximately 20 feet below bridge 12-0054.

L4. Dimensions:

- a. Top Width: 12 feet
- b. Bottom Width: 40 feet
- c. Height or Depth: 15 feet
- d. Length of Segment: 100 feet

L5. Associated Resources:

The levee passes under a concrete bridge (Bridge #12-0054) that carries SR 32.

L4e. Sketch of Cross-Section:

Facing: North



L6. Setting:

Located among orchards east of Hamilton City.

L7. Integrity Considerations:

Unknown.

L8b. Description of Photo, Map, or Drawing

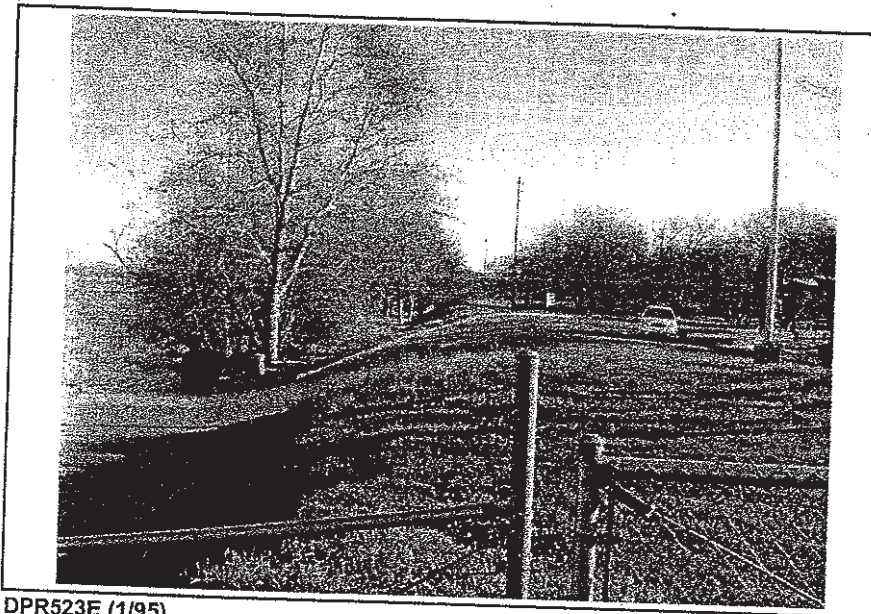
JGL-007-2; view of levee, camera facing south

L9. Remarks:

L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones, JRP Historical
Consulting.

L11. Date: 1/15/2008



DPR523E (1/95)

Update B

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

Primary # P-11-000689

HRI #

Trinomial CA-GLE-689H

Page 5 of 17

*Resource Name or #: JGL009

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment A

L2b. Location of Point or Segment:

From the intersection of SR 162 and SR 45 near the town of Codora Four Corners, proceed 3.0 miles south to the southern county line (postmile 0.0). This levee segment carries SR 45 from PM 0.0 to PM 1.15. The site datum for this segment is on the levee at postmile paddle 1.0.

L3. Description:

This form records a segment of the levee that runs along the west bank of the Sacramento River from the Glenn county line to postmile 1.15. For the purposes of this study, this segment of the levee is designated Segment A. The levee along this stretch has earthen, grassy, steep-sloping sides. A gravel access road parallels the highway to the east.

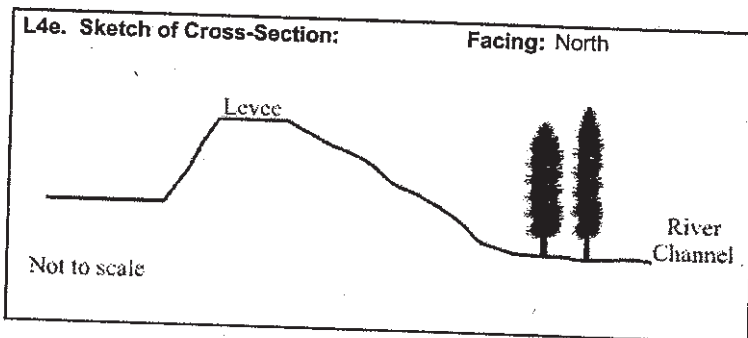
L4. Dimensions:

- a. **Top Width:** 25 feet
- b. **Bottom Width:** approximately 60 feet
- c. **Height or Depth:** approximately 20 feet
- d. **Length of Segment:** 1.15 miles

L5. Associated Resources:

L4e. Sketch of Cross-Section:

Facing: North



L6. Setting:

Agricultural fields located to the west, river channel to the east

L7. Integrity Considerations:

Unknown

L8b. Description of Photo, Map, or Drawing

JGL-009-A-3,N, camera facing north, showing SR 45 on the crest of the levee.

L9. Remarks:

L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarna Jones, JRP Historical
Consulting.

L11. Date: 1/16/2008



DPR523E (1/95)

Update B

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

Primary # P-11-000689

HRI #

Trinomial CA-GLE-689H

Page 6 of 17

*Resource Name or #: JGL009

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation Designation: Segment B

L2b. Location of Point or Segment:

From the intersection of State Route (SR) 162 and SR 45 near the town of Codora Four Corners, proceed 1.2 miles south on SR 45 to postmile paddle 2.0 (site datum). Walk 50 meters south from the paddle to the southern end of the feature. This levee segment carries SR 45 from PM 1.95 to PM 2.64, the intersection with Road 62 (site datum).

L3. Description:

This form records a segment of the levee that carries SR 45 along the west bank of the Sacramento River between postmiles 1.95 and 2.64. For the purposes of this study, this segment of the levee is designated Segment B. At this location the levee has earthen, grassy, steep-sloping sides.

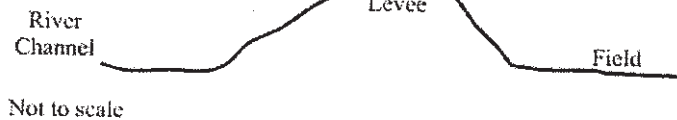
L4. Dimensions:

- a. Top Width: Approximately 40 feet
- b. Bottom Width: Approximately 60 feet
- c. Height or Depth: Approximately 20 feet
- d. Length of Segment: 0.69 miles

L5. Associated Resources:

L4e. Sketch of Cross-Section:

Facing: South



L6. Setting:

To the west are orchards and the river channel flows along the east side of the levee.

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

JGL-009-B-4,S, camera facing south showing SR 45 on levee.

L9. Remarks:

L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones, JRP Historical
Consulting.

L11. Date: 1/16/2008

Update B

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

Primary # P-11-000689
HRI # _____
Trinomial CA-GLE-689H

*Resource Name or #: JGL009

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment C

L2b. Location of Point or Segment:

From the intersection of State Route (SR) 162 and SR 45 near the town of Glenn, drive 2.2 miles north on SR 45 to the driveway at 2180 SR 45 (site datum). From the driveway, walk 100 meters north to the southern end of the feature. This levee segment carries SR 45 from PM 9.8 to PM 12.0 (paddle is the site datum).

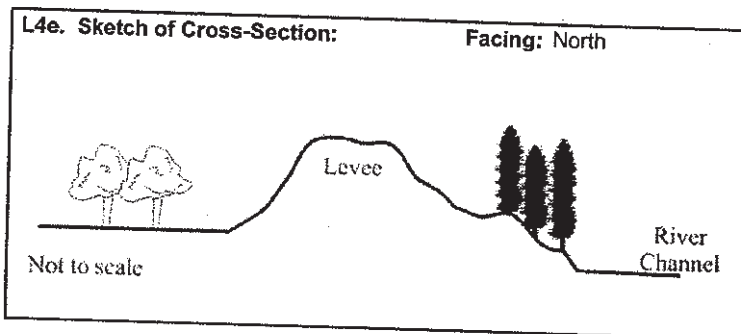
L3. Description:

This form records a segment of the levee that runs along the west bank of the Sacramento River where SR 45 goes on/off the levee at postmile 9.8. For the purposes of this study, this segment of the levee is designated Segment C. At this location, the levee is similar in appearance to Segments A and B. It has earthen, grass-covered, steep-sloping sides.

L4. Dimensions:

- a. Top Width: 25 feet
- b. Bottom Width: 50 feet
- c. Height or Depth: 12 feet
- d. Length of Segment: 50 feet

L5. Associated Resources:

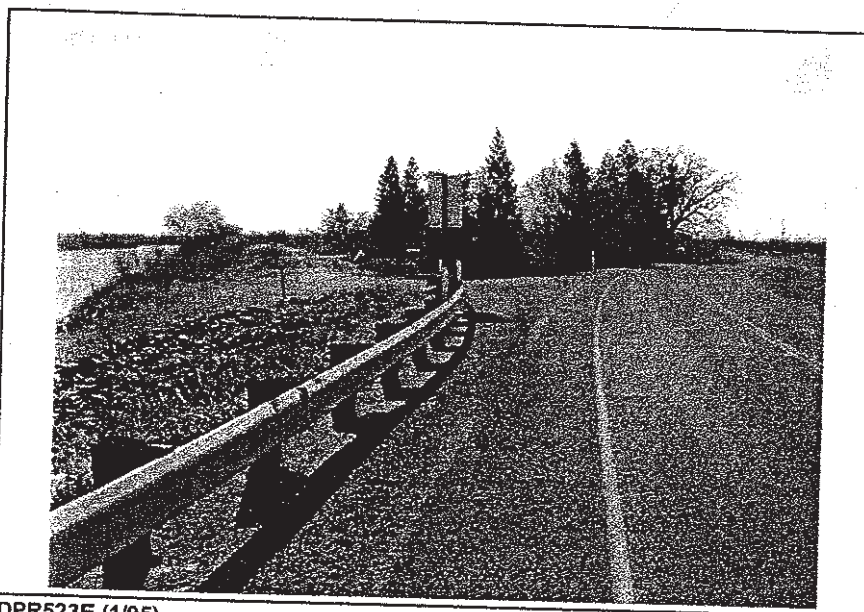


L6. Setting:

This segment is set among orchards and the river channel flows along the east side of the levee.

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

JGL-009-E-2,S, camera facing south at point where SR 45 (right) departs.

L9. Remarks:

L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones, JRP Historical
Consulting.

L11. Date: 1/16/2008

Update B

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

Primary # P-11-000689

HRI #

Trinomial CA-GLE-689H

Page 8 of 17

*Resource Name or #: JGL009

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment D

L2b. Location of Point or Segment:

From the intersection of State Route (SR) 162 and SR 45, north of the town of Princeton, proceed one mile east on SR 162 to the "Sacramento River" sign (site datum) at postmile 76.7. This sign marks the resource.

L3. Description:

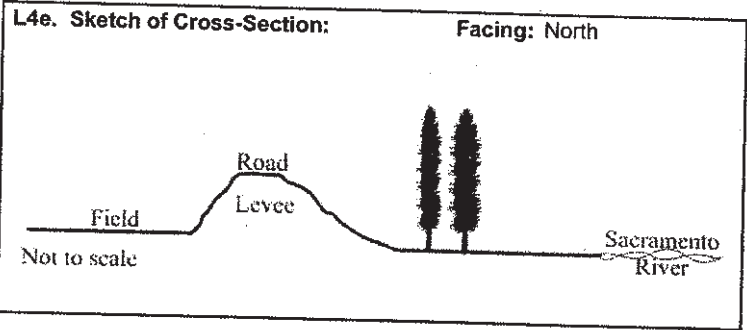
This form records a segment of the levee that runs along the west bank of the Sacramento River intersects and passes under SR 162. For purposes of this study, this segment of the levee is designated Segment D. At this location, the earthen levee carries a 15-foot wide gravel road under the highway. The grass-covered levee has a moderate-sloping bank on the river (east) side and steep-sloping bank on the opposite (west) side.

