

HISTORICAL RESOURCES EVALUATION REPORT
OLD ARCATA ROAD IMPROVEMENTS PROJECT
ARCATA, HUMBOLDT COUNTY, CALIFORNIA
Federal Project No.: RPSTPL-5021(023)

Prepared For:
City of Arcata
Community Services Department
736 F Street
Arcata, CA 95521

Reviewed By:

Gail St. John, PQS Principal Architectural Historian
Caltrans North Region
703 B Street, Marysville, CA 95901

Approved By:

Tim Keefe, Environmental Branch Chief (EBC)
Caltrans District 1
1656 Union Street, Eureka, CA 95501

Prepared by:

Christopher McMorris, Principal / Architectural Historian
Steven J. "Mel" Melvin, Historian / Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street, Davis, CA 95618

December 2020

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1 Summary of Findings

The City of Arcata (City), in conjunction with the California Department of Transportation (Caltrans), proposes improvements to a 1.5-mile section of Old Arcata Road in the Bayside area of Arcata from just south of Beith Creek to the intersection of Old Arcata Road and Jacoby Creek Road. Bayside is in the southeastern part of Arcata around the intersection of Old Arcata Road and Jacoby Creek Road, which is also referred to as Bayside Corners. The southern end of the project is in unincorporated Humboldt County. Project Vicinity and Location maps, along with the Area of Potential Effects (APE) map with Map Reference (MR) numbers, are in **Appendix A**.

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

Three parcels with built environment resources that are 45 years old or older are in the APE. They are 2212 Jacoby Creek Road (MR 1), 1928 Old Arcata Road (MR 2), and 2297 Jacoby Creek Road (MR 3). The building at 2212 Jacoby Creek Road (MR 1) is the Old Jacoby Creek School, which was listed in the National Register of Historic Places (NRHP) in 1985. As a NRHP-listed property, it did not require evaluation in this Historical Resources Evaluation Report (HRER), and it is automatically listed in the California Register of Historical Resources (CRHR).¹ The built environment resources on the other parcels required evaluation for NRHP eligibility. The buildings at 1928 Old Arcata Road (MR 2) have not been previously evaluated for the NRHP or CRHR. The building at 2297 Jacoby Creek Road (MR 3) is the current Bayside Community Hall and the former Bayside Grange. It is listed in the CRHR, but was not previously evaluated under the NRHP criteria.² All three of these are just outside of City of Arcata city limits in unincorporated Humboldt County.

This report concludes that 1928 Old Arcata Road (MR 2) and 2297 Jacoby Creek Road (MR 3) appear to meet the criteria for listing in the NRHP. In addition, this report concludes that there are no potential historic districts in the APE. These conclusions are pursuant with Stipulation VIII.C.2 of the Section 106 PA. Furthermore, all three properties in the APE are historical resources for the purposes of the California Environmental Quality Act (CEQA) and were evaluated as per

¹ Susie Van Kirk, "Old Jacoby Creek School," National Register of Historic Places Inventory – Nomination Form, June 29, 1984, listed February 28, 1985, NRHP Reference No. 85000353. The California Office of Historic Preservation Primary Number for this property is P-12-003771.

² California Office of Historic Preservation, "Directory of Properties in the Historic Property Data File for Humboldt County" (April 5, 2012), 8. This property is California Office of Historic Preservation No. 131410 and CRHR No. 12-0016. It was listed in the CRHR in 2002.

CEQA Guidelines Section 15064.5(a)(2)-(3) using the criteria outlined in Section 5024.1 of the California Public Resources Code. See **Appendix B** for Department of Parks and Recreation (DPR) 523 forms for 1928 Old Arcata Road (MR 2) and 2297 Jacoby Creek Road (MR 3). **Appendix C** contains public outreach communications, and a copy of the NRHP Nomination Form for the Old Jacoby Creek School at 2212 Jacoby Creek Road (MR 1) is in **Appendix D**.

2 Project Description

The City, in conjunction with Caltrans, proposes improvements to a 1.5-mile section of Old Arcata Road from just south of Beith Creek to the intersection of Old Arcata Road and Jacoby Creek Road in the Bayside area of Arcata and in unincorporated Humboldt County. The City proposes to improve a 1.5-mile section of Old Arcata Road and a short intersecting segment on Jacoby Creek Road. The existing roadway pavement is extremely deteriorated and considered to be in “poor” condition. In some locations, there are limited or no sidewalks and pedestrians must use the road shoulder.

