

Appendix B3

Public Comments

Agency Comments

From: [David Loya](#)
To: [Melanie Nannizzi](#)
Cc: [Netra Khatri](#); [Delo Freitas](#); tparisi@jcsk8.org
Subject: RE: Old Arcata Road Project--Jacoby Creek School
Date: Tuesday, July 06, 2021 8:54:32 AM
Attachments: [image001.png](#)

Thank you, Melanie.

The School District received an invitation to the Agency Scoping Meeting, and will also receive a formal request to review the project and the Draft Environmental Impact Report when it is prepared. We will include your email below, but would also encourage a formal response to requests for participation.

In addition, if you would like to discuss your concerns/comments with Netra, who may be able to give insight into the proposed project design, please feel free to reach out to him at 707-825-2173.

Also, I wanted to confirm that Tim Parisi is the appropriate point of contact for the school district. I believe we sent the scoping invitation to him.

David Loya (him)
Community Development Director
City of Arcata
p. 707-825-2045
www.cityofarcata.org

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From: Melanie Nannizzi <mnannizzi@jcsk8.org>
Sent: Sunday, July 4, 2021 9:51 AM
To: Netra Khatri <nkhatri@cityofarcata.org>; David Loya <dloya@cityofarcata.org>; Tim Parisi

<tparisi@jcsk8.org>; Susan Mcpherson <susanamcperson@gmail.com>; Bob Mcpherson <bob.mcpherson@humboldt.edu>; Kathleen Stanton <kathleenstanton@gmail.com>
Subject: Old Arcata Road Project--Jacoby Creek School

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Dear Netra Khatri and David Lloya,

I hope this email finds you well. I am writing in regards to the Old Arcata Road project. Tim Parisi and I had the opportunity to meet with Kathleen Stanton, Bob McPherson, and Susan Mcpherson regarding the project. These concerned Bayside community members brought some of their ideas regarding the project to our attention. I want to share that Tim and I **support** the following ideas regarding the project.

1. We need as much parking as possible near Jacoby Creek School.
 - Eliminating the sidewalk directly in front of the office parking lot and replacing it with parallel parking spots would provide more parking space and would not create safety concerns for our students. The sidewalk there may encourage parents to drop their students off there rather than in front of the school which will create safety concerns as students will then have to walk through the parking lot and drop off line in order to get to school.
 - If possible, moving the mailboxes that are on the west side of OAR to the north of JCS to the east side of OAR would allow for more parking space.
 - Increasing the width of the parking area on the west

side of OAR to the north of JCS would allow for more space for parked cars to open and close doors safely.

2. It is important that cars can safely and easily turn left out of the JCS parking lot.
 - The medians in the proposed plans seem to create possible difficulties with a left turn which could slow down traffic at pick up and drop off time.
3. The school would support the Hyland sidewalk being moved from the north side of the street to the south side of the street as we see no safety impact for our students.

Please let me know if you have questions or would like to discuss this further.

Thank you,

Melanie Nannizzi
Superintendent/Principal
Jacoby Creek School
Phone: (707) 822-4896 Extension 120
Fax: (707) 822-4898
Message: (707) 633-9090

From: [Netra Khatri](#)
To: [Bronkall, Bob](#)
Cc: [Wilson, Mike](#); [Kathleen Stanton](#); [David Loya](#); [Delo Freitas](#)
Subject: RE: Old Arcata Road Project
Date: Friday, July 23, 2021 9:47:20 AM
Attachments: [image005.png](#)

Good morning Bob

Thank you for sharing this with us.

We also had a scoping meeting early this month for the project and received similar comments. As you may know we are in process of preparing an EIR for the project and will make sure these concerns are addressed.

Phone/email if you need additional information.

Regards

Netra Khatri, P.E.
City Engineer
City of Arcata - www.cityofarcata.org
Office: (707) 825-2173
Cell: (707) 267-4287
nkhatri@cityofarcata.org

color



From: Bronkall, Bob <BBronkall@co.humboldt.ca.us>
Sent: Thursday, July 22, 2021 5:35 PM
To: Netra Khatri <nkhatri@cityofarcata.org>
Cc: Wilson, Mike <Mike.Wilson@co.humboldt.ca.us>; Kathleen Stanton <kathleenstanton@gmail.com>
Subject: Old Arcata Road Project

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Netra-

This morning I met on site with Supervisor Wilson and several community members regarding the City's proposed Old Arcata Road project that includes improvements that extend beyond the City Limits. The major areas of concern are:

1. Concerns that wetlands being destroyed from road improvements

2. Concerns that storm flows on Jacoby creek road flowing over the road and under the temperance building
3. Concerns that there is a need for a 35 MPH step down speed limit sign on Old Arcata Road
4. Concerns that that there is a need for a 25 MPH residential zone speed designation for Old Arcata Road s/o Jacoby Creek Road, if it qualifies per CVC
5. Concerns that there is a need for a 15 MPH school zone for the school at the intersection of Old Arcata Road / Jacoby Creek Road
6. The desire to have lane widths reduced on Old Arcata Road s/o Jacoby Creek Road to calm traffic
7. The desire to install speed humps on Old Arcata Road s/o Jacoby Creek Road to calm traffic. See [County Speed hump Policy](#).
8. Concerns about the potential loss of on-street parking due to proposed improvements.
9. Concerns that intersection delay at the at the Jacoby Creek Road leg of the Old Arcata Road / Jacoby Creek Road intersection do not support the need for a roundabout
10. Concerns that the future improvements will place the roundabout too close to existing buildings
11. Concerns that the proposed roundabout will change the historical setting of an area with historic structures.
12. Concerns about cross walk safety at roundabouts
13. Concerns about light glare from additional street lighting at the roundabout
14. Concerns that the proposed project may require additional right of way.

Please call me to discuss.

--Bob



Robert W. Bronkall, PE, LS
Deputy Director
[Public Works Department – Land Use Division](#)
707.445.7205 Afternoons
[Public Works Department – Road & Equipment Maintenance Division](#)
707.445.7421 Mornings

Public Comments

From: [Gordon Inkeles](#)
To: [David Loya](#)
Cc: [Jude Power](#); [Jill and Lee Dedin](#); [Jim Zoleck](#); [Suzanne Pasztor](#); [Ed Vaccaro](#); [Netra Khatri](#); [Harvey Kelsey](#)
Subject: Re: Old Arcata Road Project
Date: Tuesday, July 06, 2021 11:42:15 AM

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Hi David,

I'm not sure what the "fair argument" was but the abusive EIR meeting above the Freeway was anything but "fair." In all the bellowing and threatening I don't recall hearing anything at all that had to do with our "environment." The loudmouths who shouted down the rest of us are focused only on monkey wrenching the OAR project, especially the essential roundabout —whether or not they actually live on Old Arcata Road.

Don't put our children at risk to satisfy a few bullies. Old Arcata Road already has three successful roundabouts. It would be irresponsible an insanely risky not to provide one for the only crossing that's used daily by Jacoby Creek School children.

Sincerely,

Gordon Inkeles, Bayside

On Jul 6, 2021, at 8:57 AM, David Loya <dloya@cityofarcata.org> wrote:

Hi Gordon.

I fully respect your concern. While we were prepared to approve the plan at the first hearing, the fair argument that was raised prevented us from doing so. We are expeditiously executing the EIR process and will have a solution as soon as is humanly possible.

Regards,

David Loya (him)
Community Development Director
City of Arcata
p. 707-825-2045
www.cityofarcata.org

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From: [Gordon Inkeles](#)
To: [David Loya](#)
Cc: [Jude Powers](#); [Jim Zoleck](#); [Harvey Kelsey](#); [Ed Vaccaro](#); [Netra Khatri](#); [Iris Schencke](#); [Suzanne Pasztor](#); [Jill and Lee Dedini](#); [Jill Dedini](#)
Subject: Old Arcata Road Project
Date: Friday, July 02, 2021 1:07:40 PM

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Friday, July 2, 2021

Dear David Loya,

I left yesterday's meeting in shock. Suddenly, twenty years of painstakingly community feedback on the OAR project including the Bayside community's well established support for Arcata's "option 3" was in question and we were back to square one. Community preferences forged in dozens of meetings were ignored. We were forced to listen shrill tirades on the project and urged to consider "alternatives" to a roundabout for the treacherous Jacoby Creek/OAR intersection. **Every single one of these so called "alternatives" has been found to be far more hazardous than a roundabout by your own people.**

Old Arcata Road already has three successful roundabouts. Nevertheless, citizens of Bayside are now being asked to forgo a roundabout for the only intersection that is used by elementary school children daily. I walk or cycle the road daily and have found no safe way to cross at the Jacoby Creek/Old Arcata road intersection. I have two granddaughters who enjoy the JCS playground. We must cross Old Arcata Road to get there.

I tried to make some of these points at the meeting but most of my remarks were either shouted down or lost in the freeway roar. I recognized only a handful of the naysayers. Who are these people and where do they actually live?

The Old Arcata Road renewal project was painstakingly negotiated over many years by the actual Bayside community. The roundabout came down to three options. Hundreds of community members voted on option three which won by a landslide. Additionally, after presentations by the city at The Bayside Community Hall, the project with option 3 was enthusiastically approved.

Further delays at this point may constitute a cynical attempt to "time out" the funding for the project. It's your responsibility to keep it on track. Bayside residents desperately need this built without further delay to **keep our children safe.**

Sincerely,

Gordon Inkeles
POB 800
Bayside, CA. 95524

cc Netra Khatri
Jude Power

Iris Schencke
Jim Zoelick
Ed Vaccaro
Harvey and Sue Kelsey
Suzanne Pasztor
Netra Khatri
Harvey and Sue Kelsey
Jim Zoelick

June 7, 2021

Dear Councilmember Pereira,

I'm writing to express my strong support for the proposed roundabout at the intersection of Old Arcata Rd. and Jacoby Cr. Rd.

I am a 35-year resident of Bayside
a 10-year member of the Arcata
Transportation Safety Committee
a cyclist,

and I live a third of a mile from
the proposed roundabout (near the intersection
of Old Arcata Rd. and Golf Course Rd.)

The proposed roundabout would reduce
the speed of traffic on Old Arcata Rd. north
of the roundabout. It would provide safe
navigation through this sometimes busy and
sometimes confusing intersection for cyclists
and pedestrians as well as for cars. Please
support this safety improvement for our
community.

Thank you

Susan Cashman

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<image002.png>

From: Gordon Inkeles <arcata@me.com>

Sent: Friday, July 2, 2021 8:24 PM

To: David Loya <dloya@cityofarcata.org>

Subject: Re: Old Arcata Road Project

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Hi David,

I understand your position.

My ongoing concern with Old Arcata Road as it is now is with the significant risk to the children. Over the years I've volunteered several times as a crossing guard at the school. Not only is the Hyland/Old Arcata Road crossing dangerous but the lack of any sidewalk makes the whole of Old Arcata Road from the school to the Jacoby Creek Road intersection hazardous for the large numbers of children who walk it daily. For the past few years Bayside residents have discussed our concerns about this stretch with city hall staff at the various road improvement meetings however nothing has been done.

When we identified the risk to school kids the city considered steps to mitigate the risk with a roundabout which was widely approved by Bayside residents. However there again nothing has been done. So there is a continuing twofold risk. Most importantly, there is the risk to children but in the event of a personal injury or death the taxpayers have considerable liability exposure. In two months, Jacoby Creek School will reopen.

Currently, there is no sidewalk at all from Jacoby Creek School to the hazardous Jacoby Creek Road intersection—the schoolkids are literally walking in traffic. We have already seen several nasty crashes at this intersection including one where a drunk driver ended

up in a back yard. The city has been on notice of this hazard for several years and again, nothing has been done. I walk or bike it daily and know the road well. Its particularly frustrating to see three functioning roundabouts in use on Old Arcata Road (Sunnybrae, Anderson and Indianola) while Bayside, perhaps the densest populated area, has none.

Please keep me closely posted on the progress of this project. And thanks for your efforts on behalf of Bayside residents.

Gordon Inkeles
Bayside

On Jul 2, 2021, at 1:26 PM, David Loya <dloya@cityofarcata.org> wrote:

Hi Gordon,

I'll include your email into the record on the project.

I fully understand your frustration. We are definitely not starting at square one, however. I was clear yesterday, and I want to reiterate now, the City is evaluating the project with the roundabout at the proposed project. The Environmental Impact Report process requires us to evaluated feasible alternatives as well as the proposed project. The decades of public involvement, and the four recent years developing this specific project scope, are the basis for the proposed project. The vote of support for option 3 you refer to has carried through to the proposed project. And, this is the project that was identified by the City Council.

I also understand the frustration with the meeting location. But I want to ensure you, your comments were not lost in the freeway roar. I have recorded them and will include them in the scoping memo for the project.

Please feel free to call if you have follow up questions.

Sincerely,

David Loya (him)
Community Development Director
City of Arcata
p. 707-825-2045
www.cityofarcata.org

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will be open 9 to 5.

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[<image003.png>](#)

From: Gordon Inkeles <arcata@me.com>

Sent: Friday, July 2, 2021 1:08 PM

To: David Loya <dloya@cityofarcata.org>

Cc: Jude Powers <judeclare@hotmail.com>; Jim Zoleck <jimz@humboldt.edu>; Harvey Kelsey <hmk@humboldt1.edu>; Ed Vaccaro <Edward.G.Vaccaro@morganstanley.com>; Netra Khatri <nkhatri@cityofarcata.org>; Iris Schencke <ischencke@me.com>; Suzanne Pasztor <suzanne.pasztor@humboldt.edu>; Jill and Lee Dedini <ndedini@gmail.com>; Jill Dedini <jilldedini@gmail.com>

Subject: Old Arcata Road Project

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Friday, July 2, 2021

Dear David Loya,

I left yesterday's meeting in shock. Suddenly, twenty years of painstakingly community feedback on the OAR project including the Bayside community's well established support for Arcata's "option 3" was in question and we were back to square one. Community preferences forged in dozens of meetings were ignored. We were forced to listen shrill tirades on the project and urged to consider "alternatives" to a roundabout for the treacherous Jacoby Creek/OAR intersection. **Every single one of these so called "alternatives" has been found to be far more hazardous than a roundabout by your own people.**

Old Arcata Road already has three successful roundabouts. Nevertheless, citizens of Bayside are now being asked to forgo a roundabout for the only intersection that is used by elementary school children daily. I walk or cycle the road daily and have found no safe

From: [REDACTED]
To: [Brett Watson](#); [Emily Goldstein](#); [Stacy Atkins-Salazar](#); [Sarah Schaefer](#); [Sofia Pereira](#)
Cc: [Karen Diemer](#); [Netra Khatri](#); [David Loya](#); [Delo Freitas](#); [COM DEV](#)
Subject: EIR Required for Old Arcata Rd. Improvement Project
Date: Tuesday, May 11, 2021 9:14:53 PM
Attachments: [Roundabout Report analysis.pages](#)

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5/11/2021

Arcata City Council
736 F St.
Arcata, CA 95521

Re: EIR Required for Old Arcata Rd. Improvement Project

Dear Council,

Attached please find my review of the consultants Historic Resources Report 2020 for the Old Arcata Road Improvement project. As an Historic Resources Consultant, I disagree with the consultants findings that Bayside does not qualify as an historic district and that there are no adverse impacts to historic resources as a result of this project. Even though the consultants provide different findings in their report that the project will not cause significant impacts, you have substantial evidence now that supports a fair argument that the project may cause significant impacts and so an EIR is required to resolve this dispute among experts.

According to the [Guide To CEQA](#), “credible expert testimony that a project may have a significant impact, even if contradicted, is generally dispositive and under such circumstances an EIR must be prepared.” This is what the Council needs to require of staff on May 19th instead of approving the Mitigated Negative Declaration (MND).

The MND does not address alternatives to the proposed project and so, the Council, has **no opportunity** to consider a project **alternative** for approval, rather than the project with large Roundabout as proposed. Requirements, specific to an EIR, tend to result in a much more robust analysis of environmental impacts and a more comprehensive consideration of the ways those impacts can be reduced through mitigation or avoided through ALTERNATIVES and PROJECT DESIGN CHANGES.

As many neighbors have testified in the past, the loss of critical parking at Bayside Corners, the lack of a Traffic Study to support the need for a Roundabout and serious economic issues that may threaten the preservation of historic resources and their economic viability still need to be adequately addressed and mitigated.

In addition, this project has garnered significant public controversy over clearly legitimate concerns that are grounded in facts. Therefore, an EIR is required. It is incumbent on the Council as the ultimate decision makers to ensure that the appropriate level of analysis is performed, based on sound investigation of the facts and faithful application of the correct legal standards.

I respectfully ask the Council to deny the MND and require an EIR to protect the historic integrity of Bayside.

Regards,
Kathleen Stanton, M.A.
Historic Resources Consultant & Bayside Resident
[REDACTED]

Arcata City Council
736 F St.
Arcata, CA 95521

Re: Review of Historic Resources Report for the Old Arcata Road Improvements Project, Humboldt County. February 2020

Dear Council,

I have reviewed this report concerning potential adverse impacts to known and previously unrecorded historical resources in Bayside and I find it woefully inadequate for reasons I will discuss further.

I have worked as an Historic Resources Consultant for the City of Arcata in the past; have Chaired the Historic Landmark Committee, completed numerous Landmark Designations for the City; and listed two large historic districts in Humboldt County: Old Town, Eureka with approximately 160 resources and Main Street, Ferndale. I believe I have sufficient expertise to comment on this report as a preservation professional. I hold an undergraduate degree in Urban Studies and Planning with a minor in Historic Preservation and I have an advanced degree in History with an emphasis on local Humboldt history.

The Historic Preservation Element of Arcata's General Plan 2020, recognizes Bayside as a unique community within city limits and established the Bayside Specific Plan District most of which is in the 1.5 mile Old Arcata Rd. Project area or Area of Potential Effect (APE). It also recommended that the community be recognized as a Neighborhood Conservation Area or historic district to protect historic and noteworthy structures (H-4F). H-2 establishes an Historical Resources Inventory to include the Bayside Area.

Caltrans is involved in the Roundabout project and is providing federal funding through their Local Assistance Program. Therefore, NEPA and Section 106 compliance with the National Historic Preservation Act is required. On page 14, the report states that, "Caltrans has not requested the City to have a separate Architectural APE, nor has Caltrans required preparation of a Historical Resources Evaluation Report (HRER). Caltrans is the lead agency for Section 106 compliance, and the City is the lead agency for project compliance under CEQA.

An historical survey of the entire project area needs to be conducted to comply with NEPA and CEQA. The 2020 Historic Resources Report is inadequate and

does not comply with the law and does not provide a thorough evaluation of resources or project impacts in the 1.5 mile Area of Potential Effect (APE).

Along a 1.5 mile stretch of Old Arcata Rd. From Anderson Lane to Jacoby Creek Road, only seven “historic era” resources were identified by the consultants via record search, digital survey and desktop review. No physical field survey was conducted for this report! And yet, the consultants claim erroneously that, “There do not appear to be any other historical resources along the project route.”

Bayside residents have long identified their historic homes and structures with great pride beginning in the mid 19th century with the recording of approximately 27 historic properties identified on a map entitled “Bayside In The 1890’s” which went from about Golf Course Road to the Bayside Cutoff. Another old map entitled, “Bayside Many Years Ago” recorded 9 houses up Jacoby Creek Road as historically significant. Susie Van Kirk’s survey in 1974 identified about 19 properties from Anderson Lane to Jacoby Creek Rd. which is in the area of potential impact (#9-01 to #9-19), another 10 properties up Jacoby Creek Rd. (#8-35 to #8-44); and 22 more resources between Jacoby Creek Rd. and the Bayside Cutoff (#8-01 to #8-17 and #8-25 - #8-34). Another 7 resources were identified on Graham Rd. which is also in Bayside (#8-18 to #8-24).

By narrowly defining the project area, not surveying the area on foot and having no historic context to guide the identification or evaluation of previously unrecorded properties, the consultants missed many historically significant and eligible buildings and sites in the historic logging and farming community of Bayside. The report claims on page 2 that “in addition to the seven properties listed above approximately 44 other buildings along the project route WERE NOT EVALUATED.”

The survey does not account for new historic resources that have not been identified or evaluated since 1974. Newly identified resources are dismissed as “modern”, “relatively new”, “renovated” and insignificant because they “reflect a subsequent post war housing boom and considerable infill.” The post war logging boom of the mid 20th century had a bigger impact on Humboldt County and its landscape than the boom and bust redwood logging of the 19th century. Historic resources associated with this logging period (primarily Ranch style houses) need to be assessed in the project area and weren’t.

So what is the “historic era” of significance with which potential and previously unidentified resources were analyzed? None is stated. Generally buildings that are

45 - 50 years of age are analyzed for potential historic significance. This would establish a construction date for structures built prior to 1976 that have not been evaluated.

Furthermore, there is no “historic context” identified for the analysis of potential resource significance. The historic buildings in Bayside were not erected in a vacuum, but closely associated with historical events such as 19th and 20th century logging settlement, farming and Mid-Century infill development prompted by the explosive logging boom of the 1950s and 60s.

The report incorrectly assumes that because “there does not appear to be sufficient concentration, linkage, or continuity of historic buildings that are unified historically or aesthetically along Old Arcata Road” that therefore, “no historic district has been identified along the project route.” How can this be verified with no discussion of historic context to provide a method for evaluating a resources potential significance?

I have nominated two large historic districts in Humboldt County and it is my professional opinion that Bayside is an historic district that is unique and has to be understood according to its settlement pattern over time. It is a diverse collection of building types and styles that reflect a long period of development and infill which can be found throughout Humboldt where modern subdivisions were not the norm prior to 1950 and where a more rural development pattern evolved as opposed to a more urban settlement pattern. Bayside still has urban barns, and water towers and vestiges of our local railroad and many other features of the cultural landscape that are not generally found in more urban areas of Arcata.

The stretch of Old Arcata Rd. in the area of potential impact was NEVER referred to as Myrtle Ave. as the consultants report, but Bayside Road and Bayside Corners according to old timers. The intersection of Old Arcata Road and Jacoby Creek Road is the nucleus of the Bayside community and is known as Bayside Corners.

This prominent feature of the cultural landscape was once adversely impacted in the 1950s when the County changed the configuration of the roadway and demolished Bayside’s Victorian General Store and the adjacent farmhouse where the Wilson family lived. Now the City and County propose another modern intrusion which will remove the physical features of the intersection with a LARGE, modern, intrusive concrete circle designed as a roundabout in the heart of our historic community. This is judged by opponents of the project as another adverse “cumulative impact” on the community’s historic integrity.

In the limited analysis of only seven historic resources, the Charles Monahan-Dexter House which was the former post office is NOT recognized by the consultants as a local Arcata Landmark! They even claim that the existing front yard and parking area do not contribute to the historic character of the property. On what basis is this founded? Were historic photographs of the property reviewed when it was a functioning post office with parking in front and then compared to today's picket fence and landscaping?

The consultants state that the Rhodes-Marsh House & Trinidad Water Tower Complex are ineligible for state or national listing, but failed to mention that the renovation of the water tower has been recognized locally by the Historic Sites Society with a preservation award and would meet local landmark eligibility requirements as outlined in the Historic Preservation Chapter of the General Plan 2020.

With regard to the consultants architectural assessment of the 1882 Temperance Hall, no mention was made of the original, four surviving two-over-two light, old growth redwood windows on the north facade and the ongoing work of the Bayside Corners 501C3 to restore the building. Noted "modifications" to this 139 year old structure and its adaptive use as a community center, church, dance hall and local school were dismissed as reasons why it would not be historically significant. Again, there was no historic context provided to address changes or alterations over time to the building for its preservation and continued service to the community.

The proposed Roundabout also encroaches on the Templars Hall and will come within 16' - 17' from the front and west facade facing Old Arcata Road. This visually impacts the resource and creates an adverse effect to its historic character and the spatial relationship the building has had with the roadway for over 70 years. The new construction will absolutely NOT be as compatible with the historical resource as the current roadway is! This is a false claim that ignores the substantial space that the property currently has away from the roadway.

Furthermore, the critical parking provided in front of the Templars Hall by the County for the last 70 years since "the mid-twentieth century" is not deemed to be "character defining." What the historic resources report and the consultants Mitigated Negative Declaration do not sufficiently address is the loss of approximately 20 parking spaces in front of the building which is not mitigated to a level of insignificance.

Parking is part of the critical preservation of this historic building and the old Grange next door which rely on this feature for large scale community events. The Roundabout project is touted as a safety measure that will enhance “traffic flow” for the community, but without sufficient parking, residents and visitors will have to park along Jacoby Creek Road where there is no shoulder and cars will block the bike lane and create a dangerous parking problem along a narrow, two lane road with cars that travel at very high speeds. This is not an improvement, but creates a dangerous road condition that many residents consider as just another adverse “cumulative effect” of road “improvement” projects in Bayside.

Per CEQA, adverse impacts to historical resources include alterations of the “surroundings” that materially impair the resource so that the resource no longer maintains its setting and historical feeling. By reconfiguring Bayside Corners with a roundabout and introducing concrete sidewalks with curbs and gutters that are not generally found in the area and building bulb-outs and planter beds will certainly diminish the integrity of historic “location” and rural “setting”. A modern roundabout is at odds with the rural setting that exists today and will negatively effect the historic character of this notable intersection.

The ability of the historic properties at the Bayside Corners to convey a sense of the past will be diminished by the intrusion of a modern, concrete circle constructed in the nucleus or heart of the community. I disagree with the consultants belief that the Old Arcata Road “evolved” over time and that “the proposed roundabout is further evolution of the intersection.” The historic properties at the Corners are inextricably linked with the historic roadway which once also included a railroad line.

The consultants further support the new development as “reversible” which is highly unlikely, a false claim and a misuse of the Secretary of the Interior’s Standards. There is NOTHING about the proposed design that adheres to the Standards and further contributes to an historical sense of time or place. One only has to look at Figure 1 and Figure 2 on page 19 to see the extreme difference in the cultural landscape between the existing intersection and the rendering of the roundabout to see the extreme juxtaposition between the existing historical landscape and the modern, urban intrusion that is proposed for this historic setting.

In conclusion, I recommend that the City of Arcata produce an Environmental Impact Report (EIR) to provide project alternatives to the Roundabout such as a smaller roundabout that preserves precious parking in the neighborhood or No

Roundabout. The community is very divided as to who supports the project and who doesn't. An EIR would allow more community input and detailed analysis and rationale for project alternatives. Likewise, I recommend that Caltrans conduct an Historic Resources Survey to professionally assess contributing and non-contributing resources along the Old Arcata Road and Jacoby Creek Road to produce an historic district nomination to the Landmark Committee per the General Plan 2020.

Thank you for your thoughtful consideration.

Kathleen Stanton, M.A.
Historic Resources Consultant
P.O. Box 542
Bayside, CA 95524

From: [REDACTED]
To: [David Loya](#)
Cc: [COM DEV](#)
Subject: Old Arcata Road pavement project (Buttermilk Lane to Jacoby Creek Road)
Date: Sunday, May 16, 2021 9:40:25 AM

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We are strongly in favor of the project as currently conceived including the round-about at Jacoby Creek Road. Please proceed ASAP as the road has been in terrible shape for years. Bike lanes and safe walking spaces for the Jacoby Creek students are a must. I travel the rough road from Anderson Lane to Buttermilk Lane at least 20 times per week and my children went to Jacoby Creek School from K through 8th grades. I also walk the road often.

Thank you.

Sincerely
Edward & Sally Vaccaro
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [David Loya](#)
Cc: [COM DEV](#)
Subject: Old Arcata Road Improvements
Date: Tuesday, May 18, 2021 2:35:56 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

I would like to add input to the current design plans for the Old Arcata Road project that is being considered and I hope there is still time to make small additions to the designs if necessary.

My concern regards the crosswalk located at the intersection of Anderson and Old Arcata Road.

Vehicles regularly travel well above the speed limit on this section of road and create a constant hazard to pedestrians crossing the street. Cars are regularly parked on top of the cross walk and/or two cars sandwich the crosswalk and force pedestrians to make unsafe crossings and limit vehicles' sight of those waiting to cross. I accompany my young children as they bike to school, my family as a whole is very active and we utilize that crosswalk multiple times each day. I have experienced numerous close calls due to speeding vehicles and the lack of visibility.

Anyway to prohibit cars from blocking the line of sight from the crosswalk to the road would increase pedestrian safety exponentially. Curb extensions are an effective example. Also, if there were efforts made to slow traffic down, such as adding some speed bumps or a pedestrian island would also greatly help create a safe crossing.

My family moved to this particular community in 2018 because of the close proximity to the school and because the location allows us to run, walk, or bike directly from our house. I would greatly appreciate an effort to make the crossing of Old Arcata Road at the intersection of Anderson a safe crossing for my family and the community as a whole.

Thank you for your time and consideration.

Michele Moschetti

From: [REDACTED]
To: [Delo Freitas](#)
Subject: Re: City of Arcata Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project: public hearing on Coastal Development Permit and Initial Study/Mitigated Negative Declaration
Date: Tuesday, May 11, 2021 8:23:34 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Delo,

Thanks very much for your reply! FYI, the mailboxes in question along the improvement project route on Old Arcata Road are both Arcata city limit route boxes, managed and served out of the Arcata PO, and rural route boxes, served out of the Bayside PO, but I believe they are also managed by the Arcata PO. So I'm guessing that any mail box relocations along the project route would be coordinated through the Postmaster of Arcata.

Thanks again,
Diana

-----Original Message-----

From: Delo Freitas <dfreitas@cityofarcata.org>
To: Diana Stockwell [REDACTED]
Cc: Netra Khatri <nkhatri@cityofarcata.org>
Sent: Mon, May 10, 2021 4:16 pm
Subject: RE: City of Arcata Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project: public hearing on Coastal Development Permit and Initial Study/Mitigated Negative Declaration

Hello Diana,

I apologize for the delay in response. Your inquiry was processed as a comment on the draft Initial Study, and has been included in the formal "response to comments" document prepared for the project. You can find it in the attached document, on page 25. This is the response that has been prepared for your inquiry:

“Comment 5-1—Impediment to Mailboxes

Any necessary mailbox relocations would be coordinated with the Bayside Postmaster. Mailboxes would be located such that vehicles would not be permitted to block their access. While neighborhood concerns regarding mailboxes are not environmental concerns as analyzed under CEQA, the City Council should consider comments related to mailbox access during their consideration of approval of the project”.

Bottom line, if the mailboxes will be required to be moved, the City will work with the USPS to re-locate the boxes to a location that is workable for both the Postal Service and nearby residents.

I am cc'ing the Director of Engineer here as well, if he has further information on this, he will chime in.

Respectfully,

Delo Freitas | Senior Planner

City of Arcata Community Development Department

Planning | Housing | Economic Development

p. 707.825.2213 e. dfreitas@cityofarcata.org

Due to COVID 19, the City has implemented measures to limit in-person contact. City Hall is currently closed to walk-in business. We still strive to provide the full range of city services by phone, email, and web-based services. Since this is an evolving situation, [please visit the City's COVID-19 website for updates.](#)



From: Diana Stockwell [REDACTED]

Sent: Monday, May 10, 2021 3:47 PM
To: Delo Freitas <dfreitas@cityofarcata.org>
Subject: Re: City of Arcata Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project: public hearing on Coastal Development Permit and Initial Study/Mitigated Negative Declaration

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Freitas,

I submitted a question via email regarding the proposed Old Arcata Road project, twice, and have yet to receive a response. I simply wanted to know what would be happening to our mailboxes located on the west side of the road, as it appears that parking will be established where mailboxes are currently located. I did not request updates on the project, nor did I submit any comments. I just had this one question. Could you answer my question, or pass it on to the person who might know?

Thank you,

Diana Stockwell

-----Original Message-----

From: Delo Freitas <dfreitas@cityofarcata.org>
To: Netra Khatri <nkhatri@cityofarcata.org>
Cc: COM DEV <comdev@cityofarcata.org>
Sent: Mon, May 10, 2021 11:49 am
Subject: City of Arcata Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project: public hearing on Coastal Development Permit and Initial Study/Mitigated Negative Declaration

Good morning,

You are receiving this message because you have either 1) requested regular updates on the Old Arcata Road Improvements Project, or 2) your email was associated with a submitted comment on the draft Initial Study prepared for this project. This email is to give you advance notice of the upcoming hearing for the City's Coastal Development Permit and the Final Initial Study and Mitigated Negative Declaration prepared for the City of Arcata's Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project.

This hearing will take place before the Arcata City Council on May 19th at 6 PM or as soon as the item can be heard, via zoom communications (please find the zoom invite link in the attached notice). The formal “Notice of Intent to Adopt a Mitigated Negative Declaration” was sent to contiguous property owners in mid-January and was published in the Mad River Union on January 20th, 2021. The attached notice satisfies the additional noticing requirements for the associated Coastal Development Permit and was posted in the Mad River Union on May 5, 2021, and was mailed to adjacent property owners and residents on May 3rd, 2021.

The Coastal Development Permit staff report will be released with the agenda, but the Initial Study and responses to submitted comments on the draft document are available on the city's website at the link below, under the heading titled “Environmental Review”.

<https://www.cityofarcata.org/720/Old-Arcata-Road-Design-Project>

To discuss questions on the Coastal Development Permit or the Final ISMND, please email my department (comdev@cityofarcata.org) and your questions will be directed to the appropriate staff person. This request is to ensure we are capturing all comments as part of the administrative record.

Thank you!

Delo Freitas | Senior Planner
City of Arcata Community Development Department
Planning | Housing | Economic Development
p. 707.825.2213 e. dfreitas@cityofarcata.org

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From: [REDACTED]
To: [COM DEV](#)
Subject: Proposed changes Old Arcata Rd @ Jacoby Creek
Date: Wednesday, March 10, 2021 7:56:08 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a cyclist and driver that has almost been hit by drivers blazing off Jacoby Creek Road, I think instead of all the over build stuff - tighten up the intersection and make a standard "T" intersection. Reduce width, straighten out, new street paint and signage at Jacoby Creek.

Less costly, cleaner. usually easier. It would leave less room for error.

Stop adding, start subtracting

Thanks for listening

Denise Ziegler

[REDACTED]

From: [REDACTED]
Subject: [Delo Freitas](#)
Date: Re: City of Arcata Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project: public hearing on Coastal Development Permit and Initial Study/Mitigated Negative Declaration
Attachments: Monday, May 10, 2021 4:34:48 PM
[image001.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Delos - Besides re=paving properly the road, the only change I see that needs to be done is tighten up Jacoby Creek Road at Old Arcata - make a real "T" intersection - too much room for error. No round about - will only add to the confusion. I am a cyclist, I can assure you that roundabouts are deadly for cyclists as cars "hurry up" to pass cyclists- though the cyclist goes as fast, if not faster through a round about.

Just today, I was almost hit on Samoa southbound, past F St- as the bike lane disappears and cars don't give a crap, in addition to an ass having to speed up to get to the Buttermilk round-about before I did- of which I was right behind him in it- you will not be able to fix stupid.

As for school - look at every single school - there is always a traffic problem around them 3 times a day- nothing you can do to mitigate that- no matter how hard you try. AHS is the worst

Denise Ziegler

On Mon, May 10, 2021 at 11:49 AM Delo Freitas <dfreitas@cityofarcata.org> wrote:

Good morning,

You are receiving this message because you have either 1) requested regular updates on the Old Arcata Road Improvements Project, or 2) your email was associated with a submitted comment on the draft Initial Study prepared for this project. This email is to give you advance notice of the upcoming hearing for the City's Coastal Development Permit and the Final Initial Study and Mitigated Negative Declaration prepared for the City of Arcata's Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project.

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To discuss questions on the Coastal Development Permit or the Final ISMND, please email my department (comdev@cityofarcata.org) and your questions will be directed to the appropriate staff person. This request is to ensure we are capturing all comments as part of the administrative record.

Thank you!

[Delo Freitas](#) | Senior Planner

City of Arcata Community Development Department

Planning | Housing | Economic Development

p. 707.825.2213 e. dfreitas@cityofarcata.org

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From: [REDACTED]
Subject: [REDACTED]
Date: Wednesday, February 24, 2021 4:40:26 PM

Redwood trees
Wednesday, February 24, 2021 4:40:26 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I am writing to voice my objection to the proposed plan to cut down the mature redwood trees North of Jacoby Creek Elementary School, between a fence line and the sidewalk, there are two mature redwood trees and a small (<5 feet. tall) sapling located between the two larger trees. Also the trees near the post office.

Myself and all of the people that I have spoken with agree that removing these trees would be a mistake. Redwood trees are very efficient in removing carbon from the atmosphere. They will never grow back to the same height in our lifetime. Taking them down damages the beauty of Humboldt. It is wrong to destroy what you can not replace.

I strongly object to the removal of these trees. With climate change, saving our forests is challenging enough. Why add to that destruction? All of our individual acts matter and all of our trees matter.

Please do not cut down these trees.

Sincerely,
Erin OBrien

From: [REDACTED]
To: [COM DEV](#)
Subject: Opposing plan to remove redwoods on Old Arcata Road
Date: Wednesday, February 24, 2021 9:47:36 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I'm getting in touch to express my opposition to the planned removal of redwood trees in my neighborhood as part of the planned "Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements," a topic that has been discussed recently by area residents on the Next Door Sunny Brae site. As a Sunny Brae resident and homeowner, I do like those redwoods, and I am opposed to the unnecessary destruction of any tree in my neighborhood. Redwoods are a big part of the reason many of us choose to live here. Like any tree, they are quickly and easily cut down, but their absence is not so quickly and easily remedied.

I understand that the number of trees involved in this instance is small, but a few hundred low-impact decisions like this one effects a permanent transformation of the kind cartoonist Robert Crumb depicted in his "Short History of America" (see attached). I've seen it happen in other places I have lived. Is there anyone out there who wants to see Arcata look more like Eureka? Every tree that is cut in our neighborhood is a step in that direction.

I urge the city to refrain from this pointless destruction of a pleasing little stand of trees that does its part to contribute to the neighborhood's forested and bucolic character.

Best regards,

Gabrielle Gopinath

Reading the City's MND for "Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements", there's an odd section on page 3-14 stating: "North of Jacoby Creek Elementary School, between a fence line and the sidewalk, there are two mature redwood trees and a small (<5 feet. tall) sapling located between the two larger trees. The Sequoia sempervirens Forest Alliance has a Global listing of G3 and State Ranking of S3 (CDFW 2018b). None of the redwood trees within the BSA are connected to a forest and therefore they do not constitute a Forest Alliance. Redwood trees are not considered special-status plant species as individuals and are not considered ESHA. There would be no impact." Elsewhere (page 3-17) it states "It is anticipated that less than five single trees greater than 16 inches in diameter may need to be removed. Single trees are located in the jurisdiction of Humboldt County." Looking at the plans, it seems likely that the <5 trees include several by the Post Office, and the JCES redwoods are not on County land. But what does it mean to say in the MND "There would be no impact" if there is no plan to remove the redwoods? I am almost certainly over-reacting to the ambiguity but if you like those redwoods, it wouldn't hurt to make that clear to the City : comdev@cityofarcata.org or (707) 822-5955.

Gabrielle Gopinath, Ph.D.
Writer, critic, curator

[REDACTED]

[REDACTED]

[REDACTED]



From: [Delo Freitas](#)
To: [David Loya](#)
Cc: [Keala Roberts](#)
Subject: FW: Red-legged Frog near OAR
Date: Wednesday, February 24, 2021 8:27:07 AM

David, should this go in the record for the project?

From: Netra Khatri <nkhatri@cityofarcata.org>
Sent: Tuesday, February 23, 2021 5:42 PM
To: Delo Freitas <dfreitas@cityofarcata.org>
Cc: David Loya <dloya@cityofarcata.org>; Andrea Hilton <Andrea.Hilton@ghd.com>; Josh Wolf <Josh.Wolf@ghd.com>
Subject: Fwd: Red-legged Frog near OAR

FYI

Sent from my iPhone

Begin forwarded message:

From: Jude Power [REDACTED]

Date: February 23, 2021 at 5:33:44 PM PST
To: Netra Khatri <nkhatri@cityofarcata.org>
Subject: Red-legged Frog near OAR

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Khatri,

I noticed in the Old Arcata Rd. Design Project that the City will be surveying for red-legged frog per CEQA. I have found what I believe to be a RLFR egg mass next to my pond.