L4. Dimensions:

- a. Top Width: 15 feet
- b. Bottom Width: 75 feet
- c. Height or Depth: 20 feet
- d. Length of Segment: 100 feet

L5. Associated Resources:

The levee passes under a concrete bridge (Bridge # 11-0017) which carries SR 162.

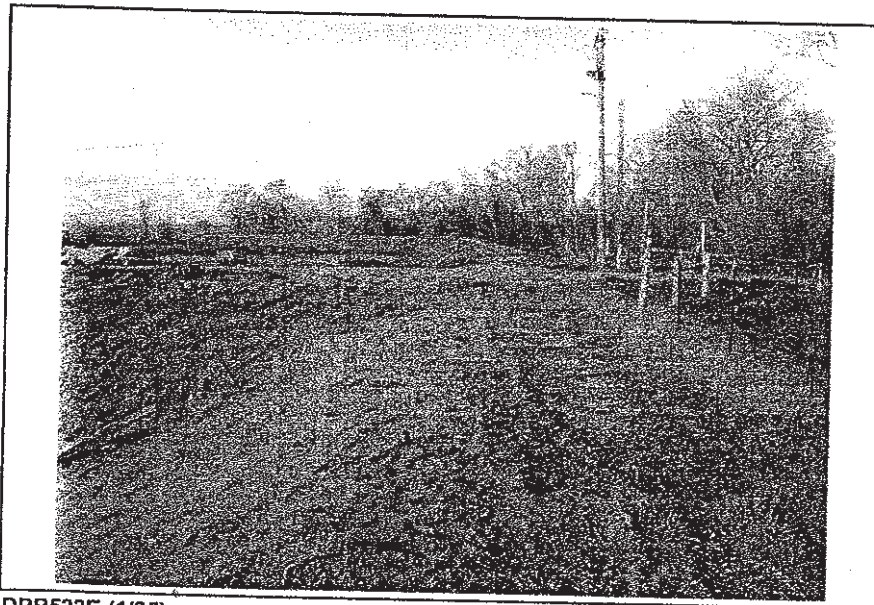


L6. Setting:

This segment surrounded by orchards.

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

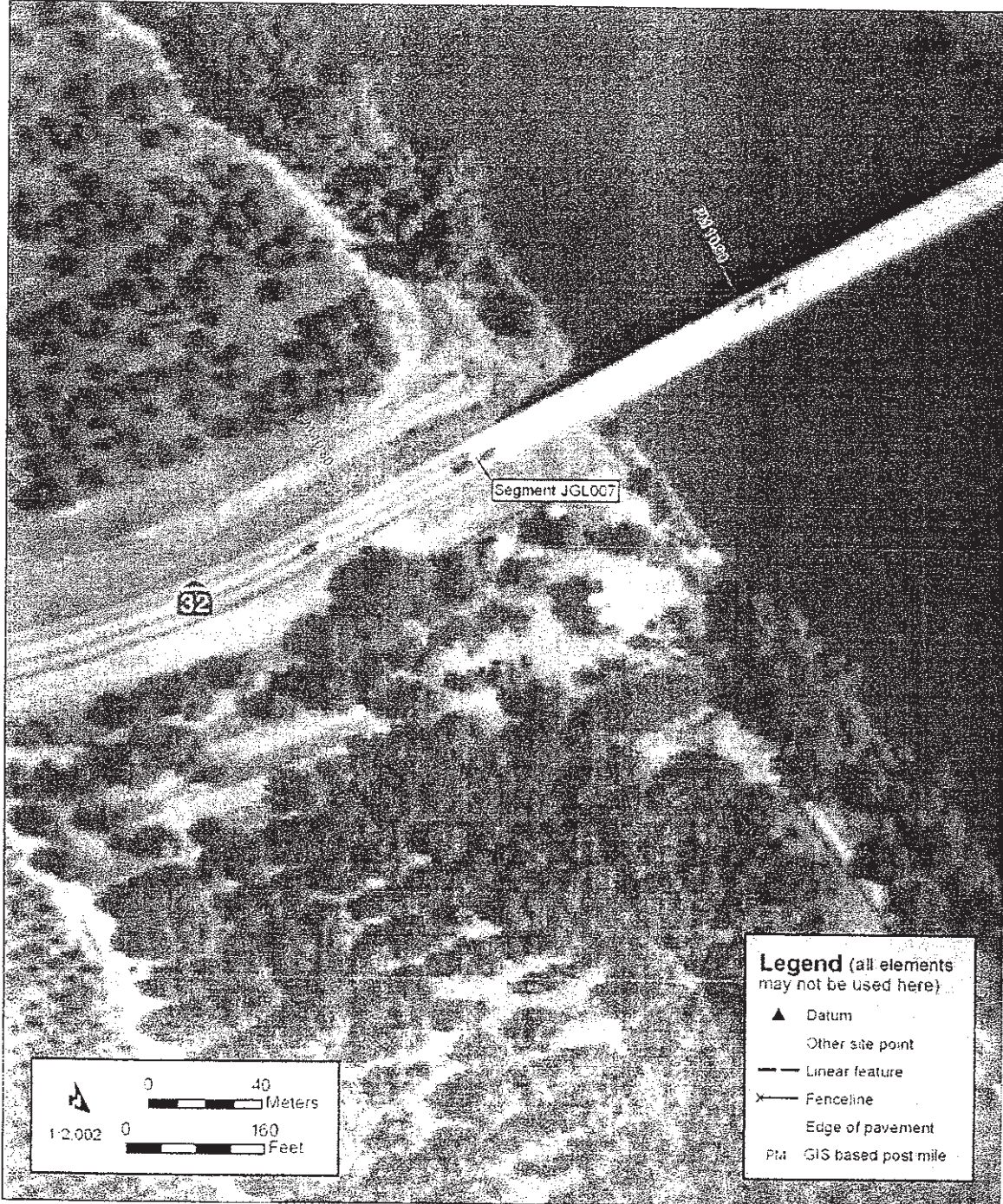
JGL-009-D-4,N, camera facing north from SR 162.

L9. Remarks:

L10. Form Prepared By:

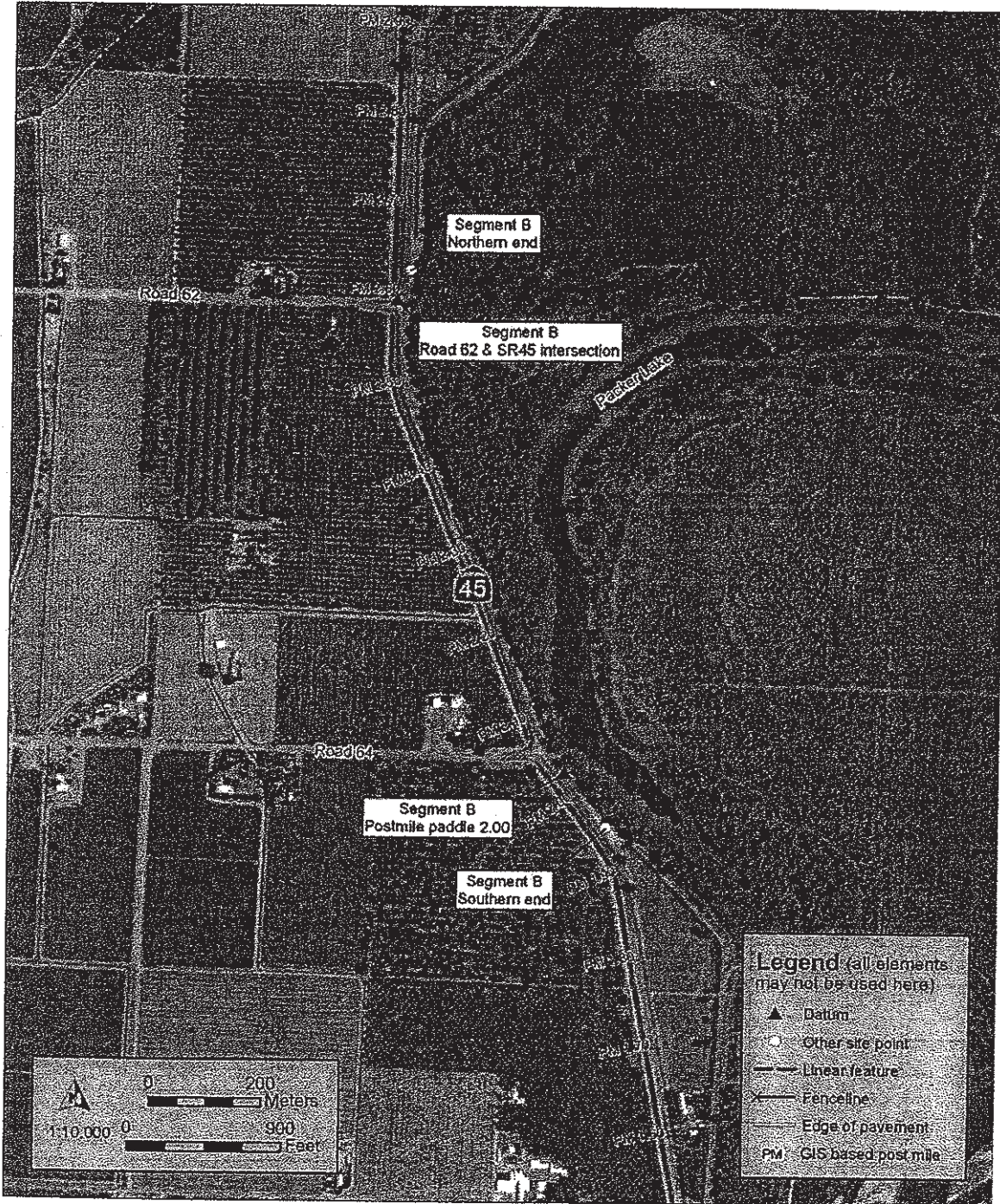
Steven Melvin, Joseph Freeman,
Jarma Jones, JRP Historical
Consulting.