The goals of the project are to improve safety for motor vehicles, bicycles, and pedestrians, and improve traffic flow. This will be accomplished by constructing a roundabout at the intersection of Old Arcata Road and Jacoby Creek Road, bike lanes, crosswalks (some raised), speed humps, designated parking areas, and new sidewalks. Project work will also include improving and widening the existing road to improve safety, installing a left-turn lane at Hyland Street for the Jacoby Creek Elementary School, paving driveway approaches, landscaping buffers, and installing pavers for on-street parking. At the intersection of Old Arcata Road and Jacoby Creek Road, the roundabout will be a raised concrete island with landscaping in the center. This element of the project will require a slight realignment of Jacoby Creek Road at the approach to the new roundabout and new pavement on this segment will extend beyond the northern edge of existing pavement by up to 16 feet. This is understood to be within the existing approximately 40-foot road right-of-way. The roundabout will also include raised concrete traffic splitter islands, streetlights, and construction of a formal parking area in front of the US Post Office. Work will also include improvements to existing underground stormwater, water, and sewer infrastructure.

Area of Potential Effects

The project is located in Bayside, a rural-suburban area partially in the City of Arcata and partially in unincorporated Humboldt County. The APE for this project was developed by the City of Arcata and Caltrans and includes the areas that may be directly and indirectly affected by the project along Old Arcata Road and Jacoby Creek Road. The APE is all within the City right-of-way except for an area around the proposed new roundabout at Old Arcata Road and Jacoby Creek Road where it includes County right-of-way and six adjacent parcels that could experience a visual impact. Parcels where the project does not pose a potential impact to any built environment element, or the character of the property, were not included in the APE. The APE map was signed by Darrell Cardiff, Caltrans PQS, District 1 Environmental Planning; Susan Theiss, Caltrans District 1 Local Assistance Engineer; and Netra Khatri, City Engineer, City of Arcata on September 17, 2020 (**Appendix A, Figure 3**).

3 Research and Field Methods

For this HRER, JRP undertook research to develop a historic context relevant to the resources in the APE under evaluation and determine their individual property histories. Research for a study of this sort would ordinarily include visits to repositories such as the Humboldt State University Humboldt Room, Humboldt County Historical Society, and local branch libraries, but these facilities were not open to researchers at the time of the project because of the Covid-19 pandemic. Therefore, JRP conducted extensive online research that included historic newspapers, maps, photographs, and aerial photographs. JRP also consulted histories of the area written by local Humboldt County historians such as Rhode, “Humboldt Bay Shoreline,” Schafran, “Bayside Through the Years,” and “An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor.” Another indispensable source was Susie Van Kirk’s compilation of transcribed newspaper articles on the Bayside / Jacoby Creek area.³ JRP also utilized documents from its in-house library and archives collected from many past projects in the Humboldt Bay region.

To identify known and potential historic resources – buildings, structures, objects, districts, or sites – that have been previously recorded or evaluated in or near the project study area, JRP examined these standard sources of information: the California Historical Resources list curated by the California Office of Historic Preservation (OHP), which includes resources on the NRHP, CRHR, State Historical Landmarks, and Points of Historical Interest; OHP Built Environment Resource Directory (BERD); City of Arcata Historical Landmarks List, and a California Historical Resources Information System records search conducted by William Rich and Associates at the Northwest Information Center on October 26, 2018 (IC File#: 18-0841).⁴

JRP Principal Christopher McMorris conducted a field survey of the entire APE and surrounding area on September 10, 2020. Fieldwork consisted of examining and taking photographs of the resources in and adjacent to the APE, and noting their materials, design, and alterations. Fieldwork also entailed making general observations and taking photographs of the properties along the project corridor in and out of the APE along Old Arcata Road and Jacoby Creek Road to get a sense of the general character and periods of construction of the built environment in the area. Broader observations were also made of the land use, surroundings, and setting. The two

³ Jerry Rhode, “Humboldt Bay Shoreline, North Eureka to South Arcata: A History of Cultural Influences,” June 2020; Susie Van Kirk, “Research Notes on Bayside and Jacoby Creek,” Susie Van Kirk Papers, Special Collections, Humboldt State University; Walter C. Schafran, “Bayside Through the Years,” Center for Community Development, Humboldt State University, 1984; Humboldt County Department of Public Works (DPW), “An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor,” March 1978.

