Appendix D2

Built Environment Inventory and Evaluation Report - Lassen Facility

BUILT ENVIRONMENT INVENTORY AND EVALUATION REPORT FOR GOLDEN STATE NATURAL RESOURCES FOREST RESILIENCY DEMONSTRATION PROJECT, NORTHERN CALIFORNIA (LASSEN) FACILITY, LASSEN COUNTY, CALIFORNIA

Prepared for:

GOLDEN STATE FINANCE AUTHORITY
1215 K Street, Suite 1650
Sacramento, California 95814
Contact: Barbra Hayes

Prepared by:

DUDEK
1102 R Street
Sacramento, California 95811
Contact: Adrienne Donovan-Boyd, MSHP, Erin Jones, MA; Fallin Steffen, MPS; and Kathryn Haley, MA

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Table of Contents

SECTION PAGE NO.

TABLES

EXHIBITS

FIGURES

APPENDICES

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ACHP	Advisory Council on Historic Preservation
API	Area of Potential Impacts
APN	Assessor's Parcel Number
BNSF	Burlington Northern Santa Fe
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resources
DPR	California Department of Parks and Recreation
GNWP	Great Northern and Western Pacific
GLO	General Land Office
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
Project	Forest Resiliency Program Project, Lassen Site
PRC	California Public Resources Code

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Executive Summary

The Golden State Finance Authority (Client) retained Dudek to complete this Built Environment Inventory and Evaluation Report as part of environmental compliance efforts in support of the Golden State Natural Resources Forest Resiliency Demonstration Project (proposed project) which is a response to the growing rate of wildfires in California, which has been exacerbated by hazardous excess fuel loads in forests, and the need to promote economic activity with California's rural counties. This report specifically addresses the Northern California (Lassen) Facility that is being studied as part of the larger Environmental Impact Report (EIR) being prepared in compliance with California Environmental Quality Act (CEQA).

This report includes the following components: a California Historical Resources Information System records search conducted at the North Central Information Center for the proposed project area and a 1-mile buffer, a pedestrian survey of the built environment Area of Potential Impact (API), and a historical significance evaluation of three properties located in the API. The focus of this historical resources inventory and evaluation report is the historic-era built environment resources and properties located in the built environment API for this Project. Initial work was conducted in 2022 and in 2024 the project area expanded. The API was expanded accordingly an updated project description was incorporated into the report. No additional built environment historic era resources were identified in the expanded API for the project.

Dudek recorded and evaluated two properties that contain historic era (over the age of 45 at the time of survey) buildings and structures located in the API. These properties are the Big Valley Lumber Company Site (Map ID. 1) and Great Northern and Western Pacific Railroad: The Inside Gateway, Bieber Station, and Associated Properties (Map ID. 2). Both Map ID. 1 and Map ID. 2 were previously unevaluated for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). As a result of Dudek's extensive archival research, field survey, and property significance evaluations, Map ID. 1, the Big Valley Lumber Company Site, was found ineligible for listing in the NRHP and the CRHR due to a lack of historical associations and architectural merit. As such, Map ID. 1 does not qualify as a historical resource under CEQA. Map ID. 2, Great Northern and Western Pacific Railroad: The Inside Gateway, Bieber Station, and Associated Properties, was found ineligible for listing in the NRHP and the CRHR due to a lack of integrity. It is also not considered a historical resource under CEQA.

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1 Introduction

This section provides a brief description of the proposed Golden State Natural Resources Forest Resiliency Demonstration Project (Project), the built environment API, regulatory setting, and Project personnel.

1.1 Project Location and Description

2.5.1 Location

The proposed Lassen wood pellet processing site is located in Nubieber, California (Lassen County), approximately 3 miles southwest of the census-designated place of Bieber in northwestern Lassen County (see Figure 1, Project Location). The Lassen site is located at 653-800 Washington Avenue, Nubieber, California. The production facilities would be located on a parcel approximately 65 acres in size, Assessor's Parcel Number (APN) 001-270-086. Log decking (storage) would occur on approximately 51 acres of the ~225-acre property immediately south of the production site (APNs 001-270-26, 001-270-29, and 013-040-13) (the "woodyard"). The project site is situated in Township 38 North, Range 7 East, and Sections 28 and 33 of the U.S. Geological Survey Bieber, California 7.5-minute quadrangle. Elevation on the Lassen site is approximately 4,120 feet above mean sea level.

The Lassen location is a brownfield that was formerly part of a wood processing sawmill. The buildings from the prior use are located north of the project site and were separated from the main parcel through a lot line adjustment. The Burlington Northern Santa Fe (BNSF) Railroad forms the eastern boundary of the site. An agricultural chemical company (Helena Agri-Business) and scattered residences are located to the north and west of the site, and to the east of the woodyard property. Agricultural land is located to the east and south. Most of the lands adjacent to the site are under Williamson Act contracts. Primary access to the site is from Babcock Road, which connects to State Route 299.

2.5.2 Existing Conditions

The Lassen site is shown in Figure 2, Project Site Plan: Lassen Facility. The northerly parcel (APN 001-270-086) was previously part of a sawmill operation and is currently used to load logs and wood products onto railcars. The parcel includes railroad siding, a gravel pad, internal roadways, a well pump house and water tower. The water tower is 102 feet tall. A rail spur crosses the project site to provide rail access to the property to the west.

The majority of the undeveloped areas of the project site consist of non-native grassland with a mix of annual grasses and forbs.

The production facility parcel contains one seasonal wetland and one seasonal wetland swale located in the southeastern portion of the parcel. These features collect water seasonally and are discernible from the adjacent upland areas by a distinct change in vegetation. The five upland ditches located throughout the project site are unlined, earthen water conveyance systems that were constructed in upland habitat and exhibit a mild break in slope and change in vegetation. Ditches within the project site are generally 5 to 6 feet wide at the top of bank and have an ordinary high water mark width of 1 to 2 feet.

The majority of the project site, including the production facility, is located within a 100-year floodplain. Therefore, finished grade of structures would need to be above base flood elevation.

The northerly production facility parcel is zoned A-1 (General Agriculture District), which is described in Chapter 18.16 of the Lassen County Ordinance Code and is classified as Town Center by the Lassen County General Plan (Lassen County 1999). The southerly woodyard property is zoned E-A-A-P (Exclusive Agricultural District – Agricultural Preserve Combining District), described in Chapters 18.66 and 18.82 of the Lassen County Ordinance Code, and is classified as Intensive Agriculture by the General Plan.

2.5.3 Wood Pellet Facility Components

The proposed project would include the construction and operation of a new wood pellet processing facility, including a woodyard, green processing area, drying area, pellet mill, project storage, and loadout area. New internal roads for truck access and facility personnel access will be added, including a new road for truck access from Babcock Road at the southwest corner of the site. A new rail spur connecting to the adjacent BNSF Railway line would be added for finished product load out as well as additional rail siding tracks on-site for the storage of full and empty railcars. Other improvements would include new truck scales and a graded area for overflow raw material storage. The proposed site layout showing new project components is included in Figure 2, Project Site Plan. These project components are also described in further detail below.

The stacker reclaimer, located on the southern end of the site (farther from the highway) would be the tallest structure on site, at 112 feet. Facility buildings would be 40 to 65 feet in height. The proposed project would consist of several individual facility components to produce the wood pellet product, listed in chronological order (by way of process) and described below.

Feedstock Receiving

The facility would be designed to produce 700,000 metric tons (MT) per year of industrial wood pellets. To produce this amount of pellets, a higher ratio of green material must be received, to account for drying and for material used in the drying process. The annual green feedstock volume required is approximately 1,183,890 metric tons (1,305,014 US tons).

The proposed wood pellet processing facility would receive feedstock in two primary forms: roundwood and residual chips. Roundwood would be delivered to the facility by logging trucks and stored in the woodyard until processed into chips. Residual chips would be delivered in trucks and received using automatic back-on truck dumps. The residuals stream would be made up of chips and small amounts of sawdust. Both feedstock streams would be screened for oversized pieces and would be conveyed to a stacker reclaimer to pile the bulk material for storage.

The proposed project would receive feedstock and biomass fuel consistent with the specifications listed in Table 1-1.

Table 2-1. Feedstock Specifications

Form of Feedstock Received (Annual Percentage By Weight)	
Chips (including Sawdust)	71%

Table 2-1. Feedstock Specifications

Roundwood	29%
Roundwood (As Received)	
Biomass Length	8 feet to 50 feet
Biomass Diameter	3 inches to 40 inches
Moisture Content	35 - 50%
Bark Content	Up to 12%
Required Capacity	96.4 MT/hour[a]
Chips (As Received)	
Chip Size Distribution (Assumed)	—
> 4 inches	4%
3/8 inches to 4 inches	90%
< 3/8 inches	6%
Chip Moisture Content	35%
Sawdust Moisture Content	50% to 55%
Required Capacity	23.4 MT/hour
Biomass Fuel[b] (As Received)	
Max Particle Size	6 inches
Moisture Content	15% to 40%

Notes:

[a] MT/hour = metric tons per hour.

[b] Biomass fuel refers to miscellaneous waste debris, bark, and other organic matter generated from commercial forestry and forest products operations.

Woodyard

When roundwood feedstock is ready to be processed in the woodyard, a mobile loader would collect roundwood from the storage piles and transfer the logs for processing through a debarker and chipper. The woodyard would also receive the sawmill residuals and forest slash, and these smaller materials would be received by new automated back-on truck dumpers and screened based on particle size. Any material that is grossly out of spec would be rejected through a screening process and used as fuel for biomass furnaces. The processed chips and the residuals would be conveyed to a stacker reclaimer with a capacity of 4,000,000 cubic feet for storage. Biomass fuel and bark from the debarking drum would be conveyed to a storage pile for use as fuel for the dryer. A prefabricated electrical room dedicated to the woodyard equipment would also be installed.

Green Materials Processing

The piled chips would be conveyed from the stacker reclaimer to the green processing area. The material would be screened based on particle size and all in-spec chips would continue to the dryer. The material that is too large to pass through the screens would be directed to an array of green hammer mills to be reduced to the appropriate size and then conveyed to the dryer.

Drying and Dry Processing

The drying area would consist of a dryer island complete with drum dryer, furnace, air systems, and emissions control. The dryer would use heat from a biomass-fired furnace to reduce the moisture content of the wood chips to approximately 10%, a level suitable for pellet production. Dried material would be conveyed from the dryer to the dry processing area. The material would be screened based on particle size, and all in-spec chips would continue to the pellet mill. The material that does not pass through the screens would be directed to an array of dry hammer mills to be reduced to the appropriate size and then conveyed to the pellet mill.

Pellet Mill

Dried wood chips would arrive at the pellet mill and would be distributed to an array of pellet lines consisting of a conditioning bin, pelletizer, and pellet cooler. The conditioning bin would meter material into the mills to be formed into pellets. After cooling, the pellets would pass through a final screen to ensure that specifications have been met. At full design capacity, the facility could produce up to 700,000 MT per year of I2 industrial grade wood pellets. Per the International Standard for Organization (ISO) wood pellet specification, I2 industrial grade wood pellets are consistent with the specifications listed in Table 1-2.

Table 2-2. I2 Industrial Grade Wood Pellet Specifications

Property	Specification
Density	42-44 lb/ft^3
Moisture Content	7%
Diameter	0.24 to 0.39 inches (6–10 mm)
Length	0.24 to 1.57 inches (6–40 mm)
Durability	≥ 97.5%
Fines Content	≤ 5.0%
Net Calorific Value	≥ 7,100 BTU/lb (16.5 MJ/kg)
Total Ash	≤ 1.5%

Notes: Specifications based on ISO 17225-2:2014(en), Solid biofuels — Fuel specifications and classes — Part 2: Graded wood pellets. lb/ft^3 = pounds (mass) per cubic foot; mm = millimeters; BTU = British thermal unit; MJ/kg = megajoules per kilogram.

It is assumed that about 1% of pellets would be rejected during the screening process. In-spec pellets would continue to the finished product storage while rejects would be collected for reprocessing or use as fuel. A prefabricated electrical room dedicated to the pellet mill equipment would also be installed.

Product Storage and Loadout

Finished pellets would be conveyed from the pellet mill to three 2,500-metric-ton silos for storage and loadout. From the silos, the finished product would be loaded into railcars for transport to the port for shipping. A new rail spur connecting to the adjacent BNSF Railway line and track to store railcars would be added for finished product loadout. Railcars would

be combined into 100-car unit trains.[1] 70 trains per year, or approximately one train departing every five days, would depart for the Port of Stockton.

Other On-Site Facilities and Structures

Additional on-site facilities would include an office, maintenance shop, locker rooms, and two guard houses (one at each road entrance). There would also be auxiliary structures and utility systems required for plant operations (e.g., fire suppression, water, compressed air). To control air quality and maintain a safe work environment, a central dust and emissions control system would be installed. This central emissions control system will utilize a Regenerative Catalytic Oxidizer (RCO) to limit VOC emissions to the atmosphere.

Fire Protection

While the product stream is still green (high in moisture), regular preventative maintenance along with belt speed sensors, motor current sensors, and housekeeping will be used to mitigate fire risk. Once the product stream is dry, spark detectors with chemical suppression are placed at all critical points throughout the process. (See Chapter 3.9, Hazards and Hazardous Materials, for further information.) Additionally, all dry process equipment is outfitted with bearing temperature sensors to monitor and allow any high-temperature issues to be preemptively corrected. Structures, conveyors, and major equipment will be outfitted with fire sprinklers in case of emergency. An underground fire water loop will be included complete with hydrants and firefighting stations in high-risk areas. The pellet storage silos utilize temperature sensors throughout the storage volume that trigger aeration fans to cool any hotspot that may occur, while the chance of any hotspots occurring is greatly reduced through operational controls by keeping residence time in the silos as short as possible. (Additional technical detail regarding the fire protection measures at this site is provided in Chapter 3.8.)

There is currently a water tower on-site that is used to fill water trucks for dust control. Either a new or replacement water storage tank would be required for fire suppression. The new tank would have a capacity of 180,000 gallons, subject to final review by the fire authorities.

A back-up fire pump, rated at 150 horsepower (hp) would be installed in case the site loses power.

2.5.4 Plant Security and Access

The project site would have a separate accessways for haul trucks (from Babcock Road) and employee access (from Washington Avenue), and new internal roads for truck circulation and personnel access would be added. Guard houses would control the truck and personnel access roads. The accessway would be designed to allow for emergency vehicles to access the site in case of fire or emergency event. A full perimeter fence would be constructed around the project site boundary for security.

[1] A unit train is a train formed of cars carrying the same material to the same destination. By comparison, a manifest train is made up of different cars (and cargos) with different origins and destinations.

2.5.5 Construction and Schedule

Construction is assumed to begin in late 2024 and will take approximately 14-18 months. Based on a review of the current structures located on the site, demolition activities are anticipated to generate minimal debris that would require transport to a landfill permitted to accept inert construction and demolition materials. The total area of disturbance would be approximately 133 acres. The earthwork largely balances on-site; It is anticipated that approximately 900 cubic yards of fill would need to be exported.

During typical project-related construction activities, equipment is expected to operate 5 days per week, during the hours of 7:00 a.m. to 5:00 p.m.

2.5.6 Operation

Facility equipment is designed based on 8,040 hours of operations per year. Feedstock would be received at the woodyard 24 hours per day, 5 days per week. This would produce and store enough woodchips for fuel to enable pellet production to operate consistently. Pellet production operations would be active 24 hours per day, 7 days per week, with up to 4 weeks total downtime allotted for planned and unplanned outages once at capacity. After start-up and commissioning, it is expected that it would take 2 years to reach full facility capacity.

The operation schedule is shown in Table 1-3.

Table 2-3. Lassen Operation Schedule

Design Basis	Woodyard Receiving	Woodyard Equipment	Pellet Production	Routine Shutdowns	Unplanned Outages
Shifts	3	3	3	3	—
Hours/Shift	8	8	8	8	—
Days/Week	5	7	7	7	—
Total Weeks	**48**	**48**	**48**	**3**	**—**
Total Hours	**5,760**	**8,040**	**8,040**	**504**	**216**

The facility would employ up to 60 people in three shifts during the workday, as shown in Table 2-4.

Table 2-4. Lassen Daily Employees

Shift	Employees
A	28
B	16
C	16
Total	**60**

2.5.7 Utilities

The proposed project would require utilities such as electrical service and water for operation. Utilities required for the proposed project are listed in Table 1-4 below.

Table 2-5. Utility Summary

Utility	Provider	Details
Electrical	PG&E	142,677,840 kWh/yr,
Propane	Local Supplier	Natural gas service would be unavailable to the site. On-site propane storage (75,000 gallons) would be required for a backup/cold start fuel source and emissions control equipment.
Water	Groundwater	The on-site well would provide process water. Maximum demand would be 260 gpm for use in the process. Total water demand would not exceed 360 gpm. Annual water demand would be approximately 47 acre feet.
Process Wastewater	On-Site Treatment	Process wastewater generated on site would be recycled to the dryer system.
Sanitary Sewer	On-Site Treatment	The project would include a septic tank system.
Stormwater	On-Site Treatment	A stormwater drainage system would be installed to direct run off to an on-site detention pond.

Notes: MW = megawatts; gpm = gallons per minute.

The project site is not served by wet utilities. Water for the pellet process and employee needs would be provided by an on-site groundwater well. The process water is recaptured as steam and recycled into the process. A septic system would be installed to meet non-process wastewater demands. Stormwater would be addressed onsite with the construction of an on-site detention basin.

Electrical service will be provided from the nearest substation located approximately four miles northeast of the project site. This substation is presently operated by Surprise Valley Electrification Corporation (SVEC), and use of this substation will therefore require a wheeling arrangement between PG&E and SVEC or annexation of the project site into SVEC's service territory.

1.2 Regulatory Setting

Federal, State, and local criteria (if applicable) are used in demonstrating cultural resource significance for the purposes of CEQA and are described below.

1.2.1 Federal

The National Historic Preservation Act (NHPA) established the NRHP and the President's Advisory Council on Historic Preservation (ACHP), and provided that states may establish State Historic Preservation Officers to carry out some of the

functions of the NHPA. Most significantly for federal agencies responsible for managing cultural resources, Section 106 of the NHPA directs that:

> [T]he head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, 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 NRHP.

Section 106 of the NHPA also affords the ACHP a reasonable opportunity to comment on the undertaking (16 USC 470[f]).

Title 36 of the Code of Federal Regulations, Part 800, implements Section 106 of the NHPA. It defines the steps necessary to identify historic properties (those cultural resources listed in or eligible for listing in the NRHP), including consultation with federally recognized Native American tribes, to identify resources with important cultural values; to determine whether or not they may be adversely affected by a proposed undertaking; and to establish the process for eliminating, reducing, or mitigating the adverse effects.

The content of Title 36 of the Code of Federal Regulations, Part 60.4, defines criteria for determining eligibility for listing in the NRHP. The significance of cultural resources identified during an inventory must be formally evaluated for historic significance in consultation with the ACHP and the California State Historic Preservation Officer to determine if the resources are eligible for inclusion in the NRHP. Cultural resources may be considered eligible for listing if they possess integrity of location, design, setting, materials, workmanship, feeling, and association.

The National Park Service has established guidelines for considering NRHP eligibility for a district, site, building, structure, or object (NPS 1997: np). To be individually eligible for the NRHP, a property must be significant within a historic context and retain integrity of those features that convey significance. The significance of a resource within its historic context must relate to one or more of the following criteria (Criteria A–D):

A. Associated with events that have made a significant contribution to the broad patterns of our history.
B. Associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context).
C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the works of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). Discrete features, a particular building for example, may best be documented under this criterion, though collections of resources may also have significance under Criterion C for architecture or engineering association.
D. Yielded, or has the potential to yield, information important in history. To be eligible under Criterion D, the property must have, or have had, information to contribute to our understanding of human history and that information must be considered "important." Most commonly applied to archaeological sites, buildings, structures, and objects may be eligible under Criterion D if they are the principal source of information (NPS 1997: 21).

In addition to these basic evaluation criteria, the NRHP outlines further criteria considerations for significance. Moved properties; birthplaces; cemeteries; reconstructed buildings, structures, or objects; commemorative properties; and properties that have achieved significance within the past 50 years are generally not eligible for the NRHP. The criteria considerations are exceptions to these rules, and they allow for the following types of resources to be NRHP eligible:

A. a religious property deriving primary significance from architectural or artistic distinction or historical importance;
B. a building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
C. a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life;
D. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events;
E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
G. a property achieving significance within the past 50 years if it is of exceptional importance.

Once the significance of a resource has been determined, the resource then must be assessed for integrity. Integrity is (1) the ability of a property to illustrate history and (2) possession of the physical features necessary to convey the aspect of history with which it is associated (NPS 1997: 44). The evaluation of integrity is grounded in an understanding of a property's physical features and how they relate to the property's significance. Historic properties either retain integrity (that is, convey their significance) or they do not. To retain integrity, a property will always possess several, and usually most, of the seven aspects of integrity (NPS 1997: 44–45, 2000: 35–36):

(1) *Location* is the place where the historic property was constructed or the place where the historic event occurred.
(2) *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
(3) *Setting* is the physical environment of a historic property.
(4) *Materials* are the physical elements that were combined or deposited during a particular period and in a particular pattern or configuration to form a historic property.
(5) *Workmanship* is the physical evidence of crafts of a particular culture or people during any given period in history or prehistory.
(6) *Feeling* is the property's expression of the aesthetic or historic sense of a particular period.
(7) *Association* is the direct link between an important historic event or person and a historic property.