Please forward this to the appropriate staff person if it is of interest.

Thank you,
Jude Power

[REDACTED]



Jude Power
occupied *Kori*
Humboldt Co.

From: [REDACTED]
To: [Stacy Atkins-Salazar](#); [Sofia Pereira](#); [Brett Watson](#); [Emily Goldstein](#); [Sarah Schaefer](#); mike.wilson@co.humboldt.ca.us; [Netra Khatri](#); [COM DEV](#)
Cc: [Karen Diemer](#); [REDACTED]
Subject: Re: IS/MND for Old Arcata Rd.
Date: Thursday, March 04, 2021 9:29:05 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you, Stacy, for taking the time to respond to my letter. Netra spend alot of time reaching out to neighbors in small groups over the years to talk about the project and we spoke many times about issues that concerned me. I have been very involved and vocal about the project and he had every opportunity to bring up the sidewalk issue with me and explain it and he didn't. I feel that he didn't act in good faith since this project has basically been his baby.

I would like a response in writing from Netra as to why the City has proposed to put a sidewalk on the north side of Hyland instead of the south side as was agreed upon years ago. Is he willing to change the plan and honor the agreement we had with the City when Dobie Class was Director of Public Works?

I also learned this week in talking with my neighbor, Frank McKay, that the City trimmed the trees in front of his property which is across from the Bayside Community Hall. I asked him if he knew about the parking mitigation that Netra had proposed in front of his property. (If the roundabout is constructed the community will loose about 18 parking places that are now on County land in front of the Mistwood School, next to the Community Hall). Mr. McKay said he wasn't aware of any parking proposed in front of his property and told me that he owned the land all the way to the center of the street and he would not support the roundabout or any mitigation related to it.

So does that mean that the City intends to "take" his property by eminent domain?

Why did Netra bring this up to the neighbors last year as mitigation for losing parking on County land if the City and County don't even own the roadway in front of Mr. McKay's property? What are the City's plans for this area?

Also, I hope the City isn't planning on having any Public Hearings about the Old Arcata Rd. project during the pandemic. I don't do ZOOM and neither do many of the elders in my neighborhood who would be most effected by the project. Now that it seems that there will be enough vaccines to inoculate most citizens by May or June, I would hope that the City would wait until after that time before they hold public hearings so we can attend them in person at City Hall.

Thank you,
Kathleen Stanton

> On Mar 4, 2021, at 8:29 PM, Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org> wrote:

>

> Hi Kathleen,

>

> I talked to our City Manager, Karen Diemer, regarding your concerns. We are currently in the Environmental Impact Review process for this project. This is the time for people such as yourself to express your concerns. Those concerns will be responded to by the engineering firm as part of the process (not directly to you but in the planning documents) and then passed on the council for our consideration. Since the EIR hasn't been completed and we don't have information to review, I can't give you an answer to those concerns you have raised at this time. However, it will eventually be brought before the council for our review and consideration. This will also be the time for you to reach back out with concerns/public comment/etc. if you don't feel satisfied with the direction the project is taking.

>

> I hope that you find this information helpful. If you have any other questions, please feel free to reach out. For more specific/technical questions I would advise that you speak directly to city staff, as they will have much more knowledge than I do on the specifics.

>
> Sincerely,
> Stacy Atkins-Salazar
> [REDACTED]
>
> On 2/24/21, 10:03 PM, "Kathleen Stanton" <kathleenstanton@gmail.com> wrote:
>
> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
> Thank you, Stacy :)
> Kathleen
>
>> On Feb 24, 2021, at 7:59 PM, Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org> wrote:
>>
>> Dear Kathleen,
>>
>> Thank you for reaching out with your concerns. Because I am new to the council, I will need to do some research on this issue and get back to you. I will be in touch next week after I meet with staff about this.
>>
>> Sincerely,
>>
>> Stacy Atkins-Salazar
>> Arcata City Council
>> [REDACTED]
>>
>> On 2/22/21, 11:26 AM, "Kathleen Stanton" <kathleenstanton@gmail.com> wrote:
>>
>> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>>
>> 2/22/21
>>
>> City of Arcata Community Development Dept.
>> 736 F St.
>> Arcata, CA 95521
>>
>> RE: IS/MND for Old Arcata Rd. Project
>> Proposed Sidewalk Development on Hyland St.
>>
>> Dear City of Arcata,
>>
>> I have learned that this project proposes building sidewalks on Hyland St. in front of my three houses at: [REDACTED]
>>
>> My husband and I have NEVER been contacted by the City regarding this development nor consulted. Why not? We have invested 30 years into developing our mature "hedgerow" along the corner of Old Arcata Road and down the block on Hyland St. What will happen to this privacy hedge that we planted along our property line?
>>
>> Furthermore, for years I have advocated against sidewalks with curbs and gutters in Bayside because they don't fit the existing cultural landscape where we have paved "footpaths" instead. This is an "URBAN" development that is incongruent with the rural residential look and feel of our neighborhood as is your proposed "roundabout" :(

>>
>> This sidewalk is unnecessary in our opinion and a major change to the roadway and the look of our neighborhood. It's also inconsistent with the City's policy in past years regarding sidewalks on this street.
>>
>> About 10 years ago we applied for a building permit to build a bungalow at [REDACTED] Bayside. We

were told at that time that we needed to construct a sidewalk and we objected then as we do now. We reminded the City that there are no other “sidewalks to nowhere” in the neighborhood and that the development of a “footpath” on the west side of Old Arcata Road was sufficient so that there was no sidewalk ever installed or required for the east side of the road.

>>

>> Given that precedent, we argued that if the City planned to put a sidewalk on Hyland, it should be on the south side of the road, not the north side because the City had already required the corner cafe build out overly wide sidewalks there to help children cross the street to our corner at the NE side of the intersection.

>>

>> We won that argument and Dobie Class, who was then the Director of Public Works, agreed. The issue was settled and we had an understanding that if the City should require a sidewalk in the future, it would be built on the south side of the street where it's flat (not on the north side where it's sloped and would require a retaining wall) and that it would hook up with the wide sidewalks at the corner cafe.

>>

>> I'm sorry that the City lost this institutional memory and I'm sorry that the City NEVER consulted with us about their plans so we could communicate this understanding with them.

>>

>> Regards,

>>

>> Kathleen Stanton and Chris Morse, Property Owners

>> [REDACTED]

>> Bayside, CA 95524

>>

>>

>

>

From: [REDACTED]
Cc: [Karen Diemer](#); [Sofia Pereira](#); [Brett Watson](#); [Stacy Atkins-Salazar](#); [Emily Goldstein](#); [Sarah Schaefer](#); [mike.wilson@co.humboldt.ca.us](#); [Netra Khatari](#); [COM DEV](#)
Subject: Re: update
Date: Friday, March 05, 2021 12:49:09 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Kiriki,

I think the City is trying to approve a one-size-fits-all Roundabout that they think will work for Bayside and it doesn't!

The designers & engineers don't seem to understand or respect the fact that Bayside Corners is a unique area and that you can't just overlay a huge roundabout at the intersection as they did at Buttermilk & Union. It's much more complex than that. They're not working with a blank slate here as they did at Buttermilk & Union. That's why we need an EIR with project alternatives that adequately assess the complexity of the API (Area of Potential Impact).

Kathleen

p.s. I'm passing this on to the City & County because I think they should hear us and what we're thinking because we do make sense & we're trying to make sense of the IS/MND and can't. I'd like to think that this will provide some greater insight for our new Council members and staff.

On Mar 5, 2021, at 12:10 PM, [REDACTED] >
[REDACTED] > wrote:

It's very odd to adopt a Mitigated Negative Declaration (MND) for what is obviously not even partial plans about the singular idea they are pushing as a solution.

Doesn't there need to be some real level of planning to actually identify any issues that an MND would be mitigating?

This is what happens when a city runs the planning process backwards. What could they possibly be approving?

Cheers.

Kiriki Delany
President



<image001.jpg>

From: Sue Moore [REDACTED] >
Sent: Friday, March 5, 2021 11:51 AM
To: Kathleen Stanton [REDACTED]
Cc: Marc Delany [REDACTED] >; Kiriki Delany [REDACTED] >; Bob Mcpherson [REDACTED]; Heather Sorter [REDACTED] >; Susan Mcpherson [REDACTED] >; Dallas Huston [REDACTED] >; Margaret Gainer [REDACTED]
Subject: Re: update

Hi Kathleen:

I spoke to Frank as well about the proposed storm drain in front of his at [REDACTED]. I don't think the City has actually sent notices to anyone affected directly by the project, which was why I initiated the group email about stakes and flagging. I'm grateful to Marc for forwarding that to the City since it hadn't occurred to me to do so. The County is fully aware of the loss of parking, but has 'ceded' to the City as lead. I absolutely don't understand how the County can just grant away an easement, and basically deny any responsibility for the consequences. It's not that people and groups haven't spoken with, written to, and met with County officials, it's just the: "This is the City of Arcata's Project" response that is nonsensical basically.

The parking consequences won't just be limited to the Bayside end of this project. With all of the new sidewalks, bike lane improvements and the new drainage system, it's doubtful that much of the relied upon shoulder areas will be available. The latter will become obvious when JCS has events, or even at drop off and pick up.

The road does need to be improved for cyclists in particular, but this just isn't the solution.

Yours,
Sue

On Mar 5, 2021, at 11:28 AM, Kathleen Stanton [REDACTED] > wrote:

Thanks, Marc.

I spoke with Frank McKay the other day and he doesn't support the roundabout project or the proposed mitigation for parking in front of his house on Jacoby Creek Rd. He says that he owns the land all the way to the center of the road. I wonder why Netra brought this up to Maggie Gaynor, Carolyn & me when we met informally a year ago at the Community Center ???? I'm sure he must have known that the City didn't

own the property. So does that mean they intend to "take" it by eminent domain? The City recently trimmed all the trees in front of his property...

What will the City propose now to mitigate all the loss of parking on the County land? That should be a big neighborhood concern. Will there be a line of parked cars going up J.C. Rd where there's no room for parking which will make the road narrower and more dangerous for drivers & the public who attend events at the Community Hall or school? Why aren't they looking into acquiring the private parcel next to the school as mitigation?

Kathleen

On Mar 5, 2021, at 11:16 AM, Marc Delany

[REDACTED] > wrote:

supposed to be posted on the site... I'm getting them and will share.

On Thu, Mar 4, 2021 at 5:24 PM Kathleen Stanton

[REDACTED] > wrote:

I'm really interested in knowing what comments the City received.

Kathleen

On Mar 4, 2021, at 5:21 PM, Marc Delany

[REDACTED] > wrote:

RE: Public Records Request of February 22, 2021, Reference # R009659-022221

Dear Marc Delany,

On *February 22, 2021*, the California Department of Transportation (Caltrans) received your request for records under the Public Records Act (PRA) wherein you requested the following:

R005214-012120

All env. records

All traffic studies, surveys

This project was updated and put back out recently without any new meeting, or plans past 35%

We understand Caltrans is a party to the project in the county, and coastal zone, Arcata is lead agency

Caltrans is in the process of gathering and reviewing the requested records. Your request will take extra time to fulfill because of the need to:

The need to search for and collect the requested records from field facilities or other establishments that are separate from the office processing the request.

Consequently, Caltrans is exercising its authority under Government Code section 6253(c), to extend the time to reply to a Public Records Act request. You will receive a further more complete response no later than March 18, 2021.

Thank you for your patience in awaiting this information.

Sincerely,

James Morgan

"I do not pretend to understand the moral universe; the arc is a long one, my eye reaches but little ways; I cannot calculate

*the curve and complete the figure by the
experience of sight; I can divine it by
conscience. And from what I see I am sure
it bends towards justice" - **Theodore
Parker***

*"It better" - **M. L. Delany***

From: [David Loya](#)
To: [Delo Freitas](#)
Subject: FW: Thank you
Date: Monday, April 19, 2021 8:42:12 AM
Attachments: [image002.png](#)

Please add this to correspondence on the public hearing. Keep it organizationally separated from comments received during circulation, please.

David Loya (him)
Community Development Director
City of Arcata
p. 707-825-2045
www.cityofarcata.org

Due to COVID 19, the City has implemented measures to limit in-person contact, including limiting work hours and access to City Hall to walk in business. City Hall is currently closed to walk-in service. We are accepting limited in-person appointments. Some services, such as water bills and police services, are available on-call. Please check our website www.cityofarcata.org for the latest information on accessing City services. Please wear a mask to conduct any in person business.

We still strive to provide the full range of city services by phone, email, and web-based services. We encourage you to conduct business remotely. Ask us how (707)822-5955.

Since this is an evolving situation, [please visit the City's COVID-19 website for updates](#).



From: Marc Delany <[REDACTED]>
Sent: Friday, April 16, 2021 9:00 PM
To: Kathleen Stanton <[REDACTED]>
Cc: [REDACTED] Sofia Pereira <spereira@cityofarcata.org>; Brett Watson <bwatson@cityofarcata.org>; Emily Goldstein <egoldstein@cityofarcata.org>; Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org>; Sarah Schaefer <sschaefer@cityofarcata.org>; David Loya <dloya@cityofarcata.org>; Netra Khatri <nkhatri@cityofarcata.org>; Karen Diemer <kdiemer@cityofarcata.org>
Subject: Re: Thank you

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open attachments unless you recognize the sender and know the content is safe.

the county is under ADA scrutiny... the roundabout is all county land

On Fri, Apr 16, 2021 at 8:21 PM Kathleen Stanton <[REDACTED]> wrote:

Hi Lenore,

It's so good to hear from you. How are you doing?

I wish we could stop the City and their roundabout. It's really not a good fit for our historic community.

I do hope you will write the city and let them know that you are NOT in favor of the project.

They're going to have a "public hearing" in a way that many people can't attend via Zoom. I'm not even sure I know how to do it! So I know there are a lot of elders in our community who won't be able to "Attend" and won't have their voice heard unless they send in a letter.

If you can take a moment to write a short message to the Council just stating your opinion that would be really HELPFUL.

Here are their email addresses & please cc me too for the record;)

Take care dear neighbor,

Kathleen

> On Apr 16, 2021, at 7:12 PM, Lenore Anwick <[REDACTED]> wrote:

>

> Hi Kathleen,

>

> I spent lots of time pouring over the City's e-mail that I received today. I'm impressed and grateful for the time you have spent on the Old Arcata Road Project. You had to have done tons of research to make your intelligent comments and suggestions. I hope you are successful in stopping that crazy idea to install a traffic circle!

>

> The thing that would do me the most good would be to have it "one way" for the post office traffic so that we could have a "drive-by" mail deposit box. As it is I have to park the car when I only have a letter to mail. Now that I'm rather handicapped, it is an effort!

>

> I thank you for all your work to benefit our community.

>

> Hope all is well with you.

>

> Blessings,

>

> Lenore

>

From: [David Loya](#)
To: [Delo Freitas](#)
Subject: FW: Public Hearing
Date: Monday, April 19, 2021 2:56:34 PM

David Loya (him)
Community Development Director
City of Arcata
p. 707-825-2045
www.cityofarcata.org

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-----Original Message-----

From: Lenore Anwick [REDACTED]
Sent: Monday, April 19, 2021 2:48 PM
To: [REDACTED]
Cc: Sofia Pereira <spereira@cityofarcata.org>; Brett Watson <bwatson@cityofarcata.org>; Emily Goldstein <egoldstein@cityofarcata.org>; Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org>; Sarah Schaefer <sschaefer@cityofarcata.org>; David Loya <dloya@cityofarcata.org>; Netra Khatri <nkhatri@cityofarcata.org>; Karen Diemer <kdiemer@cityofarcata.org>
Subject: Re: Public Hearing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Kathleen Stanton

I am unable to attend the City's public hearing regarding changes to the Bayside area along Old Arcata Road.

My opinion is that it would be wasteful to spend money on a traffic circle that isn't needed. I have traveled that intersection daily for over a year for cancer treatments in Eureka, and have never seen congestion there. However, I have noted need for bicycle and pedestrian safety measures along the corridor and thank the City of Arcata for addressing those issues. Money should be used for these problems and repairing road surfaces, not for a traffic circle.

Kathleen, I would appreciate your presenting my opinion at the Public Hearing since I am unable to do so myself.

Lenore Anwick



From: [REDACTED]
[REDACTED]
[REDACTED] [Sofia Pereira](#); [Brett Watson](#); [Stacy Atkins-Salazar](#); [Emily Goldstein](#); [Sarah Schaefer](#); [Wilson, Mike](#); [Netra Khairi](#); [COM DEV](#); [paul pitino](#)
Subject: Re: update
Date: Saturday, March 06, 2021 11:50:42 PM

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I don't mind them getting State funds to pay Netra... as long as they don't build what does not make sense or is not needed, not wanted, and will cause more lawsuits for the county (we have to pay for).... ADA is getting expensive, tearing out curbs after building them downtown, etc. seems a pork project, maybe they hope to tear it out, like the dams on Klamath..) and Arcata (most of us don't have to pay for).

On Fri, Mar 5, 2021 at 12:49 PM Kathleen Stanton <[REDACTED]> wrote:

Hi Kiriki,

I think the City is trying to approve a one-size-fits-all Roundabout that they think will work for Bayside and it doesn't!

The designers & engineers don't seem to understand or respect the fact that Bayside Corners is a unique area and that you can't just overlay a huge roundabout at the intersection as they did at Buttermilk & Union. It's much more complex than that. They're not working with a blank slate here as they did at Buttermilk & Union. That's why we need an EIR with project alternatives that adequately assess the complexity of the API (Area of Potential Impact).

Kathleen

p.s. I'm passing this on to the City & County because I think they should hear us and what we're thinking because we do make sense & we're trying to make sense of the IS/MND and can't. I'd like to think that this will provide some greater insight for our new Council members and staff.

On Mar 5, 2021, at 12:10 PM, [REDACTED]
[REDACTED] wrote:

It's very odd to adopt a Mitigated Negative Declaration (MND) for what is obviously not even partial plans about the singular idea they are pushing as a solution.

Doesn't there need to be some real level of planning to actually identify any issues that an MND would be mitigating?

This is what happens when a city runs the planning process backwards. What could they possibly be approving?

Cheers.

Kiriki Delany

President

image001.jpg>

From: Sue Moore <[REDACTED]
Sent: Friday, March 5, 2021 11:51 AM
To: Kathleen Stanton [REDACTED]

Subject: Re: update

Hi Kathleen:

I spoke to Frank as well about the proposed storm drain in front of his at 2332 Jacoby Creek Road. I don't think the City has actually sent notices to anyone affected directly by the project, which was why I initiated the group email about stakes and flagging. I'm grateful to Marc for forwarding that to the City since it hadn't occurred to me to do so.

The County is fully aware of the loss of parking, but has 'ceded' to the City as lead. I absolutely don't understand how the County can just grant away an easement, and basically deny any responsibility for the consequences. It's not that people and groups haven't spoken with, written to, and met with County officials, it's just the: "This is the City of Arcata's Project" response that is nonsensical basically.

The parking consequences won't just be limited to the Bayside end of this project. With all of the new sidewalks, bike lane improvements and the new drainage system, it's doubtful that much of the relied upon shoulder areas will be available. The latter will become obvious when JCS has events, or even at drop off and pick up.

The road does need to be improved for cyclists in particular, but this just isn't the solution.

Yours,
Sue

On Mar 5, 2021, at 11:28 AM, Kathleen Stanton
<[REDACTED]> wrote:

Thanks, Marc.

I spoke with Frank McKay the other day and he doesn't support the

roundabout project or the proposed mitigation for parking in front of his house on Jacoby Creek Rd. He says that he owns the land all the way to the center of the road. I wonder why Netra brought this up to Maggie Gaynor, Carolyn & me when we met informally a year ago at the Community Center ???? I'm sure he must have known that the City didn't own the property. So does that mean they intend to "take" it by eminent domain? The City recently trimmed all the trees in front of his property...

What will the City propose now to mitigate all the loss of parking on the County land? That should be a big neighborhood concern. Will there be a line of parked cars going up J.C. Rd where there's no room for parking which will make the road narrower and more dangerous for drivers & the public who attend events at the Community Hall or school? Why aren't they looking into acquiring the private parcel next to the school as mitigation?
Kathleen

On Mar 5, 2021, at 11:16 AM, Marc Delany
[REDACTED] wrote:

supposed to be posted on the site... I'm getting them and will share.

On Thu, Mar 4, 2021 at 5:24 PM Kathleen Stanton
[REDACTED] wrote:

I'm really interested in knowing what comments the City received.

Kathleen

On Mar 4, 2021, at 5:21 PM, Marc
Delany <[REDACTED]> wrote:

RE: Public Records Request of
February 22, 2021, Reference #
R009659-022221

Dear Marc Delany,

On *February 22, 2021*, the California Department of Transportation (Caltrans) received your request for records under the Public Records Act (PRA) wherein

you requested the following:

R005214-012120

All env. records

All traffic studies, surveys

This project was updated and put back out recently without any new meeting, or plans past 35%

We understand Caltrans is a party to the project in the county, and coastal zone, Arcata is lead agency

Caltrans is in the process of gathering and reviewing the requested records.

Your request will take extra time to fulfill because of the need to:

The need to search for and collect the requested records from field facilities or other establishments that are separate from the office processing the request.

Consequently, Caltrans is exercising its authority under Government Code section 6253(c), to extend the time to reply to a Public Records Act request. You will receive a further more complete response no later than March 18, 2021.

Thank you for your patience in awaiting this information.

Sincerely,

James Morgan

"I do not pretend to understand the moral universe; the arc is a long one, my eye reaches but little ways; I cannot calculate the curve and complete the figure by the experience of sight; I can divine it by conscience. And from what I see I am sure it bends towards justice" - Theodore

Parker

"It better" - M. L. Delany

From: [Netra Khatri](#)
To: [Keala Roberts](#)
Cc: [Delo Freitas](#)
Subject: FW: old arcata road project
Date: Wednesday, February 24, 2021 2:11:47 PM
Attachments: [cudahy_ismnd comments feb2021.docx](#)

FYI

Netra Khatri, P.E.
City Engineer
City of Arcata - www.cityofarcata.org
Office: (707) 825-2173
Cell: (707) 267-4287
nkhatri@cityofarcata.org



From: [REDACTED]
Sent: Wednesday, February 24, 2021 1:42 PM
To: Netra Khatri <nkhatri@cityofarcata.org>
Subject: re: old arcata road project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Namaste Netra,

this patrick resident on OAR. I wanted comment on the ISMND for the project , however i see the period for comment just expired. if still accepting i have **attached** a letter indicating a positive support for the proposed roundabout.
thanks keep up the good work
patrick

On 11/30/17 3:25 PM, Netra Khatri wrote:

Thank you! for sharing

Netra Khatri, P.E.
Assistant City Engineer

City of Arcata - www.cityofarcata.org

Office: (707) 825-2173

Cell: (707) 267-4287

nkhatri@cityofarcata.org

From: patrick [REDACTED]

Sent: Thursday, November 30, 2017 10:56 AM

To: Netra Khatri <nkhatri@cityofarcata.org>

Subject: [QUAR] re: old arcata road project

Importance: Low

hi Nikki, this is Patrick Cudahy. I am resident on bayside road, and an aerial photographer. I thought you might enjoy this shot i did 70 years later to the month and from the nearly exact angle as the historical merle shuster image that you guys are using for the cover page.

Cheers Patrick

From The Desk of Patrick Cudahy



To: City of Arcata
Re: Old Arcata Road Repave Project

The following is a brief summary of my comments/feedback to the project design as of February 2021 with specific regard to the recent Proposed Mitigated Negative Declaration.

Jacoby Creek Road Roundabout: I support the inclusion of the roundabout design as proposed. We should be so lucky! A roundabout will slow/calm traffic in the area which I believe is a common goal for everyone. This goal will become imperative, as traffic will increase over the years, esp. when the Bayside Rd cutoff is modified per Caltrans pushing more traffic through the area.

The roundabout will not impact the so-called rural or historical look or feel of Bayside. I understand there are a few residents concerned about losing the rural nature of the area, but we must consider OAR is *already* an active roadway servicing many of our neighbors and not some gated community! There are commuters living in Sunnybrea or Arcata city residents working in Eureka that we should consider. Slowing OAR traffic going 70+ mph while catching air over the speed bumps with some additional traffic patrols from the city would go a long way to keeping Bayside rural!

OAR web portal: I realize what with covid closures as well as all the hard work preparing the ISMND that time and resources are limited, but it would really be helpful to update the web portal. <https://www.cityofarcata.org/720/Old-Arcata-Road-Design-Project>. It's really outdated and hard to navigate. If resources are available please update all available docs and remove those docs, which are superseded. For instance the design plan: the last one published is only the 30% design, is there a new version for people to review? Finally a *new* summary outline as to where the project is currently and next steps needed to complete this beautiful new road.

Respectfully
Patrick Cudahy

From: [Mitel Voice Mail](#)
To: [Keala Roberts](#)
Subject: Mitel voice message from DE ROOY SYLVIA, [REDACTED] for mailbox 5955
Date: Monday, February 22, 2021 6:10:25 PM
Attachments: [FOTCY6DM6.wav](#)

You have received a voice mail message from DE ROOY SYLVIA, +17072690206 for mailbox 5955.
Message length is 00:00:43. Message size is 336 KB.

TRANSCRIBED VOICEMAIL-Sylvia De Rooy, Monday February 22, 2021

My name is Sylvia De Rooy, I am calling about the proposed roundabout at Jacoby Creek and old Arcata Road. I am most unhappy about that proposal it's first of all completely unnecessary, I'd rather see money on potholes but also it would bring the roadway closer to Mistwood School which would increase noise and danger for the kids. It is a very very poor idea and completely unnecessary. Please don't do it. Thank you.

This information was received after the agenda was posted and is made available to the public pursuant to California Government Code section 54957.5(c).

From: [Netra Khatri](#)
To: [Kayla Johnson](#)
Cc: [David Loya](#)
Subject: FW: Concerns- my email on the web site disappeared so I am starting again re 720 Old Arcata Road Project
Date: Wednesday, May 19, 2021 3:13:16 PM

Netra Khatri, P.E.
City Engineer
City of Arcata - www.cityofarcata.org
Office: (707) 825-2173
Cell: (707) 267-4287
nkhatri@cityofarcata.org



From: Abby [REDACTED]
Sent: Wednesday, May 19, 2021 3:11 PM
To: Netra Khatri <nkhatri@cityofarcata.org>
Cc: comdevl@cityofarcata.org; David Loya <dloya@cityofarcata.org>
Subject: Concerns- my email on the web site disappeared so I am starting again re 720 Old Arcata Road Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,
I live on the Old Arcata Road at [REDACTED]

I have attended meetings regarding the proposed changes and felt that attendees were not listened to and that the project was just...a done deal.

I have major concerns about bike lanes, sidewalks, and parking. Also improvements like sewers.

The bike lanes on the East side are really too small and there is a big ditch along the road in some places. Cars regularly end up in the ditch.
The West side bike lane is uneven/slanted and this make it difficult and not safe.

The sidewalks we have on this roadway are not kept clear or in good repair.

The traffic on the road is already very busy and I wonder how this new change will affect residents turning on to the Old Arcata Road. I would guess we would have no

passing and slower speeds. I am still concerned.

Parking is needed. Not everyone has a parking lots on their property.

Jacoby Creek School needs more parking, not less. They need an additional dedicated parking lot with a plan for students to go safely onto the campus. This is a campus with employees who need to park as well as parents bringing/picking up children.

If this is a project that is being completed where there are residents, in the city of Arcata, who do not have sewer access yet, then this needs to be done before the road/sidewalk construction is started. We have been waiting for most of the 40 years we have lived here and sewer was promised. Once money was collected and then returned. We are sure you don't want to tear up the roadway when you have already done new construction!

Perhaps there are things that the city could do to improve the current road situation now...while we await this solution that the city seems to be doing.

1. Sidewalks -They prevent folks from walking comfortably since the vegetation is on the sidewalk or hanging down over the walkway. Other places in Ca notify residents to clear the paths...what about Arcata? How much of this is actually the responsibility of the city? This has been even more noticeable during COVID as walkers try to maintain safe distances
2. More notice of speed changes and more patrols. No passing on this road in the project area?
3. Give city residents sewer access. No more excuses.
4. Meet the needs of Jacoby Creek School for parking, parent/child drop-off and pick-up
5. Look at safety for all of us who regularly walk and bike this section on Old Arcata Road.

Thank you,

Abby Munro-Proulx
██████████ Old Arcata Road
Arcata

ANDREW N. WEISSMAN

Law Offices
ARKIN and WEISSMAN

MERALTA OFFICE BUILDING
9696 CULVER BOULEVARD, SUITE 106
CULVER CITY, CALIFORNIA 90232
(310) 839-5217 • FAX (310) 559-0518
Email: andrewweissman@anwlaw.com

STUART N. ARKIN

(1915-1975)

ALVIN H. WEISSMAN
(1919-1991)

June 30, 2021

Via Email Only: bwatson@cityofarcata.org

Hon. Mayor Brett Watson
Member of the Arcata City Council
City of Arcata
736 F. street
Arcata, CA 95521

Re: EIR for Old Arcata Rd. Project
Proposed Sidewalk Development on Hyland St

Dear Mayor Watson and Members of the City Council:

I represent two of your constituents, Kathleen Stanton and Chris Morse. My clients remain concerned regarding the road project that I understand is basically divided into three components: The "Corridor" (Old Arcata Rd.), The "Intersection" (with Roundabout at the juncture of Old Arcata Rd. and Jacoby Creek Rd.) and the "Hyland Sidewalk".

I thank you for your service. Being an elected official, while a privilege, also carries with it tremendous burdens and responsibilities. As a former member of the Culver City City Council for eight years, I understand the challenges that elected officials face when dealing with an issue as seemingly mundane as streets and sidewalks.

In February of this year, my clients directed a letter to your community development department regarding a proposal on the part of the City to construct sidewalks on Hyland St. in front of their houses at 1584 Old Arcata Rd. (AP #500-181-009), 1617 Hyland St. and 1621 Hyland St. (AP #500-181-010). Unfortunately, during the intervening 5 months, no one from community development or public works contacted my clients to discuss the sidewalk project or their concerns.

Was the Hyland Sidewalk Plan part of any public discourse during the City's charette process in the past and the public planning for the Road Project? My clients weren't aware that sidewalks were being considered until last February. For more than a decade, my clients were of the understanding that if sidewalks were to be constructed on Hyland, they would be built on the south side. Putting sidewalks on the north side as currently proposed means that there will be fewer on-street parking spaces due to four driveways and less sidewalk area for students walking to school. For these reasons, constructing sidewalks on the south side of Hyland as my clients request, would create a much safer route to school.

Hon. Mayor Brett Watson
Members of the Arcata City Council
June 30, 2021
Page 2 of 2

It also appears that it would be less expensive to build sidewalks on the south side without costly retaining walls. In addition, institutional memory on the part of the public works department should be considered in the city's decision. Mr. Doby Class, former director of public works, had a verbal agreement with my clients that in future sidewalks would be built on the south side of Hyland. For this reason, Mr. Class did not require a sidewalk in front of 1617 Hyland when my clients constructed a house there about 10 years ago.

My clients want to remain a part of the process to create safe streets in Bayside. Thirty years ago, they worked with former director of public works, Frank Klopp, to fill in the drainage ditches on the north side of Hyland. My clients paid for the culvert pipes and the city paid for the gravel and labor and pavement. Together they collaborated to make more space on the road for parking and pedestrians.

Moving forward, my clients want to continue to play a meaningful role in the design of their street. Maintaining the existing hedgerows they have grown and tended for thirty years will continue to beautify the neighborhood. They respectfully request that you consider their alternative to locate the sidewalk on the south side of the street in your draft EIR.

Thank you for your courtesies and cooperation.

Sincerely,



ANDREW N. WEISSMAN

cc: Kathleen Stanton and Chris Morse
egoldstein@cityofarcata.org
satkinssalazar@cityofarcata.org
sschaefer@cityofarcata.org
dloya@cityofarcata.org
nkhatri@cityofarcata.org
kdiemer@cityofarcata.org

From: [REDACTED]
To: [Netra Khatri](#)
Subject: Old Arcata Road project
Date: Thursday, May 20, 2021 9:40:40 AM

This information was received after the agenda was posted and is made available to the public pursuant to California Government Code section 54957.5(c).

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Hello,

I'm writing to tell you that my husband and I support the city's proposed improvements to OAR. In fact they can't happen soon enough so that children are safer walking and biking. And hopefully the roundabout will help slow traffic.

Calista S.Sullivan

This information was received after the agenda was posted and is made available to the public pursuant to California Government Code section 54957.5(c).

From: [David Loya](#)
To: [Kayla Johnson](#)
Subject: FW: City of Arcata Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project: public hearing on Coastal Development Permit and Initial Study/Mitigated Negative Declaration
Date: Monday, May 17, 2021 2:19:18 PM
Attachments: [image001.png](#)
[image003.png](#)

David Loya (him)
Community Development Director
City of Arcata
p. 707-825-2045
www.cityofarcata.org

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From: Delo Freitas <dfreitas@cityofarcata.org>
Sent: Tuesday, May 11, 2021 8:20 AM
To: De Zig [REDACTED]
Subject: RE: City of Arcata Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project: public hearing on Coastal Development Permit and Initial Study/Mitigated Negative Declaration

Thank You Denise,

I will add your comments to the record for the Council's review.

Delo

From: De Zig [REDACTED]
Sent: Monday, May 10, 2021 4:34 PM
To: Delo Freitas <dfreitas@cityofarcata.org>
Subject: Re: City of Arcata Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement
Project: public hearing on Coastal Development Permit and Initial Study/Mitigated Negative Declaration

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Delos - Besides re=paving properly the road, the only change I see that needs to be done is tighten up Jacoby Creek Road at Old Arcata - make a real "T" intersection - too much room for error. No round about - will only add to the confusion. I am a cyclist, I can assure you that roundabouts are deadly for cyclists as cars "hurry up" to pass cyclists- though the cyclist goes as fast, if not faster through a round about.

Just today, I was almost hit on Samoa southbound, past F St- as the bike lane disappears and cars don't give a crap, in addition to an ass having to speed up to get to the Buttermilk round-about before I did- of which I was right behind him in it- you will not be able to fix stupid.

As for school - look at every single school - there is always a traffic problem around them 3 times a day- nothing you can do to mitigate that- no matter how hard you try. AHS is the worst

Denise Ziegler

On Mon, May 10, 2021 at 11:49 AM Delo Freitas <dfreitas@cityofarcata.org> wrote:

Good morning,

You are receiving this message because you have either 1) requested regular updates on the Old Arcata Road Improvements Project, or 2) your email was associated with a submitted comment on the draft Initial Study prepared for this project. This email is to give you advance notice of the upcoming hearing for the City's Coastal Development Permit and the Final Initial Study and Mitigated Negative Declaration prepared for the City of Arcata's Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project.

This hearing will take place before the Arcata City Council on May 19th at 6 PM or as soon as the item can be heard, via zoom communications (please find the zoom invite link in the attached notice). The formal "Notice of Intent to Adopt a Mitigated Negative Declaration" was sent to contiguous property owners in mid-January and was published in the Mad River Union on January 20th, 2021. The attached notice satisfies the additional noticing requirements for the associated Coastal Development Permit and was posted in the Mad River Union on May 5, 2021, and was mailed to adjacent property owners and residents on May 3rd, 2021.

The Coastal Development Permit staff report will be released with the agenda, but the Initial Study and responses to submitted comments on the draft document are available on the city's website at the link below, under the heading titled "Environmental Review".

<https://www.cityofarcata.org/720/Old-Arcata-Road-Design-Project>

To discuss questions on the Coastal Development Permit or the Final ISMND, please email my department (comdev@cityofarcata.org) and your questions will be directed to the appropriate staff person. This request is to ensure we are capturing all comments as part of the administrative record.

Thank you!

Delo Freitas | Senior Planner
City of Arcata Community Development Department
Planning | Housing | Economic Development
p. 707.825.2213 e. dfreitas@cityofarcata.org

Due to COVID 19, the City has implemented measures to limit in-person contact. We still strive to provide the full range of city services by phone, email, and web-based services. Since this is an evolving situation, [please visit the City's COVID-19 website for updates.](#)



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From: [David Loya](#)
To: [Kayla Johnson](#); [Netra Khatri](#); [Delo Freitas](#)
Subject: FW: Old Arcata Road pavement project (Buttermilk Lane to Jacoby Creek Road)
Date: Monday, May 17, 2021 9:11:23 AM
Attachments: [image002.png](#)

David Loya (him)
Community Development Director
City of Arcata
p. 707-825-2045
www.cityofarcata.org

Due to COVID 19, the City has implemented measures to limit in-person contact, including limiting work hours and access to City Hall to walk in business. City Hall is currently open to walk-in service between 11a.m. and 5 p.m.

Some services, such as water bills and police services, are available on-call. Please check our website www.cityofarcata.org for the latest information on accessing City services. Please wear a mask to conduct any in person business.

We still strive to provide the full range of city services by phone, email, and web-based services. We encourage you to conduct business remotely. Ask us how (707)822-5955.

Since this is an evolving situation, [please visit the City's COVID-19 website for updates.](#)



From: Edward Vaccaro [REDACTED]
Sent: Sunday, May 16, 2021 9:40 AM
To: David Loya <dloya@cityofarcata.org>
Cc: COM DEV <comdev@cityofarcata.org>
Subject: Old Arcata Road pavement project (Buttermilk Lane to Jacoby Creek Road)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We are strongly in favor of the project as currently conceived including the round-about at Jacoby Creek Road. Please proceed ASAP as the road has been in terrible shape for years. Bike lanes and

safe walking spaces for the Jacoby Creek students are a must. I travel the rough road from Anderson Lane to Buttermilk Lane at least 20 times per week and my children went to Jacoby Creek School from K through 8th grades. I also walk the road often.

Thank you.

Sincerely
Edward & Sally Vaccaro
[REDACTED]
Arcata, CA 95521

This information was received after the agenda was posted and is made available to the public pursuant to California Government Code section 54957.5(c).

From: [Netra Khatri](#)
To: [Kayla Johnson](#)
Cc: [David Loya](#)
Subject: FW: OAR/Bayside Improvements
Date: Wednesday, May 19, 2021 5:04:09 PM

Netra Khatri, P.E.
City Engineer
City of Arcata - www.cityofarcata.org
Office: (707) 825-2173
Cell: (707) 267-4287
nkhatri@cityofarcata.org

-----Original Message-----

From: Jill Dedini [REDACTED]
Sent: Wednesday, May 19, 2021 4:31 PM
To: Netra Khatri <nkhatri@cityofarcata.org>
Subject: OAR/Bayside Improvements

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To all concerned:

I am fully in favor of the planned improvements to this area, including adding the roundabout at the intersection of Old Arcata Road and Jacoby Creek Road. I do have firsthand, on-the-ground experience with the whole project area. Traffic calming is desperately needed here. It is important to preserve our history but not at the expense of daily safety. Putting in the roundabout won't take away from the character of Bayside.

I do bike from Irene Street/Hyland Street to Brookwood several days of every week and the only "safer" way is to cross from Hyland to Jacoby Creek School then bike on the right side to a couple of houses before the turn then carefully cross to the left and bike (against traffic) to the post office parking lot and exit that, continuing on the left to get a bit further down Jacoby Creek Road from the corner and cross back to the right. I've come to this way of doing it as being the safest after near misses at the intersection (and even this way there is the occasional near miss). MOST vehicles do not slow before the intersection and MANY do not after. Vehicles turn from OAR onto Jacoby Creek Road without slowing much also.

Thank you for any help that you can provide.