⁴ William Rich and Associates, “Historic Property Survey Report for the Old Arcata Road Improvements Project (Federal Project # RPSTPL – 5021(023)), Bayside, Humboldt County, California,” November 2019; California OHP, Built Environment Resources Directory, Humboldt County, accessed October 2020 at https://ohp.parks.ca.gov/?page_id=30338; California OHP, California Historical Resources, Humboldt County, accessed October 2020 at <https://ohp.parks.ca.gov/listedresources/>; City of Arcata, Landmark Historic Property Map, accessed October 2020 at https://gis01.cityofarcata.org/web/COA_Parcel_finder/.

resources that required evaluation for this report have been recorded on the DPR 523 Forms attached in **Appendix B**.

Public outreach for this project was undertaken by the City of Arcata and consisted of public meetings held in Bayside at the Bayside Grange on August 16, 2019 and at the Old Jacoby Creek School on October 23, 2019. The City also received a letter dated August 31, 2020 from the Friends of Bayside Corners signed by Kathleen Stanton of Bayside and endorsed by 39 other residents of the community, and several emails from Bayside resident Marc Delaney in late 2019 and early 2020. In summary, primary concerns were in regard to the proposed roundabout at the intersection of Old Arcata Road and Jacoby Creek Road, aka Bayside Corners. Comments specifically concerning built environment cultural resources were the potential impact on historic-era buildings at this intersection such as loss of parking that would have a potential negative impact on the viability of businesses in the buildings and thus result in abandonment, neglect, and loss of historic buildings. Another concern was that the roundabout would diminish the historic character, setting, and feeling of Bayside Corners. All public meeting notes and correspondences are in **Appendix C**.

4 Historical Overview

The following historic context is to inform the historical significance evaluation of the built environment resources in the APE for the Old Arcata Road Improvement Project. There are two built environment resources in the APE that require historical significance evaluation, both at the intersection of Old Arcata Road and Jacoby Creek Road. The building at 1928 Old Arcata Road (MR 2) was constructed as a hall for the Sons of Temperance in 1882, commonly called the Temperance Hall, and is now occupied by the Mistwood Education Center. The other at 2297 Jacoby Creek Road (MR 3) is the former Bayside Grange Hall and current Bayside Community Hall, built in 1941. Bayside is a community with loosely defined boundaries partially within the City of Arcata city limits and partially in unincorporated Humboldt County. The intersection of Old Arcata Road and Jacoby Creek Road, known as Bayside Corners, is about two and one-half miles southeast of downtown Arcata and is the focal point of the community. While the majority of the APE is within the city limits of the City of Arcata, most of this area was not annexed into the City until the 1980s and 1990s, and the two evaluated resources are just outside of the city limits in unincorporated Humboldt County. Bayside developed as a distinct community beginning in the 1870s. The following overview provides a historic background starting with the initial Euro-American settlement of Bayside and tracing the subsequent development of the community with particular focus on themes and periods relevant to the two resources in the APE.

4.1 Nineteenth Century Development

Old Arcata Road evolved from an Indian trail into a crude wagon road in the early 1850s. Known at the time as Arcata Road or Arcata – Eureka Road, it served as the only overland route between Arcata and Eureka. The marshy terrain cut by multiple sloughs and creeks made for a difficult landscape to cross with a road, yet no practical alternative existed as steep, densely wooded lands to the east posed more formidable challenges. In the 1860s the County devoted road taxes to the betterment of Arcata Road and by 1862 it was reported to be a “a good piece of work.” Despite this assessment, the low-lying, poorly drained area continued to be plagued by impassable muddy conditions and roadway washouts during the rainy season, thus making the road unusable much of the year. Stage service started between Arcata and Eureka in 1866 and the County continued to work on the roadway. Incrementally the road improved, but the problems with drainage, muddy conditions, and stream crossings persisted into the early twentieth century with Arcata and Eureka residents generally preferring ferries to cross the bay and residents of Bayside and other communities along the road having their travel greatly restricted during times the road was impassable. Another alternative arrived in 1901 with construction of a mainline railroad that skirted the bay and substantive improvements to Arcata