The 1992 amendments to the NHPA enhance the recognition of tribal governments' roles in the national historic preservation program, including adding a member of a Native American tribe or Native Hawaiian organization to the ACHP.

The NHPA amendments accomplish the following:

1. Clarify that properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization may be determined eligible for inclusion in the NRHP.
2. Reinforce the provisions of the ACHP's regulations that require the federal agency to consult on properties of religious and cultural importance.

The 1992 amendments also specify that the ACHP can enter into agreements with tribes that permit undertakings on tribal land and that are reviewed under tribal regulations governing Section 106 of the NHPA. Regulations implementing the NHPA state that a federal agency must consult with any Native American tribe that attaches religious and cultural significance to historic properties that may be affected by an undertaking.

1.2.2 State

California Register of Historical Resources

In California, the term "historical resource" includes "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code [PRC] Section 5020.1[j]). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to PRC Section 5024.1(c) (1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

(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 the 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.
(4) Has yielded, or may be likely to yield, information important in prehistory or history.

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource younger than 50 years may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Environmental Quality Act

As described further below, the following CEQA Statutes and Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- PRC Section 21083.2(g) defines "unique archaeological resource."
- PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) define "historical resources." In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource." It also defines the circumstances when a project would materially impair the significance of a historical resource.
- PRC Section 21074(a) defines "tribal cultural resources."
- PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated cemetery.
- PRC Sections 21083.2(b)–(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context, and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site.

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (PRC Section 21084.1; 14 CCR 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of PRC Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (PRC Section 21084.1; 14 CCR 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (PRC Section 21084.1; 14 CCR 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (14 CCR 15064.5[b][1]; PRC Section 5020.1[q]). In turn, CEQA Guidelines Section 15064.5(b)(2) states that the significance of a historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency

reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

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

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any "historical resources," then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance is materially impaired.

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a], [b], and [c]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (PRC Section 21083.2[a]; 14 CCR 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as Tribal Cultural Resource (PRC Sections 21074[c], 21083.2[h]), further consideration of significant impacts is required. CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are detailed in PRC Section 5097.98.

1.2 Built Environment Area of Potential Impact

The API is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of a historic property. Determination of the API is influenced by a project's setting, the scale and nature of the undertaking, and the different kinds of effects that may result from the undertaking (Title 36 Code of Federal Regulations Section 800.16[d]).

The built environment API follows the maximum possible area of potential effects (direct and indirect) resulting from the proposed Project and is presented on Figure 3., Built Environment Area of Potential Impacts). The API includes all areas where Project activities are proposed. It also includes properties historically associated with the Project site that contain buildings and structures at least 45 years of age (at the time of survey, constructed on or before

1976) that could be subject to indirect effects, including alteration of setting, noise, and construction-related vibration. Figure 3 also show extent of the legal parcels located in the API. The adjacent railroad line was included, as the line will be used to transport the product to market. These properties constitute the indirect API. Together, the combination of direct and indirect impacts is referred to throughout the remainder of this report as the Project API. In consideration of all potential effects to built environment properties, the Project API encompasses the extent of the proposed Project footprint and the associated buildings and structures of the railroad line, historically the Great Northern and Western Pacific (GNWP) Railroad's The Inside Gateway, Bieber Station. The railroad is now part of the Burlington Northern Santa Fe (BNSF) Rail line, but for the purpose of this report, it will be referred to by its historic name, GNWP.

The API contains two historic era property groupings, Map ID. 1, Big Valley Lumber Company Site, and Map ID. 2, the GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties. No other buildings or structures located within the API are known to be 45 years of age and/or rise to the level of consideration for formal evaluation under National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) criteria as part of assessing potential effects to historic properties for this Project.

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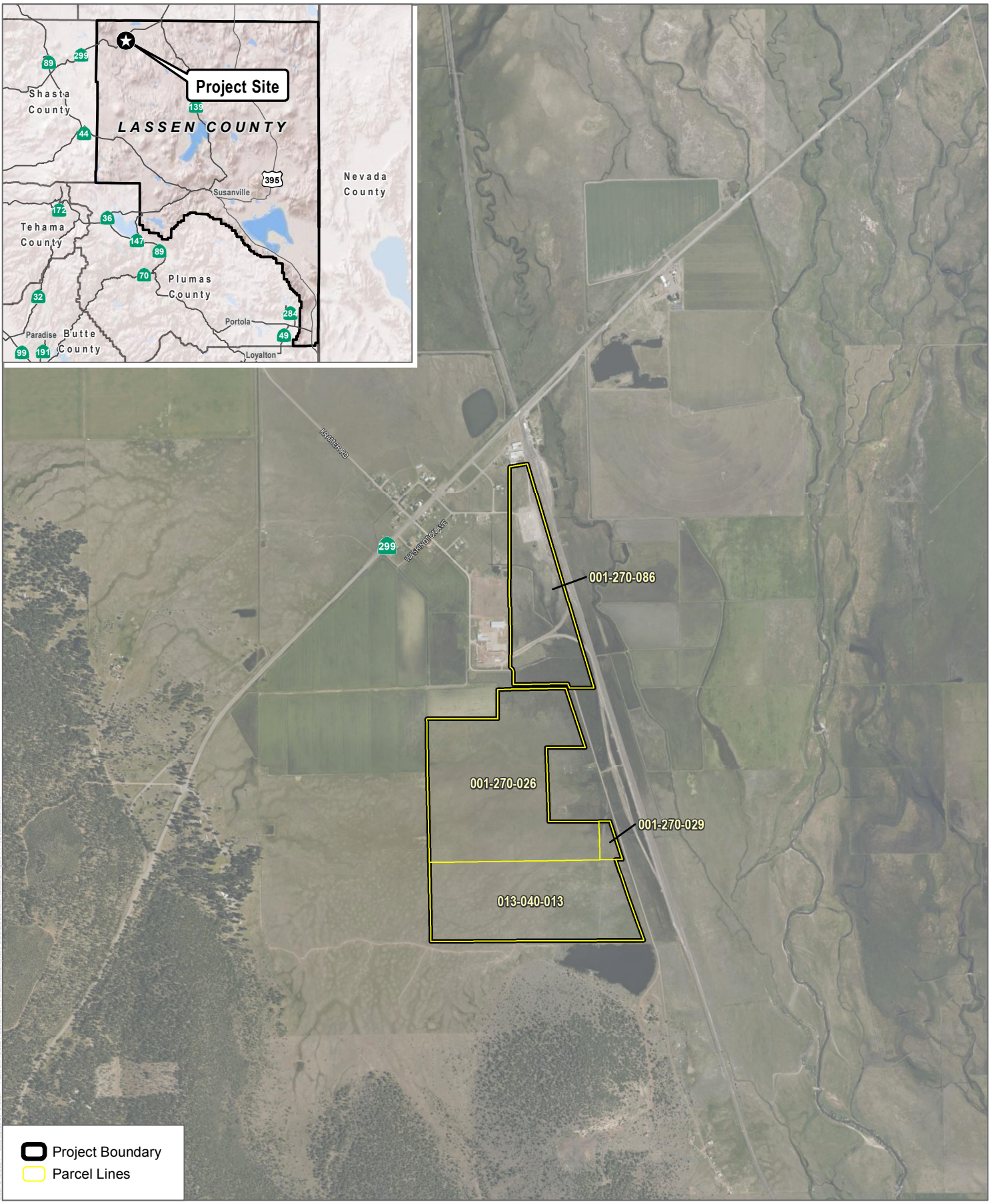

SOURCE: Bing Maps 2020, Lassen County 2015

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Golden State Natural Resources Forest Resiliency Demonstration Project

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SOURCE: Bing Maps 2020, Lassen County 2015

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FIGURE 2

Project Site Plan: Lassen Facility

Golden State Natural Resources Forest Resiliency Demonstration Project

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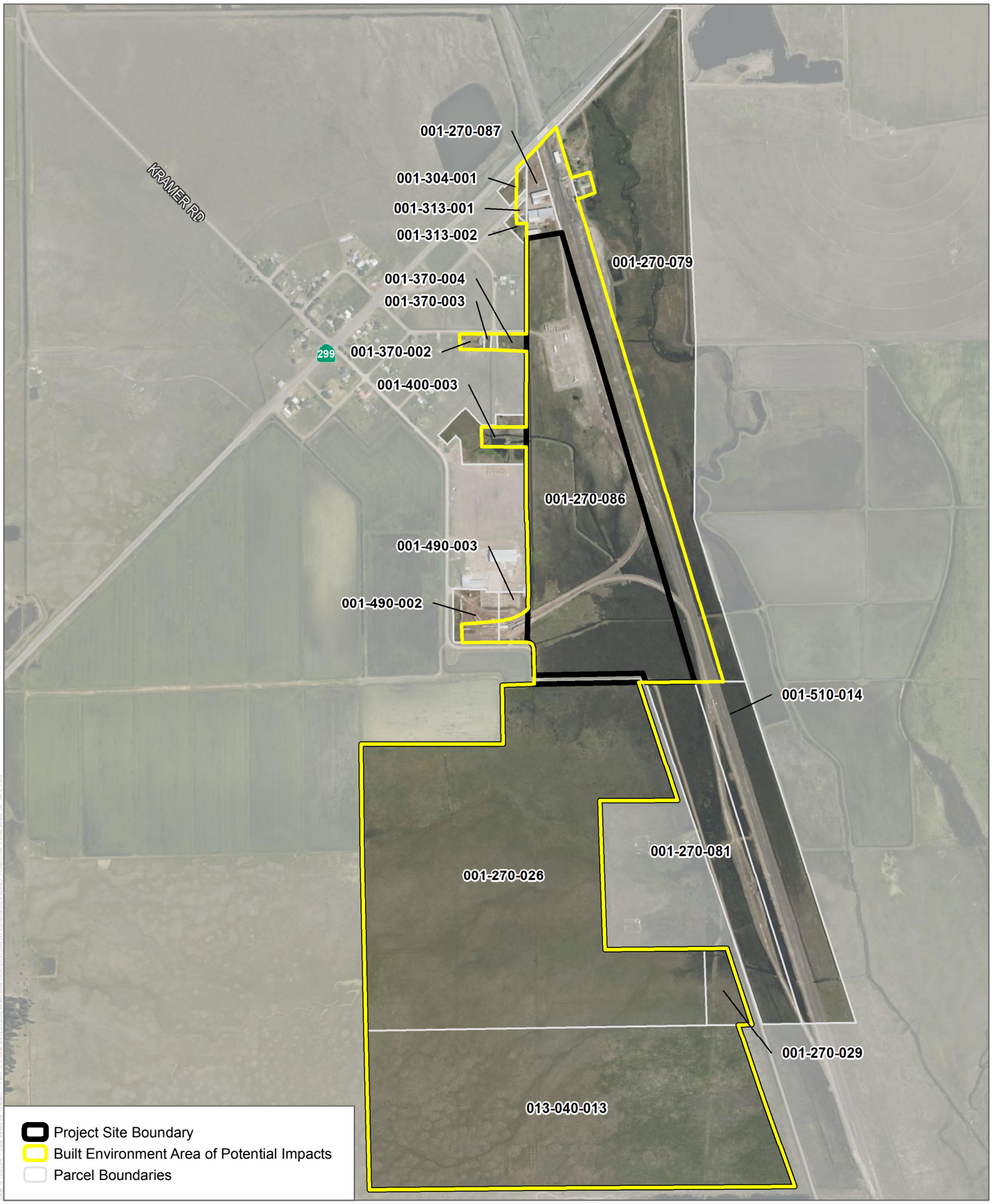

SOURCE: Bing Maps 2024, Lassen County 2015

FIGURE 3

Built Environment Area of Potential Impacts

Built Environment Inventory and Evaluation Report for Golden State Natural Resources, Gould Site, Lassen County, CA

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1.4 Project Personnel

All Dudek staff who contributed to this report meet the Secretary of the Interior's Professional Qualification Standards for History or Architectural History.

Erin Jones (AIR-in JO-nes; she/her) is a highly committed, well-qualified professional with experience co-authoring National Historic Landmark nominations, authoring historic context statements, California Department of Parks and Recreation (DPR) 523 forms, and architectural building descriptions. Ms. Jones is familiar with National Register Bulletins and Section 106, as well as the National Environmental Policy Acy, NHPA, and CEQA. Her objective is to connect the public to socially diverse histories and contribute to the historic preservation and education of our community.

Fallin Steffen (FAL-in STEF-in; she/her) is an architectural historian with 4 years' experience in historic preservation, architectural conservation, and cultural resource management in the Monterey Bay Area and Northern California. Ms. Steffen's professional experience encompasses a variety of projects for local agencies, private developers, and homeowners in both highly urbanized and rural areas, including reconnaissance- and intensive-level surveys, preparation of resource-appropriate and citywide historic contexts, and historical significance evaluations in consideration of the NRHP, CRHR, and local designation criteria. Ms. Steffen meets the Secretary of the Interior's Professional Qualification Standards for Architectural History. She is experienced with interdisciplinary projects spanning private and public development, transportation, and water infrastructure, and has experience forming educational sessions about the identification of and best practices for the preservation of historic resources.

Adrienne Donovan-Boyd (*AY-dree-en DON-uh-vin BOID; she/her*) is an architectural historian with significant experience in Oregon and the Pacific Northwest. Ms. Donovan-Boyd has 16 years' experience in all elements of cultural resources management, including intensive- and reconnaissance-level field investigations, architectural history studies, and historical significance evaluations for compliance projects, the NRHP, and local landmark designations. She is a very skilled researcher; adept at evaluation of historic properties; and an experienced author of historical resources evaluation reports, findings of effect documentation for Sections 106 and 110 of the NHPA, cultural landscape reports, historic context statements, and management plans for historic properties. Ms. Donovan-Boyd has worked on numerous large-scale compliance projects including energy projects, habitat restorations, and private and public development. Ms. Donovan-Boyd meets the Secretary of the Interior's Professional Qualification Standards for architectural history and maintains a strong professional relationship with Office of Historic Preservation (OHP) staff in Washington and Oregon.

Kathryn Haley is a senior architectural historian with 18 years' professional experience in historic/cultural resource management. Ms. Haley has worked on a wide variety of projects involving historic research, field inventory, and site assessment conducted for compliance with Section 106, National Environmental Policy Act, and CEQA. Ms. Haley specializes in CRHR and NRHP, as well as evaluations of built environment resources including water management structures (levees, canals, dams, ditches), buildings (residential, industrial, and commercial), and linear resources (railroad alignments, roads, and bridges). She specializes in managing large-scale surveys of built environment resources including historic district evaluations. She has prepared numerous historic resources evaluation reports and historic property survey reports for the California Department of Transportation. Ms. Haley also worked on the San Jose to Merced and Central Valley Wye Project Sections of the California High-Speed Rail, leading the built environment survey, conducting property specific research, preparing the draft historic

architectural survey report, and co-authoring the environmental section for cultural resources. Ms. Haley has also assisted in preparation of historic properties inspection reports (condition assessments) under the direction of the Naval Facilities Engineering Command in accordance with Section 106 and Section 110 of the NHPA. Moreover, Ms. Haley has served as project manager, coordinator, historian, and researcher for a wide variety of projects. She is also experienced in the preparation of NRHR nominations, as well as Historic American Building Survey, Historic American Engineering Record, and Historic American Landscape Survey documents.

2 Research and Field Methods

2.1 Research

2.1.1 Records Search Results

The California Historical Resources Information System repository covers the region in which the API is located. The North Central Information Center contains records for Lassen County while maintaining the official records of California Historical Resources Information System searches from previous cultural resources studies and recorded cultural resources for their respective areas. On September 30, 2021, at the request of Dudek, North Central Information Center staff conducted a records search at the North Central Information Center, California State University Chico, for the API. The records search consulted the California Historical Resources Information System base maps of previously recorded cultural resources and previously conducted cultural resources studies for the API and all areas within 1 mile thereof. Additional sources of information, including previously conducted cultural resources surveys and historic maps (U.S. Geological Survey and General Land Office), were selectively reviewed to determine areas with a high potential for the presence of historic- and prehistoric-period sites.

The records search identified three previous studies performed within the records search area, none of which intersect the API and none of which include built environment properties. The record search also identified 10 previously recorded sites within 1 mile of the API. Based on these reports, no previously recorded built environment resources were found to be located within the API or within 1 mile of the API. For a list of previous archeological studies performed within the records search area, please refer to the Archaeological Resources Inventory Report for the Golden State Natural Resources, Gould Site, Lassen County, California (Archaeological Report) (Dudek 2022).

2.1.2 Built Environment Resource Directory

The Built Environment Resource Directory files provide information, organized by county, regarding non-archaeological resources in the OHP inventory. The OHP inventory contains information only for built environment resources that have been processed through the office. This includes resources reviewed for eligibility for the NRHP and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs. The Built Environment Resource Directory replaces the former Historic Properties Directory that previously provided evaluation status information for resources processed through the OHP.

Dudek accessed the Built Environment Resource Directory for Lassen, Modoc, and Plumas Counties from the OHP on September 30, 2021, and identified no resources that overlapped the Project API no resources adjacent to the Project API within 1 mile, and no resources associated with the adjacent BNSF Railroad line, historically the GNWP Railroad line.

2.1.3 Building Development and Archival Research

California State Library

Dudek staff visited the California Room at the California State Library on September 30, 2021, to view materials relating to the development of Nubieber and historical maps and newspapers. These documents were used in the preparation of Section 3, Historic Context, of this report.

Lassen County Historical Society

Dudek staff contacted the Lassen County Historical Society via phone on September 16, 2021, and requested to review information related to the Great Northern, Western Pacific, and Burlington Northern railroads; the local logging industry; the local ranching industry; and Bieber Station. The Lassen County Historical Society was unable to provide the requested information.

Lassen County Assessor's Office

Dudek staff contacted the Lassen County Assessor's Office via phone on September 16, 2021, and inquired about publicly available information regarding the subject property. Assessor Cari Neely emailed available assessor maps to Architectural Historian Erin Jones on September 16, 2021.

Lassen Library District

Dudek staff contacted the Lassen Library District via phone on September 16, 2021, and inquired about information related to the Great Northern, Western Pacific, and Burlington Northern railroads; the local logging industry; the local ranching industry; and Bieber Station. The independent libraries associated with the Lassen Library District were unable to provide the requested information.

University of California, Davis

Dudek staff reviewed the University of California, Davis's digital catalog on September 30, 2021, for material and photographs relating to Lassen County, associated railroad history, and the town of Nubieber. These documents were used in the preparation of Section 3 of this report.

Big Valley Museum of Lassen County

Dudek staff visited the Big Valley Museum of Lassen County on September 22, 2021, in search of information regarding general county history, the development of the cattle and lumber industries in Lassen County, and any information relating to the subject property. The reviewed materials were used in the preparation of Section 3 of this report.

Lassen County Building Department

Dudek staff contacted the Lassen County Building Department on September 21, 2021, and requested copies of all available building permits. Secretary Anetia Elliot responded with copies of the available permits.

APN 001-270-80 permits are as follows:

- 2005: Electrical permit for an agricultural well (Permit no. EL2004-36)
- 2005: Electrical permit for a loading dock (Permit no. EL2005-4)

Historical Newspaper Review

Dudek reviewed historical newspapers from Lassen County in an effort to understand the development of the subject property, the adjacent railway, and the Project area. These documents were used in the preparation of Section 3 of this report.

Historical Sanborn Map Review

A review of historical Sanborn Map Company fire insurance maps covering Lassen County and the town of Nubieber was conducted as part of the archival research effort for the proposed Project. Unfortunately, the subject property does not fall within the mapped area of the county and census-designated places.

Historical Aerial Photographs

A review of historical aerial photographs was conducted as part of the archival research effort for the proposed Project from the following years: 1939, 1960, 1981, 1993, 1998, 2005, 2009, 2010, 2016, and 2018. Table 1 discusses the development of the areas surrounding the site (NETR 2021: np; UCSB 2021: np).