Jill Dedini

Sent from my iPhone



Holder Law Group

317 Washington St., #177
Oakland, CA 94607-3810

holderecolaw.com

(510) 338-3759
jason@holderecolaw.com

June 30, 2021

VIA EMAIL AND U.S. MAIL

CalTrans, District 1 Local Assistance
Attn: Mark Arsenault
P.O. Box 3700
Eureka, CA 95502-3700
Email: mark.arsenault@dot.ca.gov

Re: **Comments Concerning Historic Resources Within the Area of Potential Effect of the Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements Project**
(SCH # 2021010176; Fed. Project No. RPSTPL-5021(023)

Dear Mr. Arsenault:

On behalf of Bayside Cares, a newly formed community group consisting of residents of Bayside and other concerned Humboldt County residents, we submit the following comments concerning the environmental review and cultural resources consultation required for the proposed Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements Project (“Project”). The following comments are intended to foster inter-agency coordination, comprehensive environmental review for the Project, meaningful public participation, and full consideration of potentially significant impacts to important cultural and historic resources as well as alternatives and mitigation measures that can avoid and/or minimize such impacts to the extent feasible. Bayside Cares appreciates your agency’s consideration of these comments.

I. Introduction: Project Scope and Background Information

The Project, as described in the Initial Study / Mitigated Negative Declaration (“IS/MND”) released by the City of Arcata in January 2021, would involve:

- Repaving approximately 1 mile of Old Arcata Road, including adding bike lanes on both sides of the roadway alignment, and improving and extending an existing shared use walkway;
- Intersection and pedestrian safety improvements along Old Arcata Road, including sidewalk and walkway improvements, curb ramps, curbs and gutters, speed humps, and enhanced crosswalks;
- Extension of new pavement into residential and commercial driveways along Old Arcata Road;

- New sidewalk along approximately 375 feet of Hyland Street;
- Improvements to the underground storm drain infrastructure;
- Possible replacement of sanitary sewer laterals and the installation of cleanouts, possible replacement of water service connections and resetting/installation of water meters within City/Public right-of-way;
- Construction of a new roundabout, including crosswalks, signage, lighting, and paved walkways, located near the southern terminus of the Project area, at the intersection of Old Arcata Road and Jacoby Creek Road;
- A new retaining wall extending along the west side of Old Arcata Road adjacent to the roundabout; and
- Possible modifications and repaving of the roadway that serves the Bayside Post Office;
- Creation of approximately 1,600 square feet of onsite wetlands within the roadside right-of-way.¹

The Project, as currently proposed, has the potential to cause potentially significant environmental impacts in a number of categories, including to cultural and historical resources. Fortunately, because the Project may cause potentially significant impacts, the City of Arcata has abandoned its initial effort to rely on an IS/MND as the clearance document necessary to approve the Project for purposes of satisfying the California Environmental Quality Act (“CEQA”) and has recently determined that an environmental impact report (“EIR”) will be prepared for the Project.

II. CalTrans Must Ensure Compliance with NEPA and the NHPA and Must Coordinate Environmental Review with the City

We understand from the now abandoned IS/MND that the Project will be partially funded with State Transportation Improvement Program (“STIP”) funds administered by CalTrans. CalTrans is responsible for ensuring the Project complies with the requirements of the National Environmental Policy Act (“NEPA”).² Further, pursuant to Section 106 of the

¹ See IS/MND for Old Arcata Road Improvements Project, pp. 1-3 – 1-6.

² See CalTrans webpage concerning “NEPA Assignment,” available at:

<https://dot.ca.gov/programs/environmental-analysis/nepa-assignment>, accessed 06/26/21; *see also* 36 CFR 800.16(y) [defining the term “undertaking” for purposes of Section 106 as any project, program, or activity with federal funding or under the direct or indirect jurisdiction of a federal agency, including federal license, permit, or approval, or administered pursuant to federal agency delegation or approval]; *see also* Staff Report to the Arcata City Council concerning Old Arcata Road Project for meeting on May 19, 2021, pp. 1 [“, while the southern portion of the project is located in Humboldt County’s jurisdiction. The City is the Lead Agency for the purposes of the California Environmental Quality Act, but CalTrans is the lead on the National Environmental Policy Act cross-cutting required pursuant to their involvement funding the project with federal funds”] Packet Page 47 [discussion re NEPA compliance].

National Historic Preservation Act (“NHPA”), CalTrans must determine whether the Project may cause adverse impacts to historic resources within the Project’s Area of Potential Effect (“APE”).

CalTrans and the City of Arcata should continue to coordinate compliance with CEQA, Section 106 of the NHPA, and the requirements of NEPA, as applied to the Project. Both agencies should also plan their public participation, analysis, and review in such a way that each agency can meet the purposes and requirements of state and federal statutes in a timely and efficient manner.

The determination of whether an action is a “major Federal action significantly affecting the quality of the human environment,” and therefore requires preparation of an Environmental Impact Statement (“EIS”) under NEPA, should include consideration of the undertaking’s likely effects on historic properties. A finding of adverse effect on a historic property does not necessarily require an EIS under NEPA.³

CalTrans and the City also should ensure that, no matter the document prepared for compliance with NEPA, the analysis will support a Record of Decision (“ROD”) that includes appropriate scoping, identification of historic properties, assessment of effects upon them, and consultation leading to appropriate resolution of any adverse effects.⁴ Notably, even actions categorically excluded under NEPA may require review under Section 106.⁵

According to the NEPA regulations, in considering whether an action may “significantly affect the quality of the human environment,” an agency must consider, among other things:

- (1) Unique characteristics of the geographic area such as proximity to historic or cultural resources;⁶ and
- (2) The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places.⁷

The NEPA regulations also require that, to the fullest extent possible, agencies prepare draft environmental impact statements concurrently with and integrated with environmental impact analyses and related surveys and studies required by the NHPA.⁸

³ See 36 C.F.R. 800.8(a)(1).

⁴ See 36 CFR 800.8(a)(3), (c)(4)-(5).

⁵ See 36 CFR 800.8(b).

⁶ See 40 CFR 1508.27(b)(3).

⁷ See 40 CFR 1508.27(b)(8).

⁸ See 40 CFR 1502.25(a).

Both NEPA and CEQA have numerous substantive requirements that pertain to projects triggering an EIS or EIR. For example, under CEQA, among other things, the Draft EIR must consider and evaluate a reasonable range of feasible alternatives to the proposed Project.⁹

III. Historic Resources Information to Consider in the EIR and Section 106 Analysis

In 1978, Humboldt County surveyed the Old Arcata Road from Eureka to Arcata and produced the report entitled, “Historic Resources Inventory for the Old Arcata Road – Myrtle Avenue Corridor.” That report determined that the Old Arcata Road “is a valuable historic resource.”¹⁰

The 1.5-mile stretch of Old Arcata Road that will be directly impacted by the Project is located in the small hamlet of Bayside in Arcata City Limits. Old Arcata Road defines the core of the Project’s APE. The southern area of the APE at the intersection of Old Arcata Road and Jacoby Creek Road is outside Arcata city limits and in the planning jurisdiction of Humboldt County. Within this 1.5-mile area, twenty-two (22) resources were identified as historic in 1974.¹¹ Four of those resources were determined eligible for the National Register of Historic Places in 1978.¹² These resources include:

- 9-04, The Charles Monahan-Dexter House which is currently a City Landmark (APN #501-011-015)
- 9-05, The J. Venning Nellist-William Zucar-Amy Smith House (APN #501-011-021)
- 9-11, David Oscar-Nellist House (APN #500-221-035)
- 9-14, Rhodes-Marsh-Trinidad Watertower (AP #500-171-010)

Since 1978, two additional historic resources in the Project area have been designated as landmarks. These are:

- the 1904 Jacoby Creek School (listed on the National Register of Historic Places – NPS-85000353-0000)¹³ and

⁹ See Title 14, California Code of Regulations (“CEQA Guidelines”), § 15126.6.

¹⁰ See Exh. A -- Excerpts from Historic Resources Inventory for the Old Arcata Road - Myrtle Avenue Corridor (1978), p. 5 (“Historic Resources Inventory”), emphasis added.

¹¹ See Exh. A –Historic Resources Inventory, 9-1 thru 9-18; 8-34 thru 8-36. p. 133b; *see also* Exh. B – Bayside 1890’s Map; *see also* Exh. C – Bayside Corners 1919 Map.

¹² *See ibid.*

¹³ Old Jacoby Creek School. National Register of Historic Places Nomination. 1984.

<https://npgallery.nps.gov/getasset>, <https://noehill.com/humboldt/nat1985000353.asp> ; *see also* Old Jacoby Creek School,Wikipedia.org.

- the 1940 Bayside Grange Hall (a.k.a., Bayside Community Hall) (listed on the California Register).¹⁴

During the ensuing 47 years since the County's 1974 survey of Old Arcata Road, many buildings have achieved sufficient age to be considered historic and need to be identified and evaluated for National Register eligibility. In addition, many vernacular and previously unrecognized examples of folk housing that were overlooked and incorrectly dismissed as ineligible historic resources now need re-evaluation.

The Historic Resources Report prepared by JRP Historical Consulting (Appendix C to the Project's IS/MND), LLC states that no field surveys were conducted within the APE. For this reason, the HRP and the Historic Property Survey Report (HPSR, JRP 2020b)¹⁵ do not appear to satisfy the requirements specified in CalTrans guidance documents.¹⁶ The City's consultants could not adequately assess the characteristics of Location, Setting, Materials, Workmanship, & Feeling as claimed in the Historic Resource Report,¹⁷ remotely, using Google Maps. We request that field surveys be required for this Project, that separate Architectural APE be prepared, and that Historical Resources Evaluation Report ("HRER") be prepared.

Finally, given the substantial number of previously identified historic resources, and the potential for new historic resources, CalTrans and the City should consider establishing an historic district designation.¹⁸ This approach would consider Bayside's whole environment as a "Cultural Landscape" worthy of preservation for its unique settlement history and contribution to local history.¹⁹

* * *

¹⁴ See California Register Nomination Bayside Grange Hall and Bayside Grange #500. 2002. Office of Historic Preservation, Sacramento, CA; see also Appendix C to IS/MND, Historic Resources Report (Feb. 2020), p. 1; see also Exh. A- pgs. 3 & 4. Letter from Knox Mellon, SHPO, OHP, to Omar Homme, Federal Highway Administration.

¹⁵ This document was not attached as an exhibit to the IS/MND and thus was not readily available for public review.

¹⁶ See Volume 2 -Standard Environmental Reference (CalTrans, 2019), Chapter 4: Cultural Resources Identification and Evaluation, available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/ch4-a11y.pdf>.

¹⁷ See Appendix C to IS/MND, Historic Resources Report (Feb. 2020), p. 15.

¹⁸ See Exh. D – Discover the Early Days of Bayside. Walking Tour (Jacoby Creek School, Bayside, CA, March 1988) 44 pgs.

¹⁹ See Exh. E - Schafran, Walter C., Bayside Through The Years (Humboldt Bay Maritime Museum, Eureka, CA, 1984) 51 pgs.

California Department of Transportation
Attn: Mark Arsenault
Re: Old Arcata Rd. Project:
Scoping Comments for NEPA and NHPA Section 106 Compliance

June 30, 2021

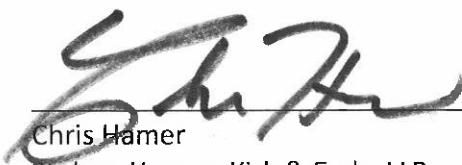
Page 6

On behalf of Bayside Cares, we submit the above comments with the intention of facilitating coordinated inter-agency consideration of the Project's potentially significant impacts to historic resources. Please provide the undersigned with notice of all environmental review documents and analysis released for this Project and any related public meetings that may be conducted by CalTrans.

Very Truly Yours,



Jason Holder
Holder Law Group



Chris Hamer
Stokes, Hamer, Kirk & Eads, LLP

cc: (Via e-mail only)
Darrell Cardiff, Senior Env. Planner, CalTrans, District 1 (darrell.cardiff@dot.ca.gov)
Natalie Lindquist, Office of Historic Preservation (Natalie.lindquist@parks.ca.gov)
David Loya, Community Development Director, City of Arcata (dloya@cityofarcata.org)
Netra Khatri, Project Engineer, City of Arcata (nkhatri@cityofarcata.org)
Bob Bronkall, Deputy Dir., Land Use, Humboldt County (bbronkall@co.humboldt.ca.us)
Alex Stillman, President, Historic Sites Society of Arcata (stillmanarcata@icloud.com)

Attachments:

- Exh. A. Excerpts from Historic Resources Inventory for the Old Arcata Road - Myrtle Avenue Corridor (1978)
- Exh. B. Bayside 1890's Map
- Exh. C. Bayside Corners 1919 Map
- Exh. D. Discover the Early Days of Bayside. Walking Tour (Jacoby Creek School, Bayside, CA, March 1988)
- Exh. E. Schafran, Walter C., Bayside Through The Years (Humboldt Bay Maritime Museum, Eureka, CA, 1984)

Exhibit A

AN HISTORIC RESOURCES INVENTORY: THE OLD ARCATA ROAD-MYRTLE AVENUE CORRIDOR

Natural Resources Division
Humboldt County Department of Public Works
Eureka, California

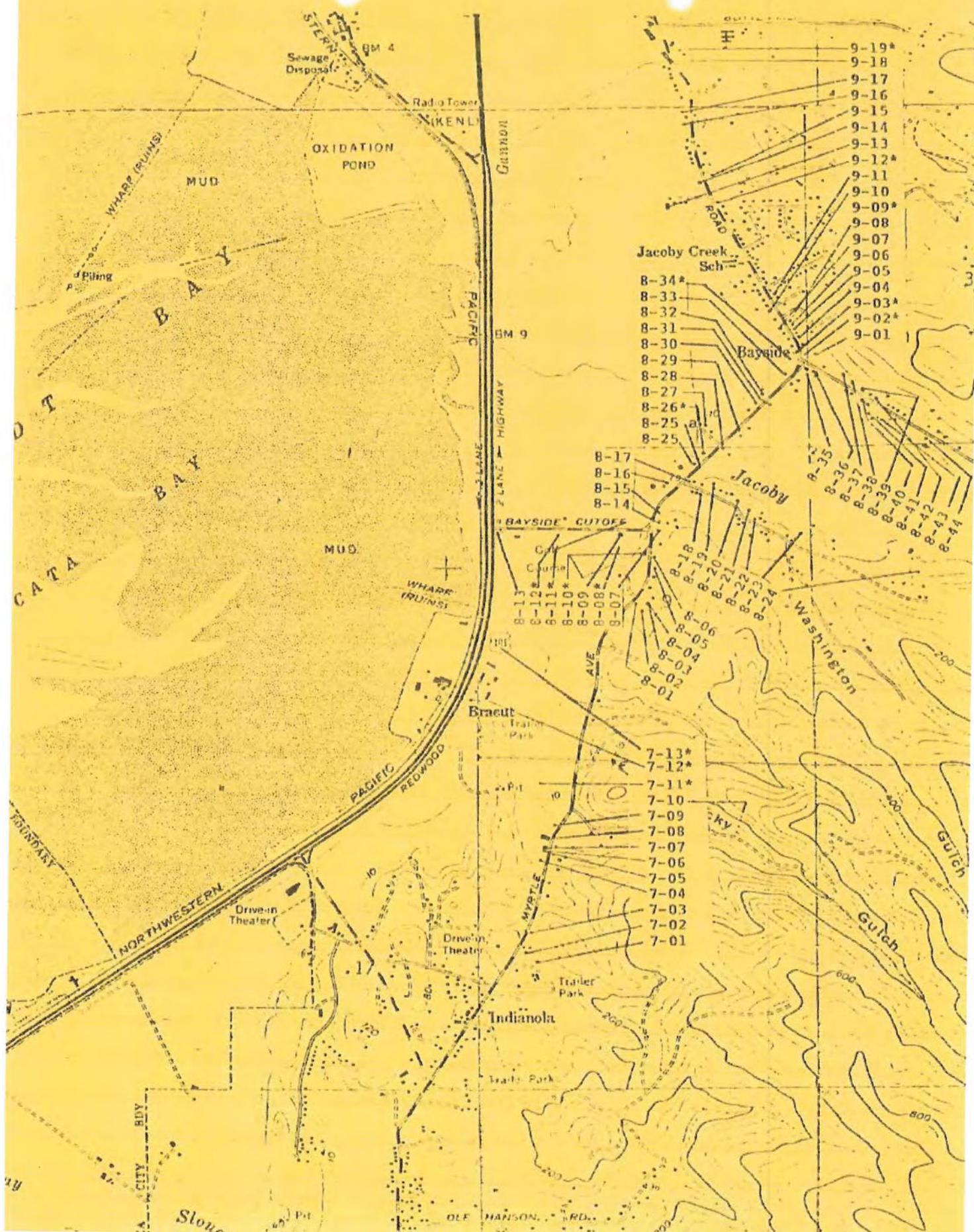
Architectural Description and Organization: Eric Hedlund

March 1978

- C. The patterns of alteration of landform and landuse along the road during the American era (1850-1920) and Modern era (since 1920), reflect clearly the background of the settlers. The way the land became owned, used, and changed in the relatively short period of 130 years reflects American and Western European cultural responses to wilderness.
- D. The structures within the boundary of potential effect along the Arcata Road Corridor exemplify significant architecture genre and ethno-geographic or cultural heritage.

CONCLUSIONS

1. Road is a Valuable Historic Resource: For all of the above reasons, the conclusion of this inventory is that this road is a valuable historic resource.
2. Conservative Design will have Minimal Direct Negative Impact on Historic Value: There are no significant alterations in present road alignment in present road improvement plans. Sensitive adjustment of road width and fill volumes are necessary for minimal adverse impact on historic resources. The proposed alignment at Devoy Bridge (Location 2-06) requires moving the slough west of its original location by 16-feet. This is consistent with prior historic improvements in the road and therefore not a significant adverse effect.
3. Undergrounding Utilities could Enhance Scenic Historic Value. Undergrounding overhead utility lines and removal of line poles in conjunction with road improvements would enhance the scenic value of the road.
4. Improvement of Road Could Promote Insensitive Growth: Perhaps the major negative potential impact is that improvement in accessibility along Old Arcata Road may promote development of land in the corridor. Intensification of use will impact the existing archaeological sites and historic structures along Old Arcata Road. An increase in the number of intrusions will decrease the rural historic atmosphere that now exists. This could erode the value of Old Arcata Road as a very legible historic resource.



DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 2390

SACRAMENTO 95811
(916) 445-8006

November 3, 1978

Mr. Omar L. Homme
Federal Highway Administration
P.O. Box 1915
Sacramento, CA 95809

Attention: Bob Cady

Dear Mr. Homme:

I have received your letter of October 6, 1978 regarding the proposed highway improvement project along Myrtle Avenue - Old Arcata Road between the Cities of Eureka and Arcata in Humboldt County.

Representatives from the Federal Highway Administration, Humboldt County, and the Office of Historic Preservation conducted an on-site inspection of the project area on October 18, 1978. The area of potential environmental impact has been redefined to include the roadway corridor and adjacent properties.

I have reviewed the Historic Resources Inventory prepared by Humboldt County Department of Public Works and recommend that the following structures are eligible for inclusion on the National Register as architecturally important properties representing distinctive characteristics of a type, period, or method of construction:

- 3-04 Long-Graham Dairy Barn 402-241-009
- 5-05 Long-Graham House # 402-242-001
- 5-06 Graham-Angerson House 402-231-007
- 5-07 George Graham House 402-231-006
- 5-10 Stephen Wilson House 402-201-019
- 5-11 Second Clifton Wilson House 402-331-003
- 5-12 Clifton Wilson Watertower 402-181-002
- 5-13 Kirkham-Chandler-Spahrt House 402-101-023
- 5-14 Joseph Spinney House 402-101-024
- 6-02 Gideon Spinney House 402-101-005 (015)
- 6-03 John Pinkerton House 402-101-002
- 7-02 Viale House 402-061-003
- 7-03 Al & Mary Johnson House 402-061-002
- 7-06 George Pinkerton-McAlister Barn 501-261-012
- 7-08 George Pinkerton-Montgomery-Williamson Barn 501-261-013

Omar L. Homme
Page Two
November 3, 1978

7-09 George Pinkerton-Montgomery-Williamson House 501-261-013
8-05 Francis Henry House 501-092-014
8-06 James Henry House 501-092-006
8-07 Berry House 501-092-046
8-14 Noble House 501-082-003
8-16 Clendenin House 501-061-008
8-17 Dolbeer & Carson School/Matheson House 501-081-001
8-25 Campbell-Smith-Monroe House 501-061-009
8-28 McGuire Barn 501-071-007
8-30 McAdam-Barwise-Will McFarland House-Second 501-061-013
Bayside Post Office
8-31 George Mitchell House 501-071-009
8-32 Bayside Presbyterian Church 501-061-017
8-33 Connors-Lawlor-Wilson House 501-031-006
9-04 Charles Monahan-Dexter House-Fifth & present 501-011-015
Bayside Post Office
9-05 J. Venning Nellist-William Zucar-Amy Smith House 501-011-021
9-11 David Oscar-Nellist House 500-221-035
9-14 Rhodes-Marsh-Trinidad Watertower 500-17-010

*BAY AREA
MONROE
HOUSE*

Please feel free to contact Eugene Itogawa of my staff if you need any further assistance by calling (916) 322-8701.

Sincerely yours,

Knox Mellon

Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation

GI:pbp

cc: Donald Tuttle
Natural Resources Analyst
County of Humboldt
1106 Second Street
Eureka, CA 95501

Louis S. Wall
Advisory Council on Historic Preservation
Box 25085
Denver, CO 80225

Exhibit B

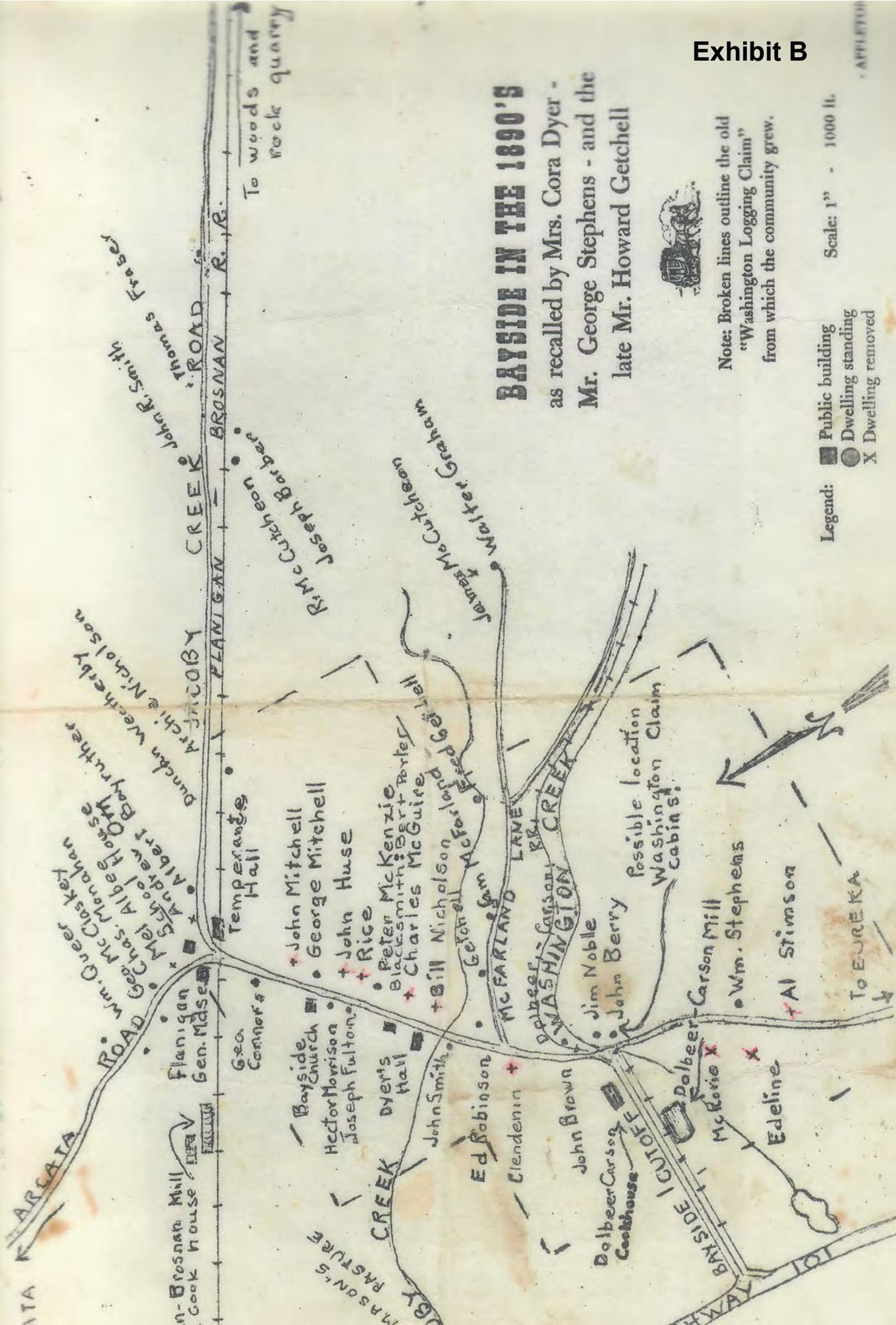
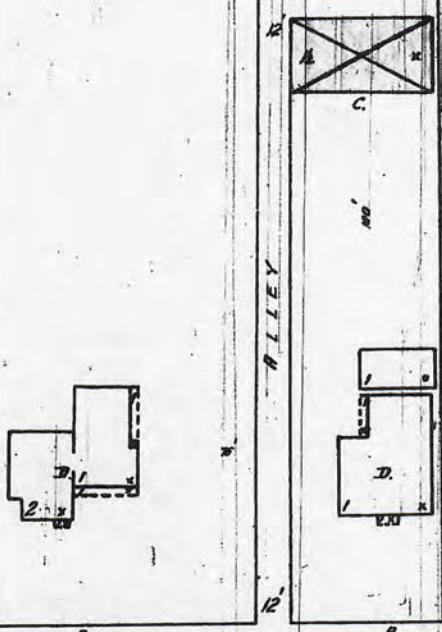


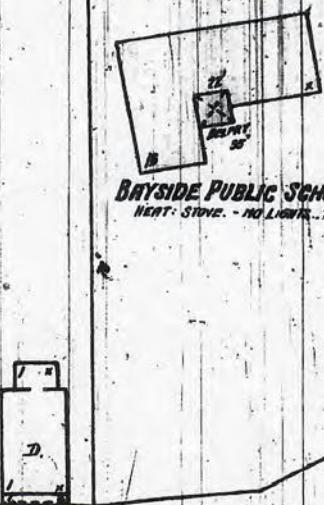
Exhibit C

SEPT. 1919
ARCATA
CAL.

16



701



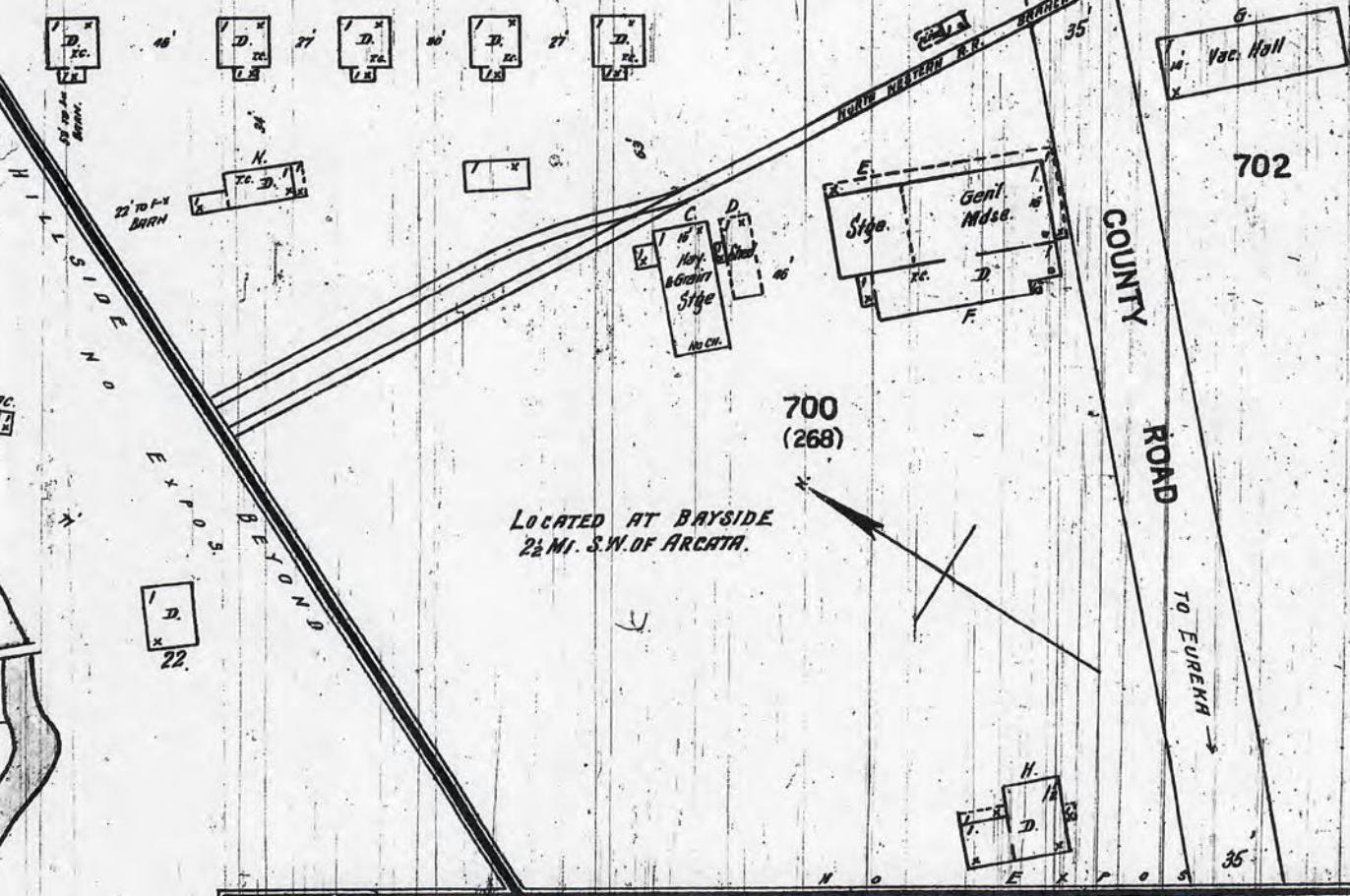
BAYSIDE PUBLIC SCHOOL
HEAT: STOVE. - NO LIGHTS -

HEAT: STOVE. - NO LIGHTS.

← TO ARCAIA.

COUNTY

ROAD



700
(268)

LOCATED AT BAYSIDE
22 MI. S.W. OF ARCATA.

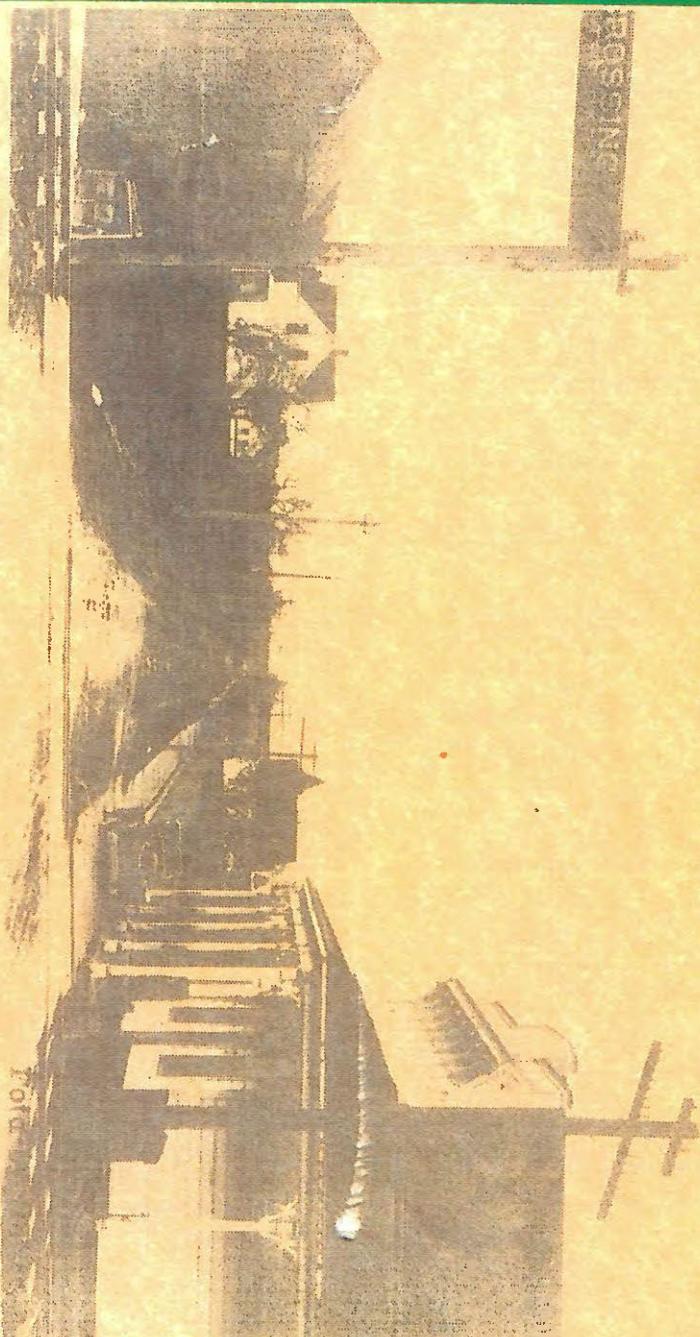
**M. A. BURNS MANUFACTURING CO'S.
- SPRINKLE MILL -**

-UNIGLE-ILL-
LOCATED 8 MILES N.E. OF

Kathleen Taylor \$2.00
H39

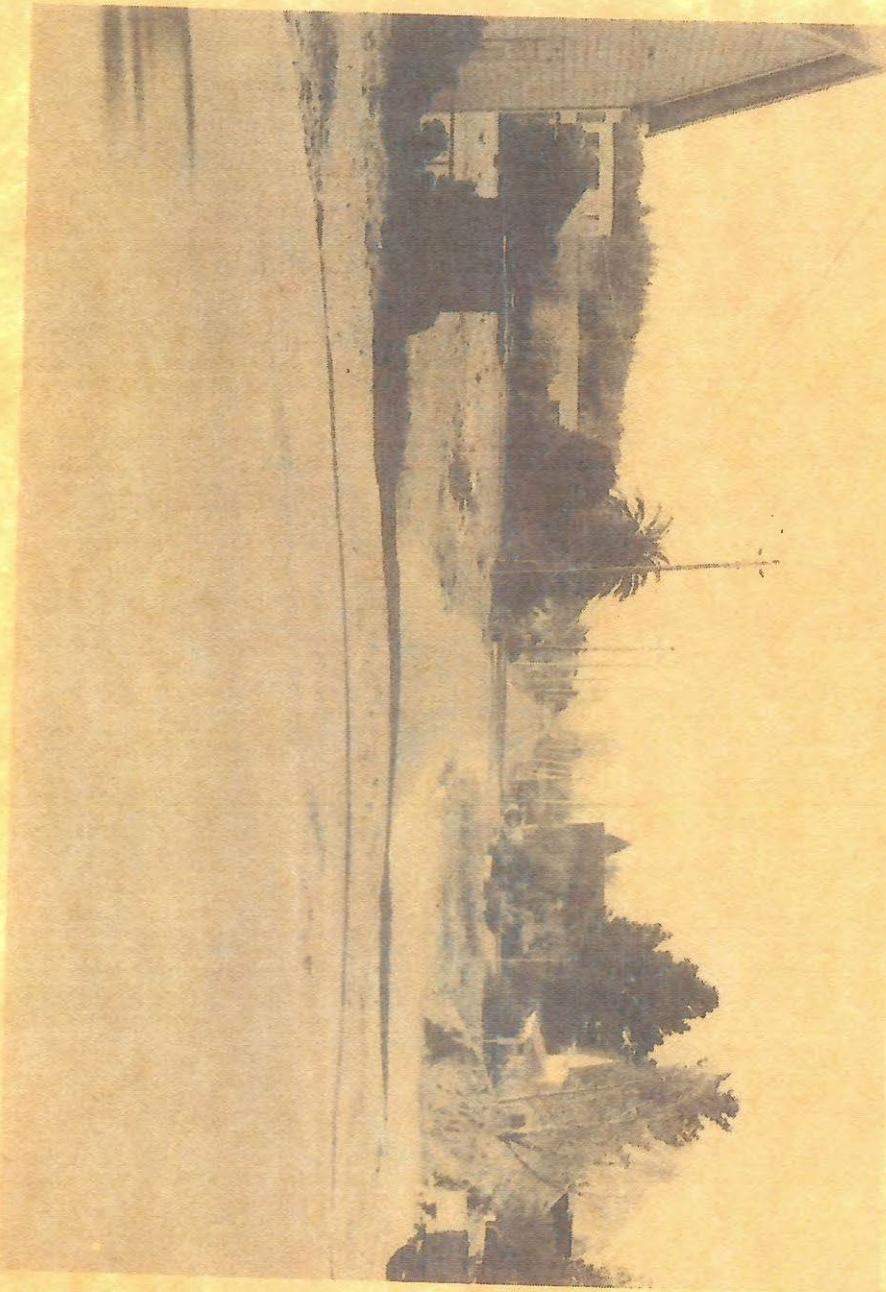
DISCOVER THE EARLY DAYS OF BAYSIDE

■ A WALKING TOUR ■



From a postcard postmarked 1909. Looking south on Arcata Road at the intersection with Jacoby Creek Road. Flanigan, Brosnan and Co. railroad in foreground and company store to the right.

Jacoby Creek School • Bayside, California • March 1988



Looking south on Arcata Road at the intersection with Jacoby Creek Road. February 1988 (Jerry Parker)

*Introduction
Map of Bayside
Bayside Walking Tour ...*

Jacoby Creek Sch
Railroad Bottoms
Jacoby Creek Whai
Water Tower.....
Morton House.....
Anwick House.....
Jacoby House.....
Bunk House.....
Bayside Market...
Dexter House.....
Bayside School.....
First Bayside Sch
Grange
Good Templers Ha
Flannigan & Brosn
Wilson House.....
Bayside Communitt
Addendum
Jacoby Creek Loggi
Jacoby Creek Quar
Stephens Journal

<i>Introduction</i>	
<i>Map of Bayside</i>	
<i>Bayside Walking Tour</i>	
	SITES
Jacoby Creek School.....	1
Railroad Bottoms.....	2
Jacoby Creek Wharf	3
Water Tower.....	3
Morton House.....	4
Anwick House.....	5
Jacoby House	6
Bunk House.....	7
Bayside Market.....	8
Dexter House	9
Bayside School.....	10
First Bayside School.....	11
Grange	12
Good Templers Hall	13
Flannigan & Brosnan Shingle Mill	14
Wilson House.....	15
Bayside Community Presbyterian Church.....	16
	17

Table
of
Contents

Addendum

Jacoby Creek Logging
Jacoby Creek Quarries
Stephens Journal

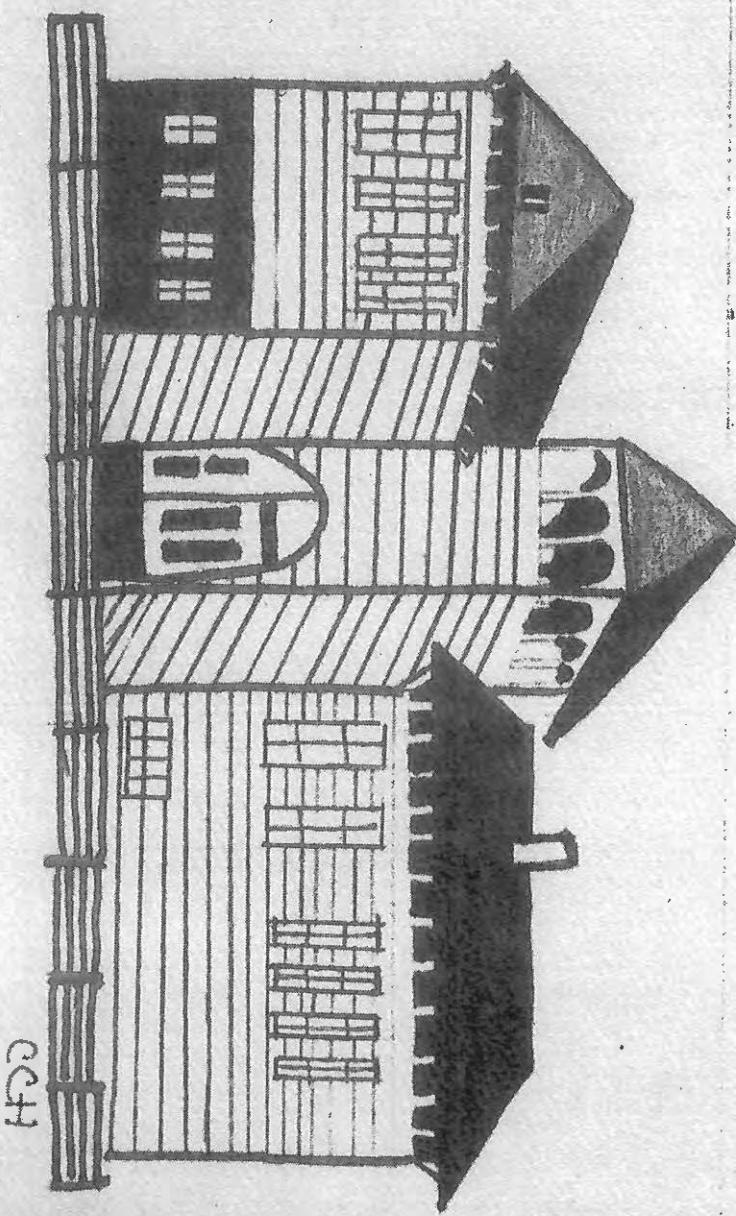
Time Line
Sources of Information
Project Staff and Credits

INTRODUC

Jacoby Creek School watershed area. We chose a historical walking tour was Creek School's knowledge of Bayside.