L11. Date: 1/14/2008

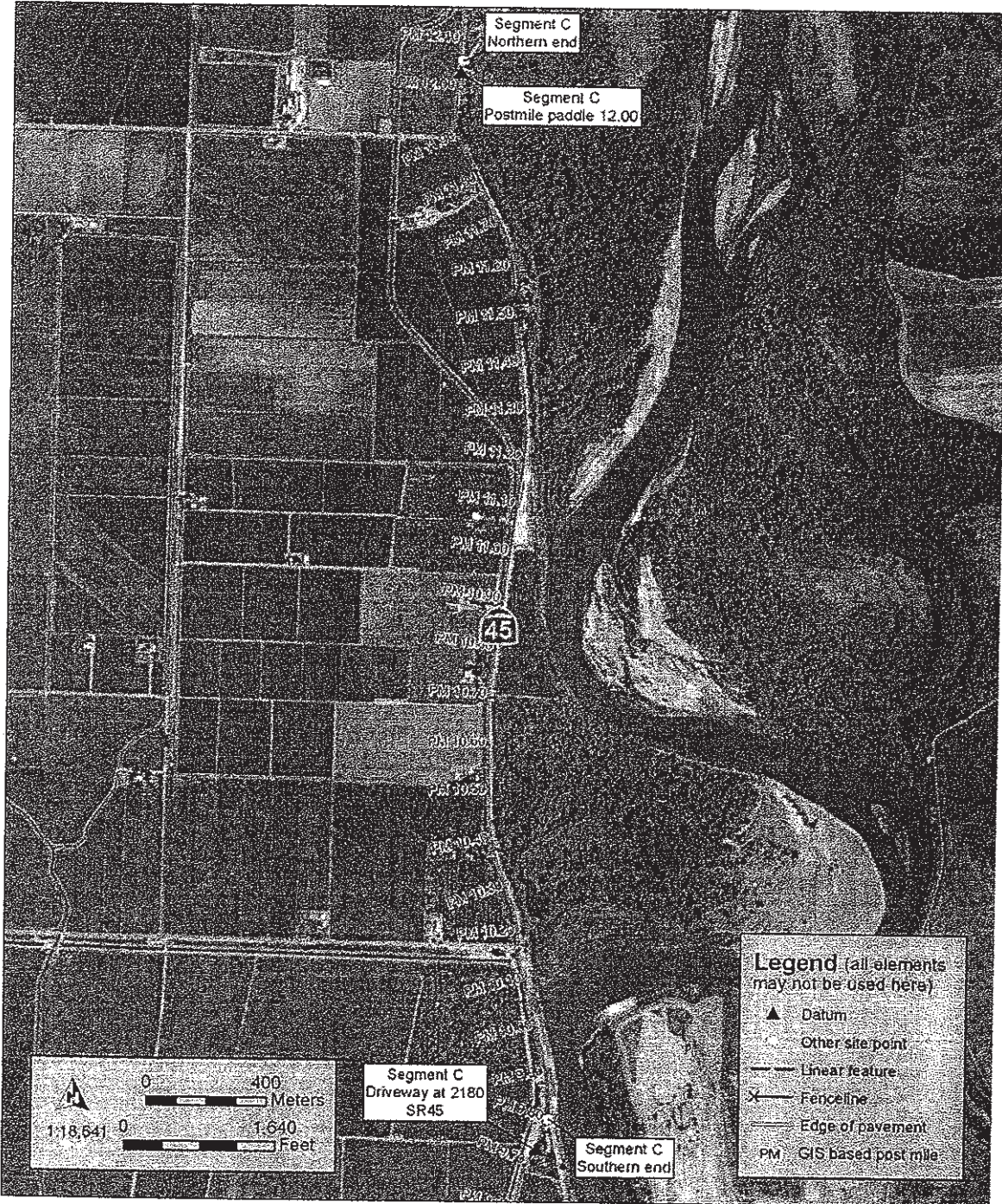


Sketch map is based on 2007 GPS data collected within the highway right-of-way.

Update B



Sketch map is based on 2007 GPS data collected within the highway right-of-way.



Sketch map is based on 2007 GPS data collected within the highway right-of-way.

Update B

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

Primary # P-11-000689

HRI #

Trinomial CA-GLE-689H

SKETCH MAP

Page 13 of 17

*Resource Name or #: JGL009

*Drawn By: JRP Historical Consulting

*Date: 01/16/2008



Sketch map is based on 2007 GPS data collected within the highway right-of-way.

Update B

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

Primary # P-11-000689

HRI #

Trinomial CA-GLE-689H

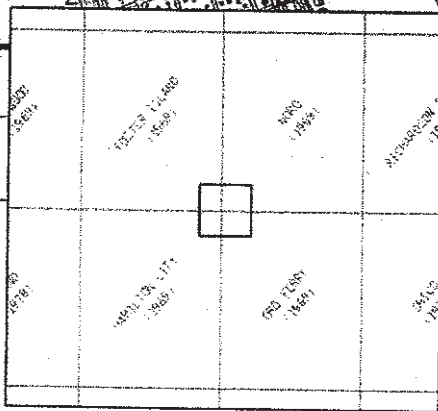
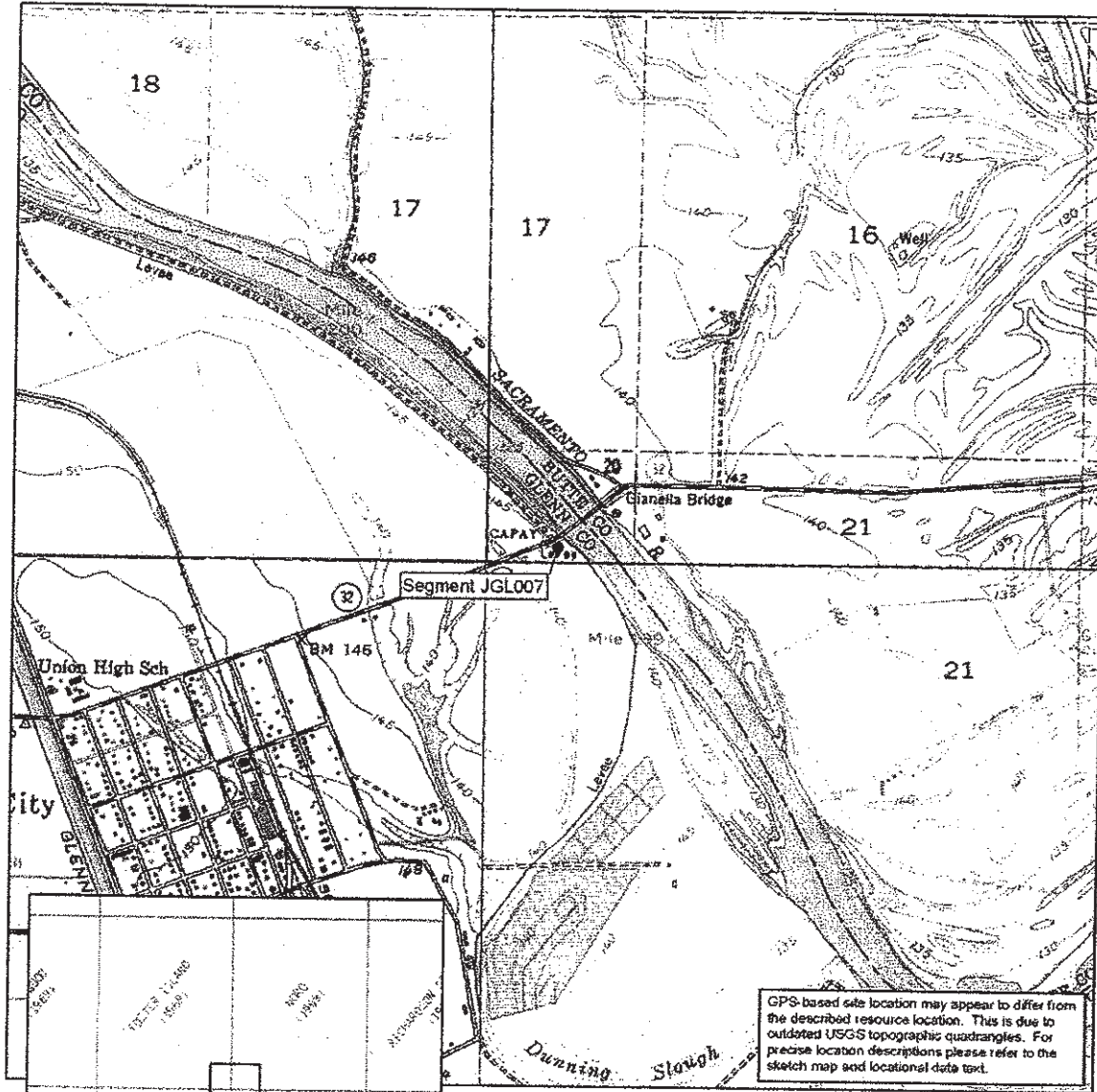
LOCATION MAP

Page 14 of 17

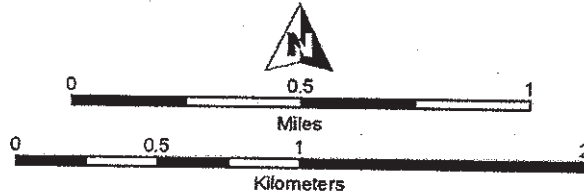
*Resource Name or #: JGL009

*Map Name: Nord (1951; photorevised 1969)

*Year:



Key to USGS 7.5' quads depicted



SCALE 1:24,000

Update B

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

Primary # P-11-000689

HRI #

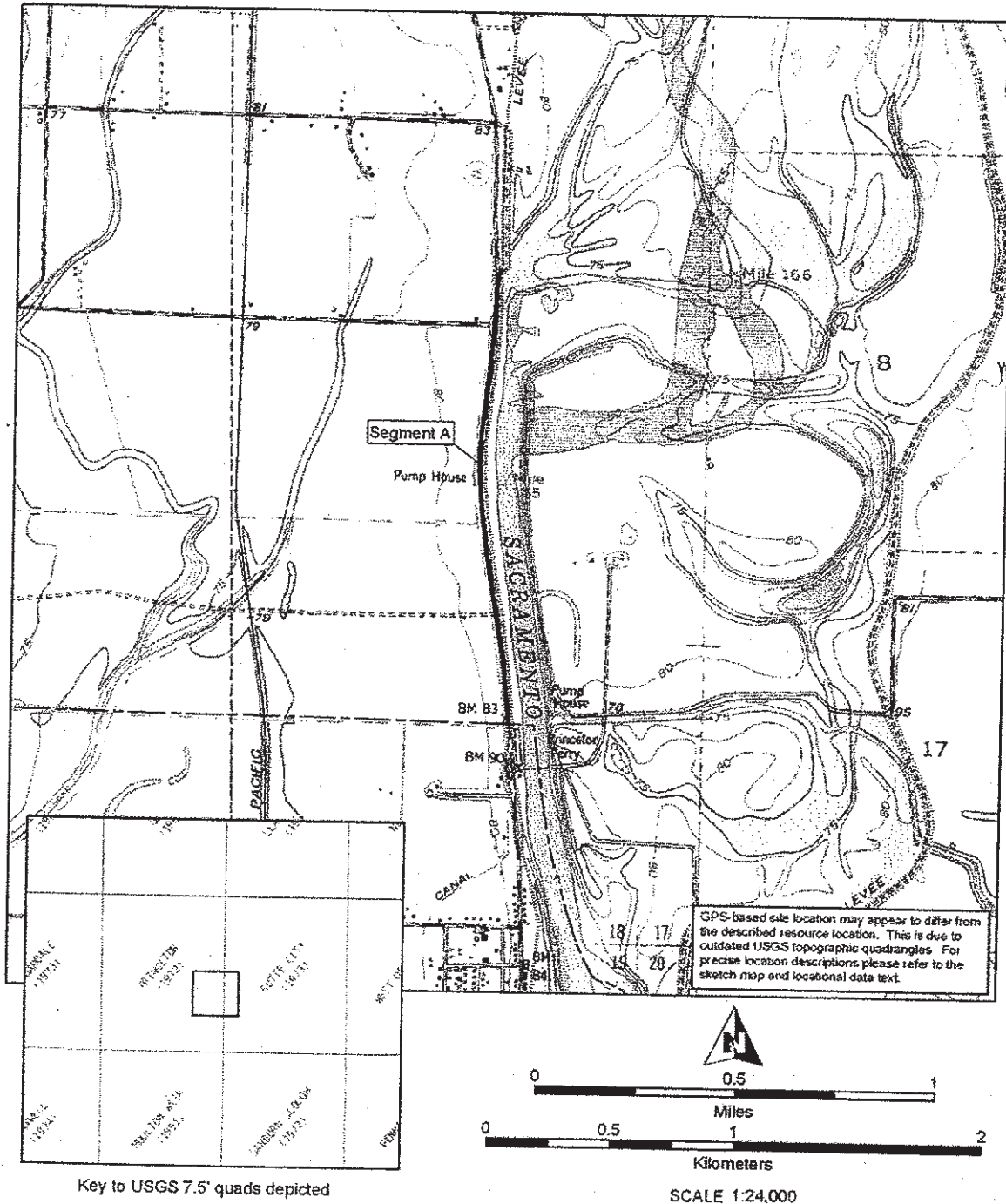
Trinomial CA-GLE-689H

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*Resource Name or #: JGL009

*Map Name: Glenn (1951; photorevised 1969)