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Table 1. Historical Aerial Photograph Review

Historical Aerial Photographs of the subject area		
Photograph Year	*Map ID. 1: Big Valley Lumber Company Site*	*Map ID. 2: the GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties*
1939	The small community of Nubieber has developed directly north and south of Lassen State Highway (California State Highway 299). Platted but undeveloped lots are visible around the small town's main core. Rosevelt Avenue deviates south from Lassen State Highway directly west of 4th Street and runs parallel to the highway before reconnecting to the state route directly west of the Nubieber Overhead Bridge, which is the northern edge of the Project area. Map ID. 1, Big Valley Lumber Company Site, adjacent established Map ID. 2, the GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties, is undeveloped. At this time, the area is occupied by unmaintained fields.	Map ID. 2 is currently composed of Map ID. 2A, Segment of the GNWP Railroad and Spur Lines. The railroad spur lines deviate west from the mainline in two places. The northern spur lines enters Map ID. 2C, Track Yard, from the southeast corner and terminate at the northwestern corner of Map ID. 2C. The southern spur lines deviate west from the mainline near the south border of the Project area and continue directly west until terminating at the west boundary of the Project area. Map ID. 2B, Water Tower, is constructed in its modern configuration, directly west of the mainline and south of Map ID. 2C. Map IDs. K, L, and M, Ditches K, L, and M, are also in their modern configuration west of Map ID. 2A. The original GNWP railroad depot has been developed directly west of Map ID. 2A.
1960	Map ID. 1 has been developed with Map ID. 1B, Storage Barn B; Map ID. 1C, Warehouse; and Map ID. 1I, Silo.	The northern portion of Map ID. 2A that leads into Map ID. 2C has been altered. Several spur lines have been removed.
1981	Rosevelt Avenue now terminates directly west of Map ID. 1. Map ID. 1A, Storage Barn A, has been developed and shares a wall with Map ID. 1B. Several buildings have been constructed north of Map ID. 1A. Map ID. 1D, Propane Shelter, is now present directly west of Map ID. 1C. Map ID. 1C's footprint has been dramatically expanded with additions to both its north and south elevations.	The original railroad depot constructed by Great Northern has been demolished. Map ID. 2E, Railroad Depot, has been constructed north of the now-demolished demolished original depot.
1993	The buildings north of Map ID. 1A are no longer extant.	There are no changes present since the previous aerial photograph.
1998	There are no changes present since the previous aerial photograph.	Map ID. 2D, BNSF Administrative Building, has been established directly east of Map ID. 2A.
2005	There are no changes present since the previous aerial photograph.	Map ID. 2G, Shipping Container Storage Building, is directly east of Map ID. 2A.

Table 1. Historical Aerial Photograph Review

Historical Aerial Photographs of the subject area		
2009	Map ID. 1E, Concrete Masonry Unit Structure, is now present west of Map ID. 1C.	There are no changes present since the previous aerial photograph.
2010	There are no changes present since the previous aerial photograph.	Map ID. 20, Shed, has been established directly north of Map ID. 2E.
2016	There are no changes present since the previous aerial photograph.	Map ID. 2N, Electrical Shed, is now directly west of Map ID. 2A.
2018	There are no changes present since the previous aerial photograph.	There are no changes present since the previous aerial photograph.

Sources: NETR 2021; UCSB 2021.

2.2 Field Methods

Dudek Architectural Historian Erin Jones, MPA, conducted a pedestrian survey of the API for historic built environment resources on September 21, 2021. The survey entailed walking the exteriors of all buildings and structures within the API; documenting each building with notes and photographs; specifically noting character-defining features, spatial relationships, and observed alterations; and examining any historic landscape features on the property and adjacent parcels with properties that appeared more than 45 years old and appeared historically associated with the subject property. Dudek documented the fieldwork using field notes, digital photography, close-scale field maps, and aerial photographs. Photographs of the subject property were taken with a digital camera. All field notes, photographs, and records related to the current study are on file at Dudek's office in Sacramento, California.

2.3 Interested Party Correspondence

On January 15, 2021, Dudek architectural historian Adrienne Donovan-Boyd sent contact letters to local Lassen County Historical Societies. The letters briefly described the proposed project and requested information about cultural resources near the proposed project area. To date there has been no response. Copies of all correspondence to and from interested parties are provided in Appendix A of this report.

2.4 Survey Results

During the course of the pedestrian survey, Dudek documented information needed to formally evaluate Map ID. 1 and Map ID. 2 for the NRHP and CRHR. Section 4, Results of Identification and Evaluation Efforts, of this report provides a detailed physical description of the properties and the results of the significance evaluations under all NRHP and CRHR designation criteria and integrity considerations. Dudek has compiled the appropriate DPR 523 series forms in conjunction with this report that reflect the significance evaluations of the structures. The complete DPR 523 series forms are included in this report in Appendix B.

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3 Historic Context

3.1 Historical Overview

Post-contact history for the State of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited parts of California for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, signals the beginning of the American Period, when California became a territory of the United States.

Lassen County was never part of the efforts by the Spanish or Mexican to colonize California. Most of Spanish period settlement occurred in coastal areas, in Central and Southern California. Extensive land grants were later established in the interior areas of California during the Mexican Period, in part to increase the population inland from the more settled coastal areas. However, there is no indication any Mexican Ranchos were established in Lassen County. Additionally, there is very little documented of Euroamericans in Lassen County prior to 1848. Rather, the area was a significant residential and resource procurement area for the Achumawi (also Achomawi), Modoc, and Pit River Native American peoples (Native Land Digital 2021: np). For a complete archaeologic and ethnographic history of the area please refer to the Archaeological Report (Dudek 2022).

The following historic context addresses relevant themes concerning the history of the subject properties in Lassen County. It begins with an overview of early Euroamerican activities prior to Lassen County's establishment, the development of town of Nubieber, and Nubieber railroad development, and concludes with a discussion of the historical development of Map ID. 1 and Map ID. 2 within the API.

3.2 Euroamerican Settlement and Establishment of Lassen County

There are no known Spanish or Mexican Ranchos in Lassen County, and very little evidence shows Euroamerican settlement prior to 1848. While Euroamericans were settling throughout California by the mid-1840s, little development is shown in Lassen County. The 1968 General Land Office (GLO) original survey map shows there are no Euroamerican settlements in Nubieber, and a single road, Fort Bidwell Road, is noted to the southwest of the API in Sections 19, 30, 31, and 32 (GLO 1868: np). Isaac Roop and company established a trading post at the west end of Honey Lake Valley in 1854, which eventually grew to become the Town of Susanville. The first GLO land patent to be recorded in the County of Lassen was granted under the provision of a March 3, 1855, act granting to certain officers and soldiers who had been engaged in the military service of the United States a certificate of warrant for 160 acres of land. The land, sold to Benjamin F. Sheldon and William Thomas, was southeast of the Project API in Honey Lake Valley (GLO 1868: np). A further 15 patents are granted to settlers in the 1860s, and a similar amount were granted in the 1870s, suggesting the Euroamerican population in the county was sparse (GLO 1868: np).

One well known Euroamerican settler in the area was Peter Lassen, Lassen County's namesake. Lassen was born in Copenhagen, Denmark, on August 7, 1800. In 1820, Lassen emigrated to Boston, Massachusetts, and gained employment as a blacksmith. In 1839, Lassen emigrated to Oregon's Willamette Valley before relocating to California in 1840. In 1844, just 3 years before Mexico ceded California to America, Mexican Governor Manuel Micheltorena granted Lassen the 22,2206-acre Bosquejo Rancho, located to the southwest of the API, in the area that is now Tehama County (State Lands Commission 1982: 22).

In 1847, Lassen traveled to Missouri to escort California-bound immigrants via an overland trail route (Lehman 2000: 4; Koch 1973: np; History and Happenings 2012: 1). In 1848, during Lassen's return journey to California, the Mexican American War ended with the signing of the Treaty of Guadalupe Hidalgo, ushering California into its American Period (Lehmann 2000: 5). The trail Lassen forged on his return journey, aptly named the Lassen Trail, took travelers through areas of Lassen County, which was rough and rugged country in Northern California. A 1916 account of the route described the Lassen Trail as a "holy terror." Despite its dangers, the trail was used from 1848 to 1853 before being abandoned for more reliable overland paths (Fairfield 1916: 6). The trail skirted Lassen Mountain; a peak Lassen first observed in 1848 (California State Association of Counties 2014: np).

Lassen's ownership of Rancho Bosquejo was recognized by California's new legislative body (History and Happenings 2012: np). In 1850, Lassen sold portions of Rancho Bosquejo to finance a new venture. For several years, Lassen sailed California's rivers in his steamboat, the Washington. When he returned to the remainder of his Tehama County property, Lassen found that his cattle had been stolen and his crops left unmanaged. To recoup losses, Lassen sold the remainder of Ranch Bosquejo to Henry Gerke of San Francisco and relocated to Honey Lake, which is located in today's Lassen County (History and Happenings 2012: np). In 1856, Lassen and Isaac Newton Roop gathered a quorum intent on creating a new territory separate from California and the "Mormon Territory" (today's Utah). As a result of this gathering, the Territory of Nataqua was founded with Roop as the secretary and recorder and Lassen as surveyor. The Territory of Nataqua functioned as a local government, overseeing territorial matters of Northern California, as well as Carson, Eagle, and Washoe Valley, Nevada. In 1859, Roop was chosen as the provisional governor of the proposed territory. Lassen and Roop had inadvertently excluded their residences near Honey Lake and other important Lassen County landmarks from the new territory, causing the Territory of Nataqua to fold shortly after its founding. In 1859, Lassen was killed under mysterious circumstances. In 1864, portions of Plumas and Shasta Counties were appropriated to form Lassen County, named in Lassen's honor. The town grew slowly as small towns were established in the 1870s and 1880s. The Town of Bieber, just 2 miles northeast of the API, was founded in 1877. Other early settlements included Janesville, Hayden Hill, Toadtown, Standish, Madeline, Buntingville, and Paradise City (California State Association of Counties 2014: 14; USGenWeb 2017: np).

3.3 Development of the Town of Nubieber

Nubieber, where the Project API is located, developed later in the county's history. In 1929, Byron S Greenwood purchased approximately 900 acres 2.5 miles from the Town of Bieber in Lassen County, California (Northwestern News 1931: np). The area Greenwood purchased was where the Great Northern and Western Pacific Railroads would meet in 1931. Greenwood platted a town of approximately 250 acres and began developing agricultural and residential lots. The first residents of Nubieber were ranchers seeking land in Lassen County's wide open valley region. In October 1931, as the union of the Western Pacific and Great Northern Railroads approached, Jim Little purchased the first non-agricultural residential property and began to publish the *Northwestern News* newspaper from his home (Indian Valley Record 1931a: 1). At the beginning of November 1931, Greenwood applied for a post

office, calling the town Big Valley City on the application. Although the Postal Service approved the request because it was a rail stop, it declined the town's proposed name. The names New Town and West Bieber were suggested, and ultimately merged to become a form of New Bieber (Sacramento Bee 1931: 12; Purdy 2018: 1).

Despite initially selling lots to ranchers, Greenwood did not want Nubieber referred to as a "cow town" and endeavored to create a "modern town" with homes and businesses (Northwestern News 1931j: np; Indian Valley Record 1931: 1). To encourage settlement, Greenwood advertised that railroad workers could purchase any unsold Nubieber lot for half price (Oroville Mercury Register 1932: 4). Railroad workers who arrived prior to the railroad's official opening ceremony purchased lots from Greenwood and constructed wood framed houses or erected tents. Railroad workers bolstered Nubieber's meager population (Northwestern News 1931a: 1).

The Great Northern and the Western Pacific officially joined on November 10, 1931, with a golden spike ceremony (Indian Valley Record 1931b: 1; Alturas Plaindealer and Modoc County Times, 1931: 1). By the time the GNWP Railroad, which bisects the Project area, officially opened, only a few permanent wood-framed residences had been established in the nearby town (Northwestern News 1931: np; Indian Valley Record 1931b: 1). After the Project area was developed with the railroad, Nubieber's business district expanded dramatically, and residences surrounded the commercial core of the town. By the end of 1931, Nubieber had a beauty parlor, a furniture store, an auto-repair shop and garage, a barber shop, a theater, three hotels, several markets, multiple restaurants, a smokehouse, a pharmacy, and a dairy (Northwestern News 1931: np). Several businesses including a restaurant, smokehouse, a pool hall, and the Caboose Hotel opened in early 1932 (Northwestern News 1932: np). As businesses developed, electricity, plumbing, and school bus services were implemented in Nubieber and Bieber (Sacramento Bee 1933a: 9).

In 1932, a fire destroyed several local businesses, but undeterred residents quickly rebuilt the affected town core (Northwestern News 1932: np). Following the 1932 fire, residents began constructing concrete-reinforced buildings. The business district continued to develop, and by late 1932 Nubieber was home to a movie theater and community hall. The *Northwestern News* relocated from a private residence to the main business district. The Chamber of Commerce and the Northern Hotel opened their doors in 1933. In 1933, another fire decimated the town's business district (Northwestern News 1933: np). Many businesses never reopened. The *Northwestern News,* although physically unaffected by the fire, did not recover enough subscribers to continue publishing (Northwestern News 1933: np).

Nubieber survived its initial years because of business generated by the railroad. A total of 24,000 carloads of products passed through Nubieber via railroad each year (Sacramento Bee 1933a: 9). Freight loading and shipments through Nubieber further increased when the mills of the Stockton Box Co., the Big Valley Lumber Company, the Caldwell Mill, and the Red River Lumber Company relocated to Nubieber (Oroville Mercury Register 1933: 6). By 1935, loading and freight shipment showed an increase of over 100% (Sacramento Bee 1935a: 6). Intermittent fires continued to plague Nubieber, and in 1935, a fire damaged a building at the Stockton Box Company's lumber yard (Sacramento Bee 1935b: 8).

Despite the influx of lumber companies, Nubieber's population struggled to grow due to frequent fire disasters. Planned passenger service slated for 1932, which Greenwood relied on to grow the town, never actualized (Northwestern News 1933: np). In the late 1930s, Greenwood repeatedly lowered the price of residential lots. In 1940, Greenwood traded all unsold lots to E.L. Robertson in exchange for a 60-room apartment building in San Francisco (Purdy 2018: 1). Nubieber's population never grew, and the outer roads fell into disuse. Dilapidated roads

were repurposed as agricultural ditches or driveways to properties removed from the town's shrinking core (NETR 2021).

Great Northern operated the railroad and Bieber Station until the 1970s when Burlington Northern purchased the line and station. Nubieber's lumbermills closed over time, with the most noticeable decline between 1990 and 2001. By 1999, only two mills remained. In 2001, the Big Valley Lumber Mill, which owned and operated the western portion of the API and was the last sawmill in Nubieber. When the Big Valley Lumber Mill closed, Nubieber's population was enumerated at 100 people (Spelter 2002: 35; Westwood Pines Press 2001: 32). Since 2001, Nubieber's population continued to steadily decline. In 2021, Nubieber was home to 19 residents (Data USA 2021: np).

3.4 Railroad Development in Lassen County

The Western Pacific Railway Company (Western Pacific Railroad Company after 1916) was founded in San Francisco in 1903 under the direction of George J. Gould (Brehm 1996: np). In 1905 Western Pacific broke the transportation monopoly that had been exerted by Southern Pacific in California since the completion of the Transcontinental Railroad in 1869. The Western Pacific line between Salt Lake City, Utah, and Oakland, California, paralleled the Southern Pacific's line but reaped success because it crossed the Sierra Nevada at a lower elevation (5,000 feet versus 7,200 feet) (Brehm 1996: np). The Western Pacific thrived as a passenger and freight line and rapidly developed transportation infrastructure across California by negotiating with, or purchasing the right-of-way from, regional railroads in order to develop routes in new territories. In the early 1900s, Western Pacific joined forced with the Great Northern Railroad company to expand into northeastern California (McCloud 2000: np).

The Great Northern Railroad was founded in 1889 by James J. Hill, who purchased and merged three railroad companies: the St. Paul and Pacific Railroad; St. Paul, Minneapolis, and Manitoba Railway; and the Montana Central Railroad (State Historical Society of North Dakota 2021: np). Hill endeavored to build the first transcontinental railroad that accessed the Pacific Northwest and began laying track immediately. In January 1893, the Great Northern Transcontinental Railway spanned from Lake Superior's ports in Duluth, Minnesota, to wharfs in Seattle, Washington. Upon completing the transcontinental line, Hill endeavored to expand south, into California (Great Northern Railway Historical Society 2021: np).

The Great Northern ventured south in the early 1900s, laying tracks as far as Eugene, Oregon, before finding their way blocked by the Southern Pacific Railroad. In 1927, the Great Northern reached an agreement with the Southern Pacific to operate trains on Southern Pacific tracks in southern Oregon and Northern California. In 1929, Arthur Curtiss James, a railroad financier who held seats on the boards of both the Great Northern and Western Pacific railroads, negotiated a joint line that would further diminish the Southern Pacific's transportation monopoly in California. The Great Northern and Western Pacific companies began talks to purchase the right-of-way from the Northern California–based McCloud River Railroad and local logging companies (McCloud 2000: np). In June 1930, the Interstate Commerce Commission approved the sale, and the companies began working towards the junction point in Nubieber, California (Great Northern Railway Historical Society 2021: np).

The Great Northern reached Nubieber in September of 1931 and constructed Bieber Station directly east of the railway. On the west side of the tracks, the Great Northern developed a track yard and several support structures (some of which remain in the API). On November 10, 1931, the Western Pacific reached Nubieber, completing the rail line known as The Inside Gateway (American Rails 2021: np). The meeting was celebrated with a Golden Spike

Ceremony, attended by several thousand people (Northwestern News 1931: np). The railroads connected the region to statewide and national markets. Commercial and residential development boomed in Nubieber during the early 1930s. Passenger service, which was expected to begin in 1932, was supposed to further bolster the region (Great Northern Railway Historical Society 2021: np).

The Inside Gateway venture did not pan out as expected for Great Northern, Western Pacific, and the town of Nubieber. Passenger service on the GNWP Railroad never went into effect, hindering Nubieber's development (Northwestern News 1933: np). Shortly after the railroad began carrying freight, the Western Pacific sold their interest in the joint line to the Great Northern for trackage rights on the Bieber-Hambone line, which the company never used (McCloud 2000: np). The Great Northern continued to operate the railroad and Bieber Station until 1970, when the company merged with the Chicago, Burlington, and Quincy Railroad Company; the Northern Pacific Railway Company; and the Spokane, Portland, and Seattle Railway to create the Burlington Northern Railroad company. Burlington Northern continued to operate the former GNWP Railroad line until 1996. In 1996, Burlington Northern merged with the Atchison, Topeka, and Santa Fe Railway to become the BNSF Railway Company, which continues to operate the railroad that runs through Nubieber, California (Burlington Northern Inc. 2021: np).

3.5 Development of Map ID. 1, Big Valley Lumber Company Site

A GLO survey conducted in 1868 documented no built environment remnants of early Euroamericans on, or in the Project Area (GLO 1868: np). Archival records did not uncover any known development of Map ID. 1 prior to 1950. The government owned Map ID. 1 in 1958 before selling it to the Big Valley Lumber Company by 1960, who constructed the site's lumber related infrastructure (Metsker Maps 1958: np).

Big Valley Lumber Company maintained the property and partnered with the railroad to transport lumber products to distant markets. From the early 1960s to the mid-1990s, several lumber companies successfully operated in Nubieber. The industry began to decline in the town during the mid-1990s. Big Valley Lumber Company, the last lumber mill in Nubieber, ended operations in 2001. After 2001, the site maintained a light-industrial function that utilized the buildings established by Big Valley Lumber (NETR 2021: np; UCSB 2021: np; Great Northern Historical Society 2021: np). Big Valley Lumber Company operated the sawmill into the early 2000s (Westwood Pine Press 2001: 32). By 2004, the Gould family owned the property and improved existing facilities (Parcel Quest 2021: np).

3.6 Development of Map ID. 2, The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties

A GLO survey conducted in 1868 documented no built environment remnants of early Euroamericans on or near the Project site (GLO 1868: np). Archival records did not uncover any known site development at 551000 Rosevelt Avenue prior to 1931. At this time the Great Northern Railroad company, in order to support Bieber Station, directly east of the API, constructed rail related infrastructure on the site. This infrastructure includes the extant Map ID. 2A, Segment of the GNWP Railroad and Spur Lines; Map ID. 2B, Water Tower; Map ID, 2C, Track Yard; and several

historic era ditches (Map IDs. 2K, 2L, and 2M), as well as non-extant turn tables, a yard house, a Union Ice Company icehouse, and warehouses (Exhibit 1).

Exhibit 1. 1939 aerial overview of the Project area showing the original extent of Map ID. 2A, Segment of the GNWP Railroad and Spur Lines (UCSB 2021: np).

When the Western Pacific linked with the Great Northern in November 1931, it assumed control of the station, per terms negotiated before construction (Northwestern News 1931: np). By 1932, Western Pacific returned operating rights of Bieber Station and the subject property to Great Northern, who operated the facilities into the 1950s. A 1958 Metsker Map indicates that the U.S. Government assumed ownership of the property after Bieber Station was closed (Metsker 1958: np) (Exhibit 2). A 1960 aerial photograph shows that a majority of the buildings and structures, as well as several spur lines, erected by the GNWP were removed, except for Map IDs. 2A, 2B, and 2C, and several historic era ditches (Map IDs. 2K, 2L, and 2M) (NETR 1960: np).