Before we put together research as possible pictures of different according to the pictures. This walking tour of the Bayside area, however, book. It takes approximately one mile tour.

We hope the watershed the Bayside community.



Cailin Henderson

INTRODUCTION

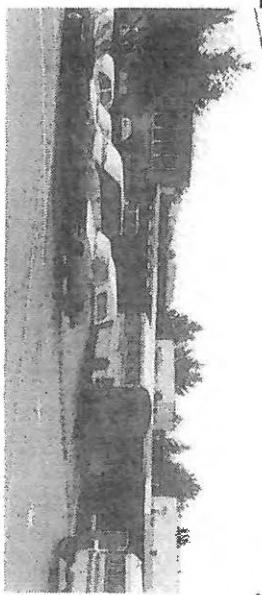
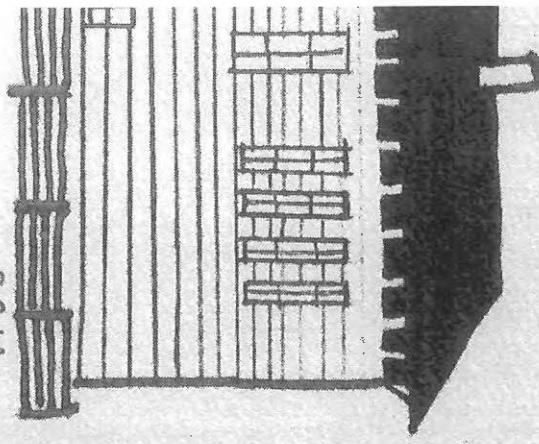
Jacoby Creek School is undertaking a school-wide study of the watershed area and the surrounding Bayside community. We chose a historical walking tour book as our project. This walking tour was put together by twelve students of Jacoby Creek School's seventh and eighth grades to share our knowledge of Bayside with the community.

Before we put this walking tour together we did as much research as possible from many different books. Later, we took pictures of different sites. Students also drew the sites according to the pictures.

This walking tour takes you to many places in the outlying Bayside area, however only selected sites were included in our book. It takes approximately one hour to complete this two mile tour.

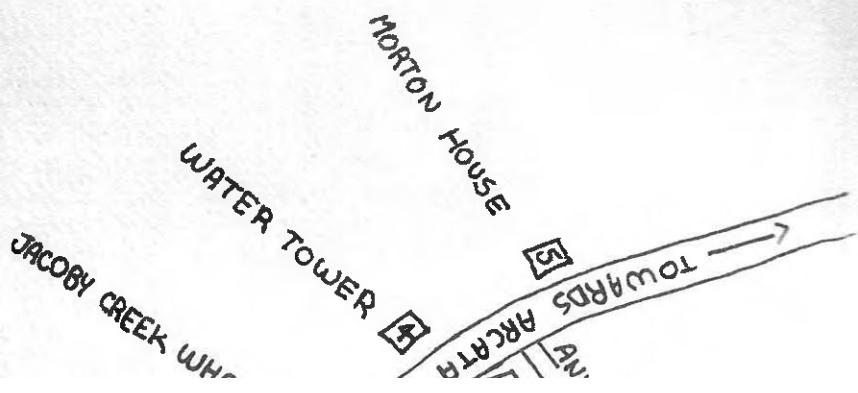
We hope the walkers of this tour will enjoy learning about the Bayside community.

CCH

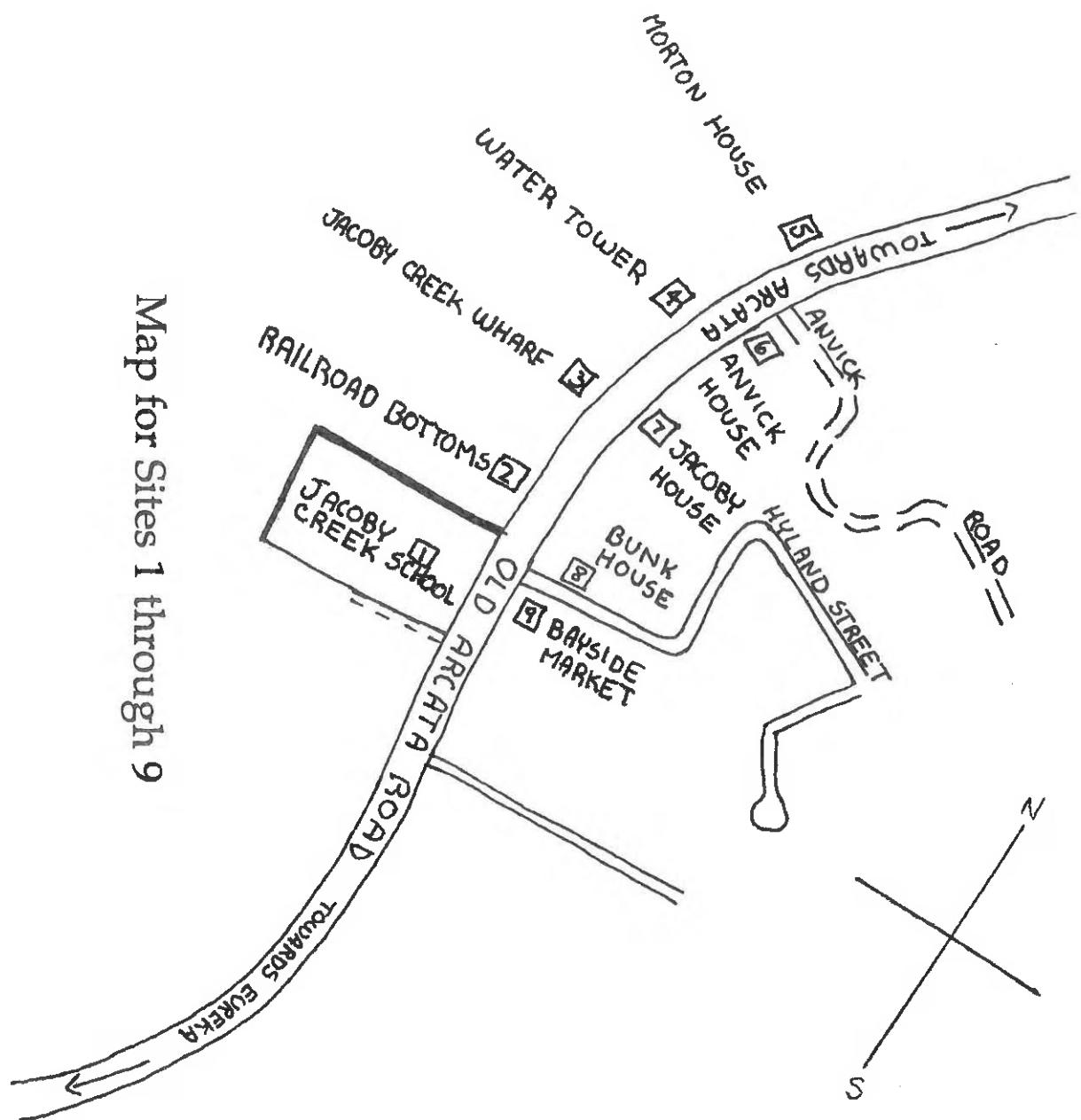


THE INDIAN TRAIL

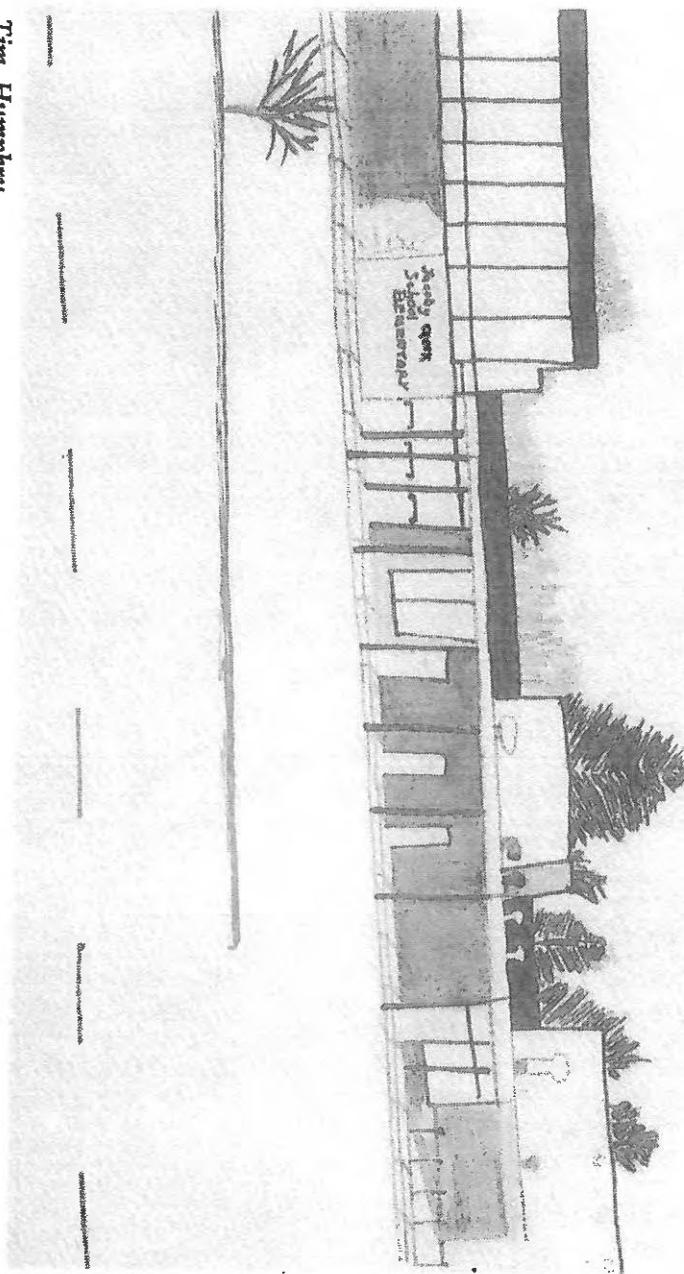
For many years after the first white settlers arrived there were no roads, only old Indian trails. As time passed, people started to settle along the trails and a wider road was needed to support the new wagon traffic. The road was never substantial and needed many repairs. These small repairs finally led to a more desirable paved road, but it still had many problems.



Settlers arrived there
time passed, people
er road was needed
e road was never
These small repairs
but it still had many



Map for Sites 1 through 9



JACOBY CR
1617 Old Arcat

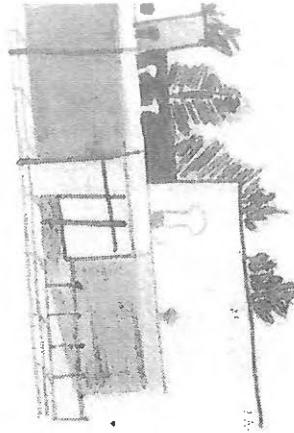
We start our tour when the second signal is more.

built during 1956 "Truth-Liberty-Tolerance" West on September 1 (for grades 1-8), a and a multi-purpose added and later in built in 1968. In 1971 accommodate the g

Walk north out
Arcata Road. Follow

JACOBY CREEK SCHOOL, c. 1957

1617 Old Arcata Road, Bayside



We start our tour at the third school. It was constructed when the second school was not large enough to be used any more.

The need for a larger school was seen in the 1950's. It was built during 1956 and finished in 1957. It was dedicated to "Truth-Liberty-Tolerance" by the Native Sons of the Golden West on September 29, 1957. This school had seven classrooms (for grades 1-8), a kindergarten class, offices, supply rooms, and a multi-purpose room. In 1959 four classrooms were added and later in 1973 two more were annexed. A library was built in 1968. In 1987 a trailer was parked next to room 13, to accommodate the growing enrollment.

Walk north out of the parking lot on the west side of Old Arcata Road. Follow the sidewalk for 1/10 of a mile.

SITE
1



Jayson McCauliff

Up in the hills the trees were cut and put on this train. They were then hauled down to the wharf.

SITE

2

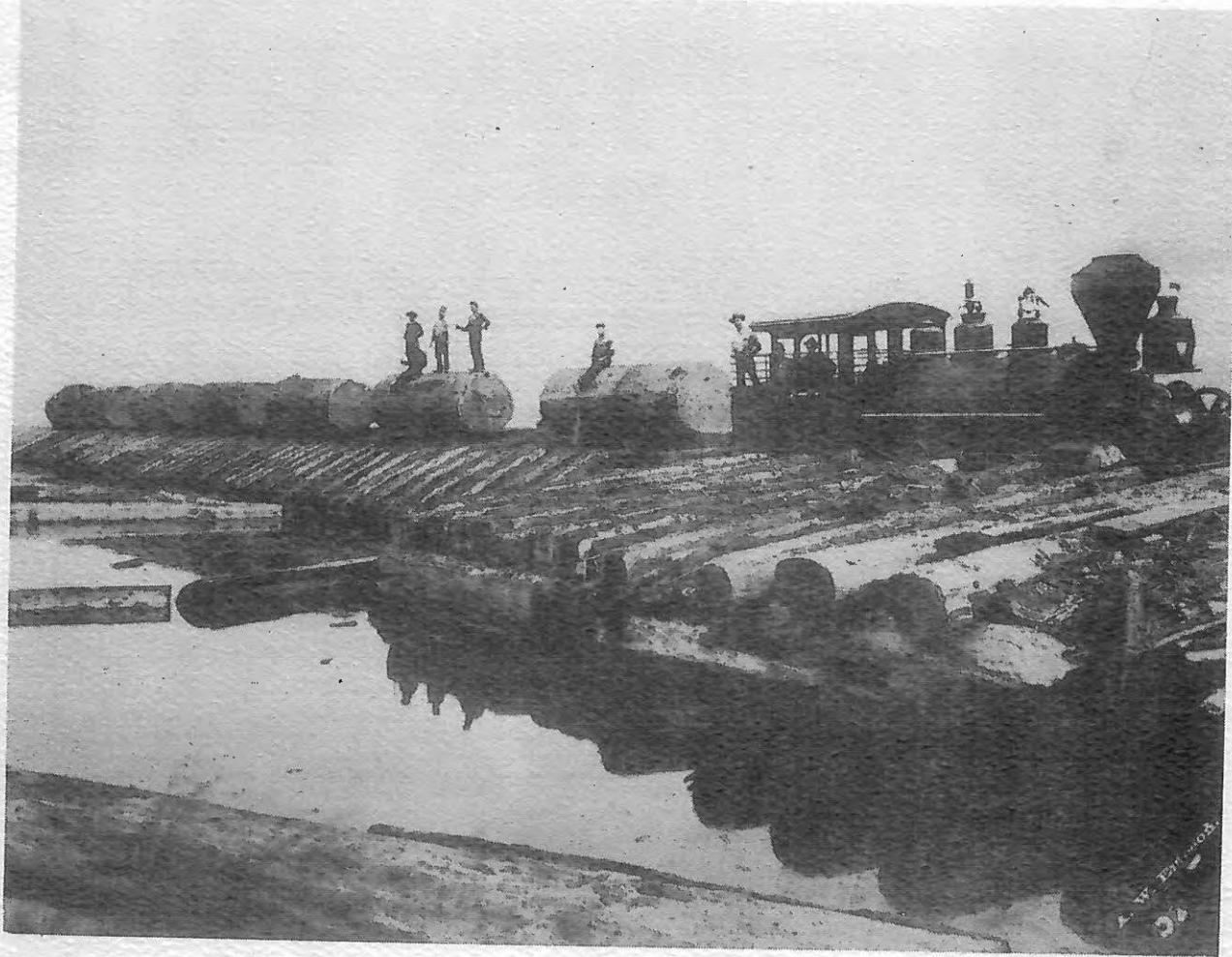
RAILROAD BOTTOMS

If you look across the pasture to the line of trees you will see the site of the Flannigan & Brosnan Railroad.

Flannigan and Brosnan was the largest railroad company in Bayside from 1882 - 1905 when they sold out to the Warren Timber Company of Pennsylvania. It was used to haul shingle bolts to their mill. Starting in May of 1889 until August of 1899 the railroad was used to haul rock from the quarry to build the jetty at the mouth of Humboldt Bay.

A common locomotive was the Shay. It was said to have run off the track and into Jacoby Creek.

Continue walking north on the sidewalk for about 1/10 of a mile. Look across the pasture land and notice the bay.

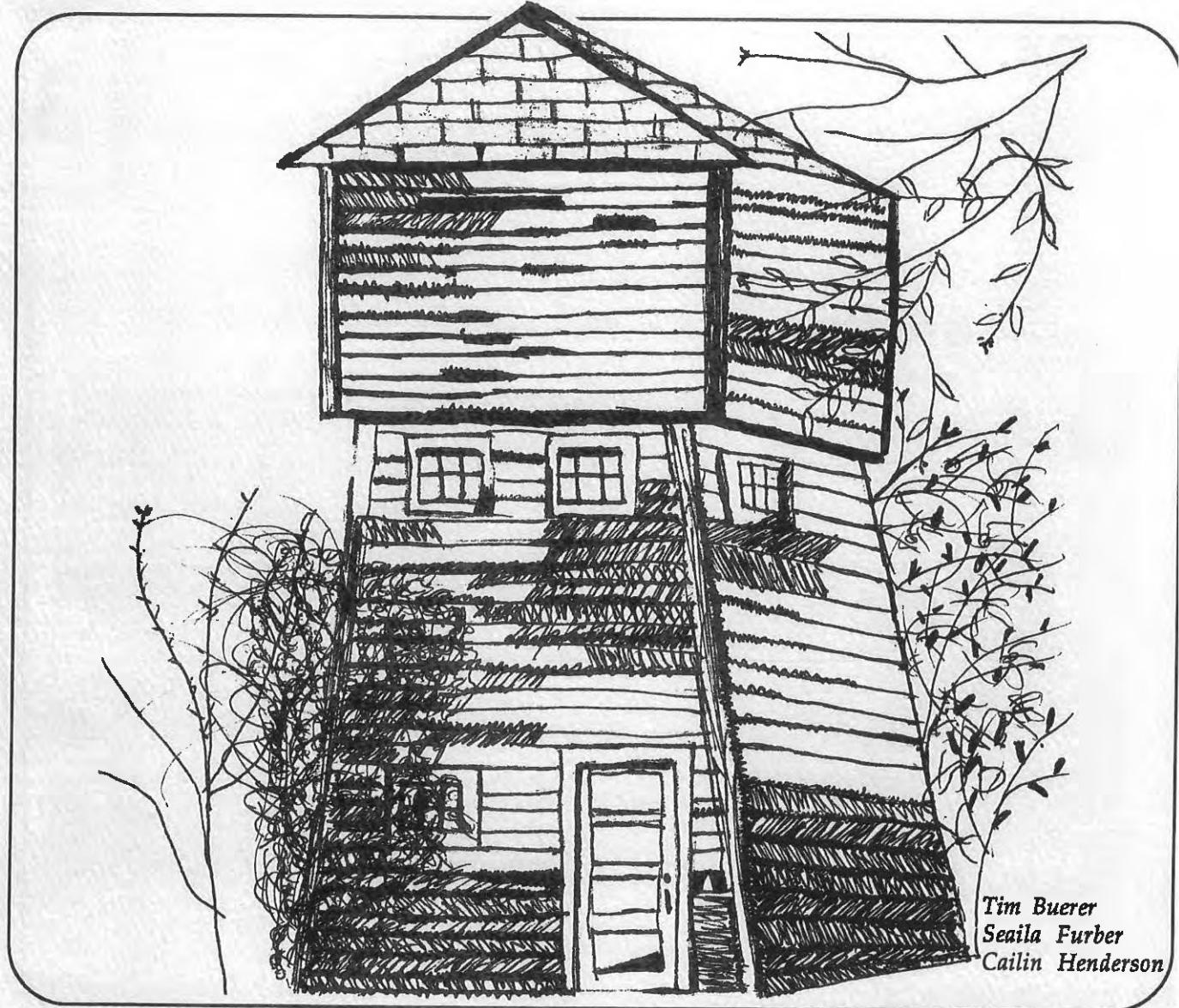


SITE
3

JACOBY CREEK WHARF

As you look west, you will see the bay, the site of the Jacoby Creek Wharf. The northern end of Humboldt Bay is called Arcata Bay. The bay was used for transportation during the Gold Rush Era as a route to the Trinity Mines and later on for the logging industry. It had three sets of tracks for pushing railroad cars on barges that then took the cars full of rocks to the jetty.

Continue walking north on the sidewalk for 1/10 of a mile.



Tim Buerer
Seaila Furber
Cailin Henderson

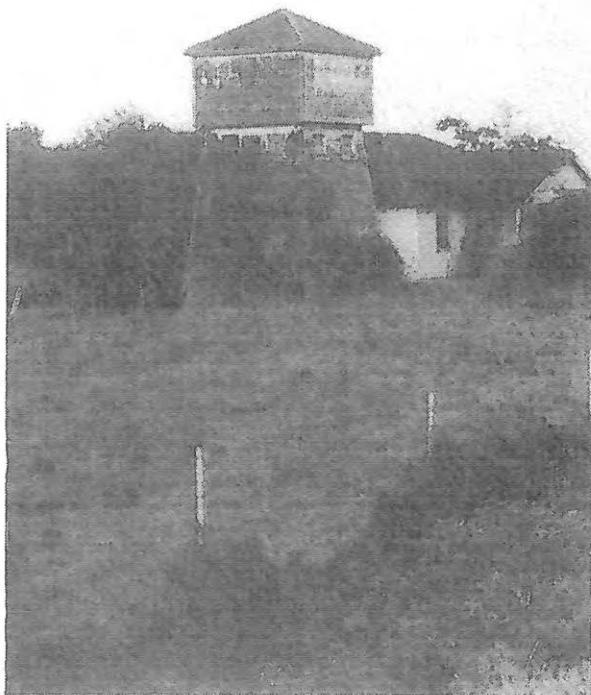
SITE

4

WATER TOWER

You will come to a large three story tower. The Trinidad water tower is three stories high with a pyramid shaped wood roof. The windows have plain molding and a single sash divided into three panes. The tank is said to come from the old Trinidad Whaling Station.

Continue down the path until you reach a large, light green two-story house next to an open field. It is about 2/10 of a mile to the north.





On November 18, 1987 Mrs. Emma Anwick spoke at the "Thirtieth Birthday Celebration" of the newest Jacoby Creek School building. In attendance were present and former board members, all staff members, 346 students and reporters from the two local newspapers, as well as many guests. Mrs. Anwick told us about her experiences and memories of education in the early days of Bayside. The Jacoby Creek School District was established in 1875.

ANVICK HOUSE

c. 1889

The Anvick House was built by Josiah Lauffer on a small hill or knoll in late 1889. The house's build is a saltbox shape, much like the build of other 19th century homes.

The house passed from Lauffer to the possession of Charles Grotzman. He passed it to Andreas Anvick in 1901. It is presently owned by his daughter-in-law, Emma, who was teacher and principal at Jacoby Creek School for many years.

Continue striding south about 1/10 of a mile. On your left is a little house. It is the Jacoby House.

SITE
6



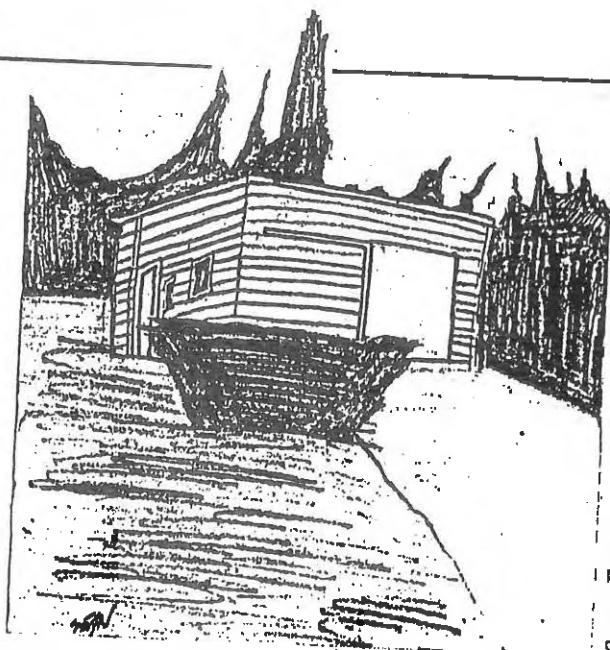


BUNK HOUSE

This structure was part of a series of cabins for the lodging of shingle mill workers. There were six cabins in all built by Andres Anvick, father of Clarence Anvick, Mrs. Emma Anvick's husband. They were built in 1882. The materials were supplied by the Flannigan Brosnan Shingle Company. The cabins were built completely without two by four studs at a cost of \$60 per building.

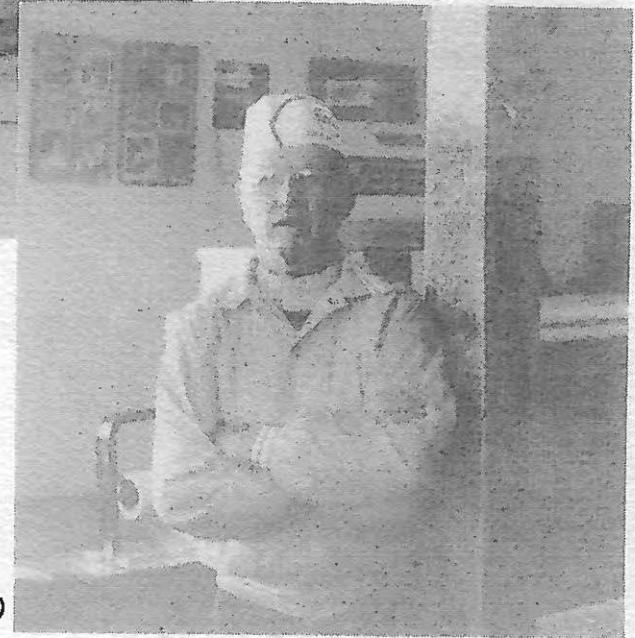
This cabin was moved from the sawmill to its present location to serve as a garage.

Now proceed to the Bayside Market, located across the street from the bunk house.

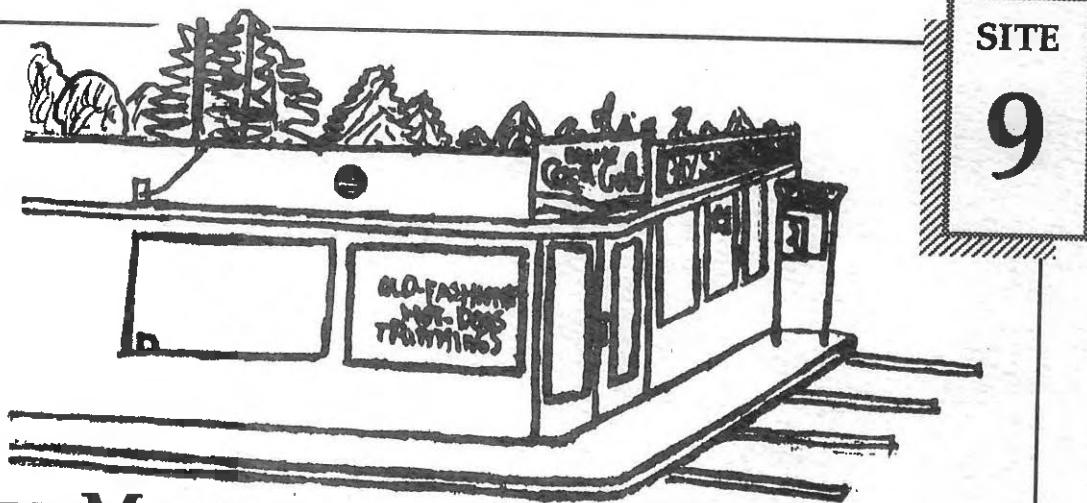


Sean Fraser

SITE
8



Hank Johnson, February 1988 (Fern Anderson)

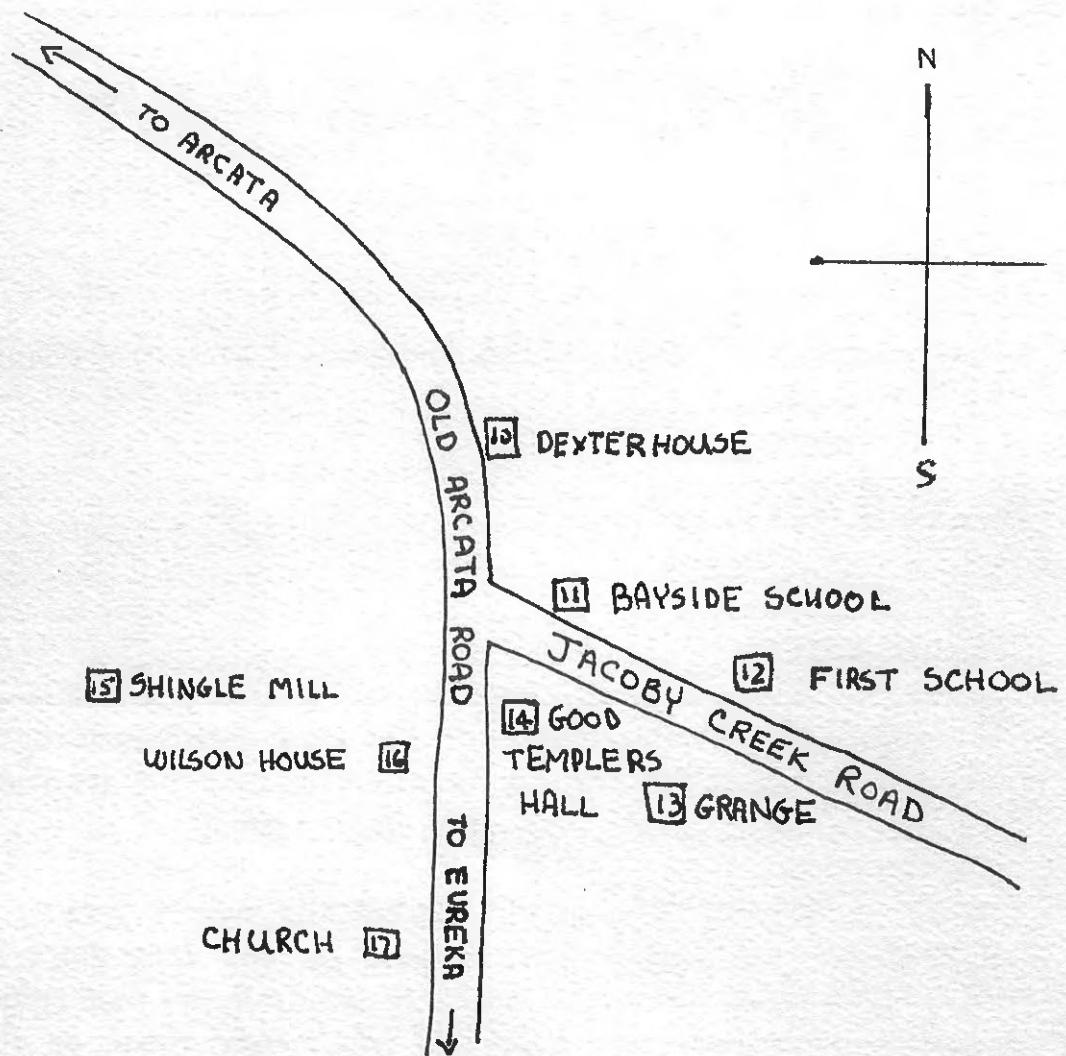


BAYSIDE MARKET

Tim Buerer

This is the Bayside Market, locally known as Hank's. Hank Johnson bought it in November of 1959 for about \$12,000 from Ernest Berglund. It is popular for after school snacks and a good hangout. Twenty years ago the local families bought everyday groceries. Hank's is now famous for its old-fashioned hotdogs. Give them a try, they're great!

After passing by the Bayside Market and maybe getting a bite to eat you can walk or jump in your car and drive down to the Old Post Office (Dexter house). It can be found just before the corner of Jacoby Creek Road and Old Arcata Road, on the left side of the road. It is about 3/10 of a mile from the Market.



Map for Sites 10 through 17

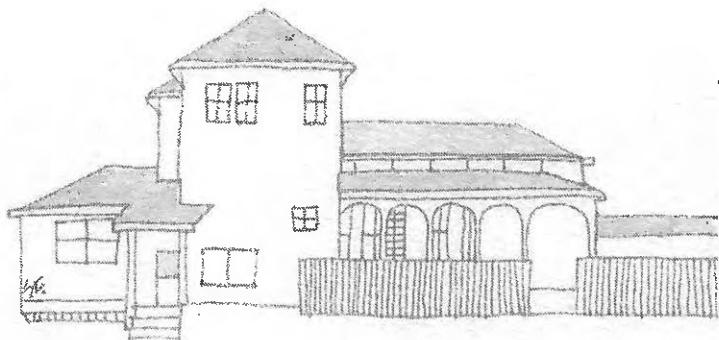
DEXTER HOUSE

The large white house is the Dexter house.

The establishment of the fifth Bayside Post Office in 1886 made the name "Bayside" permanent on the Humboldt County map. David Frost Dyer was the first person to work there, changing his occupation from farmer to postmaster.

This post office was small and did not have the facilities to accommodate the increasing volume of mail. So the sixth and present post office (as of 1987) was built. If you look to the right of this house you will be able to see the sixth post office.

Continue walking on the left side of the straight road, until you come to a large white house (with three sections and a bell tower) located behind many trees. It is approximately 1/10 of a mile from your last stop.



SITE
10

Sean Fraser





A photograph (1938) courtesy of Mrs. Lillian (Baldry) Monroe, sixth from left, top row. Other teachers are Miss Stromberg, bottom left, and Miss Verda Getchell (Grahan), bottom right.

SITE

11

BAYSIDE SCHOOL, c. 1903

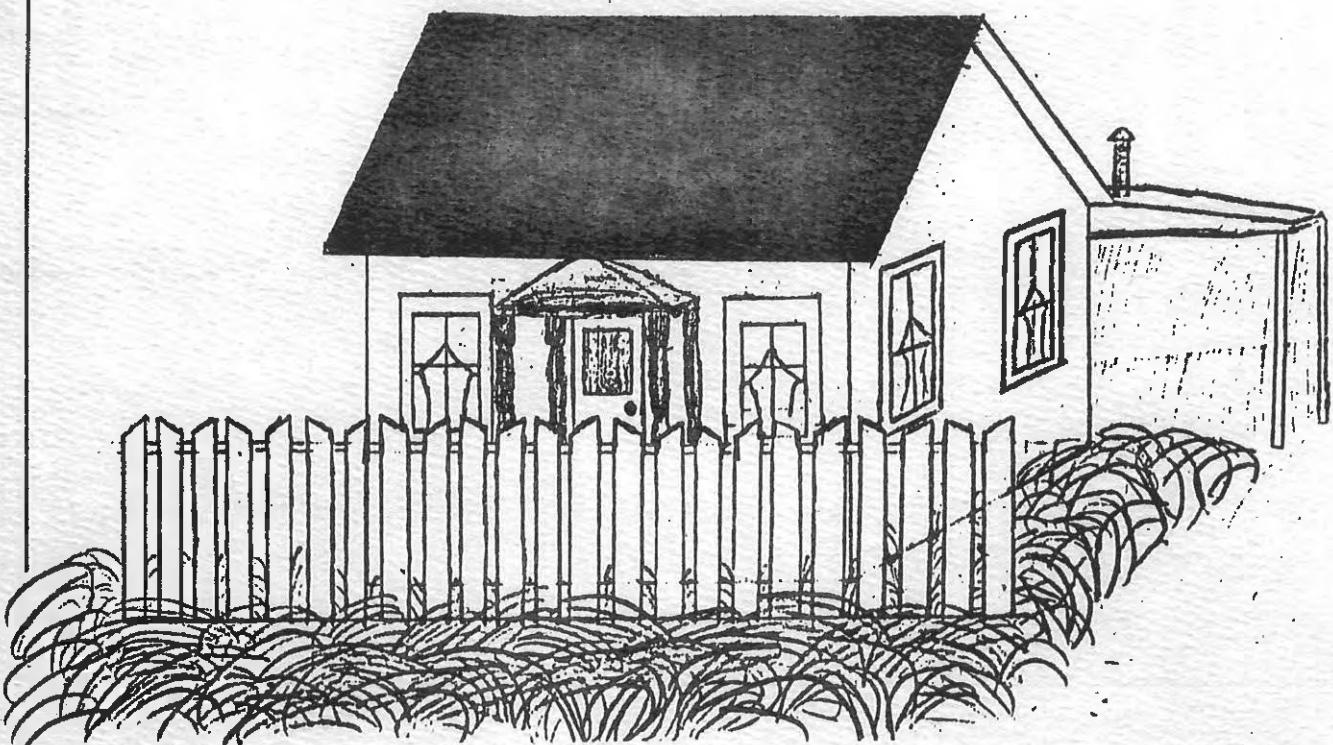
In 1902 the trustees signed a contract for a new school to be built, since the first school was too small. In May, 1903 the Jacoby Creek School was finished. The second school was much larger than the first school, containing two large rooms. Each room had a wood stove. One room was the "Big Room," the other, the "Little Room." At recess the kids played a game called "Statues" and ran relays. Later another room was added to the school to give it three rooms.

Walk south down the road about 2/10 of a mile until you come to a tall one story house on the left.