*Year:



DPR523J (1/95)

*Required Information

update B

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

Primary # P-11-000689

HRI #

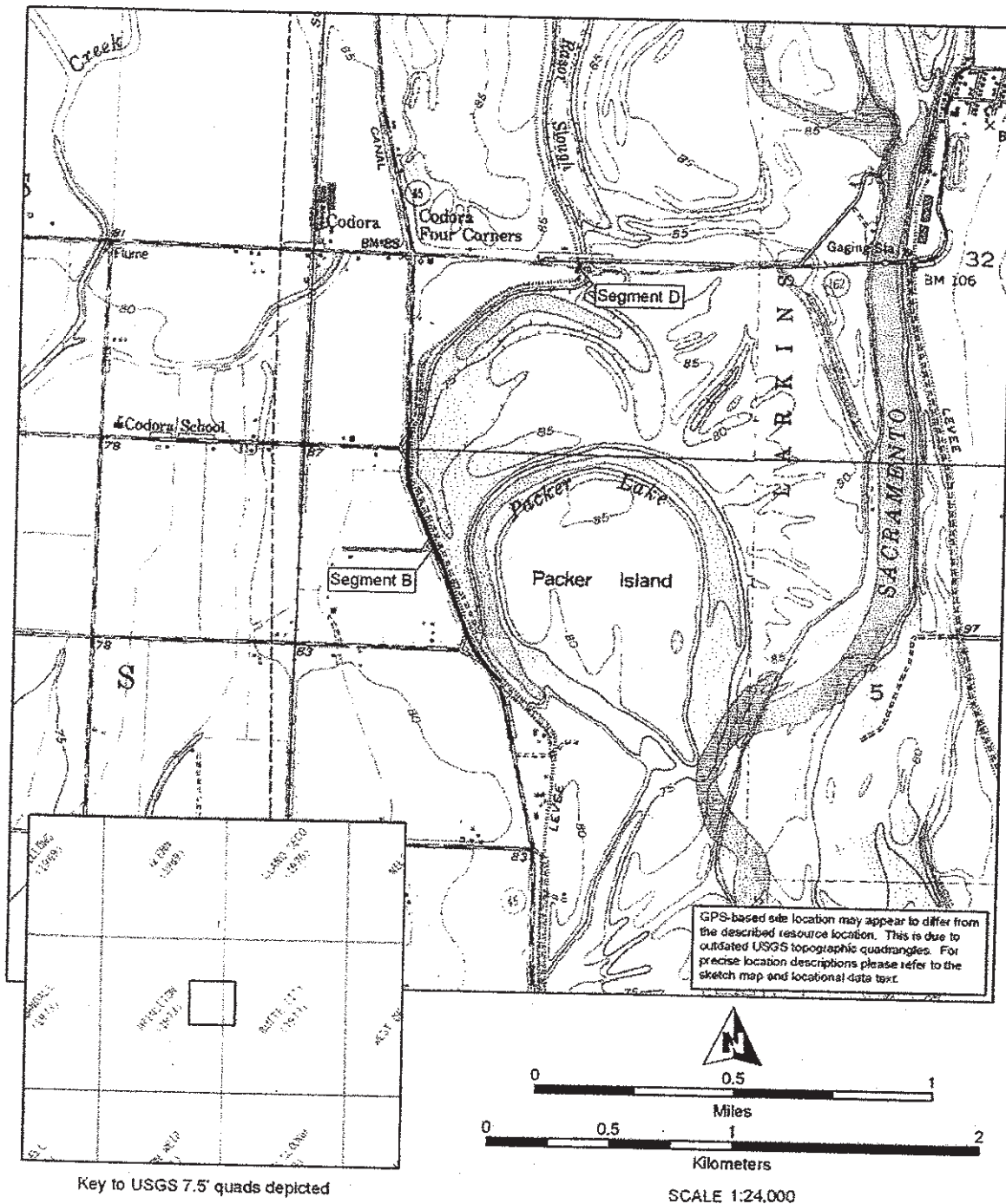
Trinomial CA-GLE-689H

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*Resource Name or #: JGL009

*Map Name: Glenn (1951; photorevised 1969)

*Year:

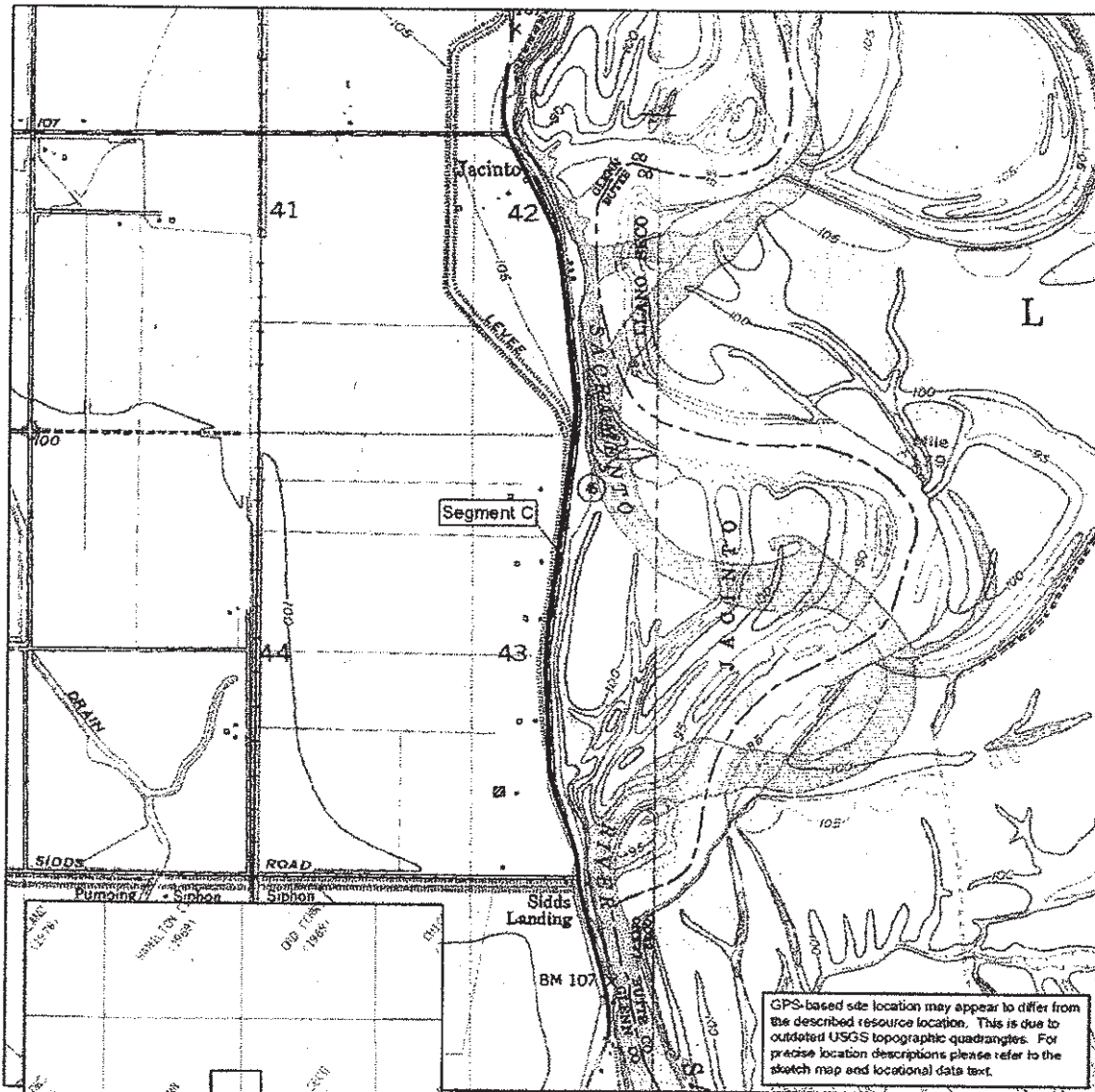


Key to USGS 7.5' quads depicted

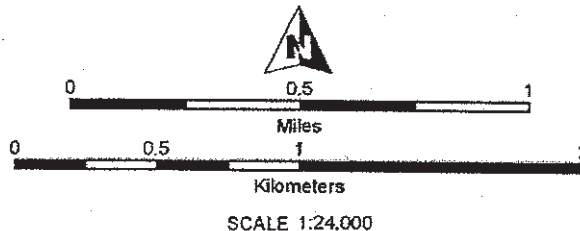
SCALE 1:24,000

DPR523J (1/95)

*Required Information



Key to USGS 7.5' quads depicted



Primary # 11-000689
HRI # _____
Trinomial CA-GLE-689A
NRHP Status Code 7

Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: JGL007 and JGL009

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted *a. County: Glenn

*b. USGS Quad: Nord (1951; photorevised 1969) T22N, R1W, NE 1/4 of NE 1/4 of Sec. 20

c. Address: _____

d. UTM: Zone 10; mE/ mN NAD83 ²⁷ See below for more details. 585930mE 4400350mN

e. Other Locational Data:

The feature is located 20 feet beneath State Route (SR) 32, Bridge 12-0054 at postmile 10.8. From the intersection of Sacramento Avenue and SR 32 within Hamilton City, proceed 0.55 miles east on SR 32 to the "Sacramento River" sign (site datum). From the sign walk 50 meters to the east to access the resource.
Resource is located in the Capay Landgrant.
Segment UTM's: 585887 mE 4400544 mN - 585864 mE 4400566 mN

***P3a. Description:**

This form documents a segment of the levee that runs along the west side of the Sacramento River and intersects State Route (SR) 32 east of Hamilton City. It was recorded as part of the Caltrans District 3 Rural Roads Inventory, which was restricted to historic properties within the highway right-of-way. This form only records that segment of the levee that enters the study area at this location. (See Linear Feature Record and Continuation Sheet)

*P3b. Resource Attributes: HP11 Engineering structure

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



*P5b. Description of Photo:
JGL-007-4; camera facing north, taken from bridge carrying SR 45

*P6. Date Constructed/Age & Sources:
 Historic Prehistoric Both

*P7. Owner and Address:
California Department of Water Resources, P.O. Box 942836 Sacramento, CA 94236

*P8. Recorded by:
Steven Melvin & Joseph Freeman, JRP Historical Consulting, LLC. 1490 Drew Ave. Suite 110 Davis, CA 95618

*P9. Date Recorded: 1/16/2008

*P10. Survey Type:
Reconnaissance

*P11. Citation: Leach-Palm et al. 2008, Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba counties.