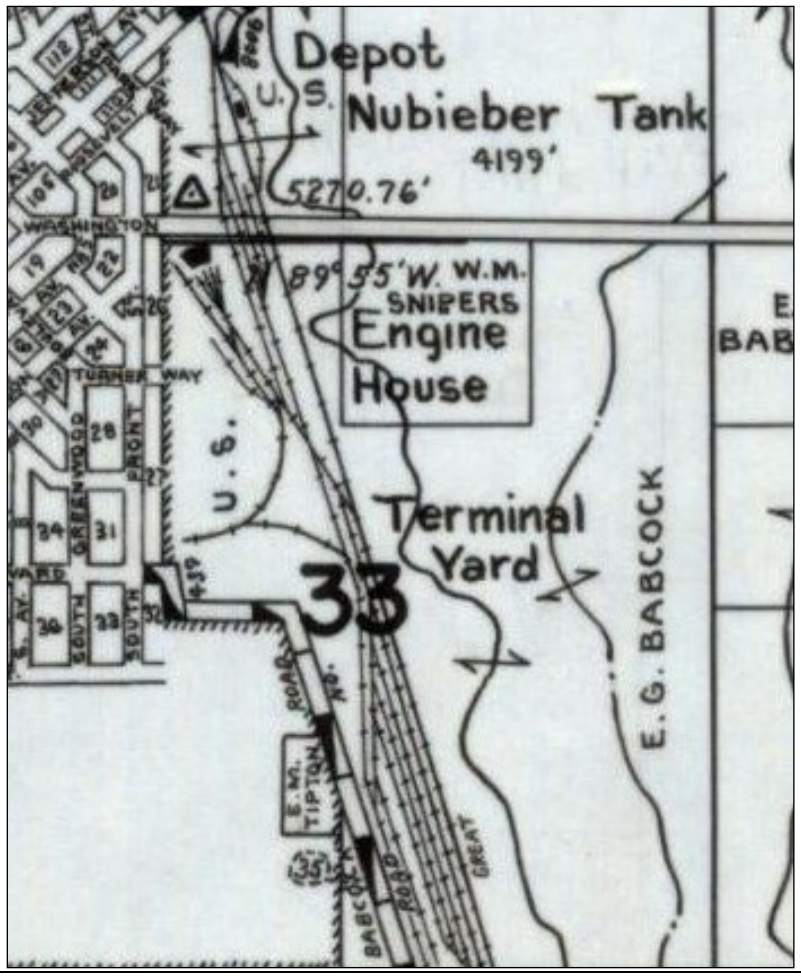

Exhibit 2. Overview of the Project area illustrating U.S. Government ownership and original extent of Map ID. 2A: Segment of the GNWP Railroad and Spur Lines (Metsker 1958: np).

The Lassen County timber industry, which bolstered the county's economy from 1900 to 2000, thrived because of regional railroads. In 1900, a growing network of railways through Northern California allowed lumber companies to incorporate, develop mills, and strip tracts of Lassen National Forest of timber. By the time the Great Northern Railroad and Western Pacific Railroad established the joint Inside Gateway Railroads in 1931, the Lassen County timber industry was thriving. Nubieber, platted in preparation for the railroad's meeting, rapidly developed as a hub for lumber companies because of the adjacent transportation network.

4 Results of Identification and Evaluation Efforts

This chapter provides a physical description and an evaluation of each of the subject properties under the NRHP and CRHR designation criteria. To assess the historical significance and integrity of each property located within the API, the subject properties were recorded and evaluated in consideration of NRHP and CRHR integrity requirements. A physical description of each property is provided below. For the purposes of clarity, the subject properties discussed below were each assigned a Map ID number, and each building and structure observed on each Map ID property was assigned a corresponding alphabetical label. The significance evaluation was prepared by Dudek Architectural Historians Erin Jones, MA, and Adrienne Donovan-Boyd, MSHP, who meet the Secretary of the Interior's Professional Qualification Standards for architectural history. Complete DPR 523 form sets for each property is provided in Appendix B.

4.1 Map ID. 1, Big Valley Lumber Company Site

4.1.1 Property Description

Components that comprise the Big Valley Lumber Company Site (Map ID 1) are located within the current legal parcel boundaries of APN 001-270-087, 001-313-001, and 001-304-001. Figure 4 shows specific locations of the 8 buildings associated with the Big Valley Lumber Company Site. The buildings are currently in use as a light-industrial buildings associated with the local logging industry. The subject property currently comprises eight components including five buildings and three structures. The subject property is bordered to the north by Lassen State Highway (State Route 299), to the west by a wire mesh fence supported by vertical wood posts, and to the east by the BNSF Railroad line, which was established by the Great Northern Railroad and Western Pacific Railroad companies in 1931. The property has two access points; the first may be accessed via a gate at the eastern terminus of Rosevelt Avenue, a short, paved road that deviates from Lassen State Highway. The second entrance is located at the eastern terminus of unpaved Washington Avenue. Aside from the buildings and structures listed in Table 2, the undeveloped areas of the site are covered in annual grasses and forbs.

Table 2. Summary of Buildings and Structures of Map ID. 1, Big Valley Lumber Company Site

Letter Identifiers for Buildings and Structures	Map ID. 1. Big Valley Lumber Company's Buildings and Structures	Build Date
1A	Storage Barn A	c. 1970
1B	Storage Barn B	c. 1950
1C	Warehouse	c. 1950
1D	Propane Shelter	c. 1996
1E	Concrete Masonry Unit Structure	c. 2007

Table 2. Summary of Buildings and Structures of Map ID. 1, Big Valley Lumber Company Site

Letter Identifiers for Buildings and Structures	Map ID. 1. Big Valley Lumber Company's Buildings and Structures	Build Date
1F	Storage Barn C	c. 1970
1G	Shed	c. 2007
1H	Silo	c. 1950

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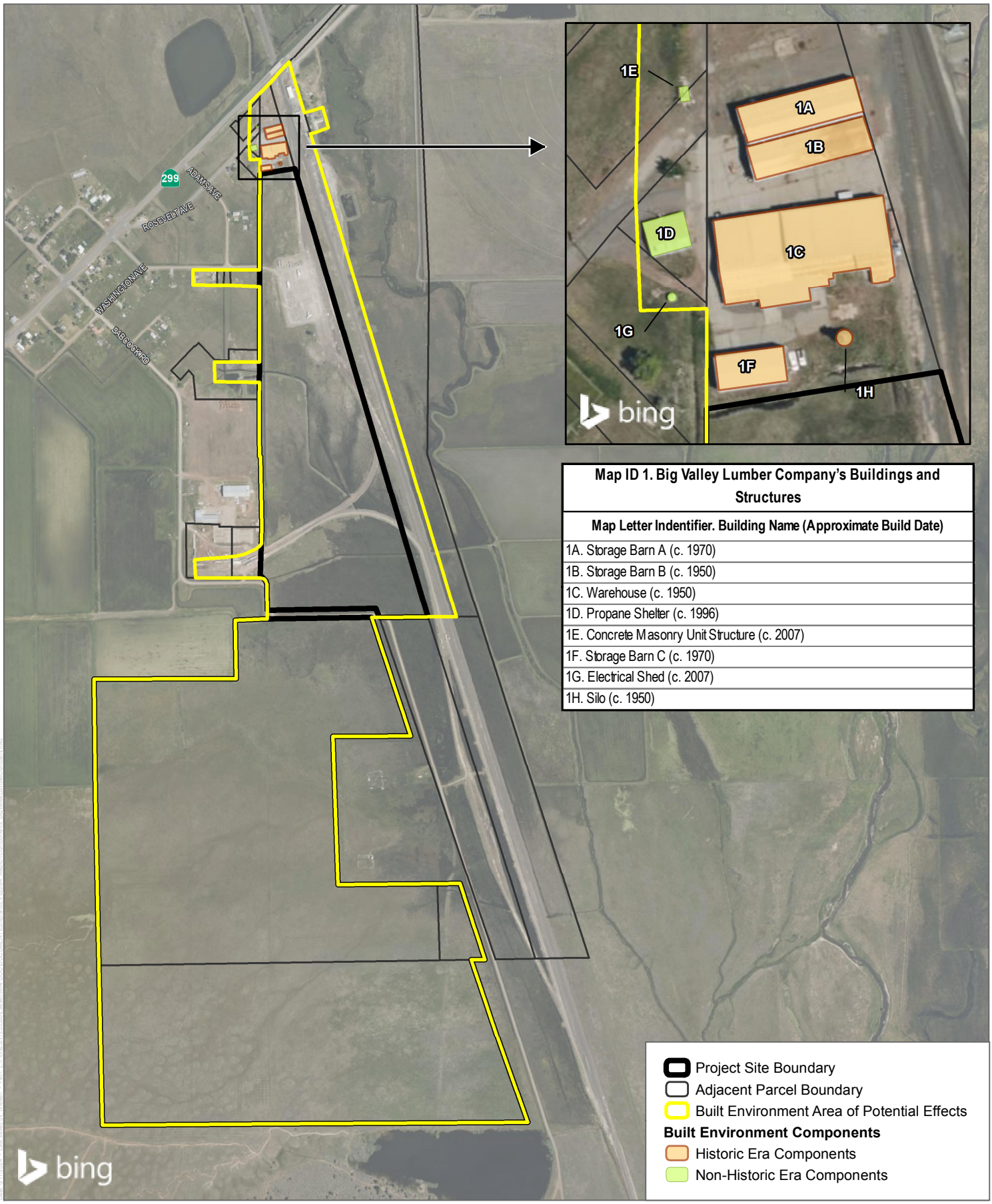

Map ID 1. Big Valley Lumber Company's Buildings and Structures
Map Letter Indentifier. Building Name (Approximate Build Date)
1A. Storage Barn A (c. 1970)
1B. Storage Barn B (c. 1950)
1C. Warehouse (c. 1950)
1D. Propane Shelter (c. 1996)
1E. Concrete Masonry Unit Structure (c. 2007)
1F. Storage Barn C (c. 1970)
1G. Electrical Shed (c. 2007)
1H. Silo (c. 1950)

SOURCE: Bing Maps 2024, Lassen County 2015

FIGURE 4

Map ID 1: Big Valley Lumber Company

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Built Environment Inventory and Evaluation Report for Golden State Natural Resources, Gould Site, Lassen County, CA

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4.1.1.1 Historic Age Components

Map ID. 1A, Storage Barn A (c. 1970)

Map ID. 1A: Storage Barn A, was constructed c. 1970, is one-story, has a rectangular footprint, and shares an elevation (south) with Map ID. 1B, Storage Barn B (NETR 2021). Map ID. 1A features a flat roof and an open north elevation. The building has a steel-beam frame and is clad in standing seam metal. A cladding panel on the west elevation is missing (Exhibit 3).

Exhibit 3. Map ID. 1A, Storage Barn A, view looking southeast (IMG_474).

Map ID. 1B, Storage Barn B (c. 1950)

Map ID. 1B was constructed c. 1950, is one-story, has a rectangular footprint, and shares an elevation (north) with Map ID. 1A. Map ID. 1B features a side-gable roof and an open south elevation. The building has a steel-beam frame and is clad in corrugated metal (Exhibit 4).

Exhibit 4. Map ID. 1B, Storage Barn B, view looking east (IMG_481).

Map ID. 1C, Warehouse (c. 1950)

Map ID. 1C, Warehouse, was originally constructed c. 1950 but has been developed over time through additions and alterations. Map ID. 1C has a generally rectangular footprint with three distinct segments, which are distinguishable through varying roof styles. Overall, the building features minimal fenestration. Windows on the north, west, and east elevations are either sliding single or double sliding windows in aluminum frames. Fenestration on the south elevation includes nine-over-nine lite windows in steel frames. The northwest portion of Map ID. 1C has a one-story, front-gabled roof centered over a large, rolling, metal shop door (Exhibit 5).

Exhibit 5. Map ID. 1C, Warehouse, north and west elevations, showing multiple additions. View looking southeast (IMG_483).

The one-and-a-half-story northeast portion of the building features the building's main entrance, which has a wood door with a fixed square window over square panels arranged in a two-over-three pattern. The main entrance is sheltered under a front-gabled portico clad in plywood. Additional entrances on the northwestern third of Map ID. 1C include a solid composite man door and three large, rolling, metal shop doors. The rear (south) portion of the building is one-and-a-half stories with a side-gable roof. Protruding from the southern elevation of Map ID. 1C are numerous additions sheltered by individual shed roofs (Exhibit 6). The southern elevation and many of the additions are clad in corrugated metal, with the exception of a concrete masonry unit addition covered by a corrugated metal pent roof. Entrances on the southern elevation include two rolling, metal garage doors, a solid composite man door, an entrance infilled with composite material and wood, and a sliding metal door, which is sheltered by the corrugated metal roof (Exhibit 7).

Exhibit 6. Map ID. 1C, Warehouse, west and south elevations, showing multiple additions. View looking northeast (IMG_508).

Exhibit 7. Map ID. 1C, Warehouse, south and east elevations, showing multiple additions. View looking northwest (IMG_496).

Map ID. 1F, Storage Barn C (c. 1970)

Map ID. 1F, Storage Barn C, was constructed c. 1950 and features a low pitched, side-gable roof. The building has a steel frame and its east, south, and west elevations are clad on standing seam metal (Exhibit 8).

Exhibit 8. Map ID. 1F, Storage Barn C, west elevation and open north side, view looking southeast (IMG_458).

Map ID. 1. 1H, Silo (c. 1950)

Map ID. 1H, Silo, constructed c. 1950, is erected on a concrete base and features a circular, flared base that tapers before continuing straight and peaking at a dome made of metal mesh (Exhibit 9).

Exhibit 9. Map ID. 1H, Silo, view looking west (IMG_511).

4.1.1.2 Non-Historic Age Components

Map ID. 1D, Propane Shelter (c. 1996)

Map ID. 1D, Propane Shelter, constructed c. 1996, has a front gabled, wood-framed shelter with a roof clad in corrugated metal. A concrete masonry unit stall, approximately 3 feet tall, in the center of the shelter contains a propane tank. The concrete masonry unit stall has concrete stairs secured by a wood bannister on the north side of the unit (Exhibit 10).

Exhibit 10. Map ID. 1D, Propane Shelter, view looking southeast (IMG_469).

Map ID. 1E, Concrete Masonry Unit Structure (c. 2007)

Map ID. 1E, Concrete Masonry Unit Structure, constructed c. 2007, has four walls of equal height (Exhibit 11).

Exhibit 11. Map ID. 1E, Concrete Masonry Unit Structure, view looking north (IMG_472).

Map ID. 1G, Shed (c. 2007)

Map ID. 1G, Shed, constructed c. 2007, has a rectangular footprint, a side-gable roof clad in corrugated metal, and a solid composite door on its northern elevation. The remaining elevations are clad in vertical wood boards (Exhibit 12).

Exhibit 12. Map ID. 1G, Shed, view looking southeast (IMG_466).

4.1.1.3 Identified Building Alterations

The Project site was first developed by the Big Valley Lumber Company c. 1950 and the property owners continued to add buildings and structures to the Project site overtime. The following list of observed alterations was compiled through aerial research and during an intensive pedestrian survey. New construction and alterations made to the property occurred in different periods over the light-industrial site's continued use.

A. Storage Barn A

- Constructed c. 1970
- Added to the north elevation of Map ID. 1B between 1960 and 1981

B. Storage Barn B

- Constructed c. 1950
- Altered by the addition of Map ID. 1A between 1960 and 1981

C. Warehouse

- Constructed c. 1950
- Underwent additions and alterations to the north and south elevations between 1960 and 1981

D. Propane Shelter

- Constructed between c. 1996
- No observed alterations

E. Concrete Masonry Unit Structure

- Constructed c. 2007
- No observed alterations

F. Storage Barn C

- Constructed c. 1970
- No observed alterations

G. Shed

- Constructed c. 2007
- No observed alterations

H. Silo

- Constructed c. 1950
- No observed alterations

4.1.2 NRHP/CRHR Evaluations

4.1.2.1 Period of Significance

A site visit, archival research, and a review of historic aerial photography indicates that the Big Valley Lumber Company, sited at 551000 Rosevelt Ave, was established in c. 1960 and was adapted and used for the following 30 years in a light industrial manner. Accordingly, the period of significance is defined as the establishment period of c. 1960.

4.1.2.2 Significance Evaluations

In consideration of Map ID. 1's history and requisite integrity, Dudek recommends the subject property is not eligible for listing in the NRHP and CRHR based on the following significance evaluation and in consideration of national and state eligibility criteria:

NRHP Criterion A: associated with events that have made a significant contribution to the broad patterns of our history

CRHR Criterion 1: is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Big Valley Lumber Company developed the subject property from c. 1960 to 1993 before the Gould Family Trust obtained ownership in the early 2000s and improved upon the existing facilities. Big Valley Lumber Company established its Nubieber Reload Station in c. 1960. The reload station, one of several owned by Big Valley Lumber Company, did not play a significant role in the relevant historic context of lumber production and processing in Nubieber and Lassen County. The Lassen County timber industry thrived in the early 1930s, leading the Great Northern and Western Pacific railroad companies to establish the GNWP Inside Gateway and partner with Nubieber lumber companies, including Big Valley Lumber Company. When the Big Valley Lumber Company took ownership of the subject property in c. 1960, the site continued to serve as a ubiquitous light-industrial property associated with the lumber industry. The property represents the continued development of the lumber industry in the county during the twentieth century.

Map ID. 1 was part of the local and regional lumber industry in Nubieber and Lassen County from c. 1960 to 2001, decades after the industry's initial establishment and economic rise in the area. Although Big Valley Lumber Company utilized the Nubieber Reload Station as the last lumber-associated operation in Nubieber, the company did not make a significant contribution to the broad patterns of local history and cultural heritage. Big Valley Lumber Company's Nubieber Reload Station was a late example of lumber reload stations owned by Big Valley Lumber Company in Lassen County and indicates the company's continued investment in the lumber industry in the region. For these reasons, the subject property is recommended not eligible under NRHP Criterion A or CRHR Criterion 1.

NRHP Criterion B: associated with the lives of significant persons in our past.

CRHR Criterion 2: is associated with the lives of persons important in our past.

To be found eligible under Criterion B/2, the property has to be directly tied to an important person and the place where that individual conducted or produced the work for which they are known. Archival research failed to indicate

any such direct association between individuals that are known to be historic figures at the national, state, or local level and the subject property. The timber site represents the efforts of many individuals, rather than the significant work of a single important individual. Therefore, the subject property is not known to have any historical associations with people important to the nation's, state's, or county's past. Due to a lack of identified significant associations with important persons in history, the subject property is recommended not eligible under NRHP Criterion B or CRHR Criterion 2.

NRHP Criterion C: 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.

CRHR Criterion 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.

In order for the subject property to meet NRHP eligibility requirements under Criterion C/CRHR, it must embody the distinctive characteristics of a type, period, or method of construction; demonstrate the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components lack individual distinction. The subject property buildings are ubiquitous and prefabricated industrial buildings that are considered utilitarian and do not represent a particular style of architecture. These are relatively common buildings that can be found at various industrial/manufacturing sites throughout the country. Furthermore, the buildings and structures are not known to be the work of an important architect, builder, engineer, or designer, and are not known to have been built using an innovative construction technique. Additionally, the buildings do not embody distinctive characteristics of a type, period, or method of construction. Archival research failed to indicate the designer or architect of these buildings, and due to the ubiquitous style, they are very unlikely to be the work of a master and do not possess high artistic value. Consequently, the subject property is recommended not eligible under NRHP Criterion C or CRHR Criterion 3.

NRHP Criterion D: have yielded, or may be likely to yield, information important in history or prehistory.

CRHR Criterion 4: has yielded, or may be likely to yield, information important in prehistory or history.

This report was limited to historical resources that are part of the built environment. Criterion D generally applies to archaeological resources but may apply to a built environment resource in instances where a resource may contain important information about such topics as construction techniques or human activity. This is unlikely to be true for Map ID. 1. Therefore, the property is not recommended eligible as a built environment resource under Criterion D.

Please see the Archaeological Report (Dudek 2022) for information on archaeological resources in the API.

4.1.2.3 Integrity Discussion

National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (NPS 1997) states that the integrity of a property is based upon the historical significance and character defining features of that property, and that "only after significance is fully established can you proceed to the issue of integrity." Upon conclusion that the subject property sited as 551000 Rosevelt Avenue does not meet any of the required criteria for significance, the

property's current state of integrity is inconsequential. As such, no assessment of integrity is provided in this evaluation.

4.1.3 NRHP/CRHR Significance Summary

Based on the significance evaluations and integrity analysis presented above, Map ID. 1 does not appear to meet the NRHP or CRHR designation criteria. Therefore, the site is not considered a historic property under Section 106 or a historical resource for purposes of CEQA.