Photo: 1935





Tim Buerer

SITE
12

FIRST BAYSIDE SCHOOL, c. 1876

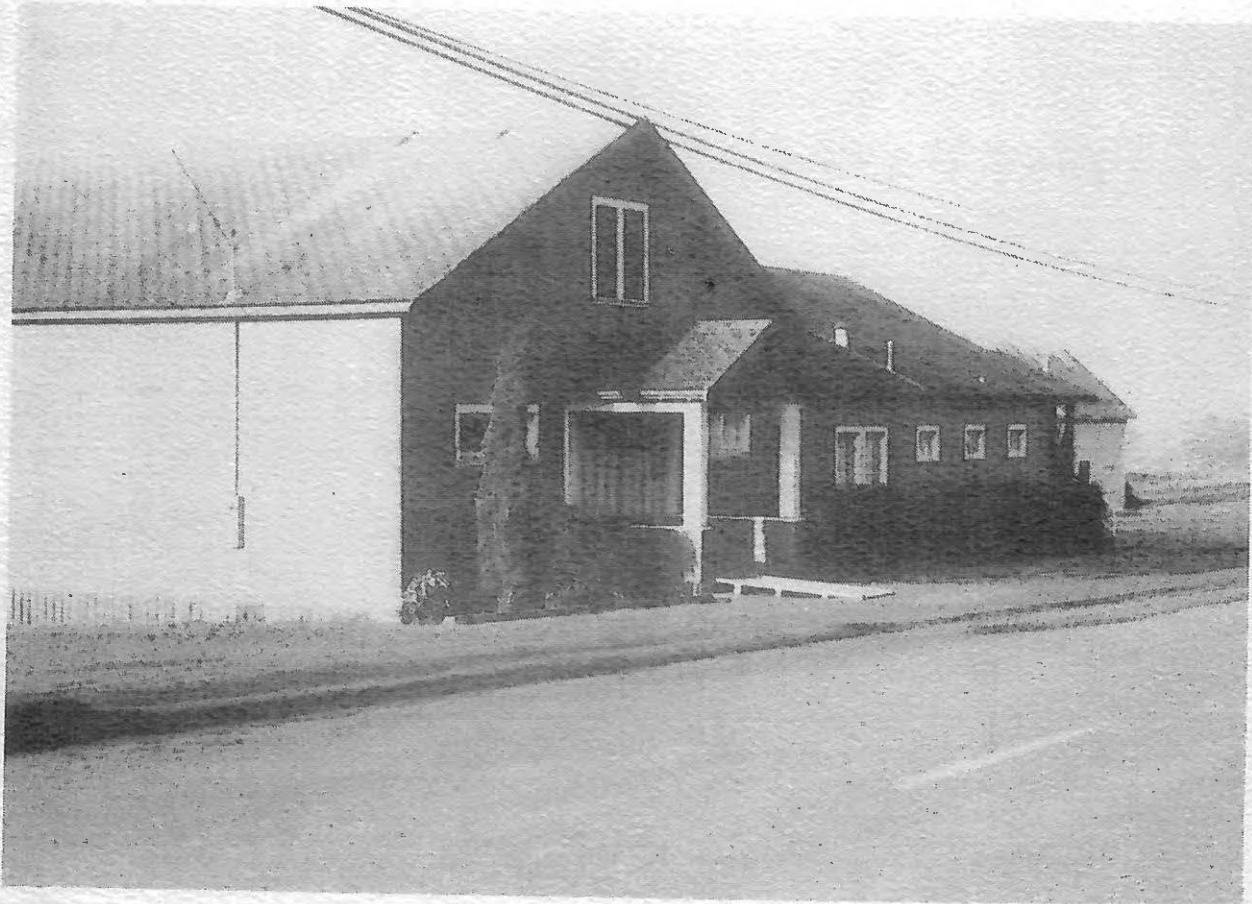
Moved 1903

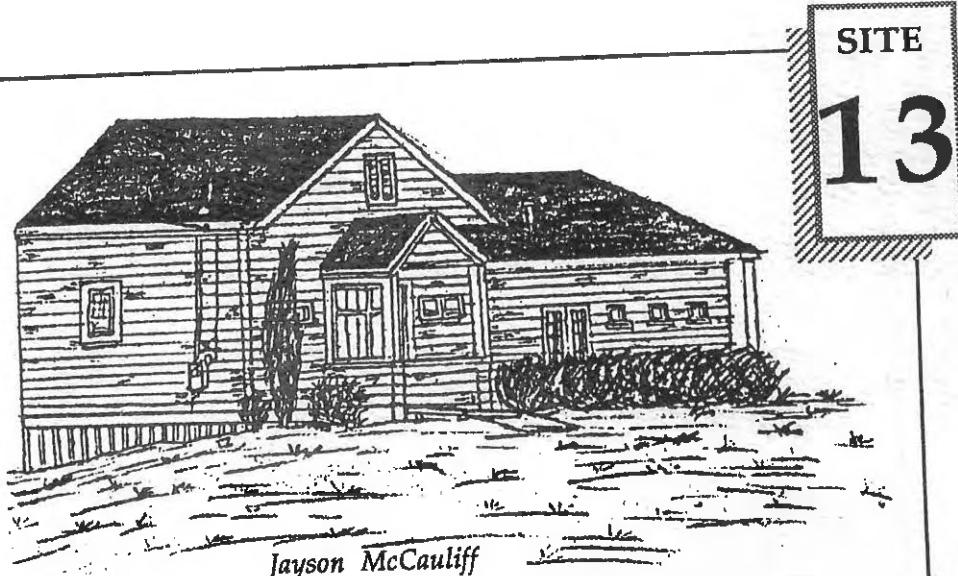
The building coming up was the first Jacoby Creek School. This school house was organized in 1875 by the citizens of Bayside. It cost \$550 to build when it was completed in March of 1876.

Miss A. F. Tanson of Arcata was the first teacher to be hired. She was followed by Mr. E. B. Greenough. School was held during the spring, summer and fall months.

Many years later the school was overcrowded which led to the building of the second school house. When the second school was completed, the first school was cut in half and both halves were moved up the road and used as homes. Later one burned down, leaving only one to be used as a home.

Walk back towards the second school. The next site is the Bayside Grange located on your left.





GRANGE

Jayson McCauliff

The Bayside Grange is one of the seven thousand subordinate granges in the world. The ground work was prepared by Frank Maxwell. A charter was given at Washington D.C. on January 1, 1933. There was once a Community Hall in place of the grange where their first meetings were held; later the grange was built. The Bayside Grange was used for drill teams, dances, card parties, and huge public dinners.

Walk next door to the Bayside Community Hall.





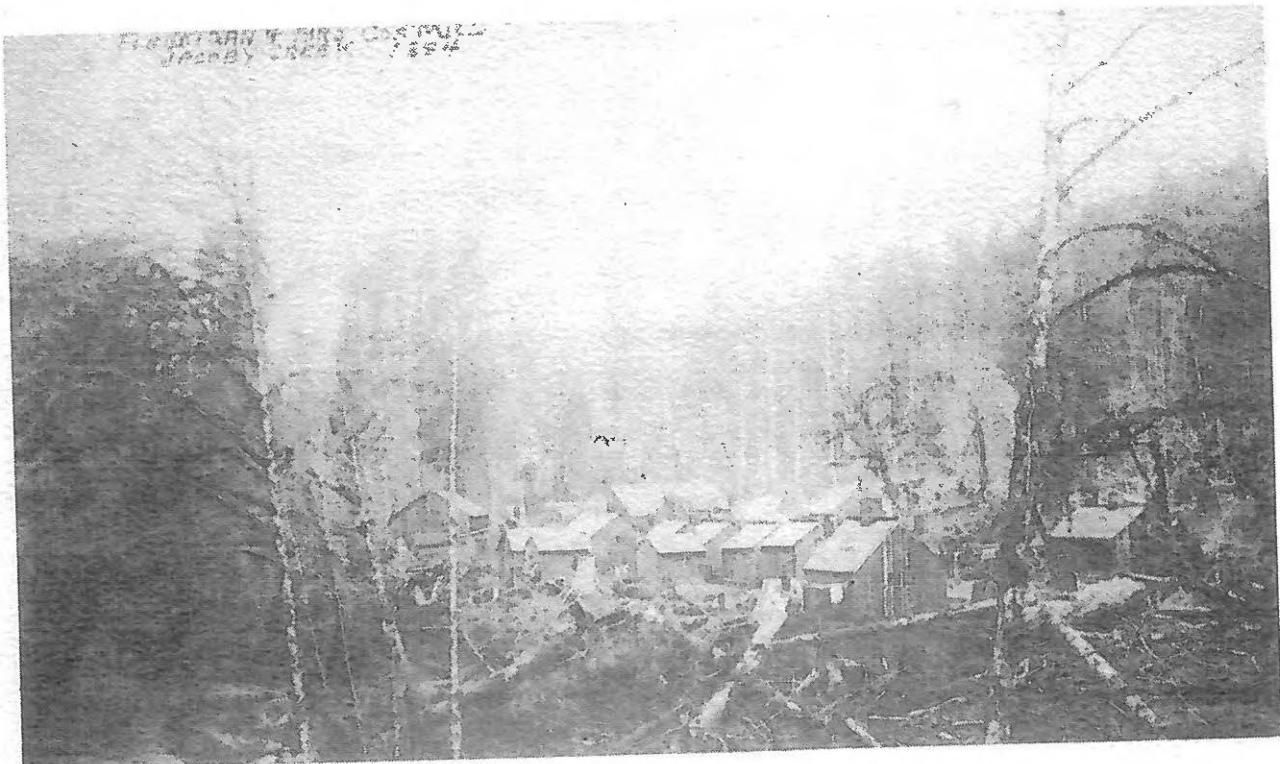
GOOD TEMPLERS HALL

In the year 1882 a hall was built by Myrtle Encampment No. 3.

This Hall was called the Good Templers Hall, or Temprence Hall. Church services were held in the hall along with Sunday School, Young Peoples Christian Endeavor, and all social gatherings.

The building is still being used at the present time. For a while the hall was called the 4-H hall, but is now called the Bayside Community Hall.

West of Jacoby Creek Road is the site of the Flannigan & Brosnan Shingle Mill.



Flannigan Bro. & Co.'s camp, Jacoby Creek, 1884
It is thought that this early mill site was located up Jacoby Creek.

SITE

15

FLANNIGAN & BROSNAN SHINGLE MILL

There were several sawmill sites in Bayside during its early years. One of the first three mills recorded was the Dolbeer & Carson Shingle Mill. It was located on the Bayside cutoff.

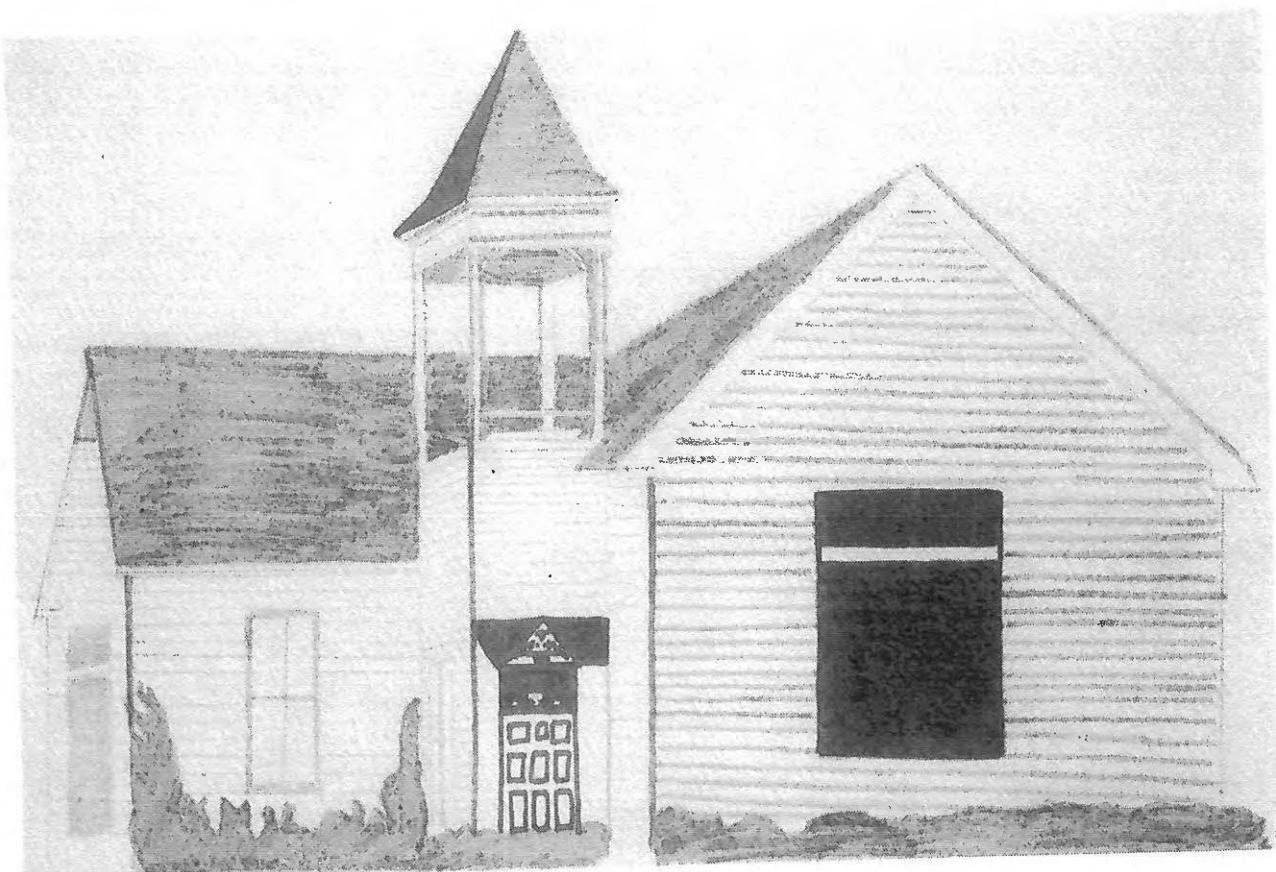
The second mill was Flannigan & Brosnan Shingle Mill. This mill was located right across from the Dexter House (old post office), which is the site you are at now.

The third mill was Johnson & Son. It also was a shingle mill located along Jacoby Creek Road.

Almost all the mills in the area had one or more cookhouses nearby.

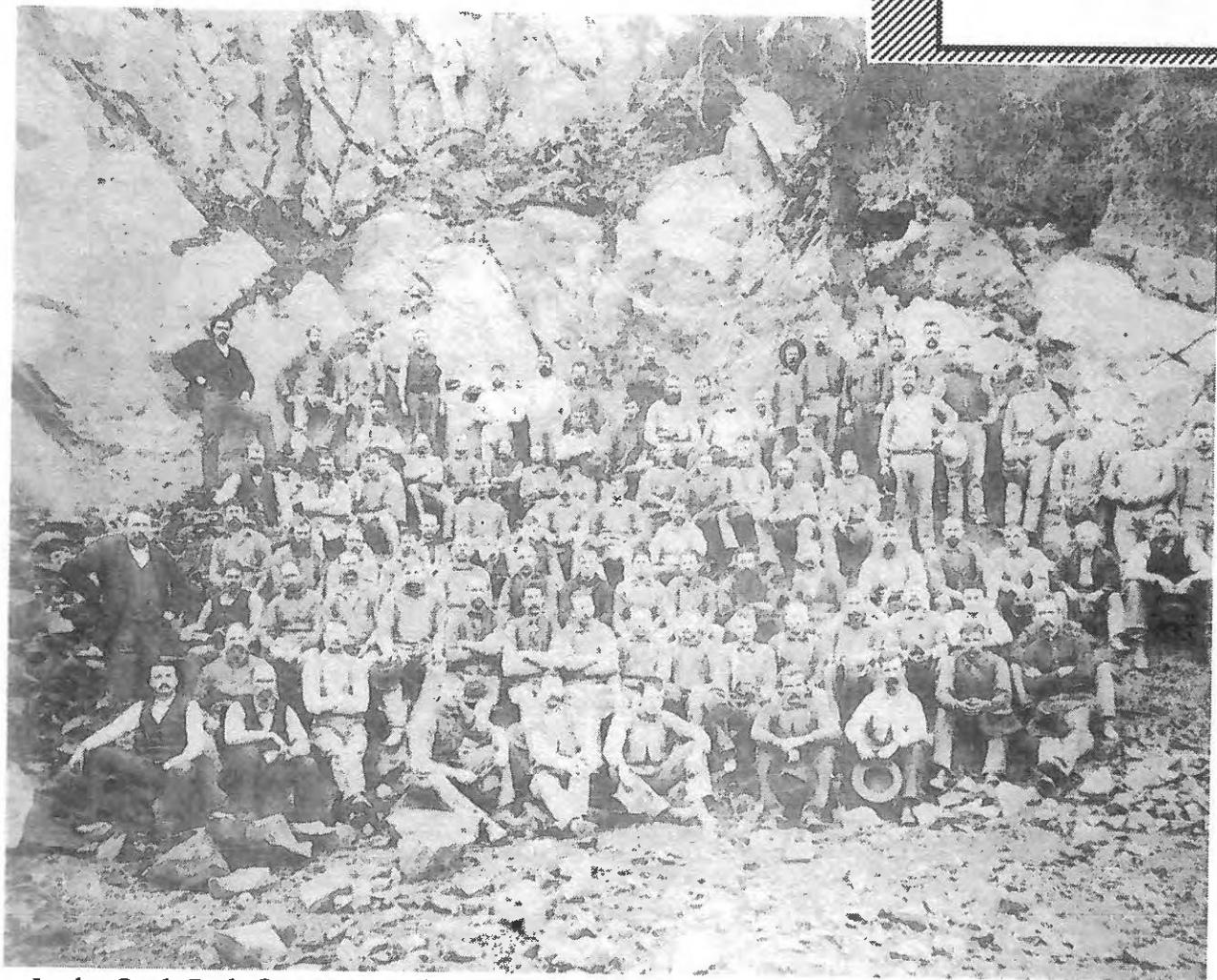
*The white house
south of the mill site is
Mr. Rollin Wilson's
house.*



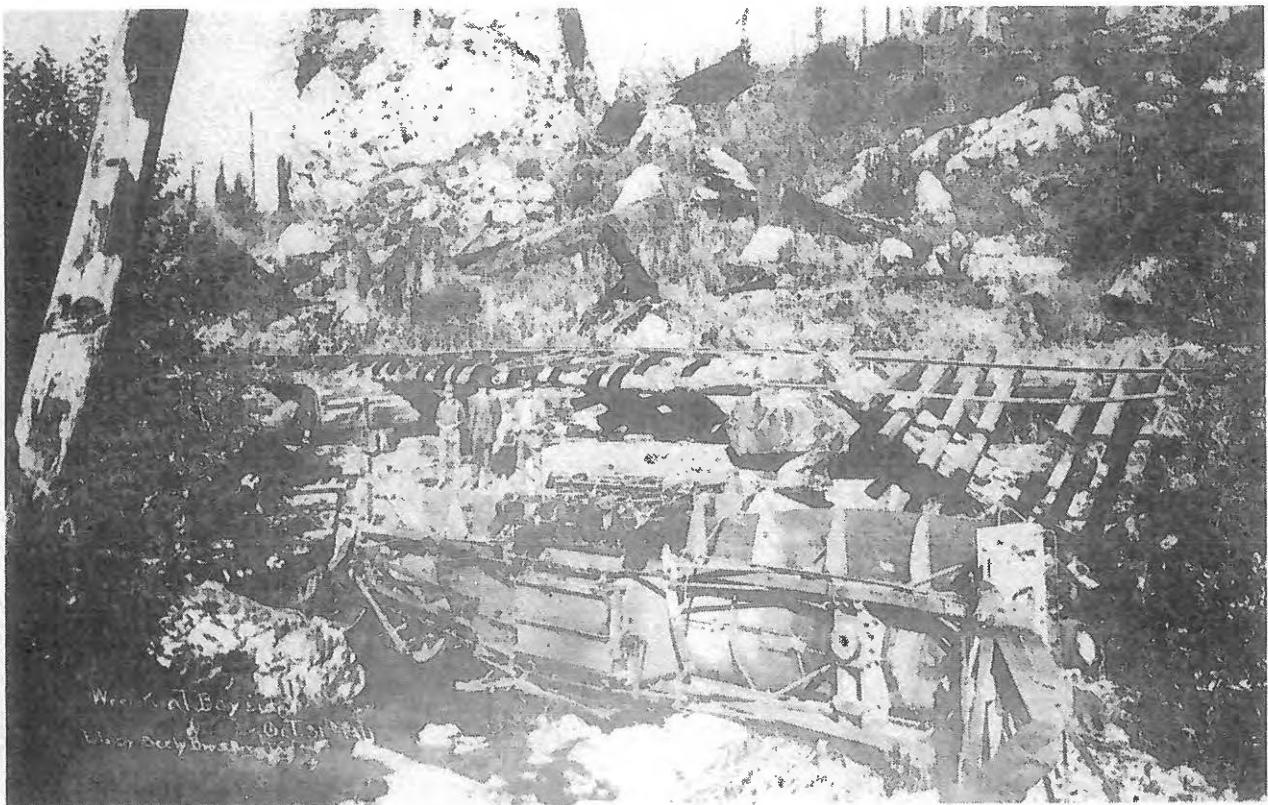


Camille Brickwedel

ADDENDUM



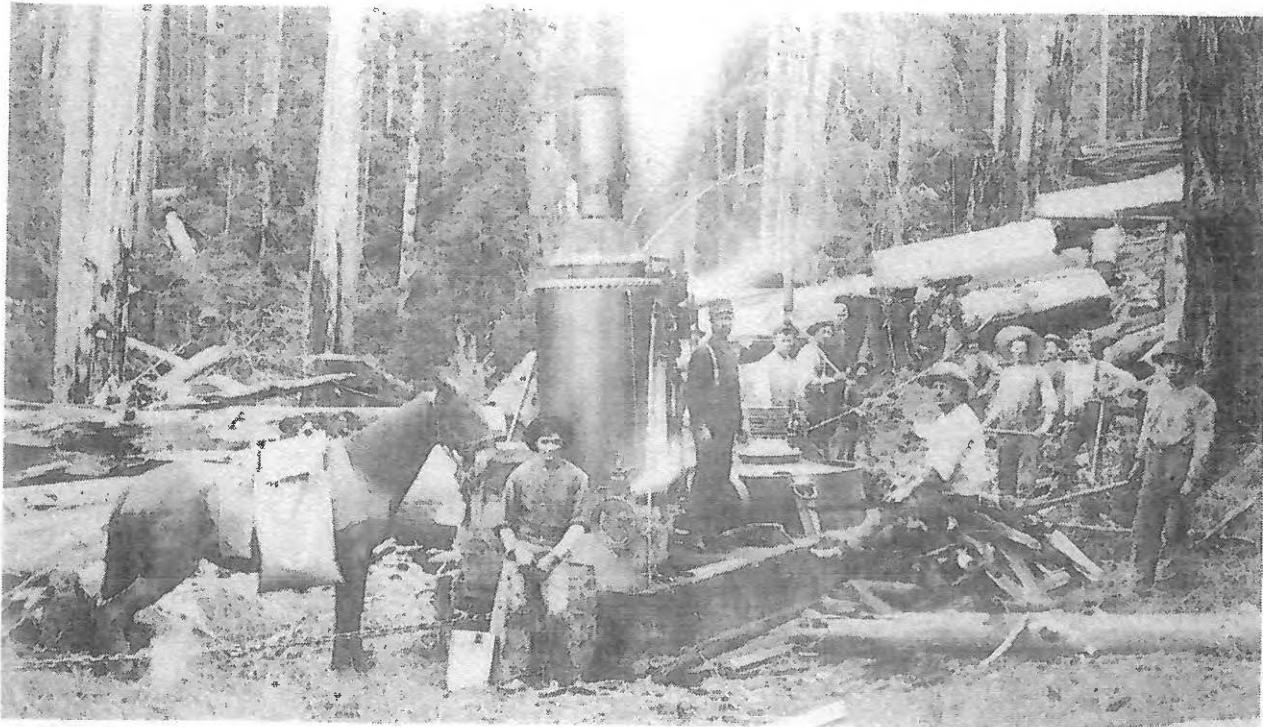
Jacoby Creek Rock Quarry, Bayside, California



RAILROADING ACCIDENTS NEAR JACOBY CREEK

The engine pictured here fell from the tracks on October 31, 1911 at a location above the quarry. Mr. Rollin Wilson remembered that the two man crew was badly injured from steam burns.

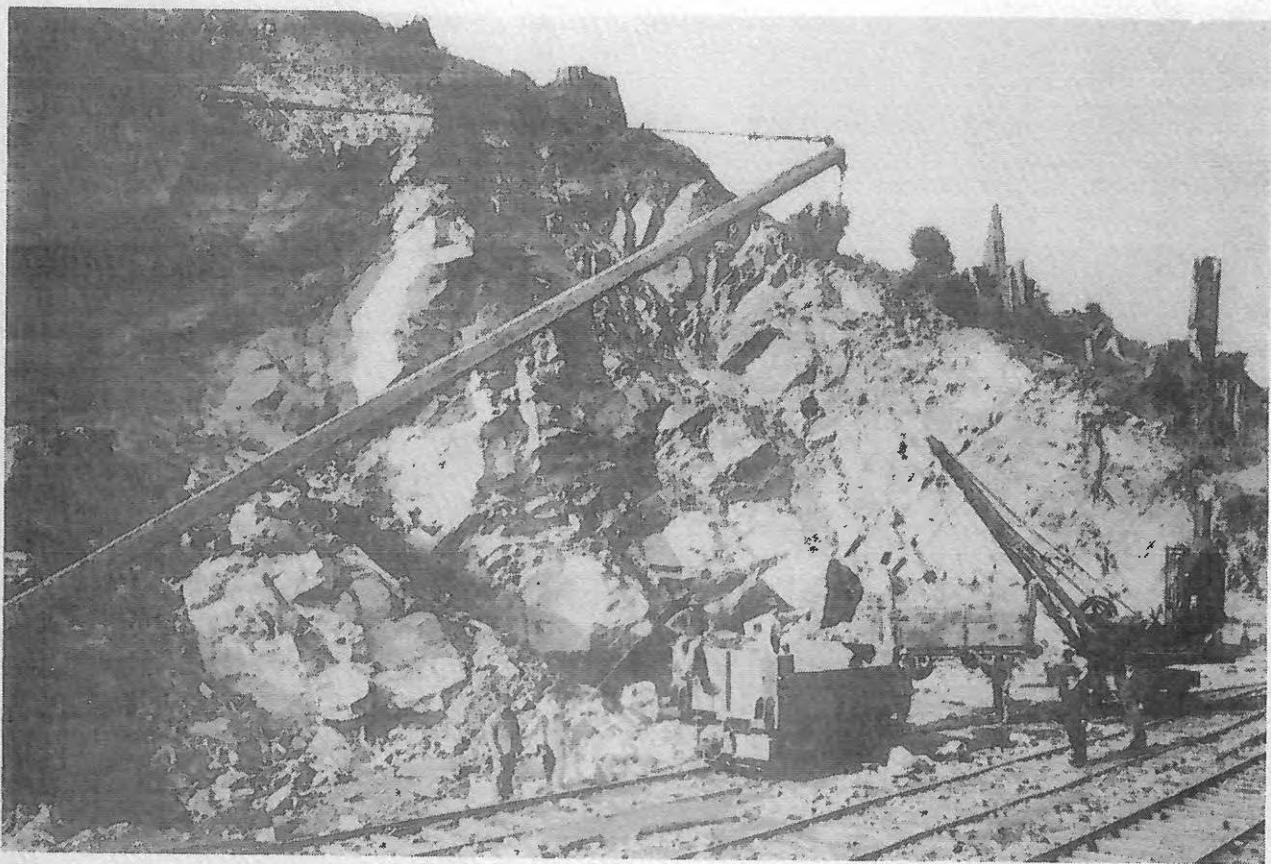
A previous near disaster occurred on February 2, 1893 when a flat car loaded with shingle bolts got away from a crew up Jacoby Creek and started coasting down the grade. Quick thinking and fast action from Dan Flanigan diverted the car at the last minute onto a side track, missing the mill. The loaded car crashed into an empty flat car with such force that it threw the load of bolts far beyond the empty car. The steel rails bent like melting wire and the area was a mass of wreckage.



DOLBEER DONKEY - 1881

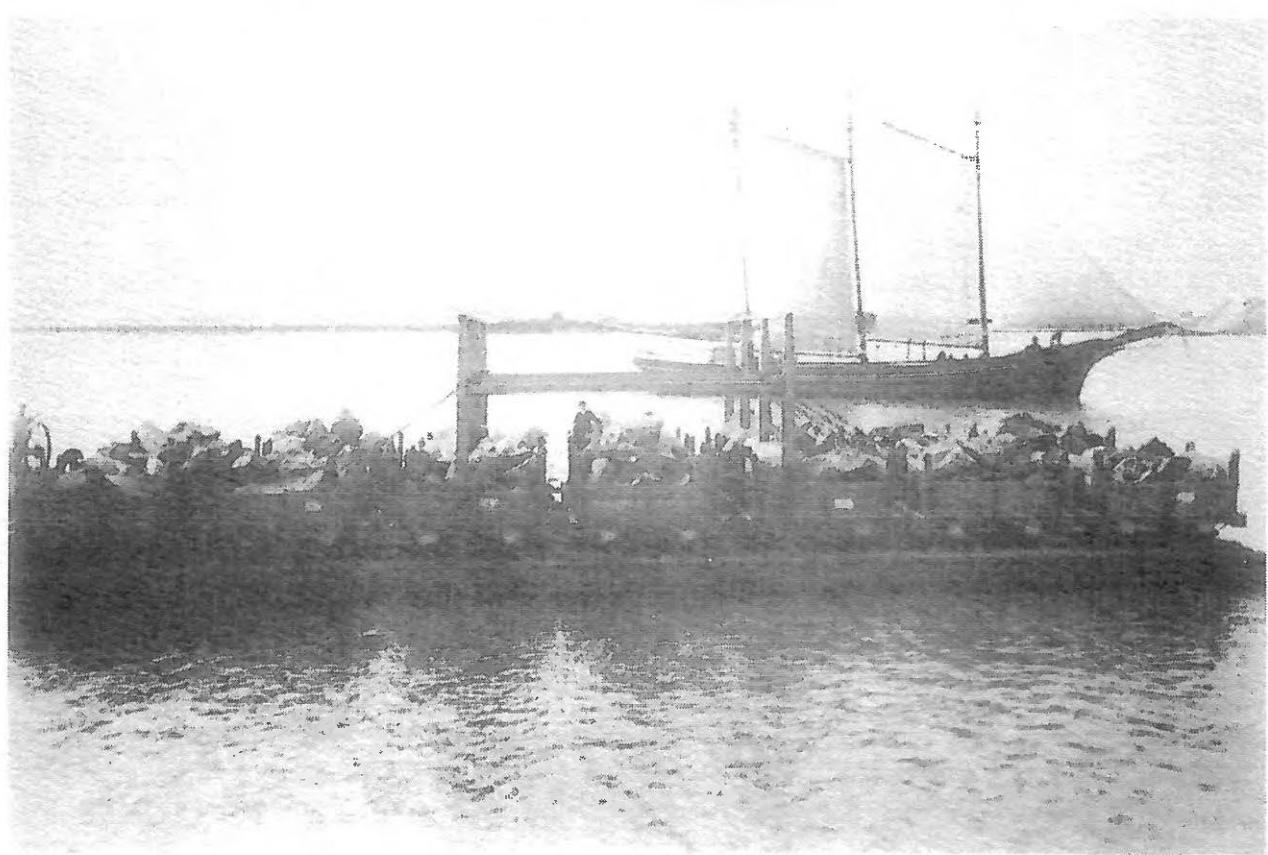
Operating an early Dolbeer donkey required the services of three men, a boy and a horse. The "choke setter" attached the line to the log; the engineer or "donkey puncher" tended the steam engine; and a "spool tender" guided the whirring line over the spool with a short stick. The boy, called a "whistle punk," manned a communicating wire running from the whistle on the donkey engine. As soon as the log was in, or "yarded" it was detached from the line; then the horse hauled the line back from the donkey engine to the waiting choker setter and the next log.

From: Genzoli, Andrew. *Frontier Moments From the Humboldt Historian*. The Humboldt County Historical Society, Eureka, California. 1982



ROCK QUARRY OPERATION

During the ten-year period between 1889 - 1899 over a million tons of rock was removed from the Jacoby Creek Quarries to construct the north and south jetty at Humboldt Bay. The rock at the quarries was handled by derricks and loaded into open box cars. Each car was capable of carrying from 10 to 12 tons of rock.



BOX CAR BARGES

The quarry rock was hauled by a locomotive down the Flannigan Brosnan & Co. railroad to barges moored at the wharf at the end of the long trestle into the bay. The barges were 30 feet wide by 100 feet long, containing three pairs of tracks, each barge capable of carrying 21 carloads of rock.

STEPHENS JOURNAL 1913 - 1917
Found by the Hawkins family, 1985

Excerpts

April 1, 1915

All Fools Day, and fishing season opened. Edith and Babe went fishing early in the morning and caught quite a few. Had fish for supper and the loveliest crab salad.

April 4, 1915

Easter Sunday. Charlie, Maggie and James came out on the morning train. Paddy called. Willie, Mama, Maggie, and Charlie took James to Alliance. Then we took Maggie and Charlie back to Eureka and brought Babe back. There was no end to burning today. Motors and machines. Bad day for ducks and drakes.

April 7, 1915

Edith, Babe, and I went fishing caught nine beauties. Congressman Kent sent a sack of seed.

April 24, 1915

Rained some today. Eleven wagon loads of Gypsies passed here today. Annie and Babe went to Eureka on the train and Maggie came home with them. Edith and I met them and escorted them home. I made Maura a gingham dress. Lee McCutcheon gave a dance in Watson's hall, but we'uns didn't go.

BAYSIDE TIMELINE

- ? Two thousand years before present, the Wiyote people lived near Jacoby Creek and Humboldt Bay
- 1850 First white men explore the area
- 1853 Augustus Jacoby builds house near present Bayside P.O.
- 1864 Indians attack Dyer's place
- 1867 Daily stage between Union (Arcata) and Eureka
- 1874 Railroad logging in Washington Gulch
- 1875 Start of Jacoby Creek School
- 1876 Flannigan & Brosnan Shingle Mill
- 1876 "Bayside" name chosen
- 1881 Invention of the Dolbeer Steam Donkey increased logging
- 1886 Railroad went seven miles up Jacoby Creek
- 1886 First Bayside Post Office
- 1887 Bayside General Store
- 1889 Rock taken from quarries for jetties
- 1899 Bayside Church completed
- 1903 Second Jacoby Creek School completed
- 1904 Flannigan & Brosnan Mill sold
- 1913 Redwood timber in watershed was exhausted
- 1920 Old Arcata Road was paved
- 1922 Railroad to Eureka was dismantled
- 1925 Highway 101 was opened
- 1945 General Store was razed
- 1957 Third Jacoby Creek School completed
- 1983 A portion of Bayside was annexed to the City of Arcata
- 1988 Walking tour of Bayside written by Jacoby Creek School students

SOURCES OF INFORMATION

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Stephen's Family Journal. On file in the Clark Museum, Eureka, California. c. 1914

Thornburg, Dorothy. *Once Upon a Time in Bayside.* United Presbyterian Church, Bayside. 1969

Interviews

Mrs. Emma Anwick
Mr. Rollin Wilson
Mr. Hank Johnson

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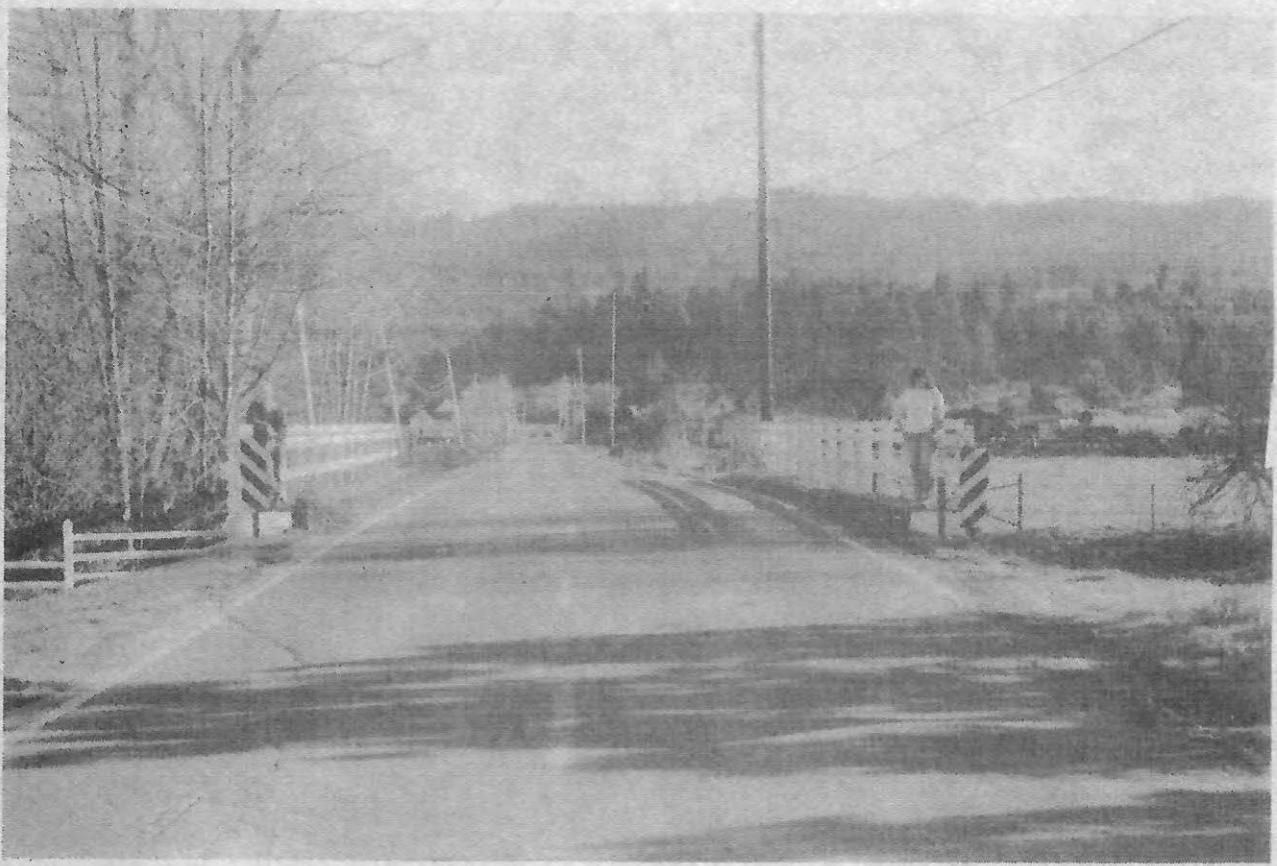
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Financed by: Jacoby Creek School
District

Special thanks to Susan Hendrickson, Jerry Parker, Peter Palmquist, and Frank Ferguson.