Road occurred around 1910 with general roadway work and the construction of several new bridges.⁵

Despite the overland transportation challenges, Euro-American settlers established a few scattered small general farms along the road in the 1850s raising hay, potatoes, grain, and livestock. However, the conditions of extensive tidal marshlands on one side of the road and mountainous woodlands on the other limited the acreage conducive to farming and settlement from becoming widespread during this early period. In 1870, no farms, buildings, or any other types of improvements were in the immediate area that became Bayside Corners (**Plate 1**). Like many other small communities in Humboldt County, the timber industry provided the initial stimulus for the community of Bayside. Logging activity began in the 1870s when the firm of Dolbeer & Carson (D&C) bought about 1,000 acres of redwood timberlands in the Washington Creek watershed, just south of Jacoby Creek and Bayside. Following construction of a gravity and horse-powered tramway along Washington Creek connecting their land to the bay shore, the company commenced cutting down trees, transporting them to the tramway terminus at the bay, and floating the logs across the bay to their Eureka mill.⁶

Another lumber concern, Flanigan, Brosnan and Company (FBC) soon joined D & C in the hills east of Bayside. FBC was incorporated in 1876 and constructed a mill in Eureka that same year. The company first logged out its timberlands elsewhere in Humboldt County before turning its axes on timberlands in the upper Jacoby Creek watershed east of Bayside in 1882. Just prior to harvesting trees, the company built a standard gauge railroad from the redwood stands to the bay shore where the logs would be dumped and floated to their mill. FBC completed the rail line in 1882 and started logging immediately. The railroad passed directly through Bayside Corners, running from upper Jacoby Creek along an alignment adjacent to the south side of Jacoby Creek Road and crossing the intersection with Arcata Road near the Temperance Hall (now Mistwood Education, MR 2) (bisecting the current study area). Soon after the railroad, FBC also built a shingle mill, cookhouse, store, railroad engine house, warehouse, and several cabins for their workers in Bayside, all located northwest of the Arcata Road / Jacoby Creek Road intersection. It appears that none of these buildings are currently extant. Around this time D & C also constructed several buildings to support their logging. These were located southwest of Bayside near present-day Bayside Cutoff and the mouth of Washington Creek, including a shingle and stave mill built

⁵ Jerry Rhode, "Humboldt Bay Shoreline, North Eureka to South Arcata: A History of Cultural Influences," June 2020, 85-91; Susie Van Kirk, "Research Notes on Bayside and Jacoby Creek," 2015, Susie Van Kirk Papers, Special Collections, Humboldt State University, 1-6.

⁶ Benjamin Peirce, *Part of Humboldt Bay, California*, US Coast Survey, 1870; Van Kirk, "Research Notes on Bayside and Jacoby Creek," 5-7; Humboldt County Department of Public Works (DPW), "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," March 1978, 10-12; Rhode, "Humboldt Bay Shoreline," June 2020, 41.

in 1882 followed by a cookhouse, worker housing, and railway buildings. These buildings have all been demolished, destroyed, or removed.⁷