* Attachments: None Location Map Sketch 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:

CONTINUATION SHEET

Primary # 1-000689

HRI #

Trinomial CA-GLE-689H

Page 2 of 4

*Resource Name or #: JGL007

*Recorded By: Steven J. Melvin & Joseph Freeman, JRP Historical Consultin *Date: 1/16/2008 Continuation Update

P3a. Description (continued):

It is unclear when the first levee at Hamilton City was built. Although it is likely that a levee had been constructed early on in the development of Hamilton City in the late 1800s, the current levee at this location appears to be a product of the mid twentieth century. A levee was certainly in place by 1949, when it appears on a topographic quadrangle for the area. In 1955, the Sacramento River Flood Control Project proposed reconstructing the levee between Chico Landing and Red Bluff (which includes the portion of levee studied on this form). The reconstruction project was authorized by the 1958 Flood Control Act, and was completed by 1969.

References:

California Reclamation Board. "Reclamation and Flood Protection. Biennial Progress Report, July 1, 1963—June 30, 1965." Sacramento: California Reclamation Board, 1965.

McCollam, A. E. "Reclamation and Flood Protection: Progress Report, July 1, 1965—June 30, 1969." Sacramento: California Reclamation Board, 1969.

USGS. "Chico, California," 15-minute topographical map. Washington: USGS, 1949.

U.S. House of Representatives. Document No. 272, 84th Congress, 2nd Session. Sacramento River, Calif., Chico Landing to Red Bluff. 1955.

L1. Historic and/or Common Name: Sacramento River levee

L2a. Portion Described: Entire Resource Segment Point Observation Designation:

L2b. Location of Point or Segment:

The small segment that lies within the SR 32 right-of-way is located at postmile 10.8 where a bridge passes over the levee, east of Hamilton City.

L3. Description:

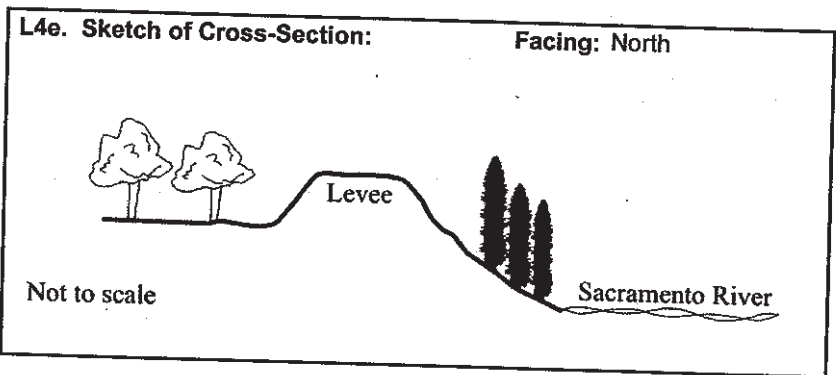
The levee along the west bank of the Sacramento River passes under SR 32. It is an earthen berm with steep sloping sides, and is currently covered with thick vegetation and trees. The levee passes approximately 20 feet below bridge 12-0054.

L4. Dimensions:

- a. Top Width: 12 feet
- b. Bottom Width: 40 feet
- c. Height or Depth: 15 feet
- d. Length of Segment: 100 feet

L5. Associated Resources:

The levee passes under a concrete bridge (Bridge #12-0054) that carries SR 32.



L6. Setting:

Located among orchards east of Hamilton City.

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

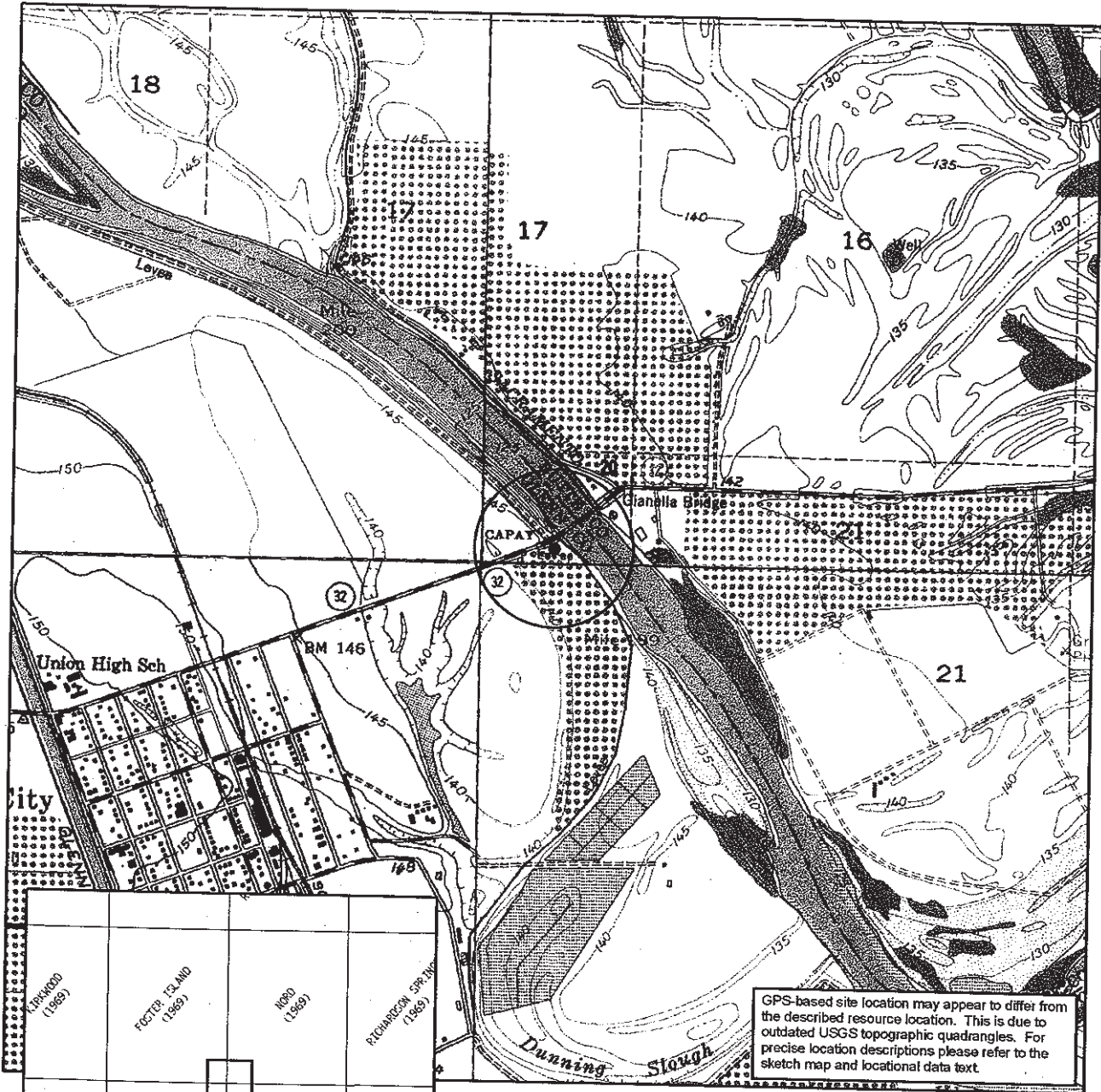
JGL-007-2; view of levee, camera facing south

L9. Remarks:

L10. Form Prepared By:

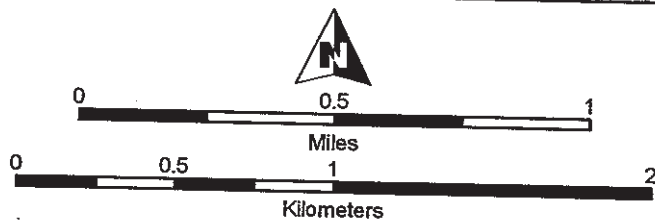
Steven Melvin, Joseph Freeman,
Jarma Jones; JRP Historical Consulting

L11. Date: 1/15/2008



CHAPMAN (1969)	FOSTER ISLAND (1969)	NIRO (1969)	RODMANSON SPR. SW (1969)
GRAND (1971)	HAMILTON CITY (1969)	990 FERRY (1969)	CHICO (1978)

Key to USGS 7.5' quads depicted



GPS-based site location may appear to differ from the described resource location. This is due to outdated USGS topographic quadrangles. For precise location descriptions please refer to the sketch map and locational data text.

Primary # 11-000689
HRI # _____
Trinomial CA-GLE-689H
NRHP Status Code 7

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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13

*Resource Name or #: JGL009 and JGL007

P1. Other Identifier:

- *P2. Location: Not for Publication Unrestricted *a. County: Glenn T20N, R1W, S. 42, 43 and 54;
*b. USGS Quad: Glenn (1951; photorevised 1969); T R , Sec. 0; T18N, R1W, unsectioned land;
c. Address: add Princeton 7.5' S. T14N, R1W, unsectioned land
d. UTM: Zone 10; 585223 mE/ 4367932 mN NAD83 See Continuation Sheet for more details.

e. Other Locational Data:

The features carry State Route (SR) 45 at discontinuous intervals between post miles 0.0 and 12.10; there is one segment that intersects both sides (north and south) of SR 162 at postmile 76.7. See Linear Feature Records for additional locational information.

UTMs JGL009 (Segment D): 585206 mE 4367924 mN - 585220 mE 4367953 mN

This resource is also on the Princeton (1952; photorevised 1973) Quad and is located in the Larkin Childrens Rancho and Jancinto landgrants.

***P3a. Description:**

This resource consists of four segments of the levee that runs along the west bank of the Sacramento River in Glenn County. For the purposes of this study, the segments are designated A through D (see Linear Feature Records). Segments A through C carry SR 45, and Segment D intersects and passes under SR 162. The segments were recorded as part of the Caltrans District 3 Rural Conventional Highways Inventory, which was restricted to historic properties within the highway right-of-way. It should be noted only those segments of the levee which encroach the study area are documented on this form. (See also Continuation Sheet)

***P3b. Resource Attributes:** HP11 Engineering structure

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



***P5b. Description of Photo:**

JGL-009-B-1; View of levee at Segment B, camera facing south (SR 45 is to the right)

***P6. Date Constructed/Age & Sources:**

- Historic Prehistoric Both
Multiple: see P3a. "Description"

***P7. Owner and Address:**

See Continuation Sheet

***P8. Recorded by:**

Steven Melvin & Joseph Freeman,
JRP Historical Consulting, LLC. 1490
Drew Ave. Suite 110 Davis, CA 95618

***P9. Date Recorded:** 1/16/2008

***P10. Survey Type:**

Reconnaissance

*P11. Citation: Leach-Palm et al. 2008, Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba counties.