Printed by:

Humboldt County Office of Education
Typesetting: *Mary Harper*
Graphics: *Colleen Nagel*
Printing: *Pedro Freitas & Teri Reed*

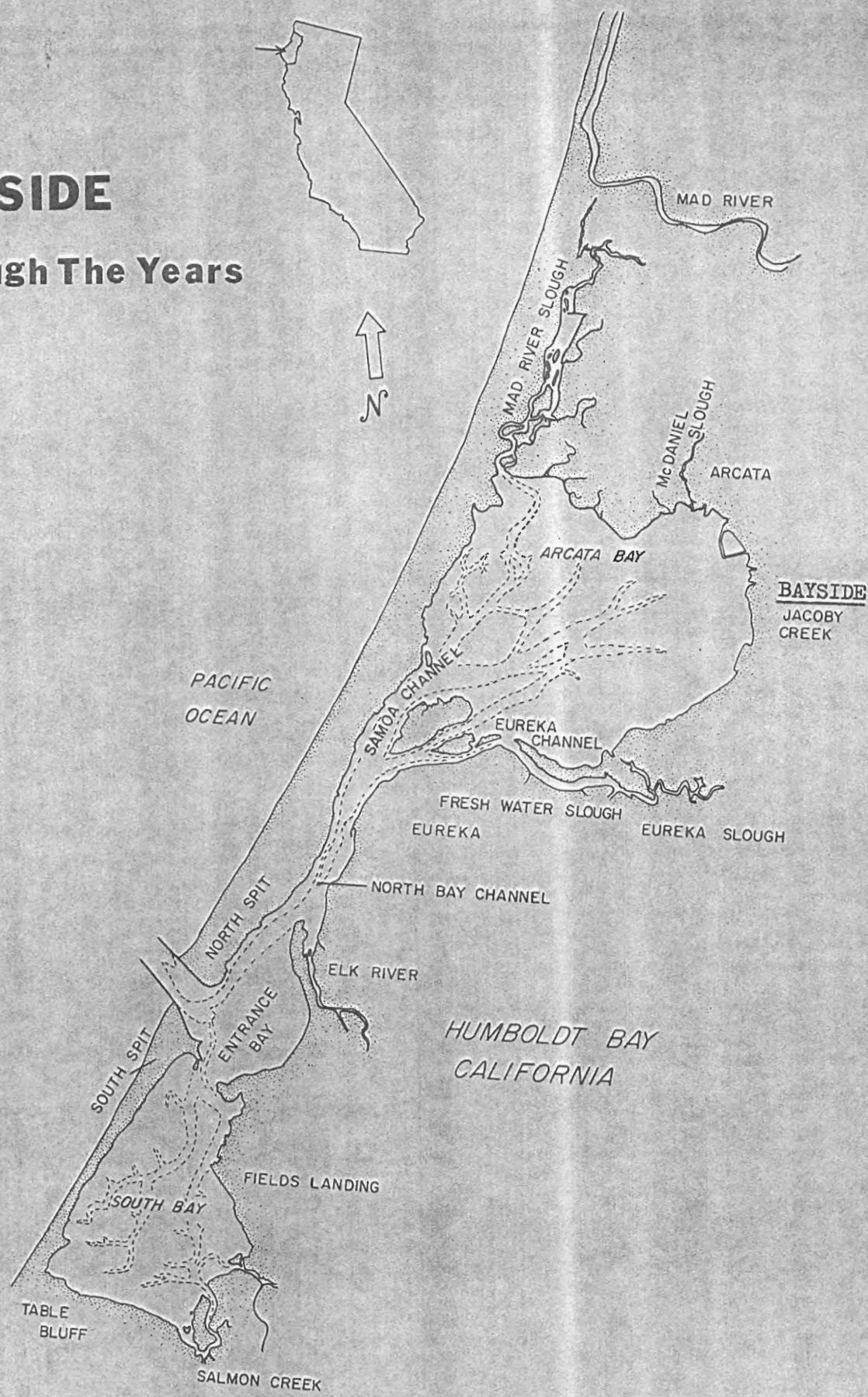


Jacoby Creek School students Kevin Kramer and Fern Anderson

Photo February, 1988 (Jerry Parker)

*"Oh yea, I remember the old bridge at Jacoby Creek.
We used to cross it almost every day back in 1988."*

BAYSIDE Through The Years



INKLES

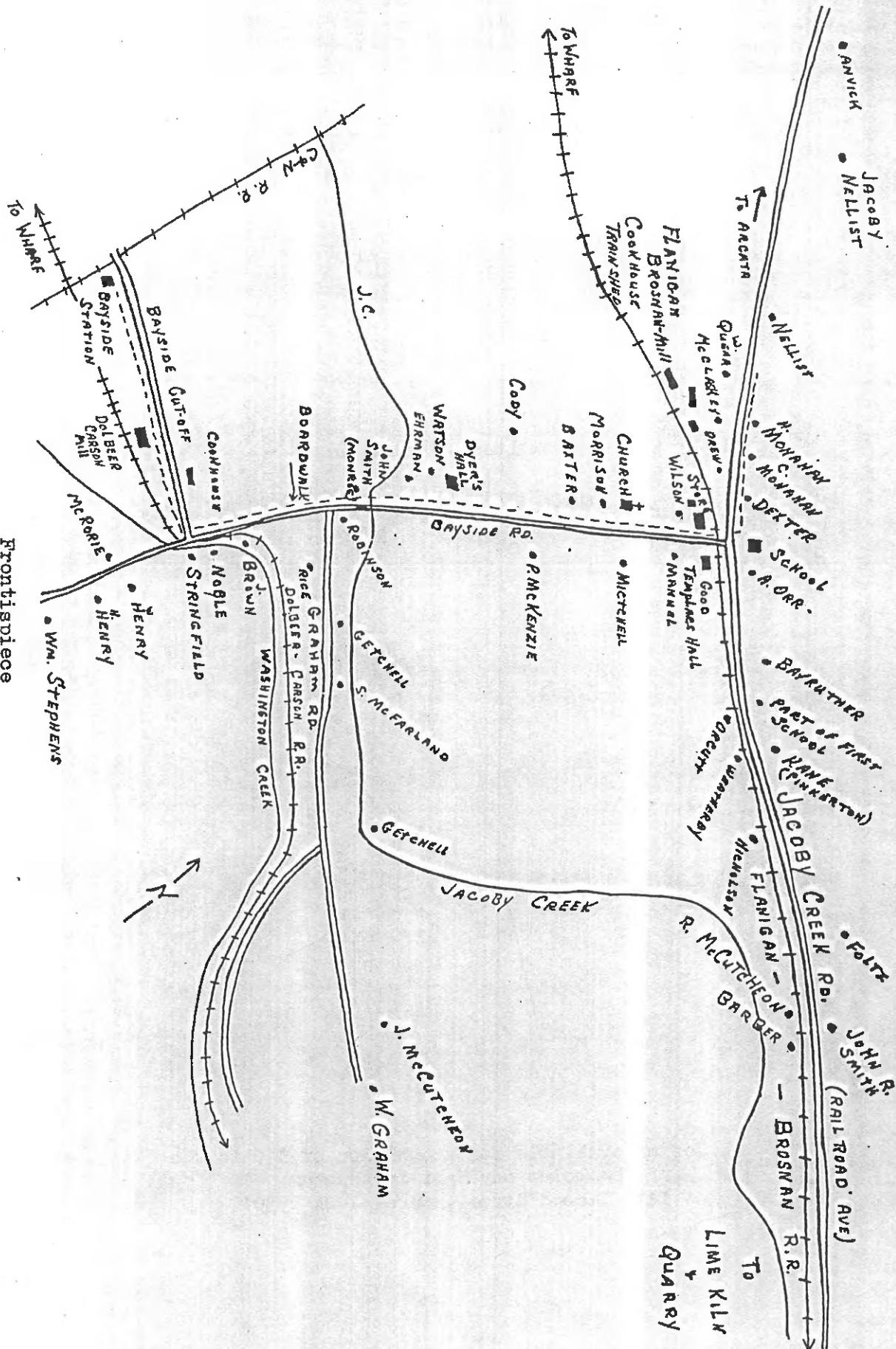
B A Y S I D E

THROUGH THE YEARS

By

Walter C. Schafran

Copies available for a donation of \$10 to the
Humboldt Bay Maritime Museum
1410 Second Street, Eureka, CA 95501



Bayside (c. 1900)

FOREWORD

In Bayside Through the Years, author Walter Schafran succeeds in painting an absorbing word picture of the area when the first whites arrived to settle Humboldt Bay lands.

Then, he carefully chronicles the development of Bayside, a community that, up to now, has not received its fair share of attention from historians. He tells of the people who had significant roles in its early years and touches on more recent events and trends affecting the area and its future.

This conscientious effort to record and preserve an important segment of Northcoast history is applauded by the Humboldt County Historical Society.

Arlene Hartin, President

PREFACE

Although it might be expected that a chronicle about Bayside, Humboldt County, California, would be written by a member of a local pioneer family, I must confess that the author is a relative newcomer to the area. Lacking lineage, what is presented here has been compiled from published books, government reports, newspaper articles, archival records and interviews with persons whose families came here a generation or two ago, and for which credit is acknowledged.

In particular, I wish to thank Rollin Wilson, his sisters, Mary Katherine Wilson and Isabelle Wilson, Emma Anwick, Fred and Muriel Graham, and Helen Guthridge for the information jarred loose from their memories.

An attempt is made to place the information obtained in readable form, hoping that nothing of importance has been overlooked and inaccuracies, if any, are unimportant. I hope you will find it interesting.

W. C. Schafran

March, 1984

The tide of white settlement flowing westward across the United States toward California became a torrent under the impetus created by the discovery of gold near Sutter's Mill in 1848. But it was the discovery of gold on the Trinity River which ultimately led to the white settlement of Humboldt Bay.

The mines on the Trinity were supplied by a long and difficult land route over the rugged Trinity Mountains from the upper Sacramento Valley. A shorter, easier supply route by sea from San Francisco to what was rumored to be the mouth of the Trinity River sparked several exploring expeditions early in 1850.

Among the vessels engaged in these voyages of exploration, the one most worthy of being remembered was the two-masted schooner LAURA VIRGINIA. Although the existence of Humboldt Bay was vaguely known for many years (There is a sketchy record of it being visited by a ship in 1806.), it is generally acknowledged that on April 14, 1850, the men on this vessel re-discovered Humboldt Bay and landed the first permanent white settlers.

Since the chief object of the several exploring expeditions along the coast had been to discover a seaport which would afford a shorter route to the Trinity mines and serve as a depot for supplies, it was but natural that sites should be found for the establishment of towns. The first of these to be laid out on the shores of the bay were Humboldt City, Bucksport, Eureka and Union (changed to Arcata in 1860), of which Humboldt City and Bucksport were soon to fade into oblivion.

Union, located at the head of the bay, with a direct route to the Trinity River mines, soon became the center for trade with the mining district. One disadvantage from which Union suffered was the difficult access to deep water for shipping due to the extensive tidewater mud flats which separated it from navigable waters. Later, when the gold deposits along the Trinity River

petered out, leading to the demise of Union's trade with the mines, Eureka's more favorable location with respect to shipping brought that city into dominance on the bay.

The early towns in the Humboldt Bay region were located upon or near what appeared to be the best harbors from which trade could be carried on with the mines. After the first flush of excitement regarding the mines and town site speculation had subsided, the agricultural lands came into importance and greatly influenced the spread of settlement.

As the timber frontier receded westward across the continent, the big timber operators began to move with that frontier, and in due time arrived at the Pacific coast. After careful investigation for additional timberlands, these men came to the last lumber frontier in the United States. This was the redwood region along the northern California coast. The majority of the lumber owners and workers who came to the redwood region had their ancestral origins in the New England area and the Canadian provinces of New Brunswick, Nova Scotia and Prince Edward Island.

As settlement spread along the shores of the bay between Eureka and Union, it took but a relatively short period of ten years from the first settlement in April 1850 for the Wiyot Indians to be displaced from the lands they had held for at least 2,000 years. The introduction of domestic animals and plants and the clearing of the land interferred with the life the Wiyots had evolved. It has been estimated that about 500 Wiyots lived in the Humboldt Bay region when the first white settlers arrived in 1850, but by 1910 the census of that year listed only 152, of which half were of mixed blood.

The Wiyot settlements were close to the water of the bay; the majority at tidewater. There were numerous villages stretching along the eastern edge of the bay between Eureka and Union. The area between Bayside Cutoff and Anvick Road was particularly densely populated. The Old Arcata Road follows the

historic land route between Indian settlements on the bay. It was a trail which skirted the marshy lowlands on the eastern shore and served as the commercial route between villages where trade and production activities occurred.

Between Union and Eureka, strange as it may seem, there was no wagon road during the first ten years after the founding of these settlements. The old Indian trail leading around the bay was utilized by those wishing to travel by horseback; but the trip was a difficult one and required the larger part of a day. In time the trail became a wagon road with primitive homesteads scattered along its length. The one main road extended from Hydesville to Eureka and around the bay to Arcata. This road had never been built in a substantial manner, yet it was for many years practically the only wagon road in Humboldt County. The road was often in need of repair and the demand for branch roads was constantly increasing. Between Eureka and Arcata the swampy nature of the land over which the road passed caused much trouble, and it was very desirable that a well-built road should be constructed. Constant repair and gradual improvement finally overcame the most serious of these difficulties. In 1867 a daily stage began operation between Eureka and Arcata. This road, the Old Arcata Road, continued to be the main corridor for travel until Highway 101 was built parallel to the Northwestern Pacific Railroad.

The bottom land a few miles southeast of Union, which came to be known as Bayside, was covered by a dense growth of underbrush; tall spruce trees of giant dimensions, alder, ash, willow, maple and pepperwood. The soil was moist and yielding, even in the summer months, and in winter almost impossible to cross. This natural condition prevailed over the entire area with only a few scattered, clear openings in the alluvial plain and along the lower reach of Jacoby Creek. Most openings were covered with hazel and wild rose, the former used by the Indians as a food supply. The land was the natural home of the elk,

deer and bear, and they roamed in almost undisturbed abandon. Jacoby Creek was filled with speckled beauties and the salmon--in season-- crowded in thousands along its course. Magnificent redwood trees, averaging 50 to 60 thousand feet per acre, covered the slopes of the valley created by Jacoby Creek.

The broad area of Bayside bottom land, much of it later reclaimed from tidewater by diking, was crossed first by the old Indian trail and afterward by the wagon road running between Eureka and Arcata. The well traveled Indian trail and bountiful land created an opportunity for settlement. Owing to the fact that heavy timber came close to the water's edge from a point close to Union nearly to Elk River (south of Eureka), there was little opportunity for large scale agriculture in this region.

Nevertheless, the land was well suited for the small family and commercial farm, and the demand for public lands was great. As the townships nearer the bay were surveyed into sections, pioneer settlers began laying claim to these lands and occupying them. By 1875, with the exception of mountainous or fractional townships, practically all the area within the Humboldt Bay region had been surveyed. In many places the pioneer settlers preceded the surveyor, but in other cases they filed claims and followed onto the lands thus opened up. At all times, however, the full title to the land could not be secured until after the surveyor had made his report to the General Land Office.

Bayside and Jacoby Creek fell within Township 5 North, Range 1 East, part of larger Union Township. Of the 36 one-mile square sections in a township (640 acres in a section), almost all of Bayside and Jacoby Creek can be found within seven sections, Nos. 3, 4, 9, 10, 11, 14 and 24. In Fig. 1, a portion of A. J. Doolittle's 1865 map of Humboldt County, can be seen townships and sections, marshland bordering the bay, the wagon road between Eureka and Arcata, and the names of a few of the early landowners in the Bayside area.



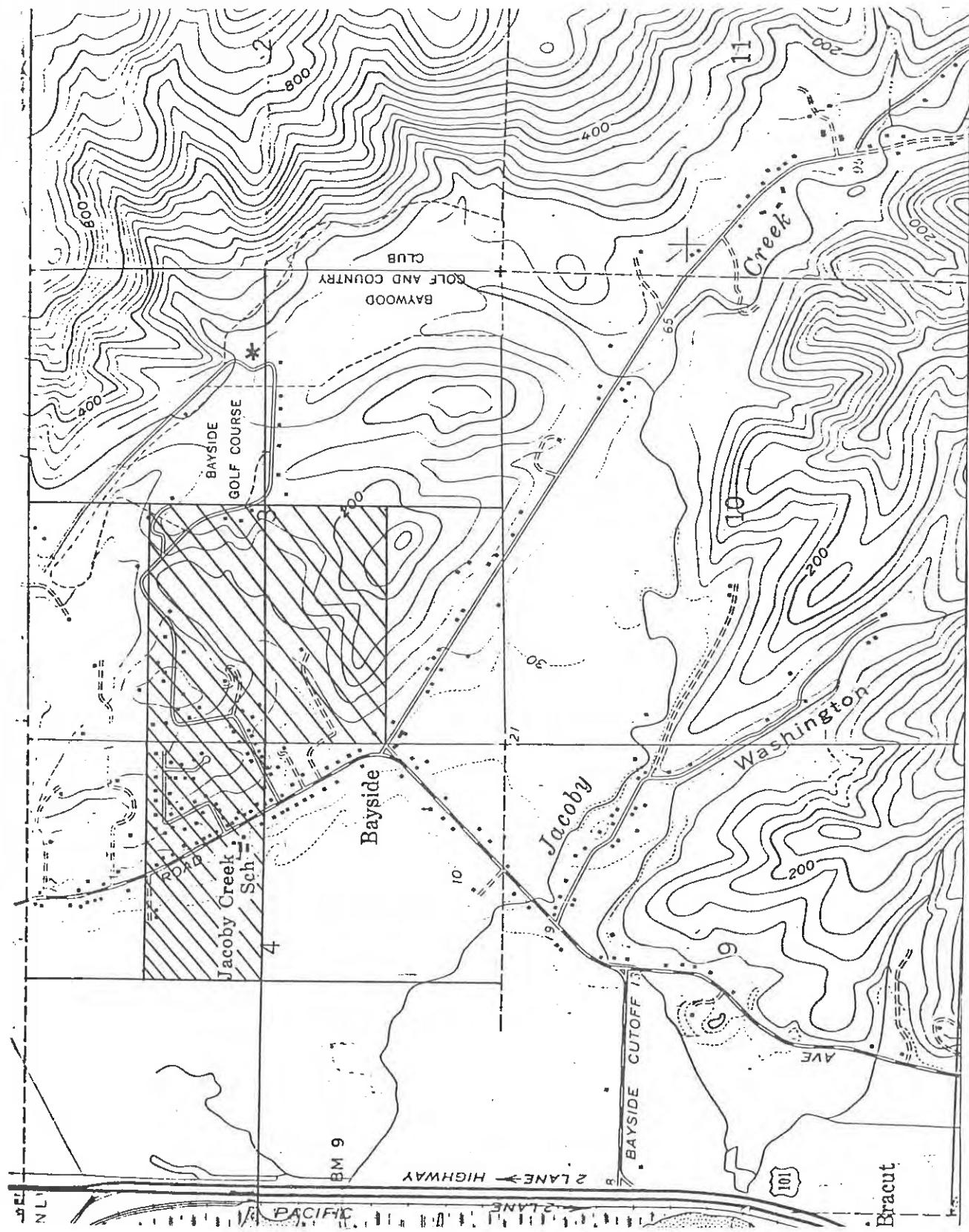
Fig. 1

A portion of A. J. Doolittle's 1865 map of Humboldt County.

According to the County Assessment List of 1853, pioneer Augustus Jacoby was recorded as one of the first settlers to take up residence in the Bayside area when he acquired 240 acres of property. The 240 acres were again recorded in the Assessment List of 1862 as follows: NW 1/4 of SW 1/4 & SW 1/4 of NW 1/4 Sec. 3 & S 1/2 of NE 1/4 Sec. 4 T5N-R1E (160 acres) and the S 1/2 of NE 1/4 Sec. 4 (80) acres T5N-R1E (\$900 total value). This last description (80 acres) may have been entered incorrectly as it duplicates the description of the preceding parcel. However, the Tax Lists for 1864 and 1865 record the following description of his property: N 1/2 of SW/4 & S 1/2 of NW/4 Sec. 3, S 1/2 of NE/4 Sec. 4 T5N-R1E--Land value \$720--Improvements \$600. The United States Department of the Interior Geological Survey Map, Arcata South Quadrangle, dated 1959, shows that these 240 acres would have included all of present Bayside Heights and the west side of Old Arcata Road opposite Hyland Street, including the present Jacoby Creek School site (Fig. 2). This acreage was in addition to the several lots he had previously purchased in the town of Union.

Augustus Jacoby had come to Union (Arcata) in 1851 where he built the Jacoby Storehouse on the Plaza, now a California State Historical Landmark. The original fireproof bottom of the storehouse was constructed of rock taken from his quarry on the creek that was to bear his name. The Humboldt Times dated December 6, 1856, noted that "a ledge of good building stone, a little inferior to granite, has been opened about 3/4-mile east of Union, in the edge of the redwoods. A Jacoby & Co. have entered into a contract with the owner of the ledge, Stillman Daby, for a quantity sufficient for the basement storey of his new brick warehouse."

As counted in the July 1860 census of Humboldt County, Augustus Jacoby is listed as being age 49, born in Prussia, and engaged in the occupation of merchant. Also shown is the name of his wife, Elizabeth, age 57, born in Nova Scotia, and, presumably, that of a daughter Bertha, age 12, born in Ohio.



Additionally, the 1860 census shows his ownership of 240 acres, of which 25 were improved and 215 unimproved, for a total value of \$2,500, plus a value of \$750 for livestock. The \$2,500 value may have included property located in the town of Union.

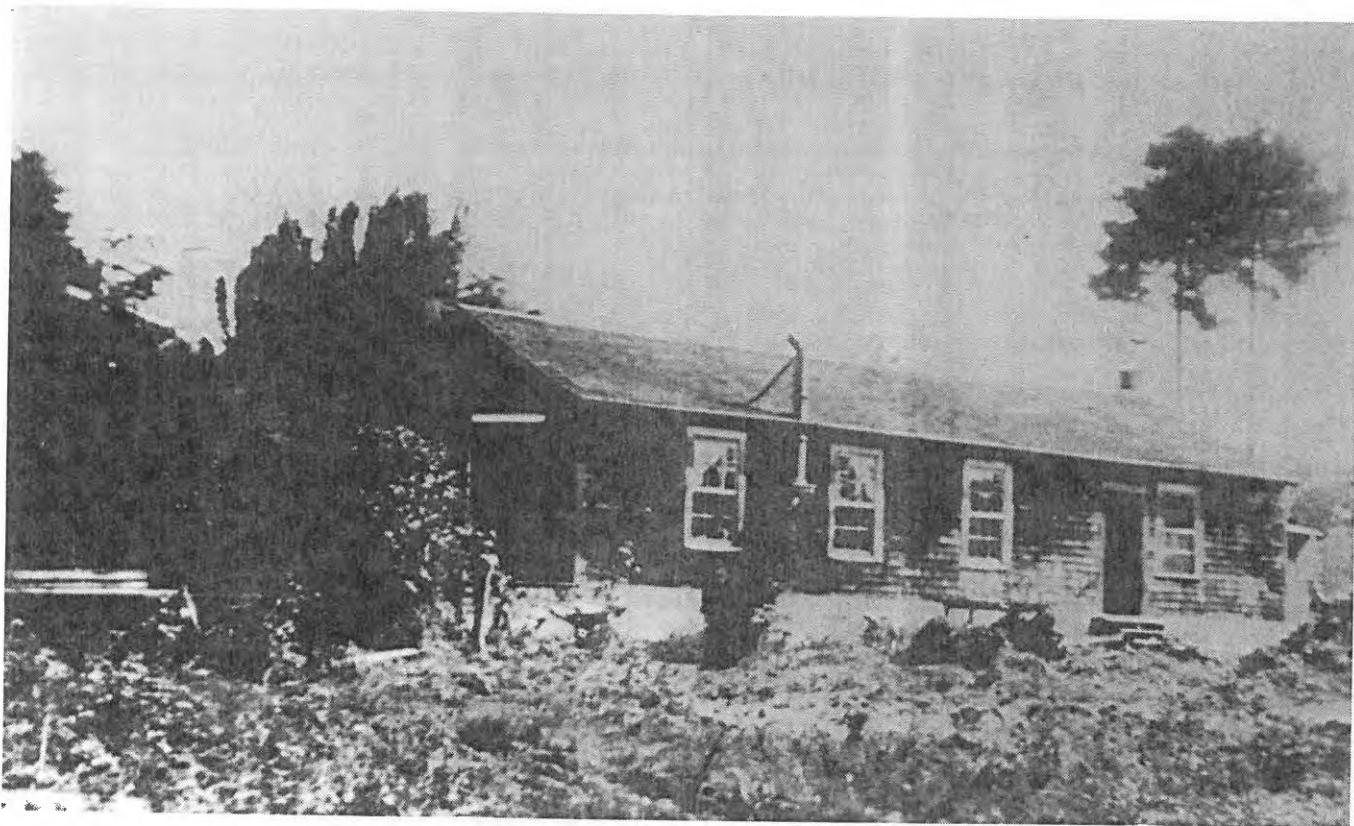


Fig. 3

A. Jacoby's Home -- Bayside, 1853-1950

Fig. 3, a long-shoebox-like building, is believed to have been the original home of the Augustus Jacoby family. It was located on his 240 acre claim, on the brow of a low rise on what is now Bayside Heights. Long-time Bayside resident Mrs. Clarence Anwick recalls hearing stories of soldiers being stationed there and of the building being referred to as "the fort." In 1950 the house was moved down hill, close to Old Arcata Road (Fig. 4), to make room for the present Bayside Heights subdivision. The home is said to have stood in the area now occupied by the residence belonging to Mr. and Mrs. Tom Parsons.



Fig. 4

The A. Jacoby house after it was moved to its present location just south of Anvick Road.

After Augustus Jacoby's wife, Elizabeth, died in 1861, he moved to San Francisco. In 1868 he sold his property to Austin Wiley, editor of the Eureka newspaper. From Austin Wiley the property passed to A. L. Pardee in 1871 and thence to Joseph and Mary Nellist in 1883. The Nellist family raised eight children in the house and at least two of the children later built their own homes along Old Arcata Road. In 1884 that portion of the original Jacoby property lying to the west of the road was sold to George Connors.

The decades of the 1850's and 1860's saw a gradual filtering of settlers into the Bayside area. The dense underbrush and marshy land was reclaimed by ditching and diking and by the clearing of the thick brush and trees. The problem of brackish water was recognized by Leigh H. Irvine in his 1915 History of Humboldt County, California, in a biographical sketch of John A. T. Wyatt, a settler who farmed several leased areas in Bayside, and which includes the comment that "the high tide water from the bay, however,

caused him much trouble and he was at last forced to give up this place." The earliest effective barrier to the encroachment of bay tidewater was the section of railroad constructed along the edge of the bay between Eureka and Arcata, the California and Northern Railroad, which began operating on December 14, 1901. The raised embankment upon which the tracks were laid acted as a dike, although there were many times when exceedingly high tides or storm-whipped waters crested the rail bed.

Many of the now familiar geographical landmarks and locations acquired their names from those of the early settlers. Mentioned previously was Jacoby Creek; and nearby, to the south, Washington Ridge, Washington Gulch and Washington Creek, all well documented in the annals of Humboldt County for the logging conducted there in later years by Dolbeer and Carson. The names derive from frontier settler Henry Washington and his 1856 claim of 480 acres. Then, too, there is Graham Road, named after pioneer settler Walter Graham.

Another early settler was John Mars Dyer. He had acquired 160 acres about one mile out what is now Jacoby Creek Road, about the upper half of the extensive pasture land which exists there today. He is mentioned here because his house was attacked by Indians, the only one so recorded in the Bayside area. Although there continued to be disturbances between the white settlers and the Indians well into the 1860's in the outlying regions of the county, the situation in the areas close to Humboldt Bay was relatively quiet. Nevertheless, the Humboldt Times reported on February 20, 1864, that "On February 17, 1864, word was received at Fort Humboldt of an Indian attack upon the place of J. M. Dyer near Jacoby Creek, a short distance from Arcata. The hired hand and Mrs. Dyer escaped by flight but the Indians pillaged and burned the house."

Unless one is fully familiar with the names of the families taking up residence in the Bayside area, it is extremely difficult to obtain accurate

statistical data from old official records such as U.S. Census Reports and Registers of Voters. It wasn't until the year 1890 that the Register of Voters indicated Bayside or Jacoby Creek as the residence of the person living there. And the 1900 Census of Union Township merely separated the people living in the town of Arcata from those living in the remainder of the township. For all the years prior to 1890, the place of residence of persons residing in Bayside or Jacoby Creek was given as either Union or Arcata. Therefore, unless a name was recognized, a researcher could not determine if it was that of a person living in Bayside.

A thorough examination of the Registers of Voters for the years 1866 through 1898, which registers by their very nature did not include all persons, nevertheless offers a fair indication of the origins and occupations of the Bayside population. Of the 419 men (Women were not yet granted the right to vote.) registered during that 33-year period, both native born and naturalized citizens, the largest percentage, 42.6%, came from southeast Canada and northeast United States. And of the various listed occupations, 39.4% were in the lumbering and related industry, which includes logging, logging railroads and mills, while 26.7% were in agriculture or dairying. After 1900 there is a sharp reversal of numbers in these two categories. Of the occupations of 802 persons counted in the 1900 Census of Union Township, excluding the town of Arcata, 44% were agriculture related; 32% lumbering related; and 5.5% railroad related. Although Bayside is not specifically noted and is included in the totals, it can be assumed that this trend prevailed here as well.

Although the census of 1860 does not specifically mention Bayside as a place of residence and lists all persons counted as residing in Arcata, in Union Township, a cursory examination of the township as a whole indicates

a preponderance of early settlers from New England and "Bluenoses" from New Brunswick. Further examination of the censuses of 1870 and 1880 shows a continued influx of men from the timber lands of the eastern seaboard, men whose parents had immigrated to New Brunswick, Nova Scotia, and Prince Edward Island from the British Isles. Many men seemingly came from Maine but in reality were Canadians, it being relatively easy to walk across the border, obtain employment and take up residence.

Soon the old Indian trail around the bay became a wagon road with primitive homesteads scattered along its length. With the establishment of logging operations in the 1870's and 1880's at Freshwater and Jacoby Creeks, loggers flooded into the areas. At Bayside, houses, mills, stores and schools sprang up to accommodate the increasing population. Fresh vegetables, dairy products, fruit and meat were in demand at the lumber camp cookhouse shanties. The small enterprise farmer, dairyman and rancher found it profitable to expand onto the cleared-off lands. The salt marshes, long unuseable, were diked off and drained and the reclaimed land re-seeded with grasses for dairy cows.

The first ten or twenty years found mostly farmers settling in the Bayside area. Then, as logging activity increased, first along Washington Creek and then Jacoby Creek, the readily available cheap land prompted many of the men so employed to establish little homesteads. As was often the case, many of the men working in the woods were either single or had left their wives behind in far off places. They worked long, hard hours in the woods during the dry season; but during the rainy season, when logging might come to a complete halt, they concentrated on clearing their lands and building their homes, perhaps to entice a wife or to reclaim one left behind. With the women came children, schools, churches and that feeling of a community.

Although logging operations had been conducted for the first twenty years or so in the Bayside area, much of the timber had been cut near tide-water and in many instances just to clear the land for farming. When this accessible resource was used up, lumbermen looked to the virgin stands of redwoods farther inland along the creeks flowing into Humboldt Bay. In the early 1870's, William Carson, later Dolbeer and Carson Lumber Co., acquired several tracts of land in the watersheds of Jacoby and Washington Creeks, mostly in the Henry Washington Claim, and timber operations were initiated in the Washington Gulch area in 1875. The logs were to be processed in their Eureka mill.

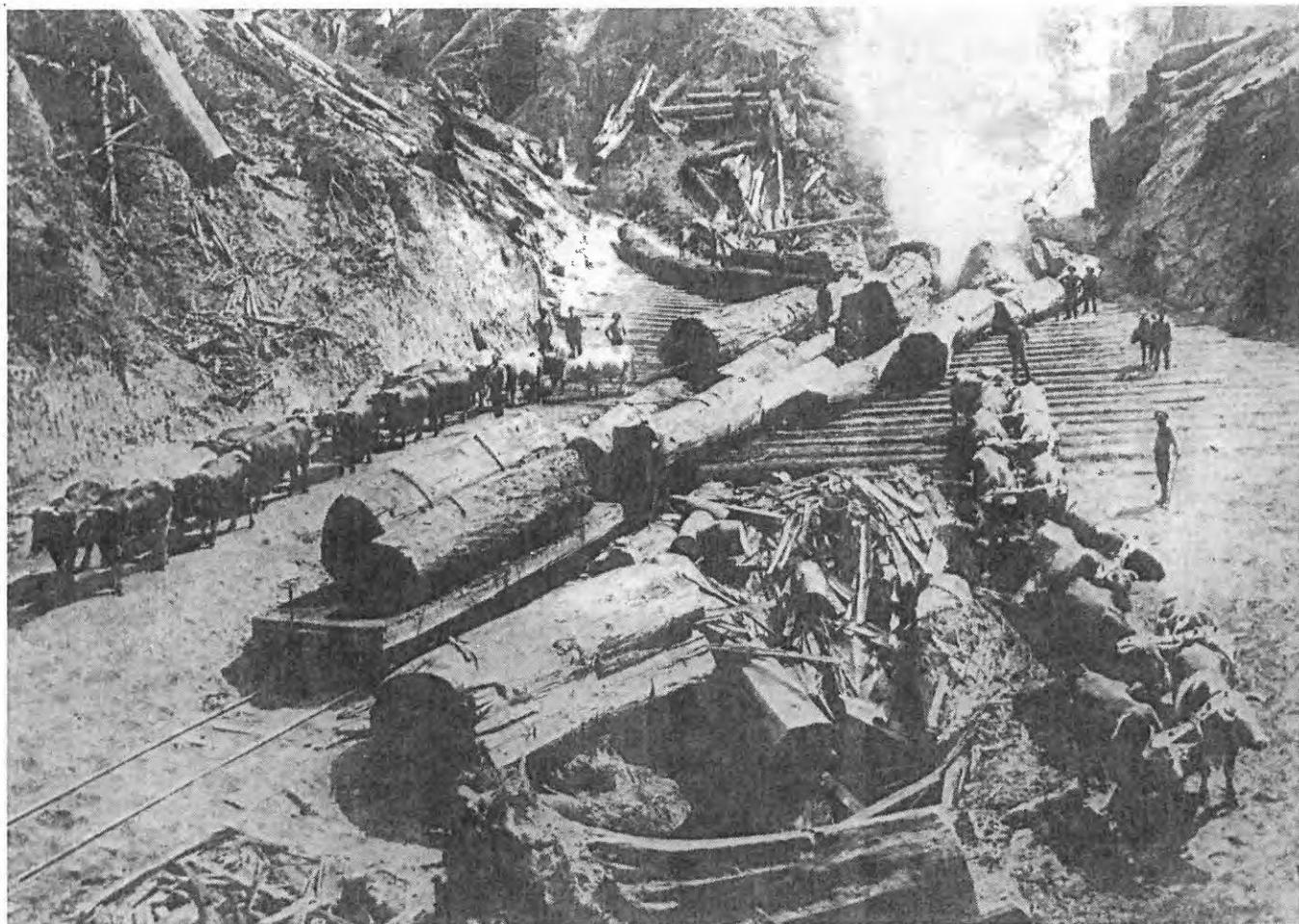


Fig. 5

A typical logging operation using oxen
before the advent of the Dolbeer Steam Logging Donkey Engine

In order to get the logs to the bay, Dolbeer and Carson, in 1874, had a small standard gauge, T-iron track railroad built which went from tidewater two miles up along the north side of Washington Creek. A large area of fine redwood and spruce lumber was tributary to this railroad which was extended as timber was cut. Logs were hauled to the railhead by teams of oxen (Fig. 5) where they were loaded on flat cars for the trip to the bay. In 1881 the Dolbeer Steam Logging Donkey revolutionized the industry by replacing the oxen.

This was a gravity railroad, built on the principle of the inclined plane, with sufficient grade to allow the loaded cars to reach tidewater along what is now Bayside Cutoff by their own momentum. A short wharf on pilings was also built out into the bay, the remains of which can be seen from Highway 101. Pilings poke their wasted stumps above tidewater just off the north end of Bracut International (Fig. 6).

Horses were used to return the cars to the upper end after the logs were dumped into a log pond formed by daming the slough at Brainard's Point. From tidewater the big logs were rafted and towed across the bay to the Dolbeer and Carson mill at the foot of M Street in Eureka, while bolts for shingles remained at their shingle mill at Bayside Cutoff. By 1884 the shingle mill was turning out about 40,000 shingles daily. At one time it was estimated that at least a thousand cords of shingle bolts were piled in the neighborhood of the mill and along the railroad, and there were between two and three million shingles piled on the mill landing. Later, Dolbeer and Carson brought in a small steam locomotive to help bring the logs to tidewater. Twenty-three years after sparking Bayside's development, Dolbeer and Carson closed their Washington Claim operations in 1898. Work ceased entirely and quiet returned to the area.

The activities of the Dolbeer and Carson Company produced a flurry

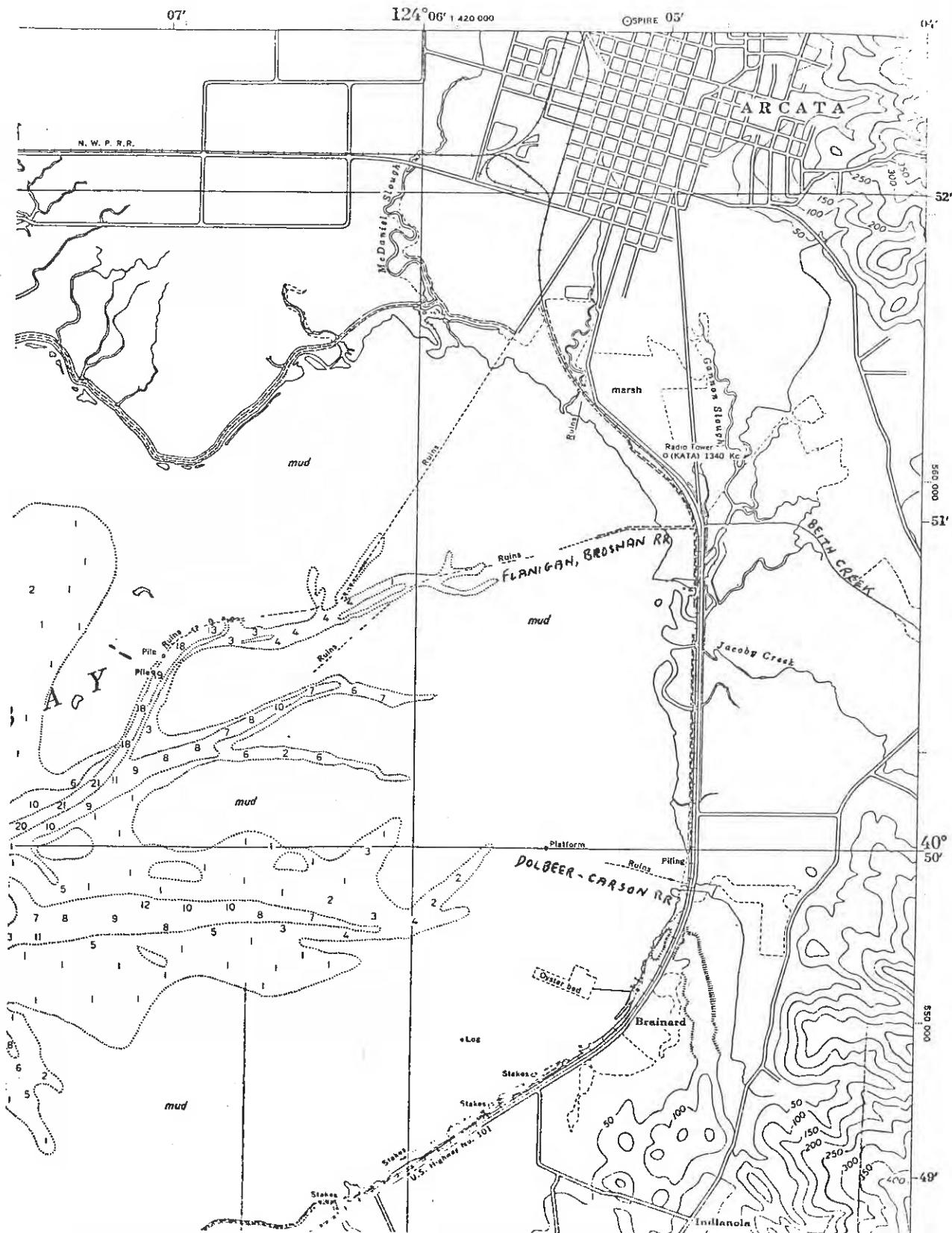


Fig. 6

U. S. Coast and Geodetic Survey Chart, Humboldt Bay -- 1952
Ruins of Dolbeer & Carson and Flanigan, Brosnan & Co. wharves.

of settlement in the Jacoby Creek District and a flourishing little community of farmers and lumbermen grew up at this point on the Arcata Road. By the end of its first year of operation, the company employed 40 men on the Washington Claim. A new school district was organized in 1875, and a new schoolhouse costing \$500 was completed in 1876. Miss A. F. Tanson of Arcata was employed to teach the school and was followed the next year by Mr. E. B. Greenough. By 1900, with more and more families taking up residence in Bayside, the school was considered too small and in 1902 a contract was let for a new and larger schoolhouse. The first schoolhouse was cut into two parts and moved farther up Jacoby Creek Road where they were made into two houses. One later burned down while the other is still being used as a home (Fig. 7).