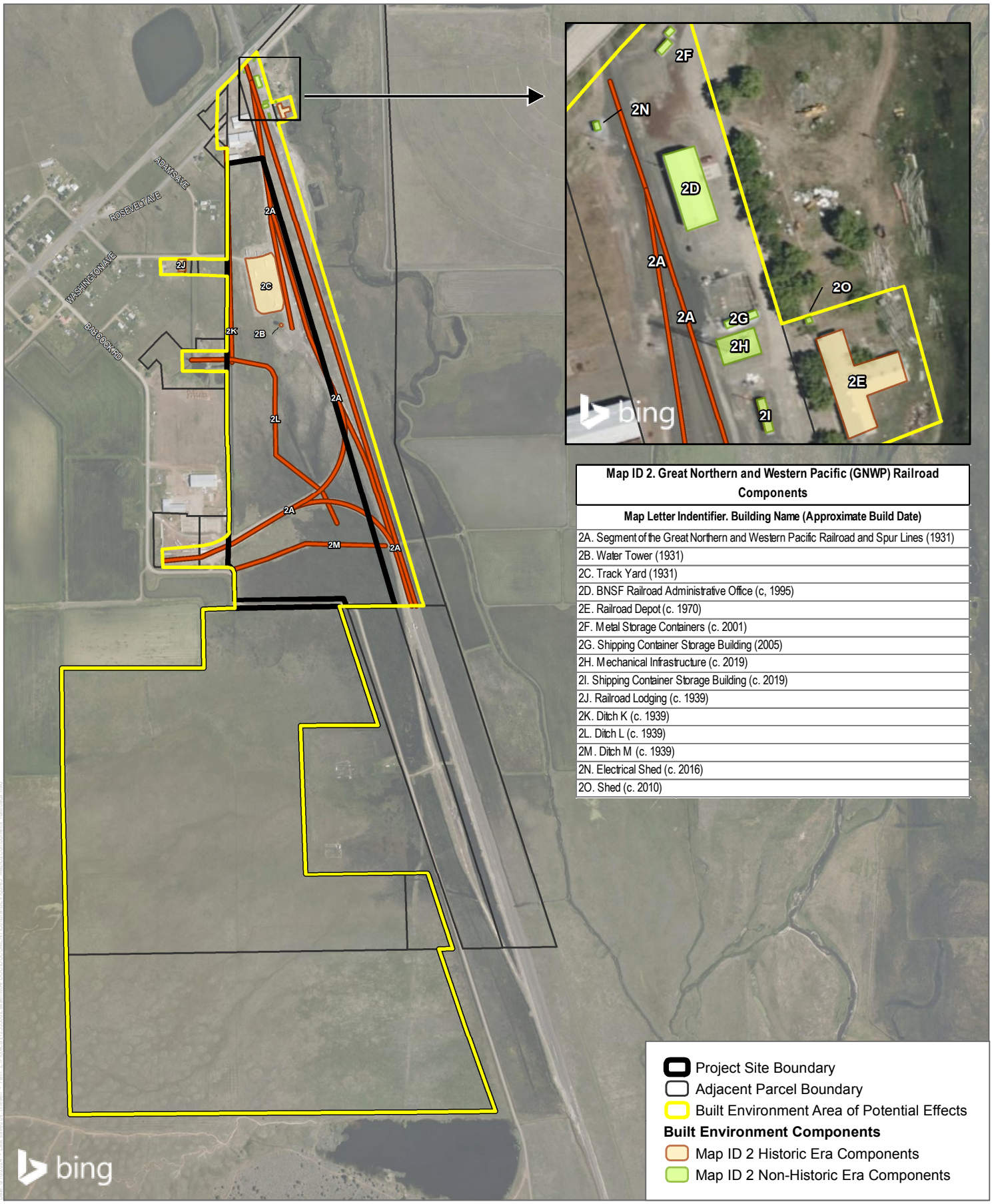
4.2 Map ID. 2, The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties

4.2.1 Property Description

The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties (Map ID. 2) are located in Nubieber, California. The associated 15 buildings, structures, and features are located within the current legal parcel boundaries of APNs ,001-270-086, 001-270-079,001-370-003, 001-400-003, 001-490-002, and 001-490-002.See Figure 5 for specific building locations. The facility currently carries the address of 653-800 Washington Avenue. Table 3 identifies the components associated the railroad within the API.

Table 3. Summary of Map ID. 2: GNWP Railroad Buildings, Structures, and Features

Letter Identifiers for Associated Attributes	Map ID. 2. Attributes Associated with the GNWP Railroad	Date Constructed
2A	Segment of the Great Northern and Western Pacific Railroad and Spur Lines	1931
2B	Water Tower	1931
2C	Track Yard	1931
2D	BNSF Railroad Administrative Office	c. 1995
2E	Railroad Depot	c. 1970
2F	Metal Storage Containers	c. 2001
2G	Shipping Container Storage Building	2005
2H	Mechanical Infrastructure	c. 2019
2I	Shipping Container Storage Building	c. 2019
2J	Railroad Lodging	c. 1939
2K	Ditch K	c. 1939
2L	Ditch L	c. 1939
2M	Ditch M	c. 1939
2N	Electrical Shed	c. 2016
2O	Shed	c. 2010



Map ID 2. Great Northern and Western Pacific (GNWP) Railroad Components
Map Letter Indentifier. Building Name (Approximate Build Date)
2A. Segment of the Great Northern and Western Pacific Railroad and Spur Lines (1931)
2B. Water Tower (1931)
2C. Track Yard (1931)
2D. BNSF Railroad Administrative Office (c, 1995)
2E. Railroad Depot (c. 1970)
2F. Metal Storage Containers (c. 2001)
2G. Shipping Container Storage Building (2005)
2H. Mechanical Infrastructure (c. 2019)
2I. Shipping Container Storage Building (c. 2019)
2J. Railroad Lodging (c. 1939)
2K. Ditch K (c. 1939)
2L. Ditch L (c. 1939)
2M. Ditch M (c. 1939)
2N. Electrical Shed (c. 2016)
2O. Shed (c. 2010)

SOURCE: Bing Maps 2024, Lassen County 2015

FIGURE 5

Map ID 2: Great Northern and Western Pacific (GNWP) Railroad Components

Built Environment Inventory and Evaluation Report for Golden State Natural Resources, Gould Site, Lassen County, CA

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4.2.1.1 Historic Age Components

Map ID. 2A, Segment of the GNWP Railroad and Spur Lines (1931)

Map ID. 2A, constructed in 1931, occupies APNs 001-270-079-000, 001-510-014-000, and 001-270-080-000 (Exhibit 13). The railroad and spur lines are presently associated with the BNSF Railroad that continues to operate this segment of track (Exhibits 14 and 15).

Exhibit 13. Map ID. 2A, GNWP Railroad, view looking north (IMG_ 512).

Exhibit 14. Map ID. 2A, railroad spur lines, view looking east (IMG 554).

Exhibit 15. Map ID. 2A, railroad spur lines, view looking west (IMG 555).

Map ID. 2B, Water Tower (1931)

Map ID. 2B, located on APN 001-270-080-000, was developed in 1931 by the Great Northern Railroad to provide support to established railroad infrastructure. Map ID. 2B is a multicolumn metal water storage tank on a cement slab foundation (Exhibit 16).

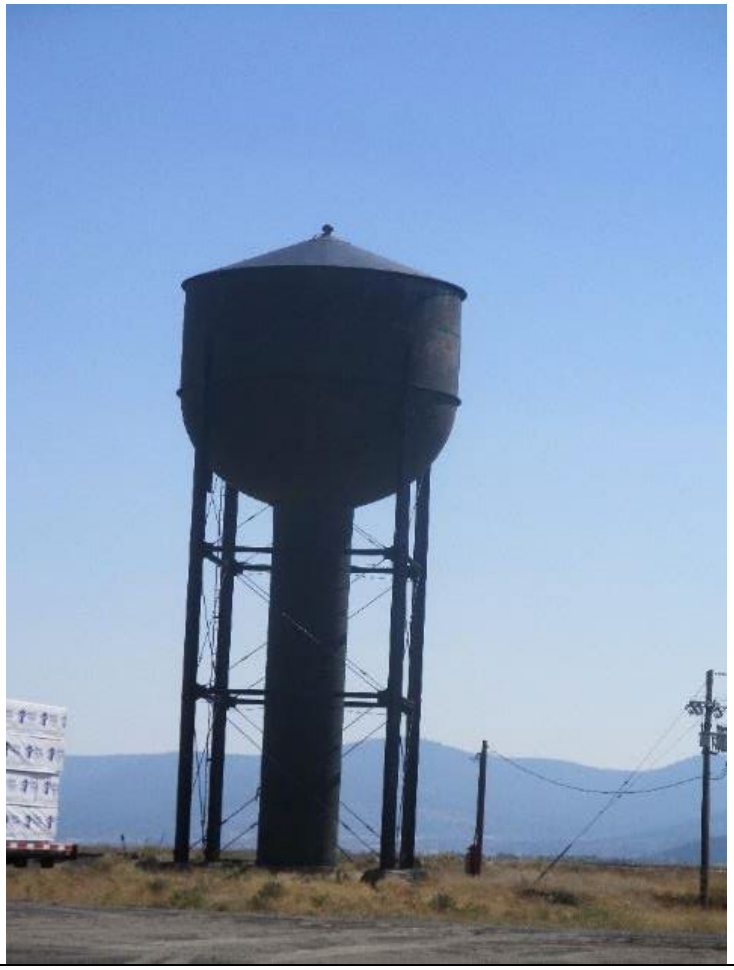

Exhibit 16. Map ID. 2B, Water Tower, view looking southeast (IMG 445).

Map ID. 2C, Track Yard (1931)

Map ID. 2C, located on APN 001-270-080-000, was developed in 1931 by the Great Northern Railroad to provide support to established railroad infrastructure (Exhibit 17). Map ID. 2C is comprised of a 2.30-acre rectangular dirt lot oriented north to south. BNSF continues to operate Map ID. 2C as a support component to the railroad mainline.

Exhibit 17. Map ID. 2C, Track Yard, view looking southeast (IMG_143).

Map ID. 2E, GNWP Railroad Depot (c. 1970)

Map ID. 2E, located on APN 001-270-079-000, was constructed c. 1970 directly north of the original GNWP Railroad Depot (1931) that is no longer extant. Map ID. 2E features a one-story, T-shaped building constructed with concrete masonry units, a raised foundation, and low-pitched side-gable roof (Exhibit 18). The building's wide-overhanging eaves shelter sliding windows in aluminum frames. Map ID. 2E's main entrance is located on the building's main (west) elevation and is sheltered by a wide-overhanging canopy supported by metal, unadorned circular poles. The entrance is accessed via concrete steps, is comprised of a glass door in an aluminum frame that is flanked by vertical glass panes in aluminum frames, and is accented by brick veneer. A secondary entrance is located at the north terminus of the main (west) wing, faces west, and is accessed by concrete steps.

Exhibit 18. Map ID. 2E, GNWP Railroad Depot, view looking southeast (IMG_534).

Map ID. 2J, Railroad Lodging (c. 1939)

Map ID. 2J: Railroad Lodging, constructed c. 1939, is located on APN 001-370-002-000 and features a one-story, roughly rectangular, cross-gabled, single-family residence (Exhibit 19). The lodging's entrance is located on the main (north) elevation, is comprised of a wooden half-door, and is accessed via concrete steps. Fenestration includes original single-hung windows in wood frames and replacement sliding windows in aluminum frames. The replacement roof is clad in asphalt shingles. Map ID. 2J is clad in wood siding. Also located on APN 001-370-002-000 are several contemporary non-contributing structures including a mobile home and prefabricated shed.

Exhibit 19. Map ID. 2J, Railroad Lodging, view looking southeast (IMG_437).

Map ID. 2K, Ditch K (c. 1939)

Map ID. 2K, Ditch K, located on APN 001-270-080-000, was developed c. 1939. Map ID. 2K is an unlined water conveyance system measuring 513 meters that is oriented from north to south (Exhibit 20).

Exhibit 20. Map ID. 2K, Ditch K, view looking south (IMG_2358).

Map ID. 2L, Ditch L (c. 1939)

Map ID. 2L, Ditch L, located on APN 001-270-080-000, was developed c. 1939. Map ID. 2L is an unlined water conveyance system measuring 626 meters that winds from north to south (Exhibit 21).

Exhibit 21. Map ID. 2L, Ditch L, overview, view looking south (IMG_2349).

Map ID. 2M, Ditch M (c. 1939)

Map ID. 2M, Ditch M, located on APN 001-270-080-000, was developed c. 1939. Map ID. 2M is an unlined water conveyance system measuring 370 meters that winds from east to west (Exhibit 22).

Exhibit 22. Map ID. 2M, Ditch M, view looking west (IMG_2361).

4.2.1.2 Non-Historic Age Components

Map ID. 2D, BNSF Railroad Administrative Office (c. 1995)

Map ID. 2D: BNSF Railroad Administrative Office, located on APN 001-270-079-000, is an industrial Butler Building established c. 1995 (Exhibit 23). The building's main entrance, located on the main (east) elevation, is comprised of a metal door featuring a center window covered with metal security mesh. This entrance is sheltered by a front-gabled pent roof supported by unadorned metal poles. Entrances on the south elevation include an oversized metal roll-up door and a metal man door.

Exhibit 23. Map ID. 2D, BNSF Railroad Administrative Office, view looking northwest (IMG_515).

Map ID. 2F, Metal Storage Containers (c. 2001)

Map ID. 2F, located on APN 001-270-079-000, was established c. 2001 (Exhibit 24).

Exhibit 24. Map ID. 2F, Metal Storage Containers, view looking northwest (IMG_523).

Map ID. 2G, Shipping Container Storage Building (c. 2005)

Map ID. 2G, located on APN 001-270-079-000, was established c. 2005 directly north of Map ID. 2H (Exhibit 25).

Exhibit 25. Map ID. 2G, Shipping Container Storage Building, view looking southwest (IMG_529).

Map ID. 2H, Mechanical Infrastructure (c. 2001)

Map ID. 2H, Mechanical Infrastructure, located on APN 001-270-079-000, was established c. 2001 and is comprised of a metal electrical shed and metal tower (Exhibit 26). Map ID. 2H is surrounded by a chain-link fence.

Exhibit 26. Map ID. 2H, Mechanical Infrastructure, view looking northwest (IMG_526).

Map ID. 2I, Shipping Container Storage Building (c. 2019)

Map ID. 2I, Shipping Container Storage Building, located on APN 001-270-079-000, was established c. 2019 (Exhibit 27). The metal shipping container is accessible via a metal man-door and metal steps located on the structure's east elevation.

Exhibit 27. Map ID. 2I, Shipping Container Storage Building (right), view looking north (IMG_526).

Map ID. 2N, Electrical Shed (c. 2016)

Map ID. 2N, located on APN 001-270-080-000, was established c. 2016 and is an electrical shed associated with the railroad (Exhibit 28). Map ID. 2N is located at the northeast corner of the parcel, directly west of Map ID. 2A.

Exhibit 28. Map ID. 2N, Electrical Shed, view looking southwest (IMG_521).

Map ID. 20, Shed (c. 2010)

Map ID. 20, Shed, located on APN 001-270-079-000, was established c. 2010 and is a front-gabled shed with a rectangular footprint clad in particle board (Exhibit 29).

Exhibit 29. Map ID. 20, Shed, view looking east (IMG_531).

4.2.1.3 Identified Building Alterations

The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties were originally developed by the Great Northern and Western Pacific Railroad in 1931. The following list of observed alterations was compiled through aerial research and during an intensive pedestrian survey. New construction and alterations made to the property occurred in different periods over the property's continued use.

A. Railroad and Spur Lines

- Track and spur lines were laid in 1931
- Spur lines altered c. 1960
- The track has been maintained over time for continued use

B. Water Tower

- Constructed in 1931
- No observed alterations

C. Track Yard

- Constructed in 1931
- No observed alterations

D. BNSF Railroad Administrative Office

- Constructed c. 1995
- No observed alterations

E. Railroad Depot

- Constructed in c. 1970
- Small dog-door installed on secondary entrance

F. Metal Storage Structures

- Constructed in c. 2001
- No observed alterations

G. Shipping Container Storage Building

- Added to site in 2005
- Pedestrian door added to west elevation
- Stairs installed leading to door on west elevation
- Ventilation installed

H. Mechanical Infrastructure

- No observed alterations

I. Shipping Container Storage Building

- Added to site in c. 2019

J. Railroad Lodging

- Constructed c. 1939
- Replaced select windows
- Additions to west and east elevations
- Replaced roof

K. Ditch K

- Constructed c. 1939
- No observed alterations

L. Ditch L

- Constructed c. 1939
- No observed alterations

M. Ditch M

- Constructed c. 1939
- No observed alterations

N. Electrical Shed

- Constructed c. 2016
- No observed alterations

O. Shed

- Constructed c. 2010
- No observed alterations

4.2.2 NRHP/CRHR Evaluations

4.2.2.1 Period of Significance

A site visit, archival research, and a review of historic aerial photography indicates that Map ID. 2, in Nubieber, California, was established in 1931. The subject property is the site of the confluence of the Great Northern and

Western Pacific railroads and was celebrated at the time of its completion. The period of significance is defined as its completion date, its most significant historic period, 1931.

4.2.2.2 Significance Evaluations

In consideration of Map ID. 2's requisite integrity, Dudek recommends the subject property is not eligible for listing in the NRHP and CRHR based on the following significance evaluation and in consideration of national and state eligibility criteria:

NRHP Criterion A: associated with events that have made a significant contribution to the broad patterns of our history

CRHR Criterion 1: is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

At the local level, Map ID. 2 was instrumental to the early growth and development of the City of Nubieber as the confluence of the Great Northern and Western Pacific railroads. The establishment of the railroad played a critical role in the early planning, development, and initial growth of Nubieber. While the subject property is of historic age and does represent a significant site for both Nubieber and the Great Northern and Western Pacific Railroads, the property no longer retains integrity to convey its significance. One of the most notable elements of integrity that is lost is the integrity of setting. Significant demolition of primary buildings, including the original depot building; the removal of original railroad spurs; introduction of new buildings; and changes in use all impact the property's ability to convey significance from its time as a 1931 hub of transportation and commerce. The subject property also lacks temporal cohesiveness due to the demolition and addition of buildings since its initial construction.

The loss of this overall integrity of setting adversely affects the subject property, as this collection of buildings and structures is no longer able to convey its shared history. Additionally, the change in setting from an active railroad depot to a lumber processing property has also greatly impacted the integrity of feeling, association, and setting of railroad-related properties on the site. In summary, Map ID. 2 is not able to convey its association with significant events occurring within the context of Nubieber, nor is it able to convey its significance within the broad patterns of history of the Great Northern and Western Pacific Railroad lines in Lassen County, the State of California, or the nation. Accordingly, Dudek recommends the subject property is not eligible under NRHP/CRHR Criterion A/1.

NRHP Criterion B: associated with the lives of significant persons in our past.

CRHR Criterion 2: is associated with the lives of persons important in our past.

To be found eligible under Criterion B/2, the property must be directly tied to an important person and the place where that individual conducted or produced the work for which they are known. Archival research failed to indicate any such direct association between individuals that are known to be historic figures at the national, state, or local level and the subject property. Map ID. 2 represents the collective efforts of many individuals, rather than the work of any single individual. Therefore, the subject property is not known to have any historical associations with people important to the nation's, state's, or county's past. Due to a lack of identified significant associations with important persons in history, the subject property is recommended ineligible under NRHP Criterion B or CRHR Criterion 2.

NRHP Criterion C: 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.

CRHR Criterion 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.

Map ID. 2 is composed of ubiquitous and prefabricated industrial buildings that are considered utilitarian and do not represent a particular style of architecture. These are relatively common buildings that can be found at various rail-related, industrial, and manufacturing sites throughout the country. Furthermore, the buildings and structures are not known to be the work of an important architect, builder, engineer, or designer, and are not known to have been built using an innovative construction technique. Additionally, the buildings do not embody distinctive characteristics of a type, period, or method of construction. Archival research failed to indicate any designers or architects of these buildings, and due to the ubiquitous style, they are unlikely to be the work of a master and do not possess high artistic value. Consequently, the subject property is recommended not eligible under NRHP Criterion C or CRHR Criterion 3.

NRHP Criterion D: have yielded, or may be likely to yield, information important in history or prehistory.

CRHR Criterion 4: has yielded, or may be likely to yield, information important in prehistory or history.

This report was limited to historical resources that are part of the built environment. Criterion D generally applies to archaeological resources but may apply to a built environment resource in instances where a resource may contain important information about such topics as construction techniques or human activity. This is unlikely to be true for Map ID. 2. Therefore, the built environment components of the subject property are recommended not eligible under Criterion D.

Please see the Archaeological Report (Dudek 2022) for information on archaeological resources in the API.

4.2.2.3 Integrity Discussion

Map ID. 2 was analyzed against the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The site retains its integrity of location, as it has not been moved. However, the integrity of setting has been compromised with the demolition of adjacent buildings, new constructions, and substantial changes in use. This change of use, from an active railroad depot to a lumber shipping site, has adversely affected the site's integrity of setting, feeling, and association. Much of the integrity of design, materials, and workmanship is lost, as replacement materials have been added throughout since its completion in 1931, including replacement of the historic depot building and demolition of many of the original rail related infrastructure. As a result, the integrity of feeling is not intact, as the subject property is unable to convey the feeling of a 1931 railroad depot. Historic association is defined as the direct link between an important historic event and a historic property. The subject property is unable to show its historic association when observing the site, as the majority of the property's historic features and character has not survived to the present day. The subject property does not possess integrity to convey its significance to its temporal period.