- * Attachments: None Location Map Sketch 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:

CONTINUATION SHEET

Primary # 11-000689
HRI # _____
Trinomial CA-GLE-689H

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13

*Resource Name or #: JGL009

*Recorded By: Steven J. Melvin & Joseph Freeman, JRP Historical Consultin *Date: 1/16/2008 Continuation Update

P3a. Description (continued):

The segments recorded here are located along the west bank of the Sacramento River from the Colusa-Glenn County line to about 12 miles north of that line. Segments A, B, and C carry SR 45, while Segment D intersects SR 162 from the north and south. Segments A and B appear to have different effective dates of construction than Segments C and D. All segments were present by 1911 when Thomas Jackson prepared a report for the U.S. Congress on recommendations for flood control of the Sacramento River, including construction and improvement of levees (US House of Representatives 1911). In that report, Jackson recommended that the levee at Segments A and B be rebuilt on a new alignment to the east, closer to the river, and that the levee at Segments C and D be raised. Segments A and B were built in their current location between 1943 and 1952, and Segments C and D were raised between 1916 and 1920. Glenn County Levee District No. 1, which formed in 1901, maintains the levee at Segment C. Glenn County Levee District No. 2, which formed in 1908, maintains the levee at Segments A, B, and D.

References:

Bonte, Harmon S. Financial and General Data Pertaining to Irrigation, Reclamation and Other Public Districts in California. California Department of Public Works Bulletin No. 37. Sacramento: Division of Water Resources, 1930.

California Reclamation Board. "Sacramento River Flood Control Project: Showing By-passes, Levees, and Reclamation Districts. Sacramento: Reclamation Board, 1940.

California Reclamation Board. "Sacramento River Flood Control Project: Showing By-passes, Levees, and Reclamation Districts. Sacramento: Reclamation Board, 1943.

Kelley, Robert. Battling the Inland Sea: Floods, Public Policy and the Sacramento Valley. Berkeley: University of California Press, 1989

Reclamation Board of California. Report of the Reclamation Board of California. Sacramento: Reclamation Board of California, 1916 and 1918.

USGS. "Princeton, California," 7.5-minute topographical map. Washington: USGS, 1952.

U.S. House of Representatives. Document No. 81, 62nd Congress, 1st Session. Flood Control Sacramento and San Joaquin River Systems, California. 1911.

P7. Owner and Address:

Segments A, B, and D:
Glenn County Levee District 2
8071 County Road 65
Princeton, Ca 95970

Segment C:
Glenn County Levee District 1
1424 Highway 45
Glenn, CA 95943

*Resource Name or #: JGL009

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment A

L2b. Location of Point or Segment:

From the intersection of SR 162 and SR 45 near the town of Codora Four Corners, proceed 3.0 miles south to the southern county line (postmile 0.0). This levee segment carries SR 45 from PM 0.0 to PM 1.15. The site datum for this segment is on the levee at postmile paddle 1.0. *UTMs north end: 585240mE 4364760mN
south end: 585320mE 4362920mN*

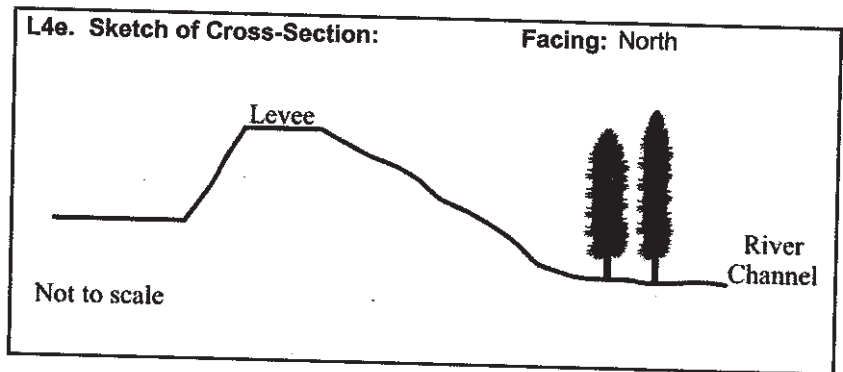
L3. Description:

This form records a segment of the levee that runs along the west bank of the Sacramento River from the Glenn county line to postmile 1.15. For the purposes of this study, this segment of the levee is designated Segment A. The levee along this stretch has earthen, grassy, steep-sloping sides. A gravel access road parallels the highway to the east.

L4. Dimensions:

- a. Top Width: 25 feet
- b. Bottom Width: approximately 60 feet
- c. Height or Depth: approximately 20 feet
- d. Length of Segment: 1.15 miles

L5. Associated Resources:



L6. Setting:

Agricultural fields located to the west, river channel to the east

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

JGL-009-A-3,N, camera facing north, showing SR 45 on the crest of the levee.

L9. Remarks:

L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones; JRP Historical Consulting

L11. Date: 1/16/2008

*Resource Name or #: JGL009

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment B

L2b. Location of Point or Segment:

From the intersection of State Route (SR) 162 and SR 45 near the town of Codora Four Corners, proceed 1.2 miles south on SR 45 to postmile paddle 2.0 (site datum). Walk 50 meters south from the paddle to the southern end of the feature. This levee segment carries SR 45 from PM 1.95 to PM 2.64, the intersection with Road 62 (site datum).

UTMs north end: 584660m E 4367040m N

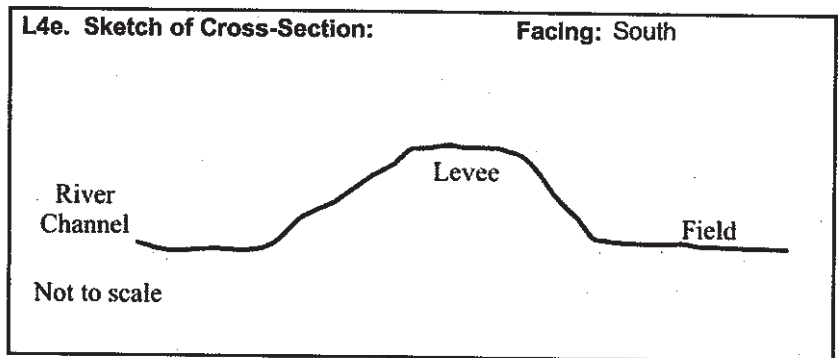
L3. Description: south end: 585040m E 4366050m N

This form records a segment of the levee that carries SR 45 along the west bank of the Sacramento River between postmiles 1.95 and 2.64. For the purposes of this study, this segment of the levee is designated Segment B. At this location the levee has earthen, grassy, steep-sloping sides.

L4. Dimensions:

- a. Top Width: Approximately 40 feet
- b. Bottom Width: Approximately 60 feet
- c. Height or Depth: Approximately 20 feet
- d. Length of Segment: 0.69 miles

L5. Associated Resources:



L6. Setting:

To the west are orchards and the river channel flows along the east side of the levee.

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

JGL-009-B-4,S, camera facing south showing SR 45 on levee.

L9. Remarks:

L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones; JRP Historical Consulting

L11. Date: 1/16/2008

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment C

L2b. Location of Point or Segment:

From the intersection of State Route (SR) 162 and SR 45 near the town of Glenn, drive 2.2 miles north on SR 45 to the driveway at 2180 SR 45 (site datum). From the driveway, walk 100 meters north to the southern end of the feature. This levee segment carries SR 45 from PM 9.8 to PM 12.0 (paddle is the site datum).

UTMs north end: 585350mE 4381940mN
south end: 585740mE 4378400mN

L3. Description:

This form records a segment of the levee that runs along the west bank of the Sacramento River where SR 45 goes on/off the levee at postmile 9.8. For the purposes of this study, this segment of the levee is designated Segment C. At this location, the levee is similar in appearance to Segments A and B. It has earthen, grass-covered, steep-sloping sides.

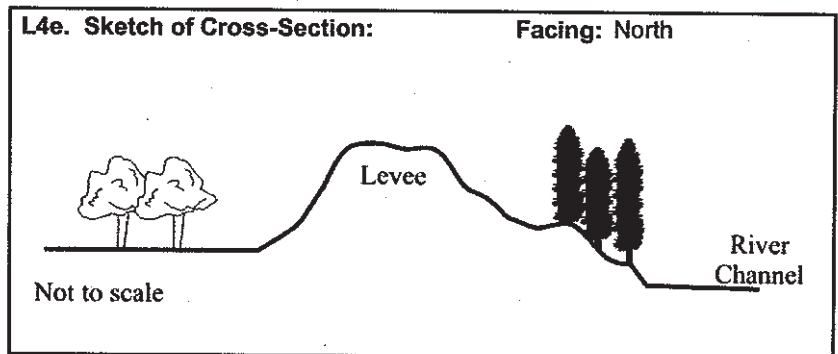
L4. Dimensions:

- a. Top Width: 25 feet
- b. Bottom Width: 50 feet
- c. Height or Depth: 12 feet
- d. Length of Segment: 50 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section:

Facing: North



L6. Setting:

This segment is set among orchards and the river channel flows along the east side of the levee.

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

JGL-009-E-2,S, camera facing south at point where SR 45 (right) departs.

L9. Remarks:

L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones; JRP Historical Consulting

L11. Date: 1/16/2008

L1. Historic and/or Common Name:

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** Segment D

L2b. Location of Point or Segment:

From the intersection of State Route (SR) 162 and SR 45, north of the town of Princeton, proceed one mile east on SR 162 to the "Sacramento River" sign (site datum) at postmile 76.7. This sign marks the resource.

UTMs north end: 585320m E 4367720m N
south end: 585300m E 4367690m N

L3. Description:

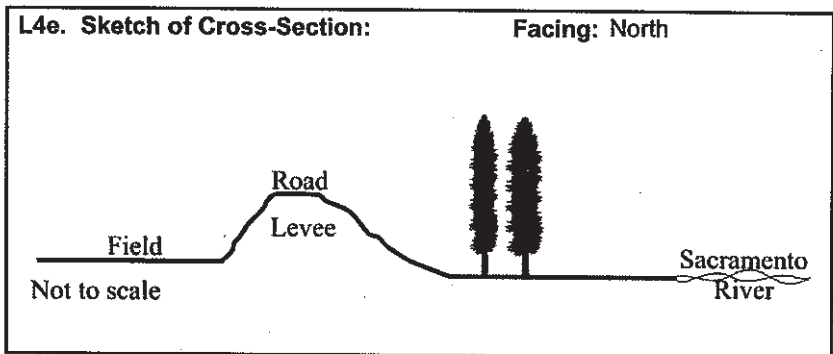
This form records a segment of the levee that runs along the west bank of the Sacramento River intersects and passes under SR 162. For purposes of this study, this segment of the levee is designated Segment D. At this location, the earthen levee carries a 15-foot wide gravel road under the highway. The grass-covered levee has a moderate-sloping bank on the river (east) side and steep-sloping bank on the opposite (west) side.

L4. Dimensions:

- a. Top Width: 15 feet
- b. Bottom Width: 75 feet
- c. Height or Depth: 20 feet
- d. Length of Segment: 100 feet

L5. Associated Resources:

The levee passes under a concrete bridge (Bridge # 11-0017) which carries SR 162.



L6. Setting:

This segment surrounded by orchards.

L7. Integrity Considerations:

Unknown



L8b. Description of Photo, Map, or Drawing

JGL-009-D-4,N, camera facing north from SR 162.