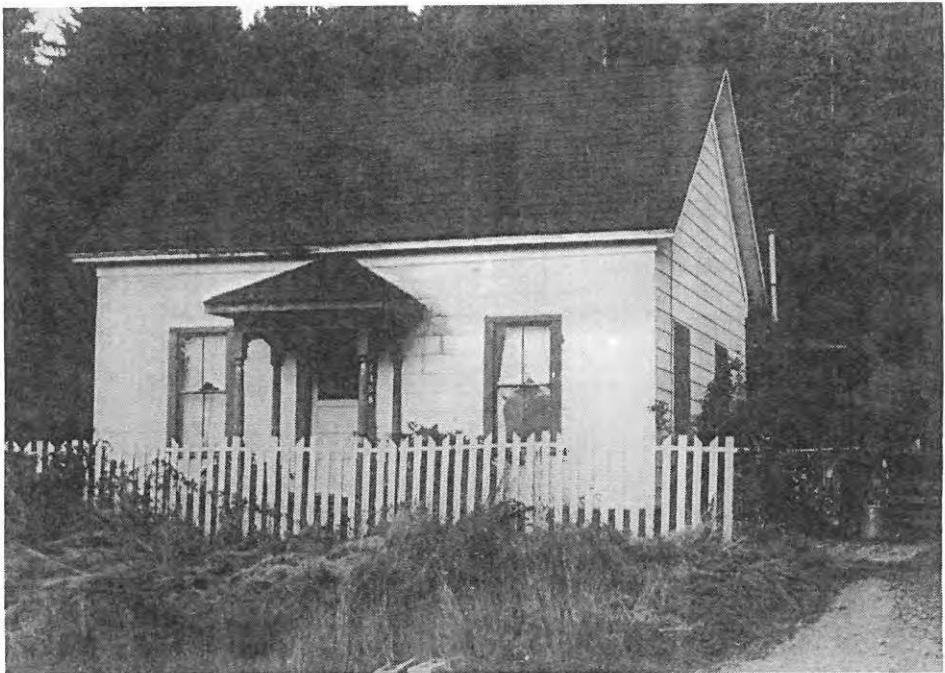


Fig. 7

One-half of the first Bayside School (c. 1876).

The second schoolhouse, completed in 1903, served the needs of the community (Fig. 8) until 1957 when the third and present Jacoby Creek School was built.

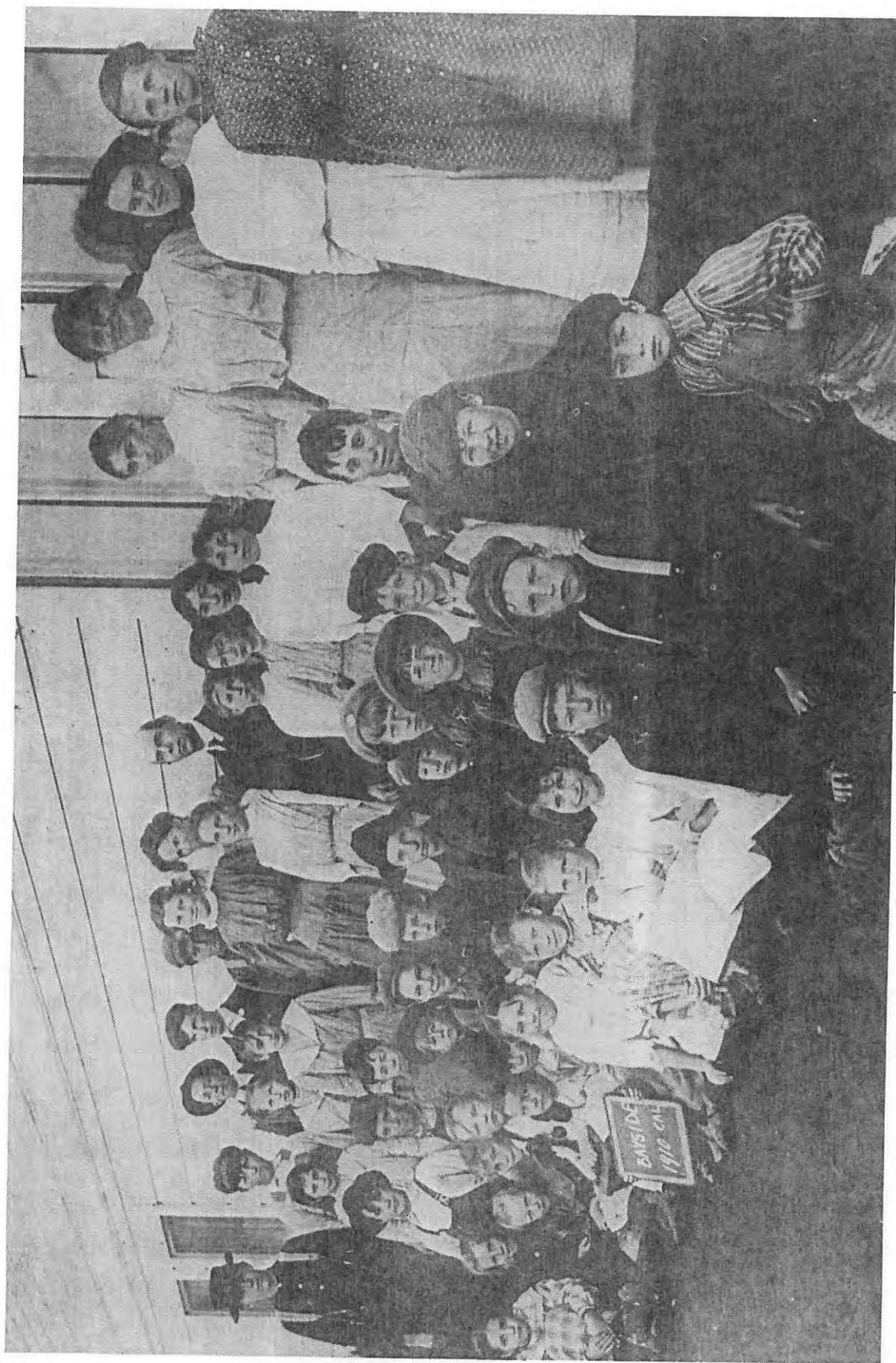


Fig. 8

Pupils and teachers at Bayside School (See next page for identification).

Photo courtesy of Fred Graham

FOURTH ROW:

— — — — —, Harold Noble, Guy Brownrigg, — — — — —, Miss Spinks, Teacher

THIRD ROW:

Oscar Elliott, Mabel Sacchi, Ruth Spetz, Amelia Sacchi, — — — — —, Jenny Kane,
Mr. Chidester, Teacher, Lilly Smith, Blanche Wilson, — — — — —, Mary Grassini,
Mary Wilson, Esther Young, Eva Carson, Kate Spetz

SECOND ROW:

— — — — —, Ray Wilson, — — — — —, Alan Anwick, Herman Kerr, Wilbur Monroe,
Frank Sacchi, Curtis Monroe, Bill McClelland, Joe McClelland, — — — — —, Mark —

FIRST ROW:

Judith Sacchi, — — — — —, Carson, Bertha Monroe, Bernice Kane, Olive Butts, Helen Mohn,
Emily Rogers, Edith Elliot, — — — — —, Edith Spetz, Fern Wilson, Roy Watson,
Fred Graham, Ernest Monroe, Ward Wilson

The second schoolhouse is now occupied as a private home (Fig. 9). Descendants of some of the first students still live in the Bayside area. Newspapers of that time carried numerous items relating to the purchase of land, the building of homes and the starting of small businesses.

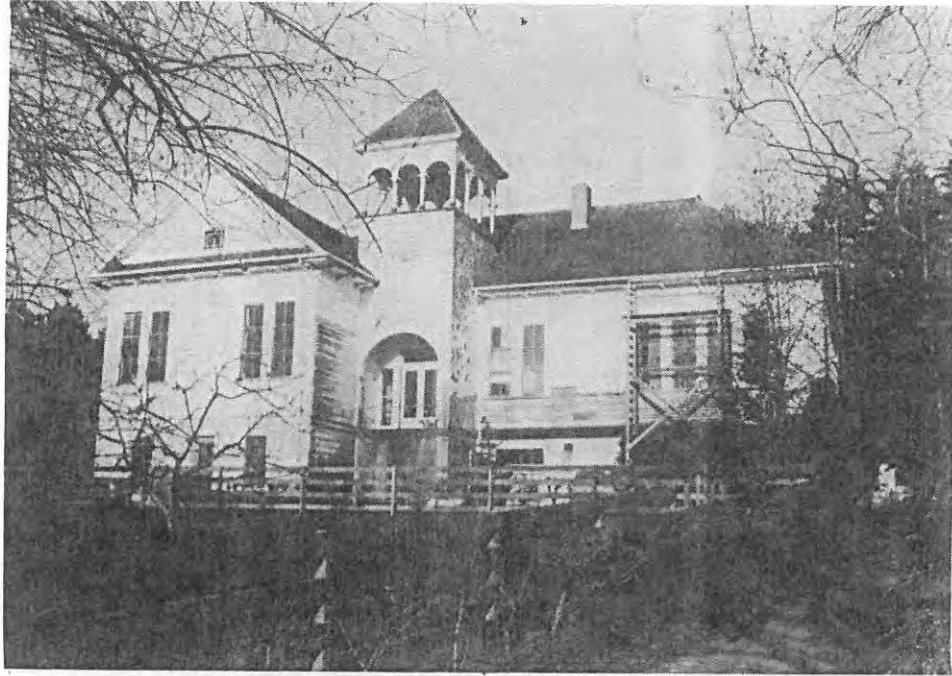


Fig. 9

The second Bayside schoolhouse, now occupied as a private home.

Except for Jacoby Creek and the Washington Claim area, no generally acceptable name for the community had been decided upon. For the sake of brevity and distinctiveness, a newspaper article suggested the propriety of adopting the name of "Carson." How this and other names were discussed is not known, but in an issue of the Western Watchman dated October 18, 1876, is the following decision: "And now comes word to us that the Jacoby Creek people have simmered down to liking 'Bayside' better than 'Waterside' as a name for their prosperous hamlet, and we are instructed to address the signals accordingly. Good taste is one of the weaknesses of Jaco-- 'Bayside' people." Fig. 10, a section of a 1903 map of Humboldt County by J. N. Lentell, is one of the earliest to acknowledge the community of "Bayside."

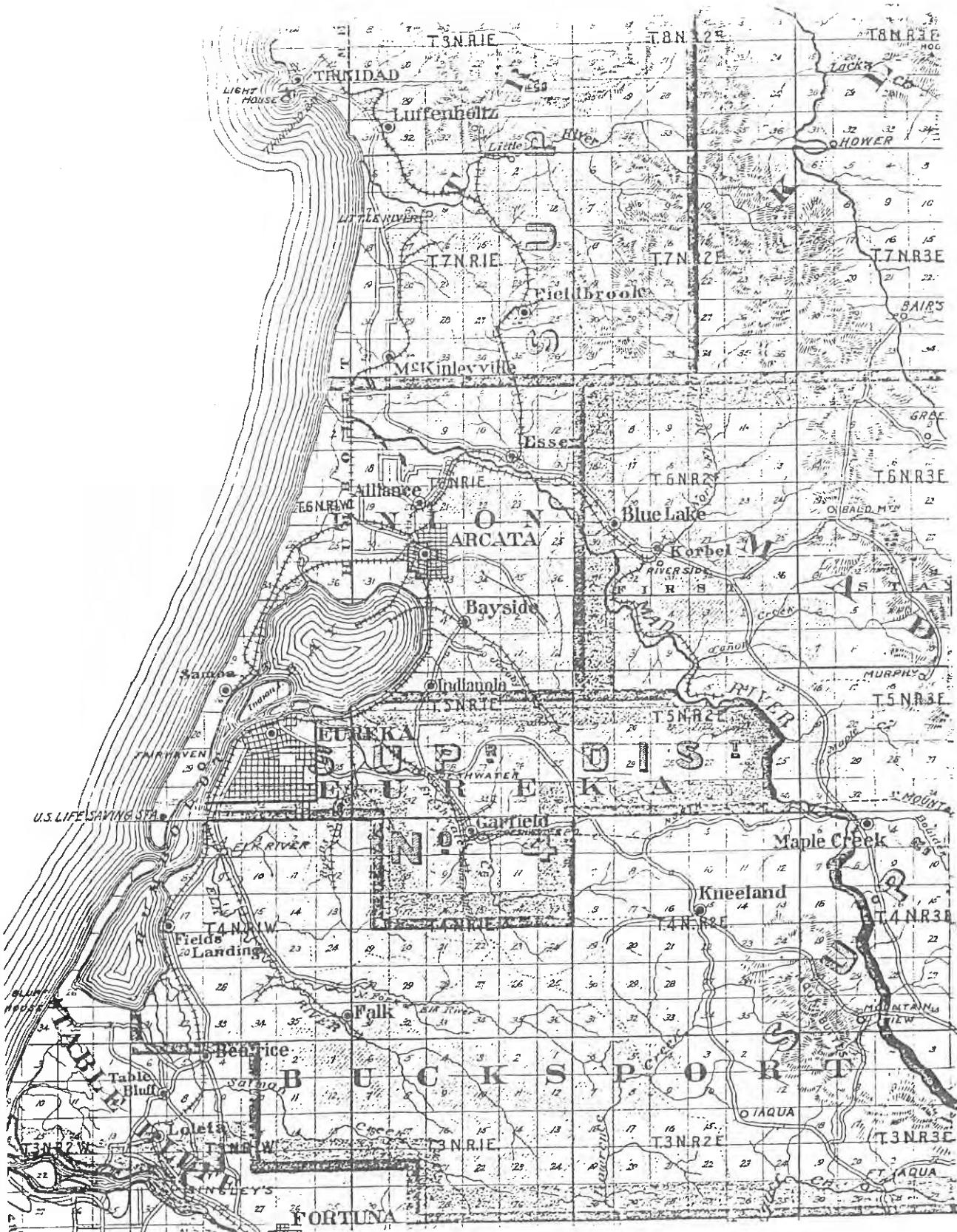


Fig. 10

Section of 1903 map of Humboldt County by J. N. Lentell.

But the blossoming of Bayside must be attributed to another logging operation, one that stems from the lumber partnership of D. J. Flanigan, Timothy Brosnan, John Harpst, and James Gannon formed in 1876 under the firm name of Flanigan, Brosnan & Co. A new mill, named the Union Mill, was built on the west side of Eureka beside the bay at the foot of Whipple Street (now West 14th Street). The firm acquired timber in the Jacoby Creek valley and in 1881 the route of a logging railroad to be built one and a half miles along the creek was surveyed. Like the Dolbeer and Carson railroad a short distance to the south in Washington Gulch, it was to be built of standard gauge T-iron track and run from tidewater to their timber in the valley. As timber was cut farther up the valley, the tracks were eventually extended an additional seven miles up along the creek; however, it was not a gravity type railroad, and steam locomotives were used. The road beside the railroad tracks going up Jacoby Creek on the north bank was first called Railroad Avenue, now Jacoby Creek Road.

The line of the railroad, completed in 1882, crossed the Arcata Road very near where the first Jacoby Creek schoolhouse was located (foot of Jacoby Creek Road) and ran to where the company had built a three-machine shingle mill (across from the present Post Office), a cookhouse, a four-stall engine roundhouse and shop, a warehouse, and several small cabins for workers. The cabins, and there were six, were built by Andrew Anwick, father of Clarence Anwick, Mrs. Emma Anwick's husband. With the company supplying the materials, they cost \$60 each to build. One of the cabins, now converted to a garage, can be seen adjacent to the first house on Hyland Street, across from the Bayside store. One Hundred men were employed with all the modern equipment of logging of that day. In September 1887, after purchasing a small farm from George Connors which adjoined their railroad, Flanigan, Brosnan & Co. built a large general store (Fig. 11).



Fig. 11

From a postcard postmarked 1909. Looking south on Arcata Road at the intersection with Jacoby Creek Road. Flanigan, Brosnan & Co. railroad in foreground and company store to the right.

From the mill area (Fig. 12), the railroad continued across the marsh to Gannon Slough at the edge of the bay where there was a log dump (Fig. 13). Here the logs were made up into rafts and towed to their Eureka mill. After the shingle mill at Bayside came into production, the railroad was extended about one and a half miles on a trestle out into the bay to a wharf where shingles were loaded aboard sailing vessels (Fig. 14). Sometime after operations were started, logs were taken directly to the wharf where they were dumped into the bay for rafting to the mill in Eureka. Driving south on Highway 101 from Arcata and just before coming to the bridge over Gannon Slough, the remains of the trestle can be seen in the marsh.

FLANIGAN & BRO. CO.'S MILL
JACOBY CREEK 1884



Fig. 12

Flanigan, Brosnan & Co.'s camp, Jacoby Creek --- 1884

Flanigan, Brosnan & Co. continued operations in Bayside until about 1904 or 1905 when they sold out to the Warren Timber Company of Pennsylvania, who renamed the operation the "Bayside Lumber Co." E. L. Collins and R. O. Wilson took over as managers. But by 1913 the redwood timber was exhausted and the Bayside camp was closed. Rollin Wilson, who lives in the house diagonally across the Arcata Road from the Bayside Community Hall, built by George Connors in 1876 (Fig. 15), says that his father bought the Flanigan, Brosnan & Co. general store in 1916. The Wilsons ran the store until 1945 when it was razed in order to put the present curve in the Arcata Road.



Fig. 13

Flanigan, Brosnan & Co. log dump at Gannon Slough.
Seven logs from one tree, actual scaling, 23,225 feet.

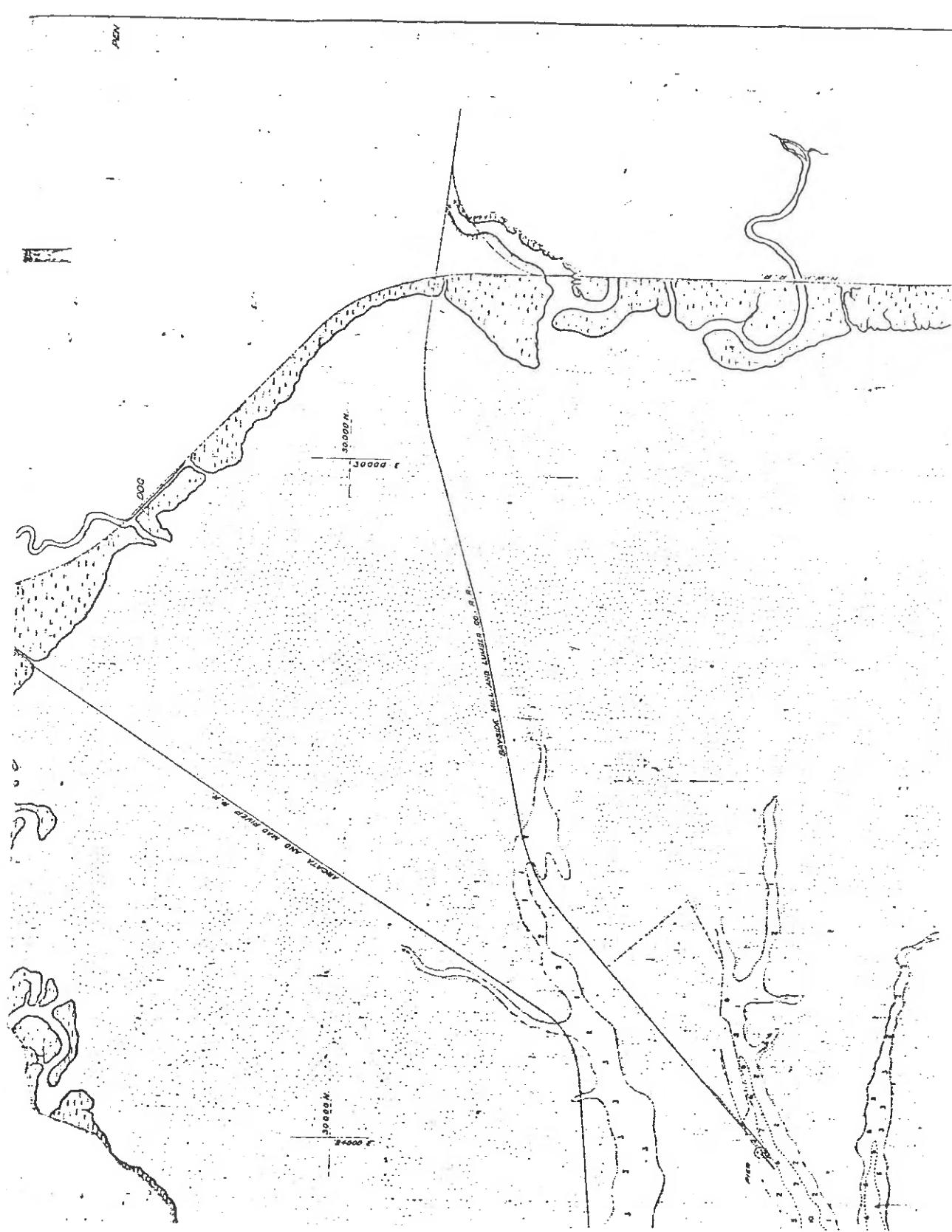


Fig. 14

U. S. Army Corps of Engineers
Humboldt Bay, California, Survey 1911, Sheet 3.

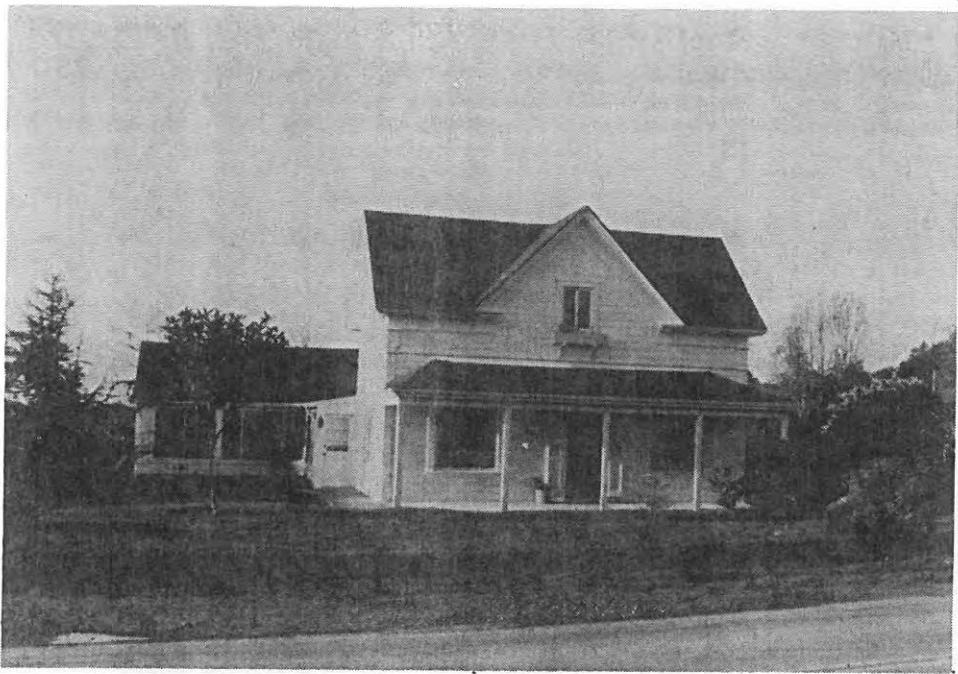


Fig. 15

Connors -- Lawlor -- Wilson House (C. 1876).

There was fir amongst the redwoods, but it wasn't considered to have much value--in fact, Rollin Wilson tells us it wasn't even assessed for taxation. About the only one that used the fir was the Arcata Barrel Factory. The whistle there blew at 8, 12 and 5, and everyone set their clocks by it. But when World War I came along and former mayor of San Francisco James Rolph began building wooden ships on the North Spit of Humboldt Bay, the importance of this timber was recognized; and the Humboldt Pine Co. started logging fir in Jacoby Creek. Logs were brought down by train and taken clear out to the end of the wharf where they were then rafted to the Rolph Shipyard for ship building. The end of the war brought this operation to a halt and the railroad was dismantled by 1922.

There have been other timber operations along Jacoby Creek from time to time of minor and greater importance. Most of these were operations

engaged in making shingle bolts and there were also two small shingle mills along the creek. Johnson and Son had a shingle mill just before the railroad crossed the creek for the first time and Star Thompson operated a mill a little beyond.

Flanigan, Brosnan & Co. also made a contract with Dolbeer and Carson in 1881 to take out on their railroad logs cut on Dolbeer and Carson land on the side of Washington Ridge which sloped toward Jacoby Creek. The contract further required that Flanigan, Brosnan & Co. provide and maintain all the equipment and labor necessary to transport the logs to tidewater and then raft them to Dolbeer and Carson's mill in Eureka.

But logging was not the only commercial interest in Jacoby Creek. On the lands controlled by the company was a variety of building stone. There were two qualities of sandstone, one very hard and the other soft, both in well defined ledges. The stone could be quarried without expensive stripping, the outer surface being free from earthy matter, and was within a few hundred yards of the railroad used for logging by the company. In the same vicinity was a good quality of marble, said to compare favorably with the best imported Italian marble. When polished, it showed it to be well suitable for furniture, shafts for monuments and many other domestic uses. Local opinion predicted that the deposits would be of great commercial importance.

There seemed to be no end to the possibility of profitable ventures. Besides the sandstone and marble quarries, Jacoby Creek could also boast lime and granite quarries. A granite quarry seemed to offer the best prospect because by the 1880's, the U. S. Army Corps of Engineers was giving serious consideration to the building of two parallel jetties at the entrance to Humboldt Bay and large quantities of granite rock would be needed.

By 1888, plans had been completed for the construction of a jetty on the South Spit, Congress had appropriated funds, and title to the necessary lands on the South Spit had been obtained. Bids were opened on November 30, 1888, and work commenced in May 1889. Because of violent storms and an occasional lack of funds, work was not continuous, and the two jetties were not completed until August 1899. During this ten-year period, 1,148,144 tons of rock, most of it from Jacoby Creek quarries, were delivered to the construction site.

In the first three years of the work, the rock was obtained from the quarries by tunneling into the cliffs and then exploding large charges of powder placed in chambers, each shot throwing down immense volumes of material. One such operation attracted considerable public attention. Dorothy Thornburg, in Once Upon a Time in Bayside, tells us that on one occasion a special excursion for sightseers was run from the F Street dock in Eureka to Flanigan's wharf and then on the railroad to the quarries. (There were two quarries, a lower one and an upper one, the upper one having a harder or denser grade of rock.) Benches were placed on the flat cars for the people. They brought their lunches and made a whole day of it. The road along Jacoby Creek was filled with horses and buggies and the hillside around the quarry was lined with people. When the charge was set off, the whole side of the quarry seemed to rise up and spread out, and a huge hole tore through the center. Boulders were hurled many yards.

But the contractors found this method wasteful and expensive, and in later years it was abandoned. Then, after obtaining a fairly good quarry face, holes were drilled in the bottom of the cliffs with steam percussion drills, and small blasts threw down only such quantities of rock as could easily and conveniently be handled.

The rock at the quarries was handled by derricks, of which there

were 9; loaded into box cars without tops, each capable of conveying from 10 to 12 tons of rock, of which there were 175; and made up into train loads of 21 cars each. These were hauled by a locomotive down the Flanigan, Brosnan & Co. railroad to barges moored at the wharf at the end of the long trestle into the bay. The barges were about 30 feet wide by 100 feet in length, containing three pairs of tracks, each barge capable of carrying 21 carloads of rock. The trains were run onto the barges, and the latter towed about 14 miles to the jetties and landed end on against an apron at the end of a wharf also containing three pairs of tracks (Figs. 16 & 17).

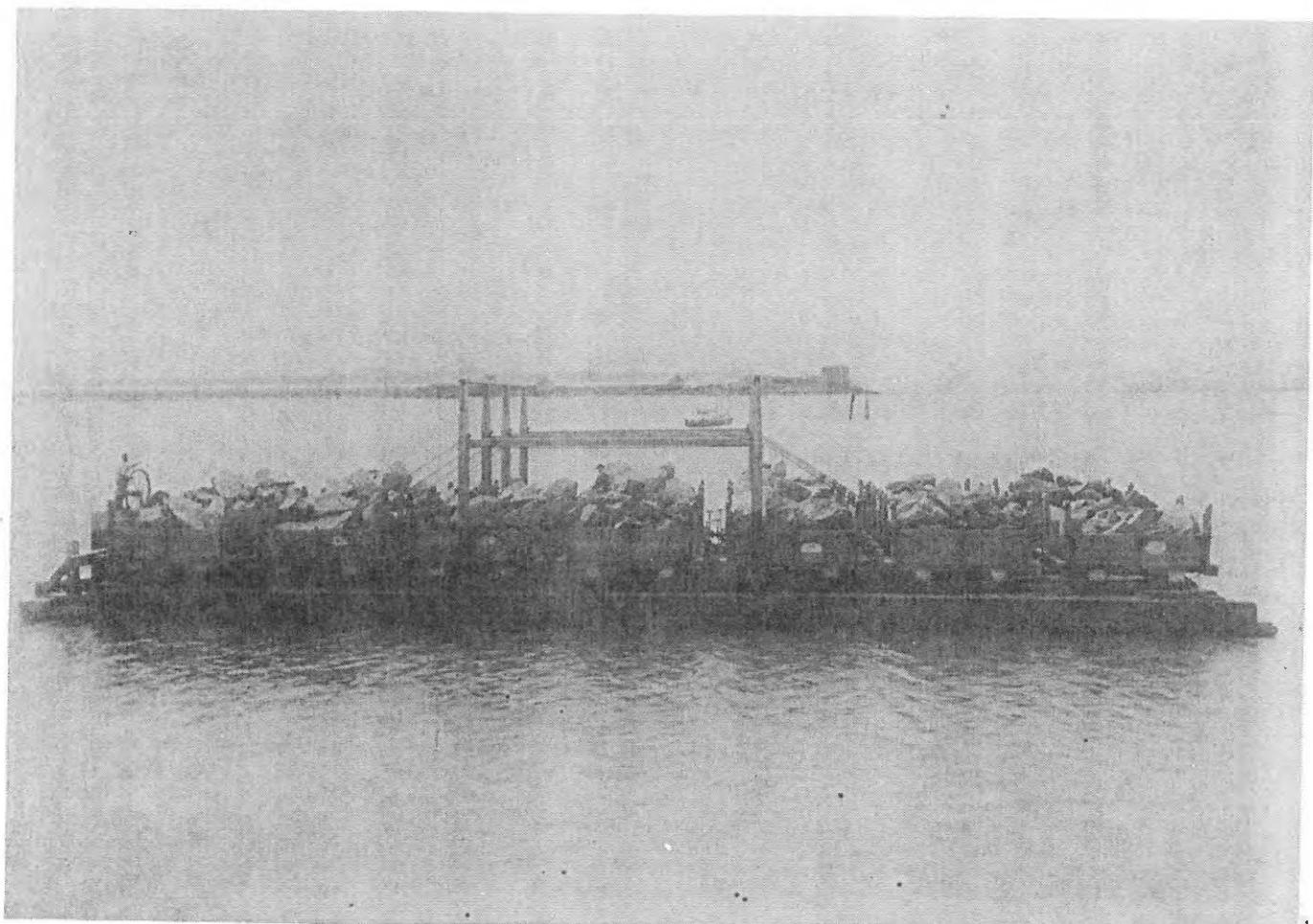


Fig. 16

Rock for the jetties from Jacoby Creek quarry.

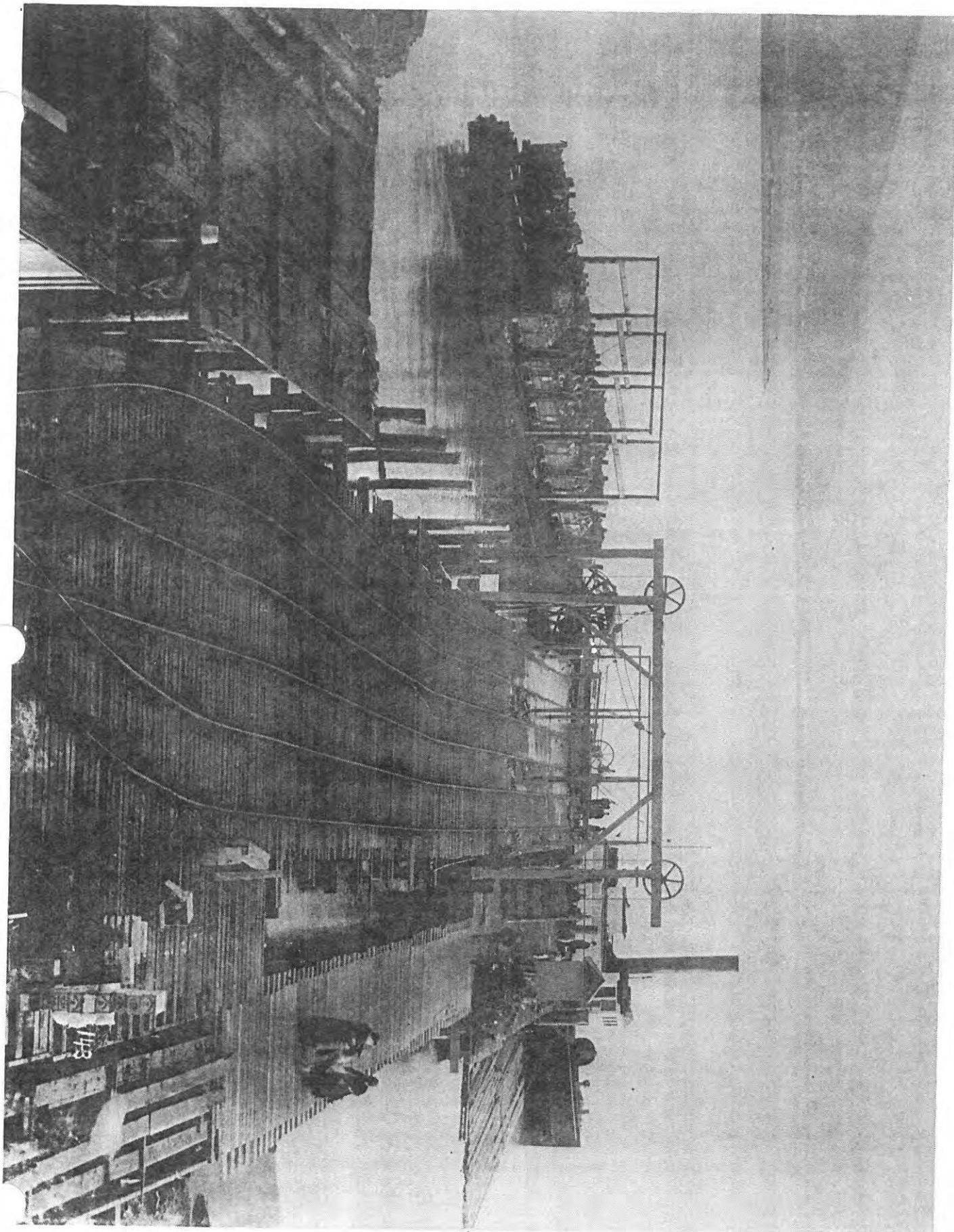


Fig. 17

Rock for the jetties
Looking south across the bay from the South Spit toward Fields Landing.

The first quarry in production was operated by Simpson & Brown and at one time as many as 250 men were employed. Hammond Engineering Co. around 1900 took over the quarry work and opened a larger one some two or three miles above the original one (Fig. 18).

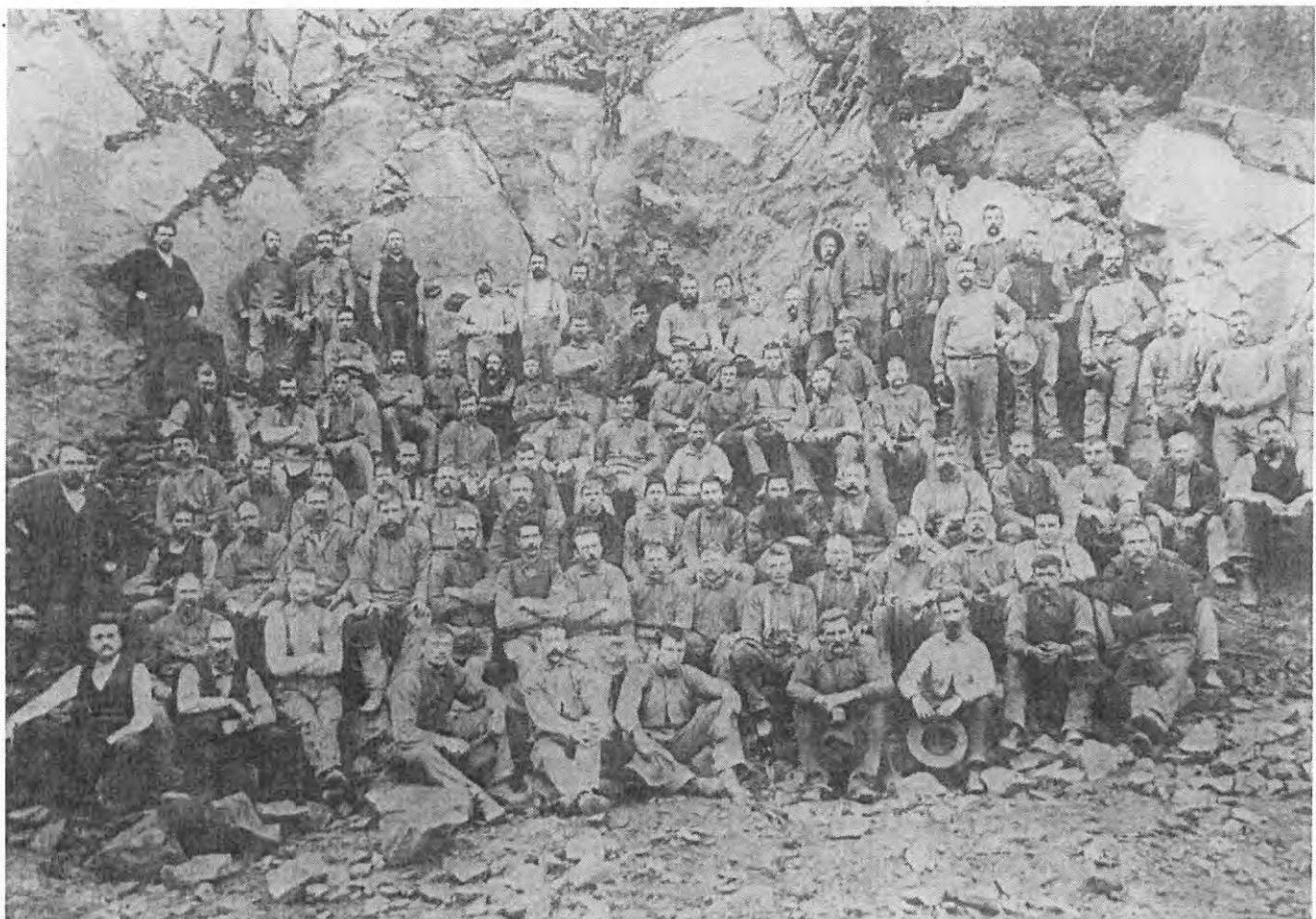


Fig. 18

Jacoby Creek Rock Quarry, Bayside, California.
Getting rock for the Humboldt Bay jetty system.

Photo by A. W. Erickson, Arcata

Logging and quarrying weren't the only commercial activities in Bayside. Rollin Wilson relates that during the late years of the nineteenth century and well into the twentieth, there was a large dairy industry in the Bayside area. Most of the families engaged in dairying were of Portuguese, Swiss-Italian, and Danish descent. Milk was brought in cans to raised

loading platforms along the road where they were picked up and taken to a skimming station about where the veterinary hospital is located on Butter-milk Lane (appropriately named) in Sunny Brae. There the milk was put through a separator and the cream taken to a creamery in Arcata and made into butter. Butter became an important export product and a flourishing trade developed between Eureka and San Francisco.

Butter was also made at home. Most farmers had a small room called the milk room where the milk was put into pans and left to stand overnight. When the cream came to the top it was skimmed off and made into butter. Butter in excess of family needs was traded for other items. Seeley & Titlow, who had a general store in Arcata, came around and picked up the butter; along with any extra eggs. If certain items were needed from their store, orders would be taken and the good delivered the next day. The dairy industry continued strong until after World War II.