4.2.3 NRHP/CRHR Significance Summary

Based on the significance evaluations and integrity analysis presented above, Map ID. 2 does not appear to meet the NRHP, or CRHR, criteria. Therefore, the site is not considered a historic property under Section 106 or a historical resource for purposes of CEQA.

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5 Findings and Conclusions

The following section presents a summary of eligibility conclusions for historic era-built environment resources located in the API.

Map ID. 1, the Big Valley Lumber Company Site is not eligible for listing in the NRHP, or the CRHR, due to a lack of historical associations and architectural merit. As such, the Big Valley Lumber Company Site is not a historical resource under CEQA.

Map ID. 2, the GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties was found not eligible for listing in the NRHP or the CRHR due to a lack of integrity and is therefore not considered a historical resource under CEQA.

The purpose of this technical report is to investigate the Northern California (Lassen) Facility that is being studied as part of the EIR that is being prepared for the Golden State Natural Resources Forest Resiliency Demonstration Project in compliance with CEQA. This report concludes that there are no CEQA historical resources located within the proposed Project site. However, CEQA findings for historical resources will be addressed in the EIR.

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Appendix A

Interested Party Correspondence

1102 R STREET
SACRAMENTO, CALIFORNIA 95811
T 916.443.8335 F 916.443.5113

January 15, 2022

Address:

Subject: Golden State Natural Resource, Gould Site, Lassen County

To Whom It May Concern:

Dudek has been retained by the Golden State Finance Authority to prepare a built environment inventory and evaluation report as part of the Section 106 of the National Historic Preservation Act compliance process for the Golden State Natural Resources, Gould Site, Lassen County, California (Project). The Project is located approximately 3 miles southwest of the census-designated place of Bieber in Lassen County, California. The proposal includes redeveloping the site to facilitate the transport of forest material (such as trees or underbrush that have no lumber value) in by truck, conversion of such material into wood fuel pellets, and then shipment of the pellets from the Project area using the existing railroad line. The United States Army Corps of Engineers is the lead agency for the Project. Please see the attached project location map.

As part of our study, we are consulting regional historical organizations to determine if there are any known historic or cultural resources that may be affected by the proposed project. Your efforts in this process will provide invaluable information for the proper identification and treatment of such resources. If you have any questions or comments regarding cultural resources in the proposed project area, please direct your response to:

Dudek
Attn: Adrienne Donovan Boyd
Phone: 503-201-3592
Email: adonovanboyd@dudek.com

All comments and letters received will be included in the reports generated by this study. Thank you very much for your time regarding our request.

Sincerely,

Adrienne Donovan-Boyd, MSHP
Senior Architectural Historian

Enclosure: Golden State Natural Resources, Gould Site Project Location Map

1102 R STREET
SACRAMENTO, CALIFORNIA 95811
T 916.443.8335 F 916.443.5113

SOURCE: Bing Maps 2020, Lassen County 2015

DUDEK 0 500 1,000 Feet

FIGURE 1
Project Location
Lassen Project - Forest Resiliency Program

From: Erin Jones
To: TVanderpan@co.tuolumne.ca.us
Cc: Katie Haley
Subject: Golden State Natural Resources, Keystone Site, Tuolumne County
Date: Wednesday, July 5, 2023 10:03:00 AM
Attachments: Tuolumne County Planning Dept IPL.pdf

Dear Ms. Vanderpan,

I am reaching out today on behalf of Dudek and the Golden State Finance Authority to provide you with some information about the Golden State Natural Resources Project. As part of the cultural resources study for the proposed project, Dudek is consulting all regional historical organizations to determine if any known historic or cultural resources may be within the proposed project area. Please see the attached letter and map for more information about the nature and location of the project, and please feel free to contact me should you have questions or information regarding cultural or historical resources in this area.

Thank you,

Erin "EJ" Jones

Erin Jones, MA (They/Them)
Architectural Historian
ejones@dudek.com
1810 13th Street, Sacramento, Ca 95811

Appendix B

California Department of Parks and Recreation 523 forms for Map ID. 1 and Map ID. 2

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 19 *Resource Name or #: (Assigned by recorder) Big Valley Lumber Company site
P1. Other Identifier: Gould Family Trust Property

*P2. Location: ☐ Not for Publication ■ Unrestricted

*a. County Lassen and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Bieber, California Date 2018 T 38N ; R 7E ; of Sec 33 ; Mount Diablo B.M.
c. Address 551000 Rosevelt Avenue City Nubieber Zip 96068
d. UTM: (Give more than one for large and/or linear resources) Zone 10T , 653228.87 mE/ 4550777.96 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Assessor's Parcel Numbers (APN): 001-270-087, 001-313-001, and 001-304-001

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

The Big Valley Lumber Company Site contains 8 buildings and structures, and is currently in use as a light-industrial property associated with the local logging industry. The subject property includes eight components including five buildings and three structures. ***See Continuation Sheet**

*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial Building; HP4. Ancillary Building
*P4.Resources Present: ■ Building ■ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) Photograph 1. Overview of the Big Valley Lumber Company property sited at 551000 Rosevelt Avenue, Nubieber, California. View facing north.

*P6. Date Constructed/Age and Source:
■ Historic ☐ Prehistoric ☐ Both
c. 1950 (NETR 2023)

*P7. Owner and Address:
Gould Family Trust
P.O. Box 105 Lookout
California 96054

*P8. Recorded by: (Name, affiliation, and address) Erin Jones, MA, Dudek
1810 13th Street, Suite 110
Sacramento, California, 95811

P9. Date Recorded: 11/21/2021

*P10. Survey Type: (Describe)
Intensive Pedestrian

*P11. Report Citation: (Cite survey report and other sources or enter "none.") Jones, E., et al. 2022. Built Environment Inventory and Evaluation Report for Golden State Natural Resources Forest Resiliency Demonstration Project, Northern California (Lassen) Facility, Lassen County, California. Sacramento, California: Dudek. 2022

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

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Big Valley Lumber Company site *NRHP Status Code 6Z

B1. Historic Name: Big Valley Lumber Company site

B2. Common Name: Gould Family Trust Property

B3. Original Use: Lumber reload facility B4. Present Use: Light-industrial lumber facility

*B5. Architectural Style: N/A

*B6. Construction History: (Construction date, alterations, and date of alterations)

The property was first developed by the Big Valley Lumber Company in c. 1950. The property owners continued to add buildings and structures to the property over time. The following list of observed alterations was compiled through aerial research and during an intensive pedestrian survey. New construction and alterations made to the property occurred in different periods over the light-industrial site's continued use.

*See Continuation Sheet

*B7. Moved? ■ No □Yes □Unknown Date: N/A Original Location: N/A

*B8. Related Features:

B9a. Architect: N/A b. Builder: N/A

*B10. Significance: Theme N/A Area N/A

Period of Significance N/A Property Type N/A Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Big Valley Lumber Company site does not meet the NRHP or CRHR designation criteria. Therefore, the site is not considered a historical resource for the purposes of CEQA. (See continuation sheet)

* See Continuation Sheet

B11. Additional Resource Attributes: (List attributes and codes) None.

*B12. References:

* See Continuation Sheet

B13. Remarks:

*B14. Evaluator: Erin Jones, MA, Dudek

*Date of Evaluation: 6/07/2021

(This space is reserved for official comments.)

*See enlarged Sketch Map on page 4.

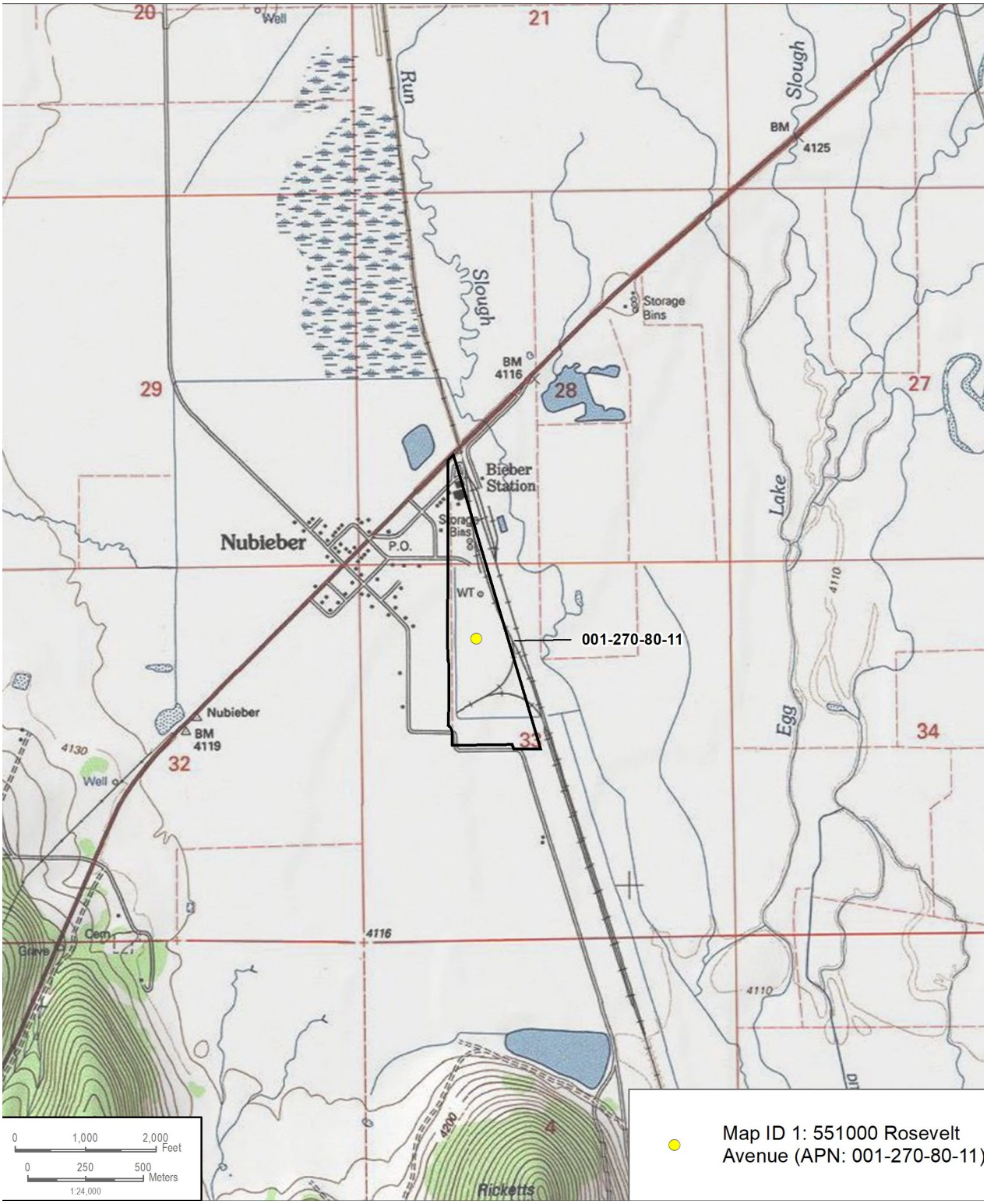
State of California ◆ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

 *Resource Name or # (Assigned by recorder) Big Valley Lumber Company site

*Map Name: Nubieber, California *Scale: 1,24:000 *Date of map: 2022



*Required information

State of California ◆ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary # _____
HRI#
Trinomial

Page 4 of 19 *Resource Name or # (Assigned by recorder) Big Valley Lumber site

*Drawn by: Erin Jones, MA, Dudek *Date of map: 2022

***P3a. Description (Continued):**

The subject property is bordered to the north by Lassen State Highway (State Route 299), to the west by a wire mesh fence supported by vertical wood posts, to the south by Babcock Road, and to the east by the BNSF Railroad line, which was established by the Great Northern Railroad and Western Pacific Railroad companies in 1931. The property has two access points; the first may be accessed via a gate at the eastern terminus of Rosevelt Avenue, a short, paved road that deviates from Lassen State Highway. The second entrance is located at the eastern terminus of unpaved Washington Avenue. Aside from the buildings and structures listed in Table 2, the undeveloped areas of the site are covered in annual grasses and forbs. The following table identifies the buildings and structures located on the property as well as the year in which they were constructed.

Summary of Buildings and Structures of the Big Valley Lumber Company Site

Letter Identifiers for Buildings and Structures	Big Valley Lumber Company's Buildings and Structures	Build Date
1A	Storage Barn A	c. 1970
1B	Storage Barn B	c. 1950
1C	Warehouse	c. 1950
1D	Propane Shelter	c. 1996
1E	Concrete Masonry Unit Structure	c. 2007
1F	Storage Barn C	c. 1970
1G	Shed	c. 2007
1H	Silo	c. 1950

Historic Aged Components:

Storage Barn A (c. 1970)

Storage Barn A was constructed c. 1970, is one story, has a rectangular footprint, and shares an elevation (south) with Storage Barn B (NETR 2021). Storage Barn A features a flat roof and an open north elevation. The building has a steel beam frame and is clad in standing seam metal. A cladding panel on the west elevation is missing (Photograph 3).

Photograph 3. Storage Barn A, view looking southeast (IMG_474).

Storage Barn B (c. 1950)

Storage Barn B was constructed c. 1950, is one-story, has a rectangular footprint, and shares an elevation (north) with Storage Barn A. Storage Barn B features a side-gable roof and an open south elevation. The building has a steel beam frame and is clad in corrugated metal (Photograph 4).

Photograph 4. Storage Barn B, view looking east (IMG_481).

Warehouse (c. 1950)

The Warehouse was originally constructed c. 1950 but has been developed over time through additions and alterations. The Warehouse has a generally rectangular footprint with three distinct segments, which are distinguishable through varying roof styles. Overall, the building features minimal fenestration. Windows on the north, west, and east elevations are either sliding single or double sliding windows in aluminum frames. Fenestration on the south elevation includes nine-over-nine lite windows in steel frames. The northwest portion of the Warehouse has a one-story, front-gabled roof centered over a large, rolling, metal shop door (Photograph 5).

Photograph 5. The north and west elevations of the Warehouse. View looking southeast (IMG_483).

The one-and-a-half-story northeast portion of the building features the building's main entrance, which has a wood door with a fixed square window over square panels arranged in a two-over-three pattern. The main entrance is sheltered under a front-gabled portico clad in plywood. Additional entrances on the northwestern third of the Warehouse include a solid composite man door and three large, rolling, metal shop doors. The rear (south) portion of the building is one-and-a-half stories with a side-gable roof. Protruding from the southern elevation of the Warehouse are numerous additions sheltered by individual shed roofs (Photograph 6). The southern elevation and many of the additions are clad in corrugated metal, with the exception of a concrete masonry unit addition covered by a corrugated metal pent roof. Entrances on the southern elevation include two rolling, metal garage doors, a solid composite man door, an entrance infilled with composite material and wood, and a sliding metal door, which is sheltered by the corrugated metal roof (Photograph 7).

Photograph 6. The Warehouse, west and south elevations, showing multiple additions. View looking northeast (IMG_508).

Photograph 7. The Warehouse, south and east elevations, showing multiple additions. View looking northwest (IMG_496).

Storage Barn C (c. 1970)

Storage Barn C, was constructed c. 1950 and features a low pitched, side-gable roof. The building has a steel frame, and its east, south, and west elevations are clad on standing seam metal (Photograph 8).

Photograph 8. Storage Barn C, west elevation and open north side, view looking southeast (IMG_458).

Silo (c. 1950)

The Silo, constructed c. 1950, is erected on a concrete base and features a circular, flared base that tapers before continuing straight and peaking at a dome made of metal mesh (Photograph 9).

Photograph 9. The Silo, view looking west (IMG_511).

Non-Historic Aged Components:

Propane Shelter (c. 1996)

The Propane Shelter, constructed c. 1996, has a front gabled, wood-framed shelter with a roof clad in corrugated metal. A concrete masonry unit stall, approximately 3 feet tall, in the center of the shelter contains a propane tank. The concrete masonry unit stall has concrete stairs secured by a wood banister on the north side of the unit (Photograph 10).

Photograph 10. Propane Shelter, view looking southeast (IMG_469).

Concrete Masonry Unit Structure (c. 2007)

The Concrete Masonry Unit Structure, constructed c. 2007, has four walls of equal height (Photograph 11).

Photograph 11. The Concrete Masonry Unit Structure, view looking north (IMG_472).

Shed (c. 2007)

The Shed, constructed c. 2007, has a rectangular footprint, a side-gable roof clad in corrugated metal, and a solid composite door on its northern elevation. The remaining elevations are clad in vertical wood boards (Photograph 12).

Photograph 12. The Shed, view looking southeast (IMG_466).

B6: Construction History (Alterations Continued)

Storage Barn A
- Constructed c. 1970
- Added to the north elevation Storage Barn B between 1960 and 1981

Storage Barn B
- Constructed c. 1950
- Altered by the addition of Storage Barn A between 1960 and 1981

Warehouse
- Constructed c. 1950
- Underwent additions and alterations to the north and south elevations between 1960 and 1981

Propane Shelter
- Constructed between c. 1996
- No observed alterations

Concrete Masonry Unit Structure
- Constructed c. 2007
- No observed alterations

Storage Barn C
- Constructed c. 1970
- No observed alterations

Shed
- Constructed c. 2007
- No observed alterations

Silo
- Constructed c. 1950
- No observed alterations

***B10. Significance (Continued):**

Historic Context

A GLO survey conducted in 1868 documented no built environment remnants of early Euroamericans on, or in the area of, the property (GLO 1868: np). Archival records did not uncover any known development of the Big Valley Lumber Company site before 1950. The US government owned the Big Valley Lumber Company site in 1958 before selling it to the Big Valley Lumber Company by 1960, which constructed the site's lumber-related infrastructure (Metsker 1958: np).

Big Valley Lumber Company maintained the property and partnered with the railroad to transport lumber products to distant markets. From the early 1960s to the mid-1990s, several lumber companies successfully operated in Nubieber. The industry began to decline in the town during the mid-1990s. Big Valley Lumber Company, the last lumber mill in Nubieber, ended operations in 2001. After 2001, the site maintained a light-industrial function that utilized the buildings established by Big Valley Lumber (NETR 2021: np; UCSB 2021: np; Great Northern Historical Society 2021: np). Big Valley Lumber Company operated the sawmill into the early 2000s (Westwood Pine Press 2001: 32). By 2004, the Gould family owned the property and improved existing facilities (Parcel Quest 2021: np).

NRHP/CRHR Evaluations

Period of Significance

A site visit, archival research, and a review of historic aerial photography indicate that the Big Valley Lumber Company, sited at 551000 Rosevelt Ave, was established in c. 1960 and was adapted and used for the following 30 years in a light industrial manner. Accordingly, the period of significance is defined as the establishment period of c. 1960.

Significance Evaluations

In consideration of Big Valley Lumber Company's history and requisite integrity, Dudek recommends the subject property is not eligible for listing in the NRHP and CRHR based on the following significance evaluation and in consideration of national and state eligibility criteria:

NRHP Criterion A: associated with events that have made a significant contribution to the broad patterns of our history

CRHR Criterion 1: is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Big Valley Lumber Company developed the subject property from c. 1960 to 1993 before the Gould Family Trust obtained ownership in the early 2000s and improved upon the existing facilities. Big Valley Lumber Company established its Nubieber Reload Station in c. 1960. The reload station, one of several owned by Big Valley Lumber Company, did not play a significant role in the relevant historical context of lumber production and processing in Nubieber and Lassen County. The Lassen County timber industry thrived in the early 1930s, leading the Great Northern and Western Pacific

railroad companies to establish the GNWP Inside Gateway and partner with Nubieber lumber companies, including Big Valley Lumber Company. When the Big Valley Lumber Company took ownership of the subject property in c. 1960, the site continued to serve as a ubiquitous light-industrial property associated with the lumber industry. The property represents the continued development of the lumber industry in the county during the twentieth century.

Big Valley Lumber Company was part of the local and regional lumber industry in Nubieber and Lassen County from c. 1960 to 2001, decades after the industry's initial establishment and economic rise in the area. Although Big Valley Lumber Company utilized the Nubieber Reload Station as the last lumber-associated operation in Nubieber, the company did not make a significant contribution to the broad patterns of local history and cultural heritage. Big Valley Lumber Company's Nubieber Reload Station was a late example of lumber reload stations owned by Big Valley Lumber Company in Lassen County and indicates the company's continued investment in the lumber industry in the region. For these reasons, the subject property is recommended as not eligible under NRHP Criterion A or CRHR Criterion 1.

NRHP Criterion B: associated with the lives of significant persons in our past.

CRHR Criterion 2: is associated with the lives of persons important in our past.

To be found eligible under Criterion B/2, the property has to be directly tied to an important person and the place where that individual conducted or produced the work for which they are known. Archival research failed to indicate any such direct association between individuals that are known to be historic figures at the national, state, or local level and the subject property. The timber site represents the efforts of many individuals, rather than the significant work of a single important individual. Therefore, the subject property is not known to have any historical associations with people important to the nation's, state's, or county's past. Due to a lack of identified significant associations with important persons in history, the subject property is recommended as not eligible under NRHP Criterion B or CRHR Criterion 2.