L9. Remarks:

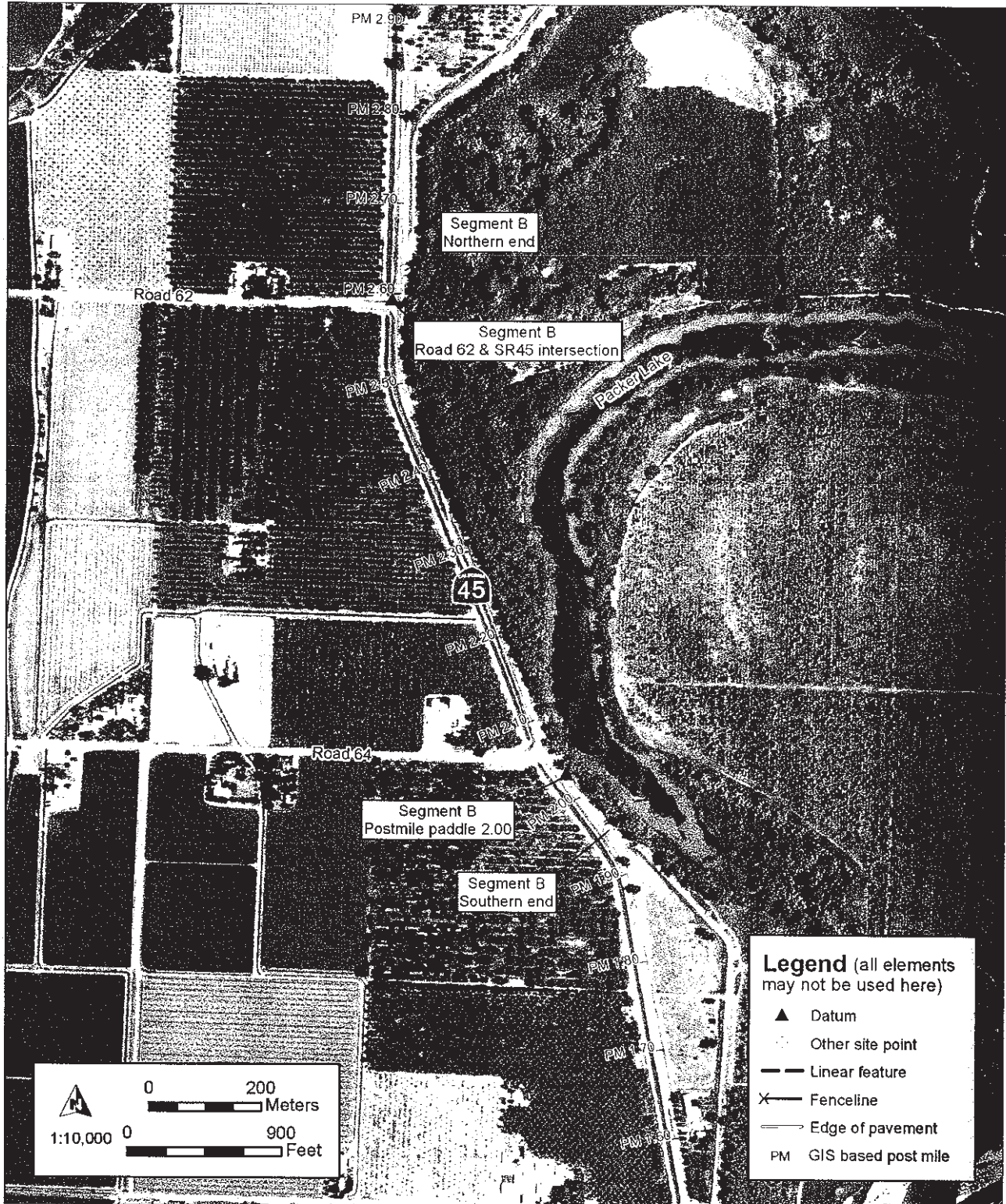
L10. Form Prepared By:

Steven Melvin, Joseph Freeman,
Jarma Jones; JRP Historical Consulting

L11. Date: 1/14/2008



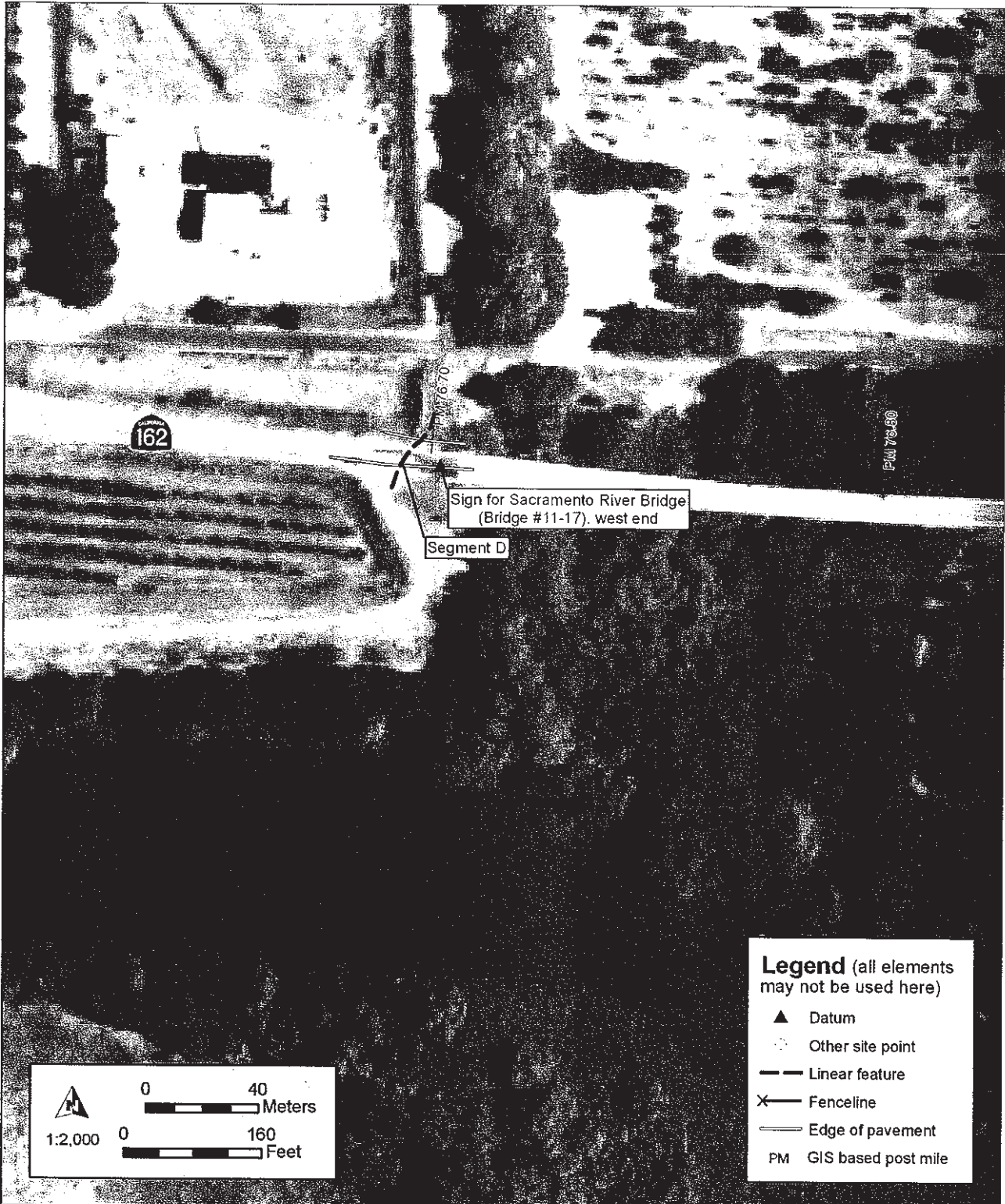
Sketch map is based on 2007 GPS data collected within the highway right-of-way.



Sketch map is based on 2007 GPS data collected within the highway right-of-way.



Sketch map is based on 2007 GPS data collected within the highway right-of-way.



Sketch map is based on 2007 GPS data collected within the highway right-of-way.

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

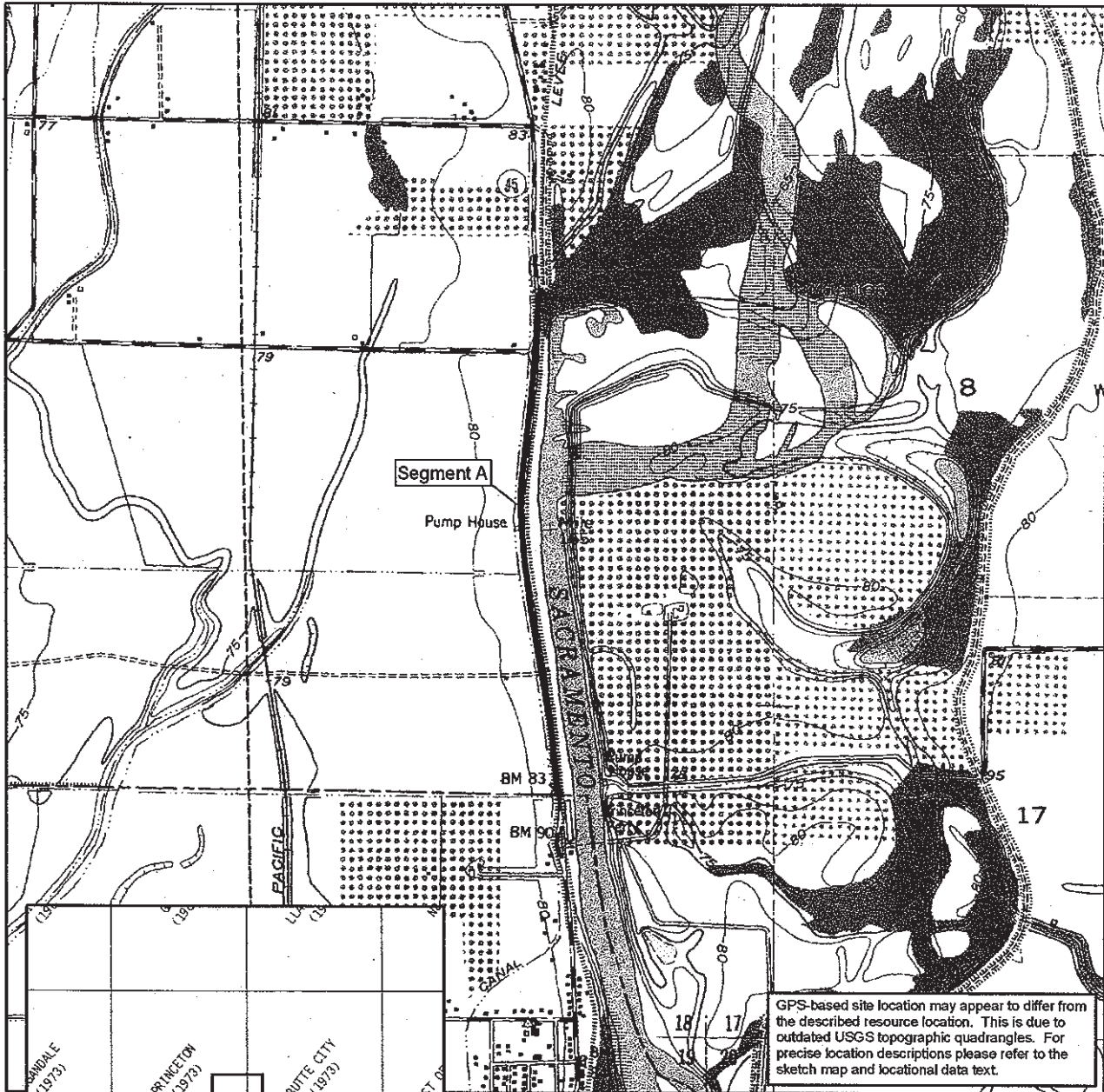
Primary # 11-000689
 HRI # _____
 Trinomial CA-GLE-689H

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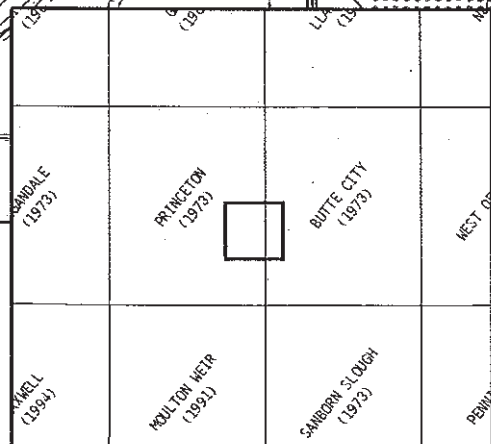
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*Map Name: Glenn (1951; photorevised 1969)

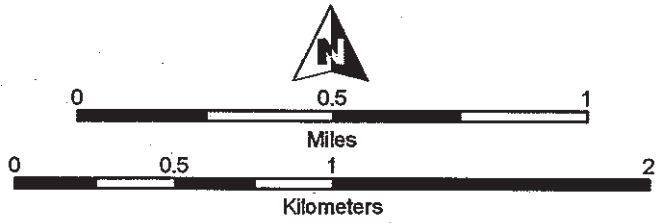
*Year:



GPS-based site location may appear to differ from the described resource location. This is due to outdated USGS topographic quadrangles. For precise location descriptions please refer to the sketch map and locational data text.