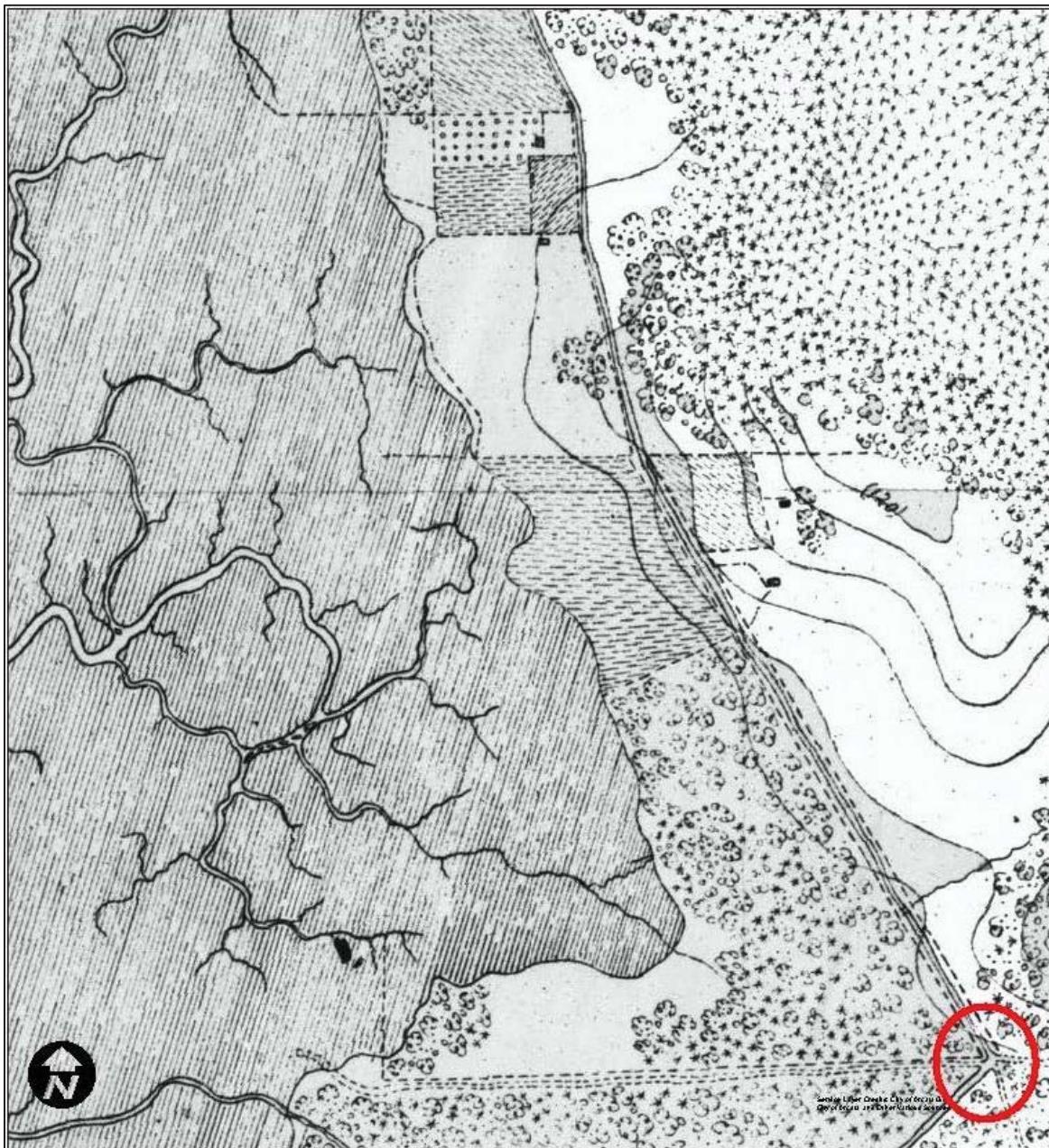


Plate 1. Map published in 1870 showing the study area. The dark square and rectangles are buildings. Bayside Corners is circled in red and Arcata Road is shown running generally northwest from that point. (North arrow and red circle added by JRP.)⁸

⁷ Van Kirk, "Research Notes on Bayside and Jacoby Creek," 8, 14, 15, 23, 24; Humboldt County DPW, "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," March 1978, 12, 13; Rhode, "Humboldt Bay Shoreline," June 2020, 45, 49, 59, 60.

⁸ Benjamin Peirce, *Part of Humboldt Bay, California, US Coast Survey, 1870*.

The logging activities by these two companies brought about the formation of Bayside as a community with its focal point at Bayside Corners. The first formal sign of a town coming into being was in July 1875 when the County Board of Supervisors approved the organization of the Jacoby Creek School District, leading to the construction of the first schoolhouse in 1876 on Jacoby Creek Road near Arcata Road. The town name also became settled in 1876. Previously referred to as “Jacoby Creek,” residents rejected this moniker and chose “Bayside” after also considering “Carson” and “Waterside.” Other new non-residential buildings existing in Bayside in 1876 included a public house, hotel, and blacksmith shop, none of which are extant. Joining these buildings was the Temperance Hall (MR 2), constructed in 1882 at the corner of Arcata Road and Jacoby Creek Road, and Bayside’s first post office established in 1887 in the store owned of David Dyer, a local farmer and shopkeeper, at the west corner of Old Arcata Road and Jacoby Creek Road. This store was removed in the 1940s (**Plate 2**). All of the new building construction, bustle of mill workers and loggers, and a railroad steaming through town prompted a newspaper at the time to describe Bayside as a “flourishing little community of farmers and lumbermen.”⁹