Another activity, though not a commercial one, tended to place (and continue) the name Bayside on the maps of Humboldt County. The permanency of the name was fixed with the establishment of the Bayside Post Office in December 1886. Mail was carried first to Eureka by ship and then by horse stage to the Bayside Post Office. Later, after rail service commenced between Eureka and Arcata, mail was unloaded at a station located at the intersection of Bayside Cutoff and Highway 101. Muriel A. Graham, a retired Bayside postmaster, relates that James Peter McCorie contracted to carry the mail from the train station to the post office; and that he used a wheel-barrow to do this over a planked, raised boardwalk which lined Bayside Cutoff and Arcata Road as far as Flanigan, Brosnan & Company's store.

David Frost Dyer was appointed the first Bayside Postmaster. His name first appears in The Great Register of Voters for the year 1867; age 34;

birthplace, Maine; occupation, farmer. But in The Great Register of 1887, his appointment is duly recognized by a change of occupation to Postmaster. The post office advanced in status from fourth class to third class in 1952, was served by several competent postmasters, and was located at four sites until moved to its fifth and present location in 1945 (Fig. 19).

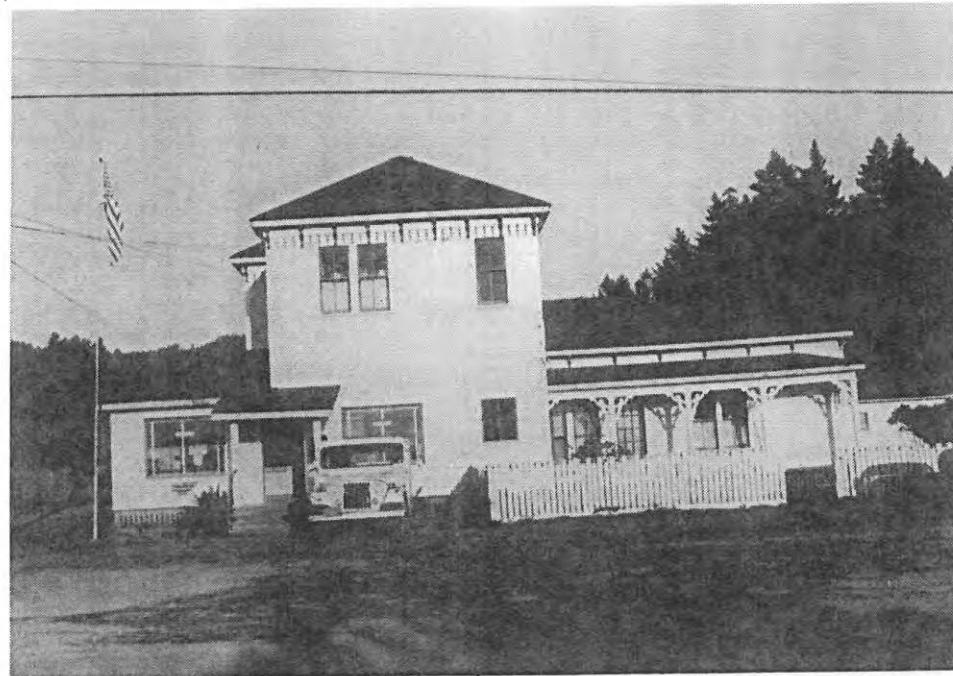


Fig. 19

Charles Monahan -- Dexter House (C. 1887).
Fifth and present Bayside Post Office.

Cramped and crowded though it may be, it continues to handle the ever increasing volume of mail flowing in and out of the Bayside area.

Three other events significantly affected the settlement of Bayside, although one has since ceased in importance; all involved transportation. On December 14, 1901, the first passenger train passed over the new road of the California & Northern Railroad Company from Eureka to Arcata. The road followed the contour of the bay nearly all the way and was built in a manner which reflected much credit on those in charge of its construction.

Its owners boasted that there was no better piece of road anywhere in the county. The rails weighed 60 pounds to the yard and withstood any size locomotive or train to pass over. The time for the nine-mile trip was said to be about 15 minutes. A spur connected with Flanigan, Brosnan & Co.'s railroad at a point named Bayside Junction. Although it never got much beyond the talking stage, the railroad was to be continued to Trinidad and then north as far as Crescent City.

Bayside benefited in two ways, both mentioned previously, but noted here again. First was the effectiveness of the raised rail bed in holding back the water of the bay from flooding the bottom land and allowing reclamation of the land for farms and pastures. Second was the location of a station (Bayside) near where the California & Northern crossed Dolbeer & Carson's railroad, about the intersection of Bayside Cutoff with Highway 101. This provided reliable transportation for Bayside residents; and a substantial, well-built, raised plank boardwalk, with handrails along several sections, was installed from the station to Arcata Road and thence north to a short distance beyond the Flanigan, Brosnan & Co. store. The California & Northern Railway later became the San Francisco & Northwestern and then the Northwestern Pacific.

Until the advent of the railroad, Arcata Road was the only means for Baysiders to get to Eureka or Arcata. The heavy winter rains made the low-lying road only a tolerable summer road at best and at times it deteriorated to the extent that bay ferries were the only means to get from one town to the other. In 1910 the Eureka and Freshwater Investment Company built the road between Bayside and Ryan's Slough. Several new bridges were constructed and the roadway was described as having an excellent grade and a graveled surface. Ten years later, in 1920, the road was finally paved.

Today, a federally funded project to widen and improve this historic corridor is being coordinated by the Humboldt County Department of Public Works.

The "Old" Arcata Road, as it is now called, is one of two roads linking the cities of Eureka and Arcata along the eastern edge of Humboldt Bay. The main road connecting the two cities is U.S. Highway 101, the primary north-south highway traversing the western portion of northern California. In 1918 construction began on the Eureka-Arcata stretch of U.S. 101, commonly referred to as the Redwood Highway, with grading and filling operations requiring several years to complete. By 1921 the road was graveled but it was another four years before it was paved and opened to traffic in March 1925. After the highway was completed, the old wagon road and planked boardwalk which led from Arcata Road to the California and Northern railway station at Bayside was improved to its present condition as the Bayside Cutoff. The railway station and the planked boardwalk have long since disappeared.

Highway 101 between Eureka and Arcata parallels the railroad, and like the railroad its raised bed acts as a levee to further hold back the water of the bay. With the Bayside Cutoff, it became a vital transportation link for the people of Bayside. No longer needed as a through route around Humboldt Bay, the Old Arcata Road now serves as a rural, alternate connector for its communities and the urban centers of Eureka and Arcata.

The decline in logging activity at Jacoby and Washington Creeks brought a quieter life to Bayside, and today there is little evidence of those former days--mills, railroads, train sheds, cookhouses and company housing have disappeared almost without a trace. Swamp and overflow lands, the former marshlands, were reclaimed for pasturage and the maps of today show little indication of that former condition. Flooding of the Bayside bottom land now rarely occurs, except, perhaps, after extended periods of

heavy rain. The effect on the environment from the elimination of the marshland can usually spark a lively pro-or-con debate.

The present land use in the area reflects a rural and urban mix. Small farms and rural vistas are interspersed with modern houses, serving to promote an awareness of the passage of time and a change in the way of life. There are at least twelve houses 100 years or older in the Bayside area. The oldest is said to be the Augustus Jacoby house, mentioned previously; followed by the Morton house (Fig. 20), said to have been built about 1864 by William H. Morton, located on the south side of Bayside Road near Anderson Road; and the Campbell-Smith-Monroe house (Fig. 21), built about 1871 by William Nixon Campbell on the west side of Old Arcata Road between Bayside Cutoff and the bridge over Jacoby Creek. The first major change in the pastoral character of Bayside came in 1950 with the purchase of the land for the subdivision that was to be named Sunny Brae.

A bit of nostalgia for the past can be had from the following advertisement which appeared in the Humboldt Times for March 13, 1884: "David F. Dyer offers for sale a nice little improved tilled farm of 40 acres on Jacoby Creek. Ill health compels him to make a sacrifice of the property which he has reclaimed from a barren waste with his own hands. The land is under cultivation. A cozy residence, convenient outbuildings, and good bearing orchard of assorted fruit are among the inducements which the property offers. The farm is bounded on the south by Jacoby Creek which carries an abundance of water throughout the year."

Although greatly reduced in scale, logging and quarrying occasionally still occur in the Jacoby Creek watershed. And of course the ubiquitous logging and dump trucks have replaced the railroad. Also remaining as a reminder of the past are the former marshlands, large open

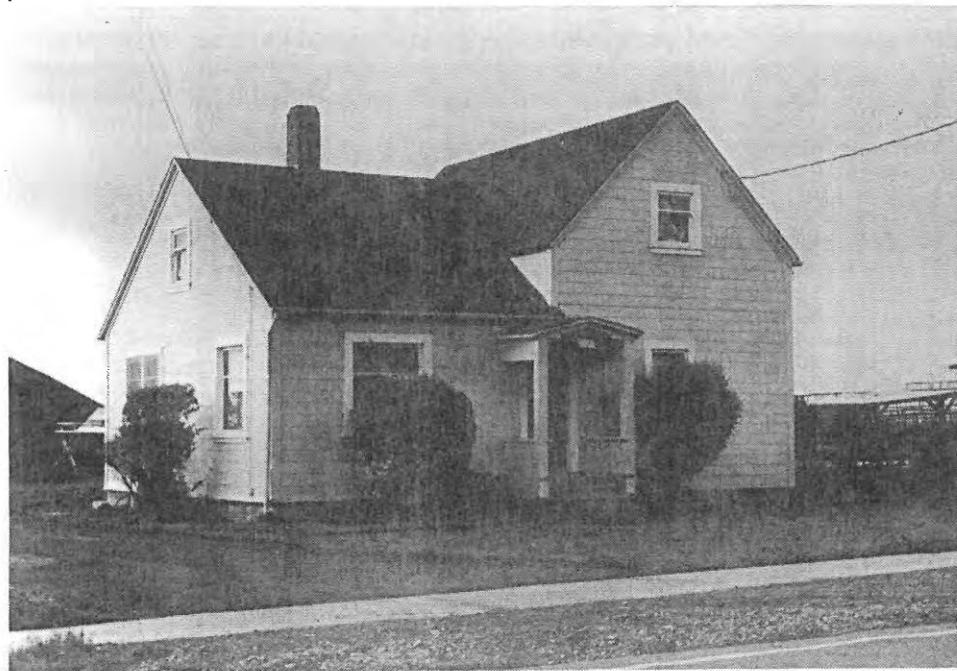


Fig. 20
The Morton House (c. 1864).



Fig. 21
Campbell -- Smith -- Monroe House (c. 1871).

reclaimed areas of pasture land still used to graze cattle. The 1980 census recorded that in the enumeration districts comprising the Bayside area there was a population of 844 persons, 322 housing units and an average of 2.71 persons per household. Based on the current county-wide decennial growth rate of 8.6%, projections to the year 2,000 result in an increase of 152 persons to a population of 996 and of 24 housing units to 368. These projections are based on existing zoning and could differ considerably in response to such variable as: present landowners' inclinations to development; market prices for land; site suitability for building; and the existence of water and sewage disposal systems. In this year of 1984, however, it is safe to say that Bayside is primarily a quiet residential community composed mainly of single family homes. Three recent aerial photos, Figs. 22, 23 and 24 (Humboldt County Dept. of Public Works), will give the reader a bird's eye view of Bayside as it is today.



Fig. 22

Intersection of Jacoby Creek Road with Old Arcata Road.



Fig. 23

Old Arcata Road, looking southeast from Hyland Street,
to intersection with Jacoby Creek Road

reclaimed areas of pasture land still used to graze cattle. The 1980 census recorded that in the enumeration districts comprising the Bayside area there was a population of 844 persons, 322 housing units and an average of 2.71 persons per household. Based on the current county-wide decennial growth rate of 8.6%, projections to the year 2,000 result in an increase of 152 persons to a population of 996 and of 24 housing units to 368. These projections are based on existing zoning and could differ considerably in response to such variable as: present landowners' inclinations to development; market prices for land; site suitability for building; and the existence of water and sewage disposal systems. In this year of 1984, however, it is safe to say that Bayside is primarily a quiet residential community composed mainly of single family homes. Three recent aerial photos, Figs. 22, 23 and 24 (Humboldt County Dept. of Public Works), will give the reader a bird's eye view of Bayside as it is today.



Fig. 22

Intersection of Jacoby Creek Road with Old Arcata Road.

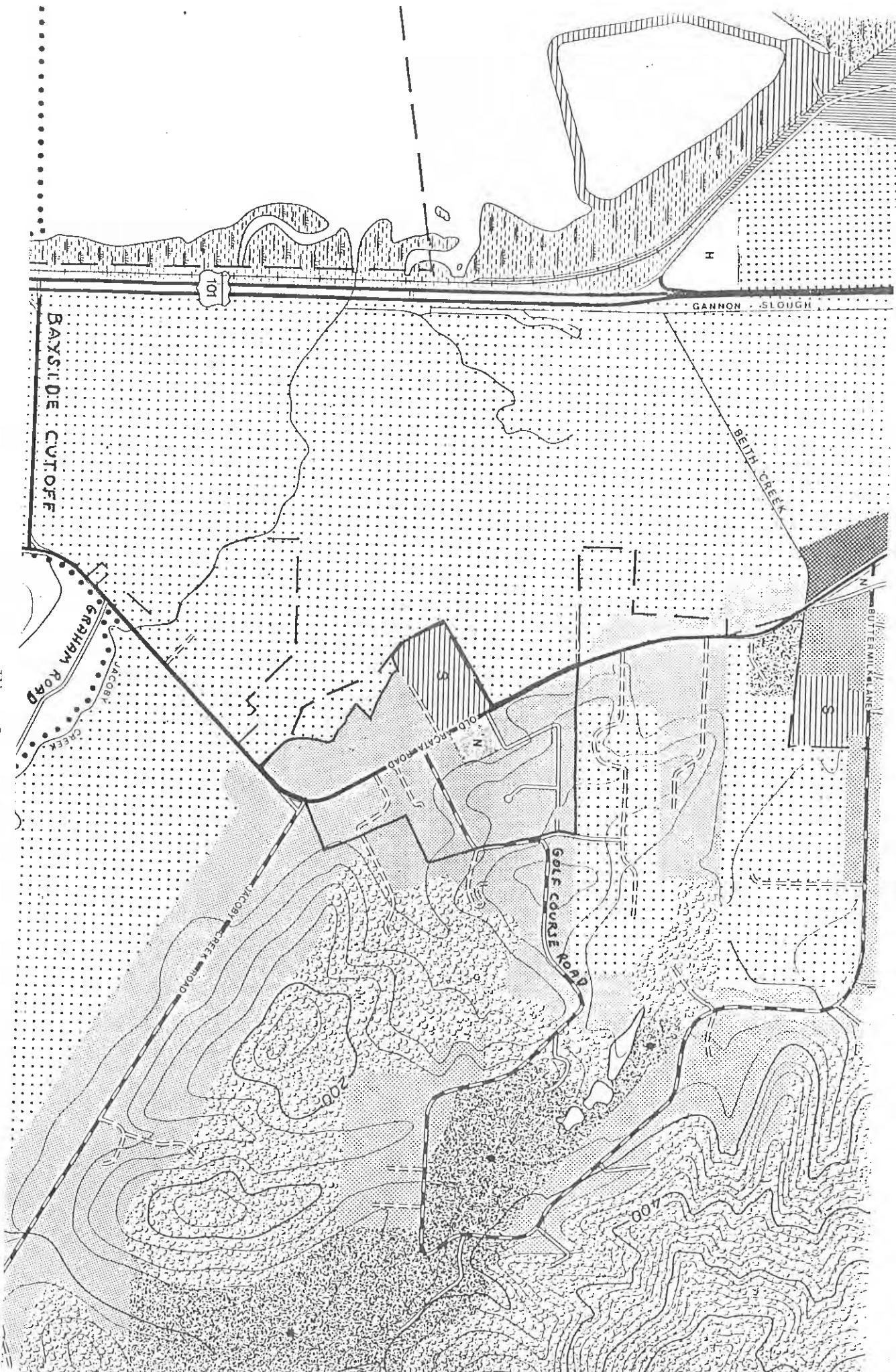


Fig. 24

Old Arcata Road, looking northeast from Bayside Cutoff to Jacoby Creek Road.

But Bayside may be coming full circle to the years before 1890 when official records recorded Arcata as the place of residence for persons living in Bayside. In 1983 almost one-third of Bayside was annexed by the City of Arcata and is shown as the area within the red line on Fig. 25, a portion of the Arcata General Plan. The plan encompasses all of Bayside and Jacoby Creek. Because of inherent problems with water and sewerage occurring with a number of properties in the Bayside/Jacoby Creek area, and the resulting restrictions imposed by the Water Quality Control Board, indications are that the trend toward annexing may continue. Arcata City planners believe that in the not too distant future, much of the Jacoby Creek area and the area as far south as Bayside Cutoff will eventually become part of that city.

What does remain, however, may be of greater significance than the vanished trappings of industry. Still part of the Bayside landscape are the houses and barns built by early farming and logging families who began settling here well over a century ago. These houses, gentle reminders of another time and history, stand as visual reflections of the folk-culture that built them.



A portion of the Arcata General Plan. The area within the red line was annexed to Arcata in 1983.

Fig. 25

MAP 1 GENERAL PLAN

RESIDENTIAL

- 0.1- 2.0 D.U./NET ACRE
- 2.1- 8.0
- 8.1- 15.0
- 15.1-25.0
- 25.1- 35.0

COMMERCIAL

- N NEIGHBORHOOD
- U UNIVERSITY RELATED
- C CENTRAL BUSINESS DISTRICT
- T THOROUGHFARE
- H HEAVY

URBAN EXPANSION

-

PUBLIC

- S SCHOOL
- M MEDICAL
- O OTHER GOVERNMENTAL & QUASI-PUBLIC

RURAL

- AGRICULTURE
- FOREST / HILLSIDE

CIRCULATION

- TYPE I. FREEWAY
- TYPE I. NON-FREWAY

PARKS & OPEN SPACE

- PARKS

- GOLF COURSE

- NATURAL RESOURCE / WILDLIFE HABITAT

- LOCAL ARTERIAL
- LOCAL ARTERIAL (TENTATIVE LOCATION)
- — — COLLECTOR

NOTE: REVISIONS THROUGH 12/31/80

Fig. 25a

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Humboldt Room, Humboldt State University

Interviews

Mr. & Mrs. Fred Graham
Mrs. Emma Anwick
Mrs. Helen Guthridge
Mr. Rollin Wilson

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Figure 3: Mrs. Wallace Appleton
Figure 5: Peter Palmquist collection
Figure 8: Fred Graham
Figure 11: Jean Forbes postcard collection
Figure 12: Peter Palmquist collection
Figure 13: Ibid
Figure 16: Ibid
Figure 17: Ibid
Figure 18: Ibid
Figure 22: Humboldt County Department of Public Works
Figure 23: Ibid
Figure 24: Ibid



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jason@holderecolaw.com

June 30, 2021

VIA EMAIL AND U.S. MAIL

Netra Khatri, City Engineer
736 F Street
Arcata, CA 95521
Email: nkhatri@cityofarcata.org

David Loya, Community Development Director
736 F Street
Arcata, CA 95521
Email: dloya@cityofarcata.org

Re: Initial Scoping Comments for Draft EIR for the Old Arcata Road Rehabilitation & Pedestrian/ Bikeway Improvements Project (SCH # 2021010176)

Dear Mr. Khatri and Mr. Loya:

On behalf of Bayside Cares, a newly formed community group consisting of residents of Bayside and other concerned Humboldt County residents, we submit the following preliminary and initial scoping comments concerning the Draft Environmental Impact Report (“EIR”) that will be prepared by the City of Arcata (“City”) for the proposed Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements Project (“Project”). We appreciate City staff’s consideration of the following comments and look forward to reviewing the forthcoming Draft EIR.

Fortunately, the City of Arcata has abandoned its initial effort to rely on an IS/MND as the clearance document necessary to approve the Project for purposes of satisfying the California Environmental Quality Act (“CEQA”) and has recently determined that an EIR will be prepared for the Project.

As numerous public commenters stated when commenting on the IS/MND, the analysis of several areas of impact was deficient and requires major revisions in the forthcoming DEIR. For example, the Project may cause potentially significant impacts to historic and cultural resources, wetlands, as well as to pedestrian and traffic safety. The DEIR must carefully analyze the potentially significant impacts in each of these categories and must support the analysis with substantial evidence that is presented to the public for review and comment.

Additionally, now that the City has decided to prepare a Draft EIR for the Project, it is obligated to consider in the analysis a reasonable range of feasible alternatives to the proposed Project. Bayside Cares recommends that the Draft EIR include consideration of “Alternative One” in the Design Charrette and Preliminary Concept Design, Old Arcata Road Improvement Project, by SHN for the City of Arcata, July 2017.

City of Arcata

June 30, 2021

Netra Khatri, City Engineer

David Loya, Community Development Director

Re: Scoping Comments re Draft EIR for Old Arcata Road Roundabout Project

Page 2

As described by the City's consultant, Alternative One is basically narrowed intersections with raised islands. This is the Project alternative that SHN found was strongly favored by the local community. Bayside Cares also favors Alternative One, as it (1) most maintains the rural, scenic and historic nature of the Bayside neighborhood, (2) does not eliminate the much-needed parking in the area, (3) is least hazardous for pedestrians (particularly children, elders and those with disabilities), and (4) has the least impact on wetlands and other natural resources.

To further improve the design of Alternative One, Bayside Cares also recommends that the City consider a version of Alternative One with the following three modifications important for public safety:

1. Reduce the speed limit on Old Arcata Road approaching the Project area from the South, from 45 to 35 mph;
2. Install flashing speed limit signs; and
3. Move the crosswalks at least 20 additional feet from the intersections to provide longer lines of site and extended response times.

Bayside Cares appreciates the City's consideration of these initial scoping comments. Please provide notice of all future proceedings, communications, and public information concerning the Project to the undersigned via email at jason@holderecolaw.com and Chris@shkklaw.com. Bayside Cares also requests to be consulted concerning this Project's potentially significant impacts to cultural and historic resources, pursuant to Arcata General Plan, Standard CU-S3.

Very Truly Yours,



Jason Holder



Chris Hamer

cc: (Via e-mail only)

Mark Arsenault, Cal Trans, NEPA Compliance Officer (mark.arsenault@dot.ca.gov)

Natalie Lindquist, Office of Historic Preservation Liaison (natalie.lindquist@parks.ca.gov)

Darrell Cardiff, Sr. Env. Planner, Cal Trans District 1 (darrell.cardiff@dot.ca.gov)

Bob Bronkall, Deputy Dir., Land Use, Humboldt County (bbronkall@co.humboldt.ca.us)

Alex Stillman, President, Historic Sites Society of Arcata (stillmanarcata@icloud.com)

This information was received after the agenda was posted and is made available to the public pursuant to California Government Code section 54957.5(c).

From: [REDACTED]
To: [Public Comment](#)
Subject: May 19 Council Mtg - Agenda Item X.A. Consider the Old Arcata Road Rehabilitation and Pedestrian/Bikeways Improvement Project
Date: Wednesday, May 19, 2021 12:03:08 AM
Attachments: [Support OAR Improvement Project-Zoellick-210518.docx](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Council Members,

Please see my attached memo voicing support for the Old Arcata Road Rehabilitation and Pedestrian/Bikeways Improvement Project.

Thank you for your consideration and for all you do for our community as an elected.

Jim

Jim Zoellick
[REDACTED] Old Arcata Rd.
Bayside, CA 95524


Date: May 18, 2021

To: Arcata City Council

From: Jim Zoellick, [REDACTED] Old Arcata Rd., Bayside, CA 95524

Subject: Support for the Old Arcata Road Rehabilitation and Pedestrian/Bikeways Improvement Project

Dear Arcata City Council:

I am a resident of [REDACTED] Old Arcata Road in Bayside and live just three doors down from the Bayside Post Office. I am writing to request your support for the Old Arcata Road Rehabilitation and Pedestrian/Bikeways Improvement Project. This is an important project that will significantly improve the safety of the roadway, especially for bicyclists and pedestrians. This project has been in the works for quite some time, and City staff and their consultants have done a good job engaging the local community, gathering public input, and responding to input with adjustments to the project design. It is now time to approve the project and move it forward to fruition for the benefit of our neighborhood and the community at large.

I have lived at [REDACTED] Old Arcata Road for 23 years. This is a great neighborhood, where many people like to walk and bicycle for both business and pleasure. We have two schools in the immediate neighborhood: Jacoby Creek Elementary and Mistwood Educational Center. My neighbors' kids walk and bike to school, and my neighbors and I walk to the post office or to the local café. My wife and I walk our dog daily on Old Arcata Road and Jacoby Creek Road along with many other dog walkers. And many members of our community bicycle and walk through the neighborhood. The improvements to the roadway will increase public safety and improve quality of life for the residents of this neighborhood, as well as for others who pass through.

Currently the speed limit coming along Old Arcata Road from Eureka is 45 mph. When motorists enter Arcata at the Jacoby Creek intersection the speed limit changes to 25 mph, but not many motorists comply with the 25 mph speed limit in Bayside. I think a rotary at that Jacoby Creek Road intersection will successfully slow traffic coming into the Bayside neighborhood. In addition, there are speed bumps further north toward Jacoby Creek school that will also help to slow traffic. It is not uncommon for people to drive through this neighborhood at 50 mph, and quite frankly if you are on a bike or on foot, it is frightening.

I think the rotary will fit right in with the other two rotaries on Old Arcata Road, one at Sunny Brae Center and one at Union Street. People have become accustomed to these traffic calming roadway features and will easily adapt to one more rotary on Old Arcata Road in Bayside.

I know that not all of my neighbors and community members are in favor of this project, but that is always the case; people have a hard time accepting change. However, I have spoken with many of my neighbors and have attended numerous public meetings about the project and my sense is that the opposition is clearly in the minority. In addition, many of those who oppose do not live right on Old Arcata Road. I know that all of my immediate neighbors, who do live right on Old Arcata Road, are in favor of the project. In fact, one of them was hit in the cross

walk at Golf Course Road some years back, and they have longed to see some sort of safety improvement in the neighborhood and they welcome the installation of a sidewalk. The sidewalk will be continued from Sunny Brae Center. It currently ends at Jacoby Creek School, but now will be extended all the way to the Bayside Post Office. This makes sense and is a necessary safety improvement.

I should point out that I am not immune to being adverse to change. The center of the roadway will be moved a slight distance toward my property in order to allow for sufficient space on the opposite side of the road for a sidewalk. While I'd rather the road didn't move closer to my home, I am willing to make this adjustment for the common good of the neighborhood and the community, and I encourage others to do the same.

In conclusion, this project will improve public safety, will encourage people to get out of their cars and walk and bicycle more, will help reduce greenhouse emissions and will improve people's wellbeing by encouraging them to exercise in our neighborhood. This project has many benefits and few drawbacks, and I encourage you to approve it.

Thank you for your consideration.

From: [Netra Khatri](#)
To: [David Loya](#); [Kayla Johnson](#)
Subject: FW: Old Arcata Rd Round About Project
Date: Tuesday, May 18, 2021 12:11:29 PM

This information was received after the agenda was posted and is made available to the public pursuant to California Government Code section 54957.5(c).

FYI

Netra Khatri, P.E.
City Engineer
City of Arcata - www.cityofarcata.org
Office: (707) 825-2173
Cell: (707) 267-4287
nkhatri@cityofarcata.org



From: Kristi Colber [REDACTED]
Sent: Tuesday, May 18, 2021 12:09 PM
To: Netra Khatri <nkhatri@cityofarcata.org>
Subject: Old Arcata Rd Round About Project

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Dear City of Arcata,

I want to again thank all of you for your continued efforts against an astonishing amount of opposition.

We, as property owners at [REDACTED] Old Arcata Rd, and our neighbor to the south and across Old Arcata Rd have been in favor of this from inception.

We responded to so many accidents from speed and reckless driving over the years living here.

Of course we don't need to tell you all the data on how they save lives...

[Roundabouts | Intersection Safety - Safety | Federal Highway Administration](#)

Roundabouts | Intersection Safety - Safety |
Federal Highway Administration

Correct me if I am wrong, except for the property owner of the old Jacoby Creek School house, most of the people opposing this project do not live within 100 feet of where this round about will occur.

They don't have to pull out of their driveways every day to go to work, etc. and live with the speeds and danger that we do.

Riding my bike down the road on the weekends gets more dangerous all the time.

I would invite any of them, and Arcata PD to sit in our driveway (btw, I have done this previously and PD did not take us up on our offer).

I find this very frustrating that they seem the most vocal.

Shouldn't those of us who live right there have a significant amount as stakeholders?

Please let us know if there is anything else we can do to support this project!
We will be at zoom meeting 5/19.

Best always,

Kristi Colbert
[REDACTED] Old Arcata Rd.
Bayside, CA 95224
[REDACTED]

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From: [REDACTED]
To: [Public Comment](#)
Subject: Agenda Item- X A Consider the Old Arcata Road Rehabilitation and Pedestrian/Bikeways Improvement Project.
Date: Wednesday, May 19, 2021 11:04:01 AM

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To the Arcata City Council,

Please do not delay the City Council reviewing the project, hearing the environmental analysis, and considering approval of the project. The Old Arcata Road improvements have been in the planning stages for some time and are necessary. The roundabout at the Post Office will slow traffic down at the intersection of Jacoby Creek Road, for pedestrian and biking safety.

Thank you for your consideration on allowing this project to become real.
Lee Dedini, Bayside

From: [David Loya](#)
To: [Kayla Johnson](#)
Cc: [Netra Khatri](#)
Subject: Fwd: Old Arcata Road project
Date: Wednesday, May 19, 2021 6:25:43 AM
Attachments: [curbextensions.pdf](#)

This information was received after the agenda was posted and is made available to the public pursuant to California Government Code section 54957.5(c).

David Loya
Community Development Director
City of Arcata
707-825-2045

www.cityofarcata.org

Sent from my iPad

Begin forwarded message:

From: Mark Moschetti [REDACTED]
Date: May 18, 2021 at 3:34:10 PM PDT
To: David Loya <dloya@cityofarcata.org>, comedev@cityofarcata.org
Subject: Old Arcata Road project

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I would like to add input to the current design plans for the Old Arcata Road project that is being considered and I hope there is still time to make small additions to the designs.

My concern is in regards to crosswalk improvements at the intersection of Anderson and Old Arcata Road.

Vehicles constantly travel well above the speed limit on this section of road and create a hazard to pedestrians crossing the street. Cars are regularly parked on top of the cross walk and force pedestrians to make unsafe crossings and limit vehicles' line of sight of those waiting to cross. When I cross in the Easterly direction I have to wait for countless cars to pass before I can continue on my way. This is due to the fact that moving vehicles can not see me waiting behind the parked cars on top of crosswalk and lined out in both directions. This situation is exacerbated when we consider a small child or an elderly person that is attempting the same feat. Crossing the street should not be a hazardous undertaking nor an event that causes you to renegotiate your means of travel due to safety concerns.

I would like to see traffic calming mitigations placed at the intersection of Anderson and Old Arcata Rd. A curb extension, to increase pedestrian and vehicle line of sight, would increase pedestrian safety. The additional resources needed to make this occur are well worth the cost when weighed in contrast to the safety of the members of our community.

We live in Arcata because it is a community focused city and enjoy the fact that we can make trips and run errands regularly without having to get into our car. This small change would make a huge difference to both our lives and our neighborhood.

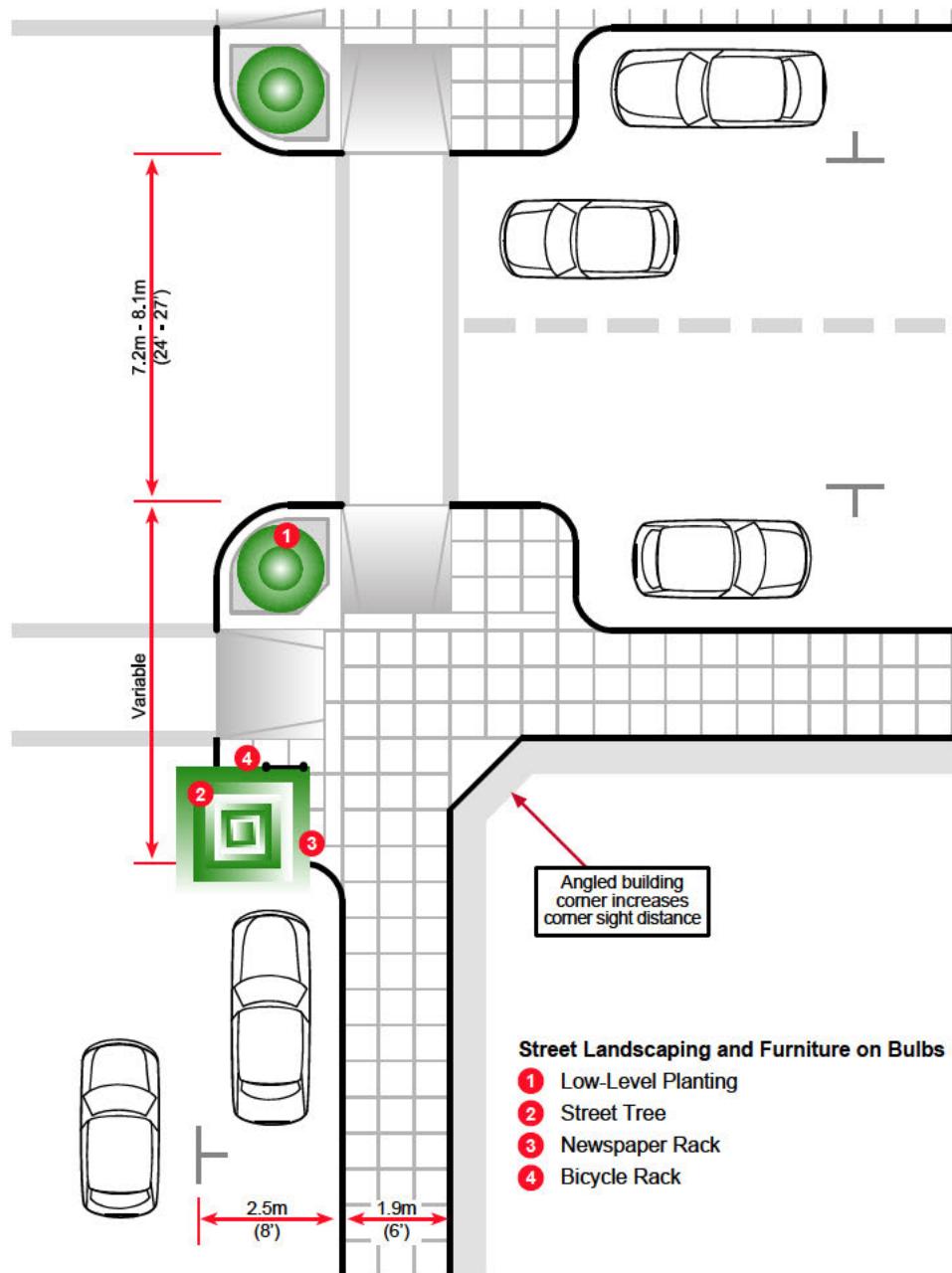
Thank you for the consideration and the work that has already been done on the project as I know it will make a major contribution to the community's health and well being.

Please let me know if this concern should be passed on to other individuals that are involved in the planning decisions

Thank you in advance for your consideration.

Mark Moschetti

Figure 9: Effective Use of Space at Curb Extensions near Parallel Parking



From: [David Loya](#)
To: [Kayla Johnson](#)
Cc: [Netra Khatri](#)
Subject: Fwd: Old Arcata Road Improvements
Date: Wednesday, May 19, 2021 6:26:49 AM

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David Loya
Community Development Director
City of Arcata
707-825-2045

www.cityofarcata.org

Sent from my iPad

Begin forwarded message:

From: Michele Moschetti [REDACTED]
Date: May 18, 2021 at 2:35:56 PM PDT
To: David Loya <dloya@cityofarcata.org>
Cc: COM DEV <comdev@cityofarcata.org>
Subject: Old Arcata Road Improvements

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To whom it may concern:

I would like to add input to the current design plans for the Old Arcata Road project that is being considered and I hope there is still time to make small additions to the designs if necessary.

My concern regards the crosswalk located at the intersection of Anderson and Old Arcata Road.

Vehicles regularly travel well above the speed limit on this section of road and create a constant hazard to pedestrians crossing the street. Cars are regularly parked on top of the cross walk and/or two cars sandwich the crosswalk and force pedestrians to make unsafe crossings and limit vehicles' sight of those waiting to cross. I accompany my young children as they bike to school, my family as a whole is very active and we utilize that crosswalk multiple times each day. I have experienced numerous close calls due to speeding vehicles and the lack of visibility.

Anyway to prohibit cars from blocking the line of sight from the crosswalk to the road would increase pedestrian safety exponentially. Curb extensions are an

effective example. Also, if there were efforts made to slow traffic down, such as adding some speed bumps or a pedestrian island would also greatly help create a safe crossing.

My family moved to this particular community in 2018 because of the close proximity to the school and because the location allows us to run, walk, or bike directly from our house. I would greatly appreciate an effort to make the crossing of Old Arcata Road at the intersection of Anderson a safe crossing for my family and the community as a whole.

Thank you for your time and consideration.

Michele Moschetti

From: [Kayla Johnson](#)
To: [Karen Diemer](#)
Cc: [David Loya](#); [Netra Khatri](#); [Delo Freitas](#)
Subject: (Bcc: Council) caller--support for Old Arcata Rd.
Date: Wednesday, June 30, 2021 12:00:34 PM

Good morning, Mayor and Councilmembers,

Just took a phone call from Rob Ehrlich who wanted to express their **support** of the Old Arcata Road project.

They are a resident/bicyclist of Old Arcata Rd. for 20 years and find it unsafe for bicyclists, pedestrians and children.

Rob Ehrlich
822-7844

Thanks,
Kayla

This information was received after the agenda was posted and is made available to the public pursuant to California Government Code section 54957.5(c).

From: [REDACTED]
To: [Netra Khatri](#)
Subject: Old Arcata Rd improvements
Date: Wednesday, May 19, 2021 7:30:06 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I can't attend the meeting, and I live on the Eureka side anyway, but there are a few things I'd like to add...

Caltrans is still planning on closing bayside cutoff from southbound 101. In the evening, there is a non-stop line of cars using it. As soon as caltrans does this, old arcata rd will be the new highway for everyone going home from work - and improvements need to be made to support this. It needs to have a 35 speed limit all the way through to the 45 section, and the road needs to be improved to accommodate this. It needs to have no speed humps, and needs to have nice wide shoulders, dedicated bike lanes to avoid bicyle/vehicle conflicts, and sidewalks which two people can walk abreast on, all the way through the populated area. It's going to be a highway whether the city council likes it or not (or how many people think speed humps are somehow beneficial to society), so it's up to you to make it a safe highway for all road users - and that means improving the road to handle the speeds of actual traffic, rather than the current sillyness of causing traffic jams and angry drivers, that's going to get even worse once caltrans forces more traffic onto it.

Thanks for reading,
--Randy

From: [REDACTED]
To: [Netra Khatri](#)
Subject: OAR
Date: Thursday, May 20, 2021 9:35:14 AM

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I live on Old Arcata Road and fully support the proposed improvements! Thanks for your efforts to make the project happen.

Richard Sanborn

From: [REDACTED]
To: [Netra Khatri](#)
Subject: City Council meeting Wednesday, 5/19/21
Date: Wednesday, May 19, 2021 7:39:32 PM

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Hello Netra,

You and David did an admirable job in your report to the Council re: the Old Arcata Road Project.

IMHO, it is unfortunate that the city has to move from a MND to an EIR.

Tim

From: [REDACTED]
To: [Netra Khatri](#)
Subject: Old Arcata Road
Date: Wednesday, May 19, 2021 6:51:13 PM

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WE DON'T NEED A HI WAY THRU BAYSIDE.

BAYSIDE IS RURAL NOT 101

A ROUND ABOUT IS NOT NEEDED JUST STOP SIGNS AND ENFORCE THE SPEED LIMITS PERIOD!