NRHP Criterion C: 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.

CRHR Criterion 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.

For the subject property to meet NRHP eligibility requirements under Criterion C/CRHR, it must embody the distinctive characteristics of a type, period, or method of construction; demonstrate the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components lack individual distinction. The subject property buildings are ubiquitous and prefabricated industrial buildings that are considered utilitarian and do not represent a particular style of architecture. These are relatively common buildings that can be found at

various industrial/manufacturing sites throughout the country. Furthermore, the buildings and structures are not known to be the work of an important architect, builder, engineer, or designer, and are not known to have been built using an innovative construction technique. Additionally, the buildings do not embody distinctive characteristics of a type, period, or method of construction. Archival research failed to indicate the designer or architect of these buildings, and due to the ubiquitous style, they are very unlikely to be the work of a master and do not possess high artistic value. Consequently, the subject property is recommended not eligible under NRHP Criterion C or CRHR Criterion 3.

NRHP Criterion D: have yielded, or may be likely to yield, information important in history or prehistory.

CRHR Criterion 4: has yielded, or may be likely to yield, information important in prehistory or history.

This report was limited to historical resources that are part of the built environment. Criterion D generally applies to archaeological resources but may apply to a built environment resource in instances where a resource may contain important information about such topics as construction techniques or human activity. This is unlikely to be true for Big Valley Lumber Company Therefore, the property is not recommended eligible as a built environment resource under Criterion D.

Integrity Discussion

National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (NPS 1997: np) states that the integrity of a property is based upon the historical significance and character-defining features of that property, and that "only after significance is fully established can you proceed to the issue of integrity." Upon conclusion that the subject property sited as 551000 Rosevelt Avenue does not meet any of the required criteria for significance, the property's current state of integrity is inconsequential. As such, no assessment of integrity is provided in this evaluation.

NRHP/CRHR Significance Summary

Based on the significance evaluations and integrity analysis presented above, the Big Valley Lumber Company site does not appear to meet the NRHP or CRHR designation criteria. Therefore, the site is not considered a historic property under CEQA.

***B12. References (Continued):**

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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 33 *Resource Name or #: (Assigned by recorder) The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties

P1. Other Identifier: The GNWP properties

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

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

*b. USGS 7.5' Quad Bieber, California Date 2018 T 38N ; R 7E ; of Sec 33 ; Mount Diablo B.M.

c. Address 654200 Highway 299 City Nubieber Zip 96068

d. UTM: (Give more than one for large and/or linear resources) Zone 10T , 653228.87 mE/ 4550777.96 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Assessor's Parcel Numbers (APNs): 001-270-086, 001-270-079,001-370-003, 001-400-003, 001-490-002, and 001-490-002

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The Great Northern Western Pacific (GNWP): The Inside Gateway, Bieber Station, and Associated Properties, located in Nubieber, California, contains 15 associated buildings, structures, and features. ***See Continuation Sheet**

*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial Building, HP 17. Railroad Depot,HP11. Engineering Structure;

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

P5b. Description of Photo: (view, date, accession #) Photograph 1. Overview of the GNWP Railroad, view looking north (IMG_512).

*P6. Date Constructed/Age and Source:
■ Historic ☐ Prehistoric ☐ Both
1931 (Northwestern 1931a:np).

*P7. Owner and Address:
Lennon, John and Linda
P.O. Box 80 Lookout
California, 90654

*P8. Recorded by: (Name, affiliation, and address) Erin Jones, MA, Dudek
1810 13th Street, Suite 110
Sacramento, California
95811

P9. Date Recorded: 11/21/2021.

*P10. Survey Type: (Describe)
Intensive Pedestrian

*P11. Report Citation: (Cite survey report and other sources or enter "none.") Jones, E., et al. 2023. Built Environment Inventory and Evaluation Report for Golden State Natural Resources Forest Resiliency Demonstration Project, Northern California (Lassen) Facility, Lassen County, California. Sacramento, California: Dudek. 2022

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

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties *NRHP Status Code 6Z

B1. Historic Name: The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties

B2. Common Name: N/A

B3. Original Use: Railroad, Depot, Lumber Re-load Station B4. Present Use: Railroad

*B5. Architectural Style: N/A

*B6. Construction History: (Construction date, alterations, and date of alterations)

The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties were originally developed by the Great Northern and Western Pacific Railroad in 1931. The following list of observed alterations was compiled through aerial research and during an intensive pedestrian survey. New construction and alterations made to the property occurred in different periods over the property's continued use.

***See Continuation Sheet**

*B7. Moved? ■ No □Yes □Unknown Date: N/A Original Location: N/A

*B8. Related Features:

B9a. Architect: N/A b. Builder: N/A

*B10. Significance: Theme N/A Area N/A

Period of Significance N/A Property Type N/A Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated does not appear to meet the NRHP, CRHR, or local designation criteria. Therefore, the site is not considered a historic property under Section 106 or a historical resource for purposes of CEQA. * **See Continuation Sheet**

B11. Additional Resource Attributes: (List attributes and codes) None.

*B12. References:

* See Continuation Sheet

B13. Remarks:

*B14. Evaluator: Erin Jones, Dudek

*Date of Evaluation: 6/07/2021

(This space is reserved for official comments.)

***See enlarged Sketch Map on page 4.**

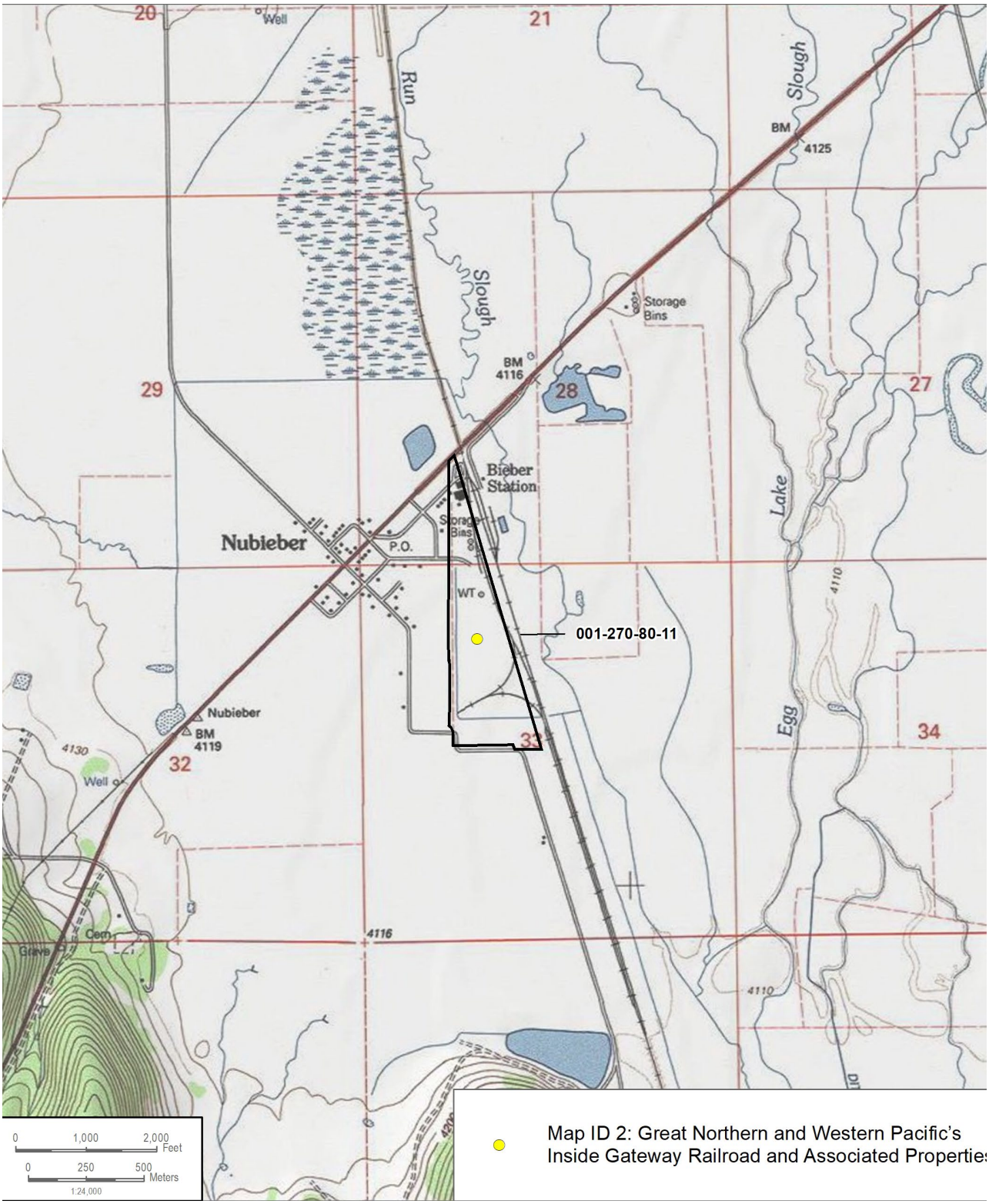
State of California ◆ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

 *Resource Name or # (Assigned by recorder) The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties

*Map Name: Nubieber, California *Scale: 1,24:000 *Date of map: 2022



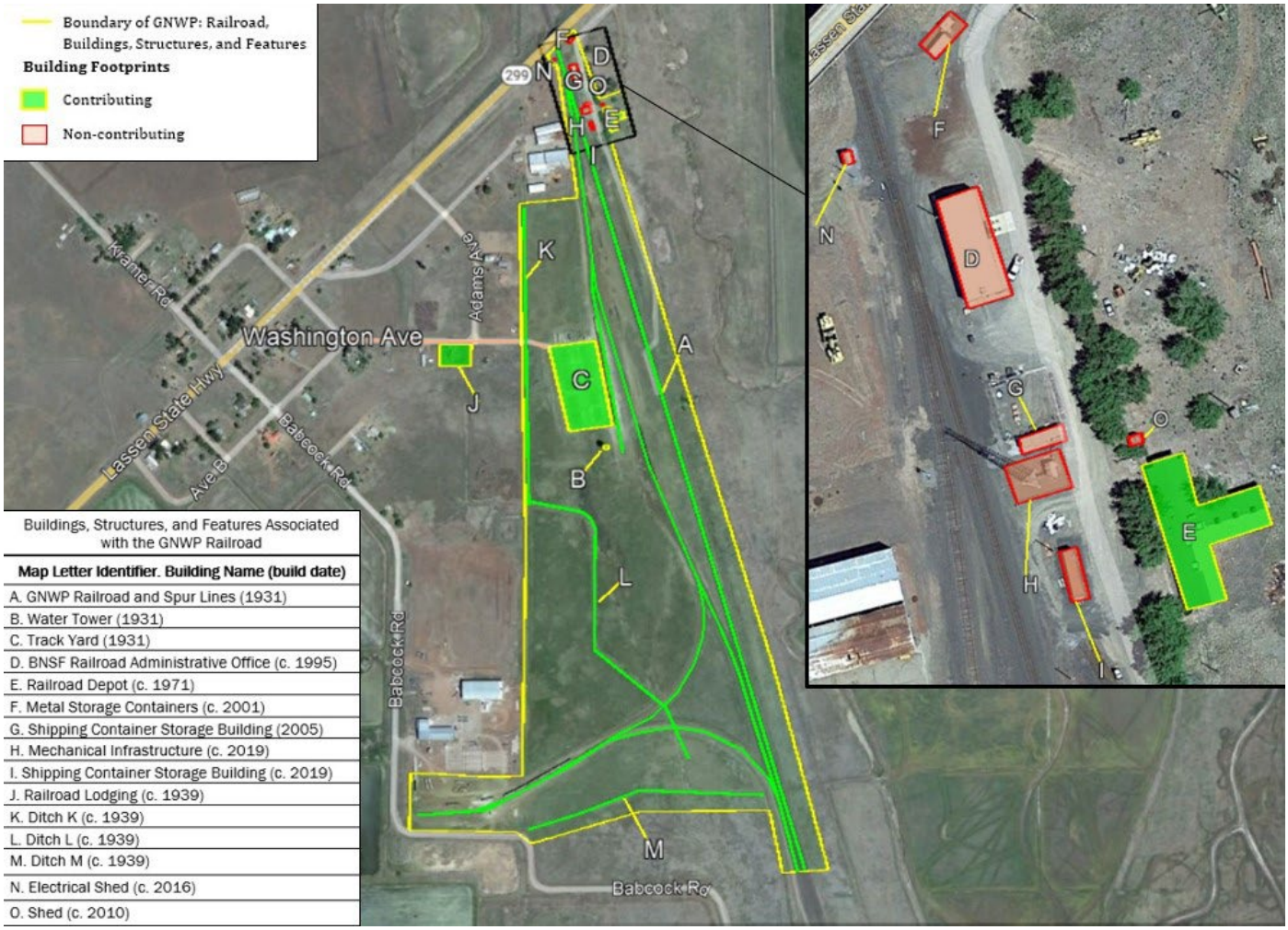
*Required information

State of California ◆ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary # _____
HRI#
Trinomial

 *Resource Name or # (Assigned by recorder) The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties

*Drawn by: Erin Jones, MA, Dudek *Date of map: 2021



Buildings, Structures, and Features Associated with the GNWP Railroad
Map Letter Identifier. Building Name (build date)
A. GNWP Railroad and Spur Lines (1931)
B. Water Tower (1931)
C. Track Yard (1931)
D. BNSF Railroad Administrative Office (c. 1995)
E. Railroad Depot (c. 1971)
F. Metal Storage Containers (c. 2001)
G. Shipping Container Storage Building (2005)
H. Mechanical Infrastructure (c. 2019)
I. Shipping Container Storage Building (c. 2019)
J. Railroad Lodging (c. 1939)
K. Ditch K (c. 1939)
L. Ditch L (c. 1939)
M. Ditch M (c. 1939)
N. Electrical Shed (c. 2016)
O. Shed (c. 2010)

***P3a. Description (Continued):**

The following table identifies the components associated the railroad.

Attributes Associated with the GNWP Railroad	Date Constructed
Segment of the Great Northern and Western Pacific Railroad and Spur Lines	1931
Water Tower	1931
Track Yard	1931
BNSF Railroad Administrative Office	c. 1995
Railroad Depot	c. 1970
Metal Storage Containers	c. 2001
Shipping Container Storage Building	2005
Mechanical Infrastructure	c. 2019
Shipping Container Storage Building	c. 2019
Railroad Lodging	c. 1939
Ditch K	c. 1939
Ditch L	c. 1939
Ditch M	c. 1939
Electrical Shed	c. 2016
Shed	c. 2010

Historic Age Components

A Segment of the GNWP Railroad and Spur Lines (1931)

A Segment of the GNWP Railroad and Spur Lines, constructed in 1931, occupies APNs 001-270-079-000, 001-510-014-000, and 001-270-080-000 (Photograph 13). The railroad and spur lines are presently associated with the BNSF Railroad that continues to operate this segment of track (Photographs 14 and 15).

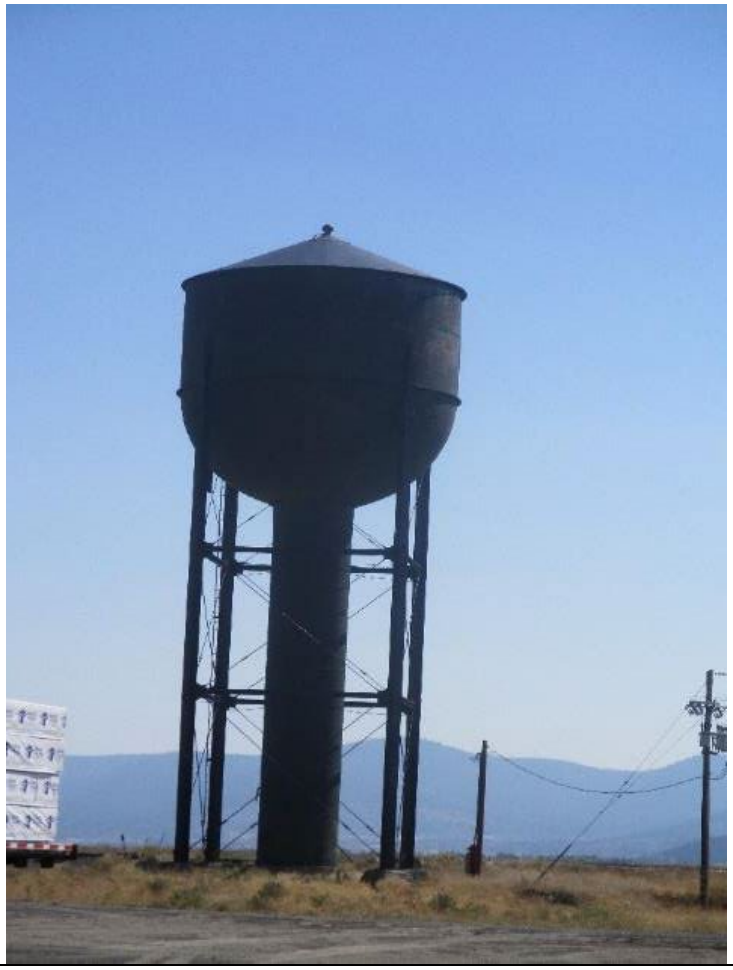
Photograph 13. The GNWP Railroad, view looking north (IMG_ 512).

Photograph 14. Railroad spur lines, view looking east (IMG 554).

Photograph 15. Railroad spur lines, view looking west (IMG 555).

Water Tower (1931)

The Water Tower, located on APN 001-270-080-000, was developed in 1931 by the Great Northern Railroad to provide support to established railroad infrastructure. The Water Tower is a multicolumn metal water storage Tower on a cement slab foundation (Photograph 16).



Photograph 16. The Water Tower, view looking southeast (IMG 445).

Track Yard (1931)

The Track Yard, located on APN 001-270-080-000, was developed in 1931 by the Great Northern Railroad to provide support to established railroad infrastructure (Photograph 17). The Track Yard is comprised of a 2.30-acre rectangular dirt lot oriented north to south. BNSF continues to operate Track Yard as a support component to the railroad mainline.

Photograph 17. The Track Yard, view looking southeast (IMG_143).

GNWP Railroad Depot (c. 1970)

The GNWP Railroad Depot, located on APN 001-270-079-000, was constructed c. 1970 directly north of the original GNWP Railroad Depot (1931) that is no longer extant. The GNWP Railroad Depot features a one-story, T-shaped building constructed with concrete masonry units, a raised foundation, and low-pitched side-gable roof (Photograph 18). The building's wide-overhanging eaves shelter sliding windows in aluminum frames. The GNWP Railroad Depot's main entrance is located on the building's main (west) elevation and is sheltered by a wide-overhanging canopy supported by metal, unadorned circular poles. The entrance is accessed via concrete steps, is comprised of a glass door in an aluminum frame that is flanked by vertical glass panes in aluminum frames, and is accented by brick veneer. A secondary entrance is located at the north terminus of the main (west) wing, faces west, and is accessed by concrete steps.

Photograph 18. The GNWP Railroad Depot, view looking southeast (IMG_534).

Railroad Lodging (c. 1939)

The Railroad Lodging, constructed c. 1939, is located on APN 001-370-002-000 and features a one-story, roughly rectangular, cross-gabled, single-family residence (Photograph 19). The lodging's entrance is located on the main (north) elevation, is comprised of a wooden half-door, and is accessed via concrete steps. Fenestration includes original single-hung windows in wood frames and replacement sliding windows in aluminum frames. The replacement roof is clad in asphalt shingles. The Railroad Lodging is clad in wood siding. Also located on APN 001-370-002-000 are several contemporary non-contributing structures including a mobile home and prefabricated shed.

Photograph 19. The Railroad Lodging, view looking southeast (IMG_437).

Ditch K (c. 1939)

Ditch K, located on APN 001-270-080-000, was developed c. 1939. Ditch K is an unlined water conveyance system measuring 513 meters that is oriented from north to south (Photograph 20).

Photograph 20. Ditch K, view looking south (IMG_2358).

Ditch L (c. 1939)

DMitch L, located on APN 001-270-080-000, was developed c. 1939. Ditch L is an unlined water conveyance system measuring 626 meters that winds from north to south (Photograph 21).

Photograph 21. Ditch L, overview, view looking south (IMG_2349).

Ditch M (c. 1939)

Ditch M, located on APN 001-270-080-000, was developed c. 1939. Ditch M is an unlined water conveyance system measuring 370 meters that winds from east to west (Photograph 22).

Photograph 22. Ditch M, view looking west (IMG_2361).

Non-Historic Age Components

BNSF Railroad Administrative Office (c. 1995)

The BNSF Railroad Administrative Office, located on APN 001-270-079-000, is an industrial Butler Building established c. 1995 (Photograph 23). The building's main entrance, located on the main (east) elevation, is comprised of a metal door featuring a center window covered with metal security mesh. This entrance is sheltered by a front-gabled pent roof supported by unadorned metal poles. Entrances on the south elevation include an oversized metal roll-up door and a metal man door.

Photograph 23. The BNSF Railroad Administrative Office, view looking northwest (IMG_515).