Adding to the flurry of activity spawned by the timber industry, FBC started a large-scale granite mining operation in 1891 at a quarry about six miles up Jacoby Creek canyon from Bayside to fulfill a contract to supply granite for construction of the jetty at the entrance to Humboldt Bay. The contract required erecting a long wharf into the bay from the existing FBC railroad terminus at the bay shore from which the stone would be transferred to barges. The wharf, and the extension of the railroad onto the wharf, were completed in 1891. FBC not only shipped stone from the wharf, but also started shipping its logs and shingles, leading to the name “Shingle Wharf.” Work at the quarry for the jetty project continued for several years and employed many people. Newspaper accounts noted that in 1894, “125 men” were employed, and 200 in 1896. While logging, lumber milling, and quarry work generally ceased during the winter, during other times of the year, these industries made Bayside a lively place (**Plate 3**).¹⁰

⁹ Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 7-9.

¹⁰ Humboldt County DPW, “An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor,” March 1978, 12, 13; Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 32-34, 40-44; Rhode, “Humboldt Bay Shoreline,” June 2020, 18, 49, 60-61.

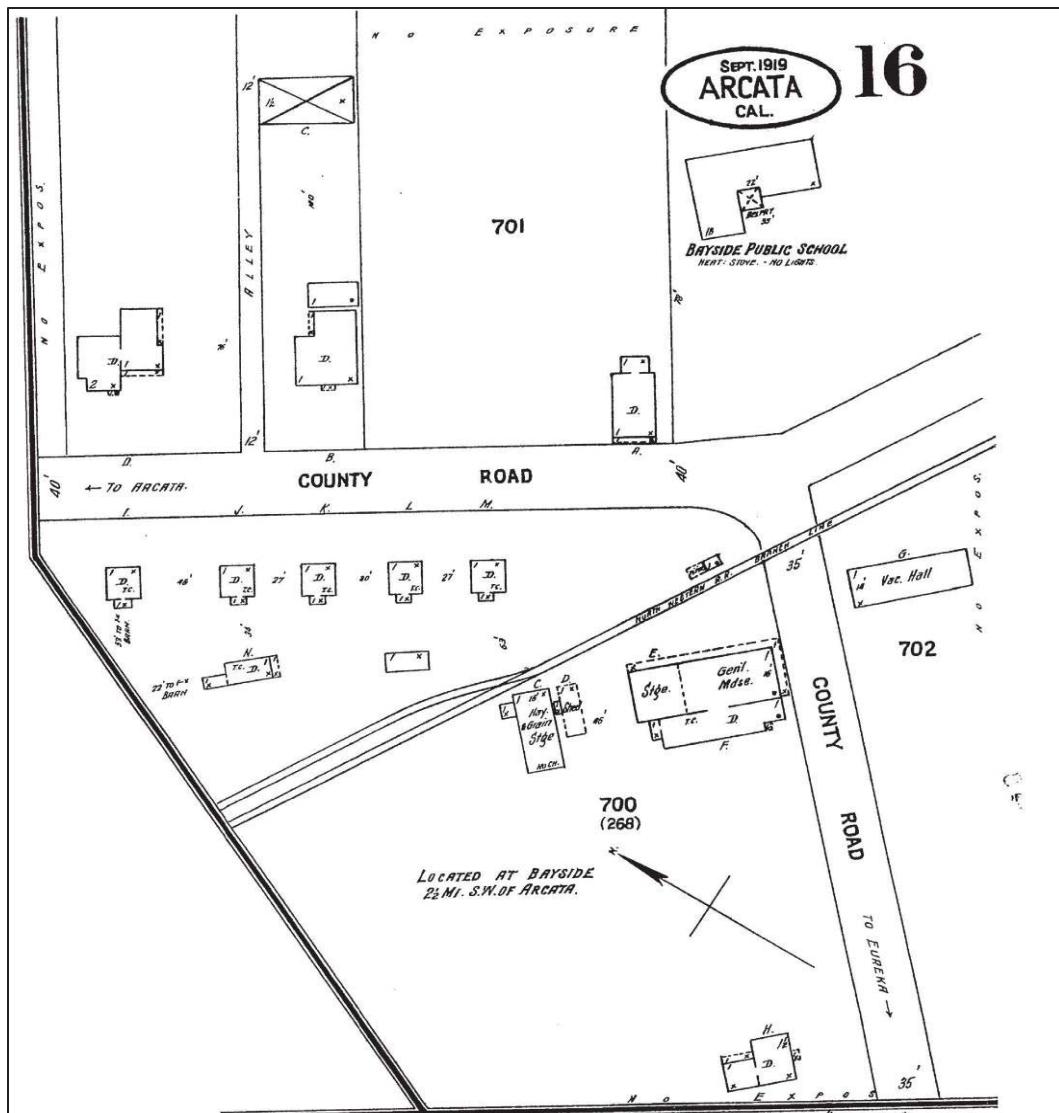


Plate 2. Bayside Corners as depicted on a 1919 map by the Sanborn Map Company. The "County Road" labeled on the map is Old Arcata Road. Note the Y-shape of the intersection with Jacoby Creek Road, railroad crossing Old Arcata Road, Dyer's general merchandise store, and row of small dwellings on the west side of Old Arcata Road. All of these features are gone. The Old Jacoby Creek School (MR 1) is labeled as "Bayside Public School" and the Temperance Hall (MR 2) is on the far-right side of the image labeled "Vac. Hall." ¹¹

¹¹ Sanborn Map Company, "Arcata, Humboldt County, California," (New York: Sanborn Map Co., 1919).