Key to USGS 7.5' quads depicted



SCALE 1:24,000

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

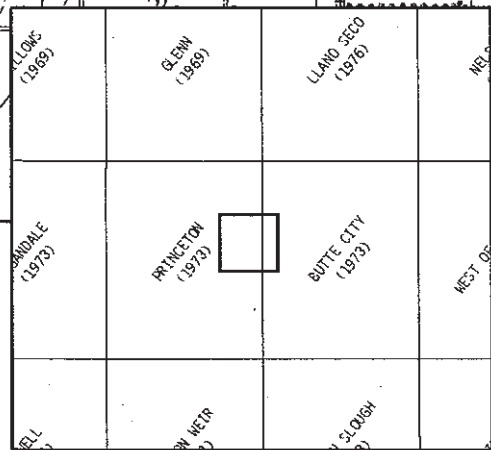
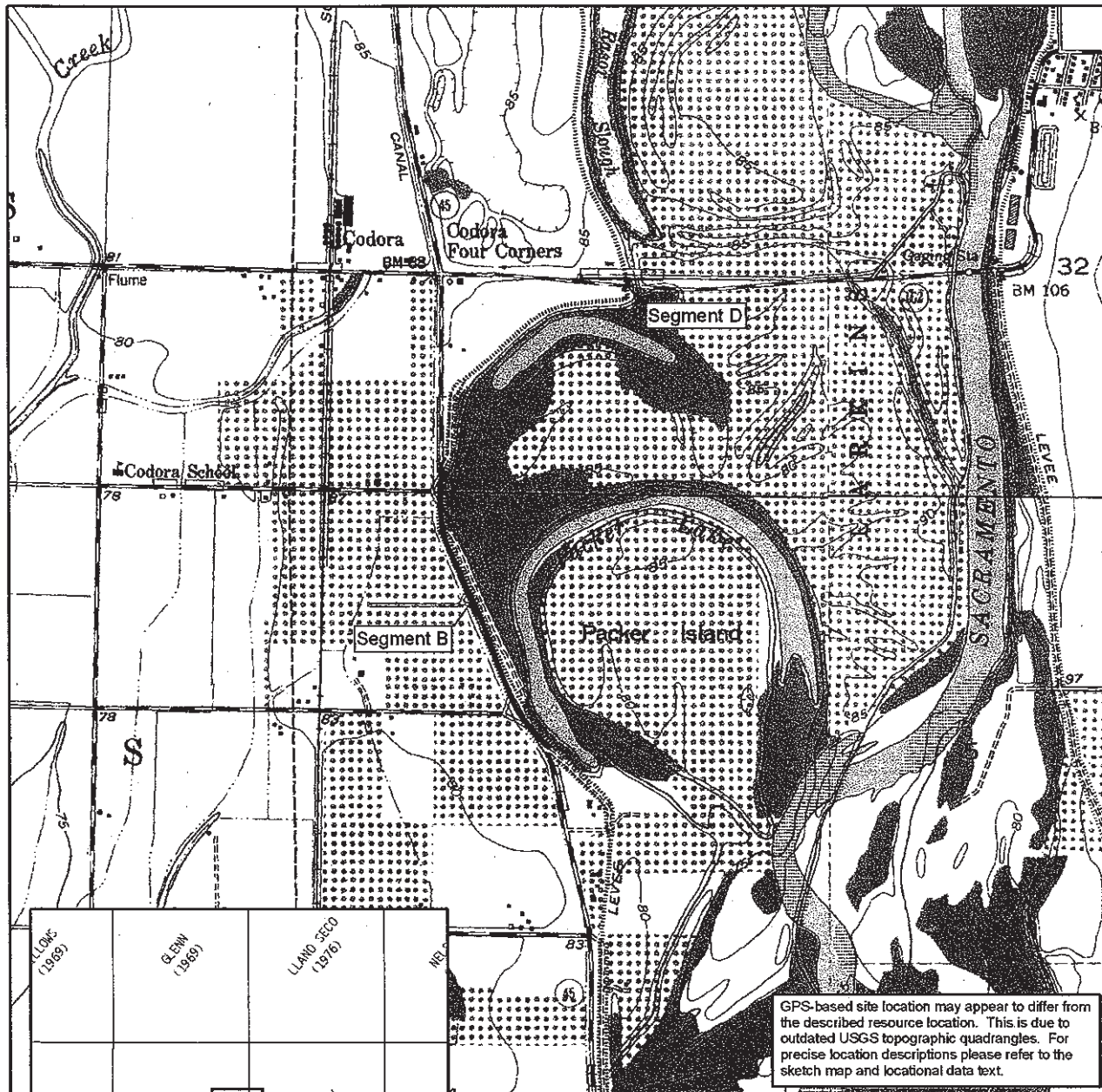
Primary # 11-000689
 HRI # _____
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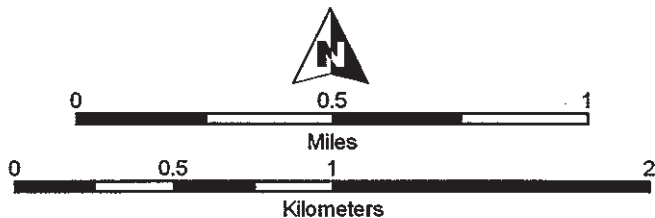
*Resource Name or #: JGL009

*Map Name: Glenn (1951; photorevised 1969)

*Year:



Key to USGS 7.5' quads depicted



SCALE 1:24,000

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

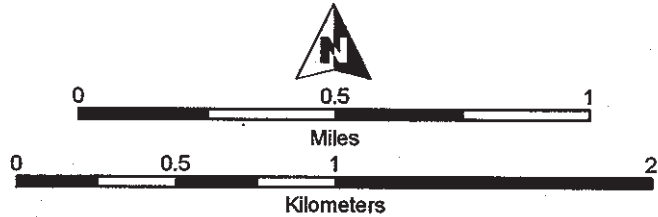
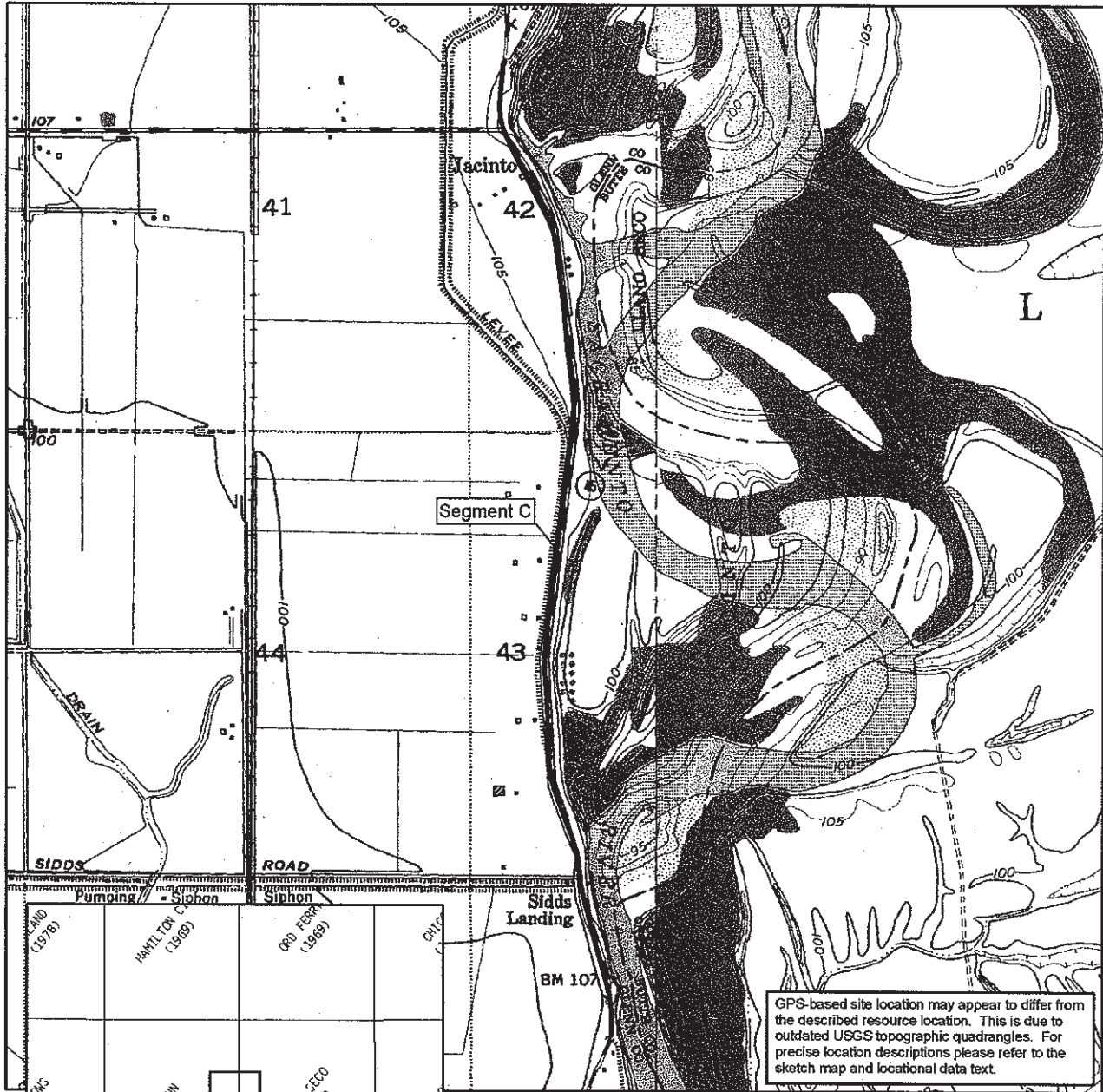
Primary # 11-000689
 HRI # _____
 Trinomial CA-GLE-689H

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 13 13

*Resource Name or #: JGL009

*Map Name: Glenn (1951; photorevised 1969)

*Year:



SCALE 1:24,000

Key to USGS 7.5' quads depicted