Metal Storage Containers (c. 2001)

Metal Storage Containers, located on APN 001-270-079-000, was established c. 2001 (Photograph 24).

Photograph 24. Metal Storage Containers, view looking northwest (IMG_523).

Shipping Container Storage Building (c. 2005)

Shipping Container Storage Building, located on APN 001-270-079-000, was established c. 2005 (Photograph 25).

Photograph 25. Shipping Container Storage Building, view looking southwest (IMG_529).

Mechanical Infrastructure (c. 2001)

Mechanical Infrastructure, located on APN 001-270-079-000, was established c. 2001 and is comprised of a metal electrical shed and metal tower (Photograph 26). Mechanical Infrastructure is surrounded by a chain-link fence.

Photograph 26. Mechanical Infrastructure, view looking northwest (IMG_526).

Shipping Container Storage Building (c. 2019)

The Shipping Container Storage Building, located on APN 001-270-079-000, was established c. 2019 (Photograph 27). The metal shipping container is accessible via a metal man-door and metal steps located on the structure's east elevation.

Photograph 27. Shipping Container Storage Building, view looking north (IMG_529).

Electrical Shed (c. 2016)

Electrical Shed, located on APN 001-270-080-000, was established c. 2016 and is an electrical shed associated with the railroad (Photograph 28). The Electrical Shed is located at the northeast corner of the parcel.

Photograph 28. The Electrical Shed, view looking southwest (IMG_521).

Shed (c. 2010)

A Shed, located on APN 001-270-079-000, was established c. 2010 and is a front-gabled shed with a rectangular footprint clad in particle board (Photograph 29).

Photograph 29. The Shed, view looking east (IMG_531).

B6: Construction History (Alterations Continued)

Railroad and Spur Lines

- Track and spur lines were laid in 1931
- Spur lines altered c. 1960
- The track has been maintained over time for continued use

Water Tower

- Constructed in 1931
- No observed alterations

Track Yard

- Constructed in 1931
- No observed alterations

BNSF Railroad Administrative Office

- Constructed c. 1995
- No observed alterations

Railroad Depot

- Constructed in c. 1970
- Small dog-door installed on secondary entrance

Metal Storage Structures

- Constructed in c. 2001
- No observed alterations

Shipping Container Storage Building

- Added to site in 2005
- Pedestrian door added to west elevation
- Stairs installed leading to door on west elevation
- Ventilation installed

Mechanical Infrastructure

- No observed alterations

Shipping Container Storage Building

- Added to site in c. 2019

Railroad Lodging

- Constructed c. 1939
- Replaced select windows
- Additions to west and east elevations
- Replaced roof

A. Ditch K

- Constructed c. 1939
- No observed alterations

Ditch L

- Constructed c. 1939
- No observed alterations

Ditch M

- Constructed c. 1939
- No observed alterations

Electrical Shed

- Constructed c. 2016
- No observed alterations

Shed

- Constructed c. 2010
- No observed alterations

***B10. Significance (Continued):**

Relevant Historic Context:

Development of the Town of Nubieber

Nubieber, where the properties are located, developed later in the county's history. In 1929, Byron S Greenwood purchased approximately 900 acres 2.5 miles from the Town of Bieber in Lassen County, California (Northwestern News 1931: np). The area Greenwood purchased was where the Great Northern and Western Pacific Railroads would meet in 1931. Greenwood platted a town of approximately 250 acres and began developing agricultural and residential lots. The first residents of Nubieber were ranchers seeking land in Lassen County's wide open valley region. In October 1931, as the union of the Western Pacific and Great Northern Railroads approached, Jim Little purchased the first non-agricultural residential property and began to publish the *Northwestern News* newspaper from his home (Indian Valley Record 1931a: 1). At the beginning of November 1931, Greenwood applied for a post office, calling the town Big Valley City on the application. Although the Postal Service approved the request because it was a rail stop, it declined the town's proposed name. The names New Town and West Bieber were suggested, and ultimately merged to become a form of New Bieber (Sacramento Bee 1931: 12; Purdy 2018: 1).

Despite initially selling lots to ranchers, Greenwood did not want Nubieber referred to as a "cow town" and endeavored to create a "modern town" with homes and businesses (Northwestern News 1931j: np; Indian Valley Record 1931: 1). To encourage settlement, Greenwood advertised that railroad workers could purchase any unsold Nubieber lot for half price (Oroville Mercury Register 1932: 4). Railroad workers who arrived prior to the railroad's official opening ceremony purchased lots from Greenwood and constructed wood framed houses or erected tents. Railroad workers bolstered Nubieber's meager population (Northwestern News 1931a: 1).

The Great Northern and the Western Pacific officially joined on November 10, 1931, with a golden spike ceremony (Indian Valley Record 1931b: 1; Alturas Plaindealer and Modoc County Times, 1931: 1). By the time the GNWP Railroad officially opened, only a few permanent wood-framed residences had been established in the nearby town (Northwestern News 1931: np; Indian Valley Record 1931b: 1). After the railroad was developed, Nubieber's business district expanded dramatically, and residences surrounded the commercial core of the town. By the end of 1931, Nubieber had a beauty parlor, a furniture store, an auto-repair shop and garage, a barber shop, a theater, three hotels, several markets, multiple restaurants, a smokehouse, a pharmacy, and a dairy (Northwestern News 1931: np). Several businesses including a restaurant, smokehouse, a pool hall, and the Caboose Hotel opened in early 1932 (Northwestern News 1932: np). As businesses developed, electricity, plumbing, and school bus services were implemented in Nubieber and Bieber (Sacramento Bee 1933a: 9).

In 1932, a fire destroyed several local businesses, but undeterred residents quickly rebuilt the affected town core (Northwestern News 1932: np). Following the 1932 fire, residents began constructing concrete-reinforced buildings. The business district continued to develop, and by late 1932 Nubieber was home to a movie theater and community hall. The *Northwestern News* relocated from a private residence to the main business district. The Chamber of Commerce and the Northern

Hotel opened their doors in 1933. In 1933, another fire decimated the town's business district (Northwestern News 1933: np). Many businesses never reopened. The *Northwestern News,* although physically unaffected by the fire, did not recover enough subscribers to continue publishing (Northwestern News 1933: np).

Nubieber survived its initial years because of business generated by the railroad. A total of 24,000 carloads of products passed through Nubieber via railroad each year (Sacramento Bee 1933a: 9). Freight loading and shipments through Nubieber further increased when the mills of the Stockton Box Co., the Big Valley Lumber Company, the Caldwell Mill, and the Red River Lumber Company relocated to Nubieber (Oroville Mercury Register 1933: 6). By 1935, loading and freight shipment showed an increase of over 100% (Sacramento Bee 1935a: 6). Intermittent fires continued to plague Nubieber, and in 1935, a fire damaged a building at the Stockton Box Company's lumber yard (Sacramento Bee 1935b: 8).

Despite the influx of lumber companies, Nubieber's population struggled to grow due to frequent fire disasters. Planned passenger service slated for 1932, which Greenwood relied on to grow the town, never actualized (Northwestern News 1933: np). In the late 1930s, Greenwood repeatedly lowered the price of residential lots. In 1940, Greenwood traded all unsold lots to E.L. Robertson in exchange for a 60-room apartment building in San Francisco (Purdy 2018: 1). Nubieber's population never grew, and the outer roads fell into disuse. Dilapidated roads were repurposed as agricultural ditches or driveways to properties removed from the town's shrinking core (NETR 2021).
Great Northern operated the railroad and Bieber Station until the 1970s when Burlington Northern purchased the line and station. Nubieber's lumbermills closed over time, with the most noticeable decline between 1990 and 2001. By 1999, only two mills remained. In 2001, the Big Valley Lumber Mill, which owned and operated the western portion of the property and was the last sawmill in Nubieber. When the Big Valley Lumber Mill closed, Nubieber's population was enumerated at 100 people (Spelter 2002: 35; Westwood Pines Press 2001: 32). Since 2001, Nubieber's population continued to steadily decline. In 2021, Nubieber was home to 19 residents (Data USA 2021: np).

Railroad Development in Lassen County

The Western Pacific Railway Company (Western Pacific Railroad Company after 1916) was founded in San Francisco in 1903 under the direction of George J. Gould (Brehm 1996: np). In 1905 Western Pacific broke the transportation monopoly that had been exerted by Southern Pacific in California since the completion of the Transcontinental Railroad in 1869. The Western Pacific line between Salt Lake City, Utah, and Oakland, California, paralleled the Southern Pacific's line but reaped success because it crossed the Sierra Nevada at a lower elevation (5,000 feet versus 7,200 feet) (Brehm 1996: np). The Western Pacific thrived as a passenger and freight line and rapidly developed transportation infrastructure across California by negotiating with, or purchasing the right-of-way from, regional railroads in order to develop routes in new territories. In the early 1900s, Western Pacific joined forced with the Great Northern Railroad company to expand into northeastern California (McCloud 2000: np).

The Great Northern Railroad was founded in 1889 by James J. Hill, who purchased and merged three railroad companies: the St. Paul and Pacific Railroad; St. Paul, Minneapolis, and Manitoba Railway;

and the Montana Central Railroad (State Historical Society of North Dakota 2021: np). Hill endeavored to build the first transcontinental railroad that accessed the Pacific Northwest and began laying track immediately. In January 1893, the Great Northern Transcontinental Railway spanned from Lake Superior's ports in Duluth, Minnesota, to wharfs in Seattle, Washington. Upon completing the transcontinental line, Hill endeavored to expand south, into California (Great Northern Railway Historical Society 2021: np).

The Great Northern ventured south in the early 1900s, laying tracks as far as Eugene, Oregon, before finding their way blocked by the Southern Pacific Railroad. In 1927, the Great Northern reached an agreement with the Southern Pacific to operate trains on Southern Pacific tracks in southern Oregon and Northern California. In 1929, Arthur Curtiss James, a railroad financier who held seats on the boards of both the Great Northern and Western Pacific railroads, negotiated a joint line that would further diminish the Southern Pacific's transportation monopoly in California. The Great Northern and Western Pacific companies began talks to purchase the right-of-way from the Northern California–based McCloud River Railroad and local logging companies (McCloud 2000: np). In June 1930, the Interstate Commerce Commission approved the sale, and the companies began working towards the junction point in Nubieber, California (Great Northern Railway Historical Society 2021: np).

The Great Northern reached Nubieber in September of 1931 and constructed Bieber Station directly east of the railway. On the west side of the tracks, the Great Northern developed a track yard and several support structures (some of which are extant). On November 10, 1931, the Western Pacific reached Nubieber, completing the rail line known as The Inside Gateway (American Rails 2021: np). The meeting was celebrated with a Golden Spike Ceremony, attended by several thousand people (Northwestern News 1931: np). The railroads connected the region to statewide and national markets. Commercial and residential development boomed in Nubieber during the early 1930s. Passenger service, which was expected to begin in 1932, was supposed to further bolster the region (Great Northern Railway Historical Society 2021: np).

The Inside Gateway venture did not pan out as expected for Great Northern, Western Pacific, and the town of Nubieber. Passenger service on the GNWP Railroad never went into effect, hindering Nubieber's development (Northwestern News 1933: np). Shortly after the railroad began carrying freight, the Western Pacific sold their interest in the joint line to the Great Northern for trackage rights on the Bieber-Hambone line, which the company never used (McCloud 2000: np). The Great Northern continued to operate the railroad and Bieber Station until 1970, when the company merged with the Chicago, Burlington, and Quincy Railroad Company; the Northern Pacific Railway Company; and the Spokane, Portland, and Seattle Railway to create the Burlington Northern Railroad company. Burlington Northern continued to operate the former GNWP Railroad line until 1996. In 1996, Burlington Northern merged with the Atchison, Topeka, and Santa Fe Railway to become the BNSF Railway Company, which continues to operate the railroad that runs through Nubieber, California (Burlington Northern Inc. 2021: np).

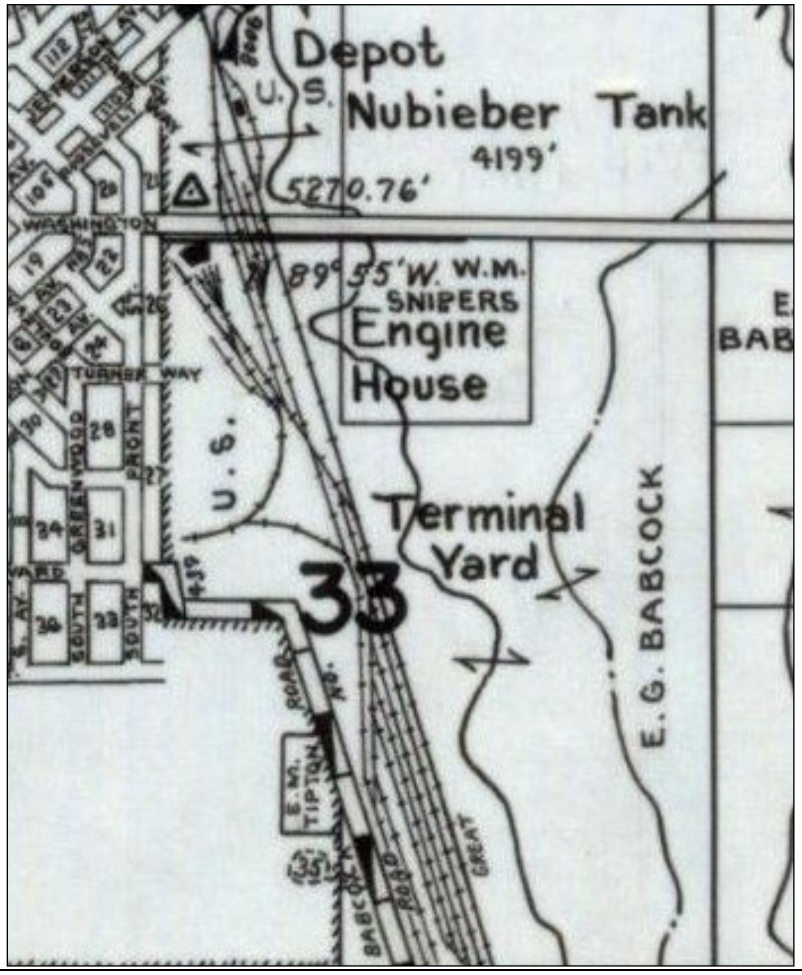
Development of the GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties

A GLO survey conducted in 1868 documented no built environment remnants of early Euroamericans on or near the property (GLO 1868: np). Archival records did not uncover any known site development at 551000 Rosevelt Avenue prior to 1931. At this time the Great Northern Railroad company, in order to support Bieber Station constructed rail related infrastructure on the site. This infrastructure includes a Segment of the GNWP Railroad and Spur Lines; the Water Tower; a Track Yard; and several historic era ditches, as well as non-extant turn tables, a yard house, a Union Ice Company icehouse, and warehouses (Photograph 1).

Photograph 1. Overview of the property showing a Segment of the GNWP Railroad and Spur Lines (UCSB 2021: np).

When the Western Pacific linked with the Great Northern in November 1931, it assumed control of the station, per terms negotiated before construction (Northwestern News 1931: np). By 1932, Western Pacific returned operating rights of Bieber Station and the subject property to Great Northern, who operated the facilities into the 1950s. A 1958 Metsker Map indicates that the U.S. Government assumed ownership of the property after Bieber Station was closed (Metsker 1958: np)

(Photograph 2). A 1960 aerial photograph shows that a majority of the buildings and structures, as well as several spur lines erected by the GNWP were removed(NETR 1960: np).



Photograph 2. Overview of the property illustrating U.S. Government ownership and original extent of the Segment of the GNWP Railroad and Spur Lines (Metsker 1958: np).

The Lassen County timber industry, which bolstered the county's economy from 1900 to 2000, thrived because of regional railroads. In 1900, a growing network of railways through Northern California allowed lumber companies to incorporate, develop mills, and strip tracts of Lassen National Forest of timber. By the time the Great Northern Railroad and Western Pacific Railroad established the joint Inside Gateway Railroads in 1931, the Lassen County timber industry was thriving. Nubieber, platted in preparation for the railroad's meeting, rapidly developed as a hub for lumber companies because of the adjacent transportation network.

NRHP/CRHR Evaluations

Period of Significance

A site visit, archival research, and a review of historic aerial photography indicates that the GNWP railroad through Nubieber, California, was established in 1931. The subject property is the

site of the confluence of the Great Northern and Western Pacific railroads and was celebrated at the time of its completion. The period of significance is defined as its completion date, its most significant historic period, 1931.

Significance Evaluations

In consideration of the GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties requisite integrity, Dudek recommends the subject property is not eligible for listing in the NRHP and CRHR based on the following significance evaluation and in consideration of national and state eligibility criteria:

NRHP Criterion A: associated with events that have made a significant contribution to the broad patterns of our history

CRHR Criterion 1: is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

At the local level, the GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties was instrumental to the early growth and development of the City of Nubieber as the confluence of the Great Northern and Western Pacific railroads. The establishment of the railroad played a critical role in the early planning, development, and initial growth of Nubieber. While the subject property is of historic age and does represent a significant site for both Nubieber and the Great Northern and Western Pacific Railroads, the property no longer retains integrity to convey its significance. One of the most notable elements of integrity that is lost is the integrity of setting. Significant demolition of primary buildings, including the original depot building; the removal of original railroad spurs; introduction of new buildings; and changes in use all impact the property's ability to convey significance from its time as a 1931 hub of transportation and commerce. The subject property also lacks temporal cohesiveness due to the demolition and addition of buildings since its initial construction.

The loss of this overall integrity of setting adversely affects the subject property, as this collection of buildings and structures is no longer able to convey its collective history. Additionally, the change in setting from an active railroad depot to a lumber processing property has also greatly impacted the integrity of feeling, association, and setting of railroad-related properties on the site. In summary, the GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties is not able to convey its association with significant events occurring within the context of Nubieber, nor is it able to convey its significance within the broad patterns of history of the Great Northern and Western Pacific Railroad lines in Lassen County, the State of California, or the nation. Accordingly, Dudek recommends the subject property is not eligible under NRHP/CRHR Criterion A/1.

NRHP Criterion B: associated with the lives of significant persons in our past.

CRHR Criterion 2: is associated with the lives of persons important in our past.

To be found eligible under Criterion B/2, the property must be directly tied to an important person and the place where that individual conducted or produced the work for which they are known. Archival research failed to indicate any such direct association between individuals that are known to be historic figures at the national, state, or local level and the subject property. The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties represents the collective efforts of many individuals, rather than the work of any single individual. Therefore, the subject property is not known to have any historical associations with people important to the nation's, state's, or county's past. Due to a lack of identified significant associations with important persons in history, the subject property is recommended ineligible under NRHP Criterion B or CRHR Criterion 2.

NRHP Criterion C: 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.

CRHR Criterion 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.

The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties are composed of ubiquitous and prefabricated industrial buildings that are considered utilitarian and do not represent a particular style of architecture. These are relatively common buildings that can be found at various rail-related, industrial, and manufacturing sites throughout the country. Furthermore, the buildings and structures are not known to be the work of an important architect, builder, engineer, or designer, and are not known to have been built using an innovative construction technique. Additionally, the buildings do not embody distinctive characteristics of a type, period, or method of construction. Archival research failed to indicate any designers or architects of these buildings, and due to the ubiquitous style, they are unlikely to be the work of a master and do not possess high artistic value. Consequently, the subject property is recommended not eligible under NRHP Criterion C or CRHR Criterion 3.

NRHP Criterion D: have yielded, or may be likely to yield, information important in history or prehistory.

CRHR Criterion 4: has yielded, or may be likely to yield, information important in prehistory or history.

This report was limited to historical resources that are part of the built environment. Criterion D generally applies to archaeological resources but may apply to a built environment resource in instances where a resource may contain important information about such topics as construction techniques or human activity. This is unlikely to be true for the GNWP Railroad: The Inside Gateway,

Bieber Station, and Associated Properties. Therefore, the built environment components of the subject property are recommended not eligible under Criterion D.

Integrity Discussion

The GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties was analyzed against the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The site retains its integrity of location, as it has not been relocated. However, the integrity of setting has been compromised with the demolition of adjacent buildings, new constructions, and substantial changes in use. This change of use, from an active railroad depot to a lumber shipping site, has adversely affected the site's integrity of setting, feeling, and association. Much of the integrity of design, materials, and workmanship is lost, as replacement materials have been added throughout since its completion in 1931, including replacement of the historic depot building and demolition of many of the original rail related infrastructure. As a result, the integrity of feeling is not intact, as the subject property is unable to convey the feeling of a 1931 railroad depot. Historic association is defined as the direct link between an important historic event and a historic property. The subject property is unable to show its historic association when observing the site, as the majority of the property's historic features and character has not survived to the present day. The subject property does not possess integrity to convey its significance to its temporal period.

NRHP/CRHR Significance Summary

Based on the significance evaluations and integrity analysis presented above, the GNWP Railroad: The Inside Gateway, Bieber Station, and Associated Properties does not appear to meet the NRHP, CRHR, or local designation criteria. Therefore, the site is not considered a historic property under Section 106 or a historical resource for purposes of CEQA.

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