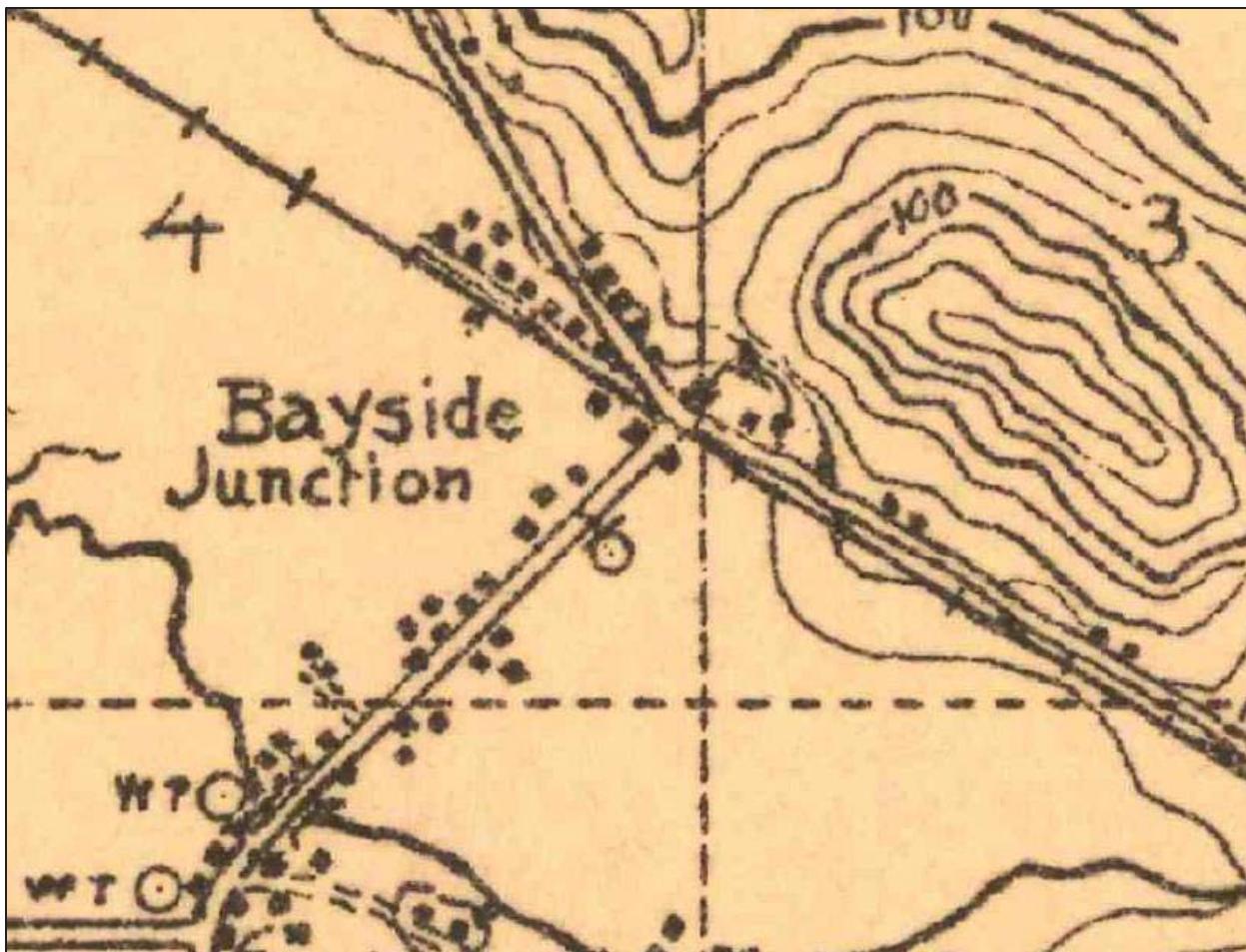


Plate 3. This USGS map based on 1916 surveys shows Bayside Corners as “Bayside Junction.” The dots on the map represent buildings. Note the numerous buildings running northwest from the intersection on a road parallel with the FBC railroad line. These buildings and this road are no longer extant.¹²

4.2 Early Twentieth Century

The early twentieth century marked a transition for Bayside as the nearby redwood stands became logged out and timber activity waned. D&C's land was logged out by 1898 and the company closed their Bayside shingle mill that year. All of the buildings and tramway constructed by D&C have been since removed, destroyed by fire, or demolished. Meanwhile, FBC still had plenty of harvestable trees and continued operate, running their Bayside shingle mill twelve hours a day in April 1898, for example. In 1900, FBC sold out to the Bayside Lumber Company (BLC) in a transaction that included the FBC quarry and railroad. BLC harvested from their Jacoby Creek timberlands until they were exhausted in 1913, although the BLC shingle mill continued to run intermittently, supplied by logs from BLC holdings in southern Humboldt County. The BLC railroad also stayed in operation, primarily hauling rock from the quarry to the wharf and occasional contracts to haul logs from small tracts in Jacoby Creek canyon such as the Humboldt

¹² USGS, *Eureka Quadrangle* (Washington: USGS 1922).

Pine Company's stands harvested around 1920 (Plate 4). In 1923, however, the railroad running through Bayside Corners ceased operations and all of the rails removed. FBC's shingle mill was also later demolished.¹³



Plate 4. Undated photograph circa 1920 looking southwest from Bayside Corners. The photo shows the logging railroad built by FBC, store, farmstead, and church (near to far); the store and the rail line are not extant. Note the car on the plank road which traversed the swamplands between Bayside Corners and the Northwest Pacific Railroad "Bayside Station" near the bay shore.¹⁴

The extractive industries of timber and stone that were the basis for the formation of Bayside diminished in importance in the early twentieth century and farming rose to be the predominate enterprise. Farming in this vicinity was for decades restricted by natural conditions – the densely wooded lands east of Arcata Road, and the tidal salt marshes west of the road – that made for a limited amount of land conducive to raising crops or livestock, which led to establishment of only a few scattered small farms. Human intervention began to alter the natural conditions in 1892 when a group of local property owners – Mel Roberts, John Harpst, O.H. Spring, and FBC – built a dike along the bay shore to hold back the salty water and reclaim the swampy marshland for farming purposes. The dike started at the north end at Butcher Slough near Arcata and continued south along the water's edge to the mouth of Jacoby Creek, thus following the north bank of the

¹³ Peirce, *Part of Humboldt Bay, California*, US Coast Survey, 1870; Humboldt County DPW, "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," March 1978, 12, 13; Van Kirk, "Research Notes on Bayside and Jacoby Creek," 47, 73, 83-88; Rhode, "Humboldt Bay Shoreline," June 2020, 64.

¹⁴ J.A. Meiser, "Bayside, Cal." Photo No. 2003.01.2307, no date, Palmquist Photograph Collection, Special Collections, Humboldt State University.

creek upstream to ground above high tide. The project reclaimed approximately 400 acres that were ideal for pasturing dairy cows and growing rich alfalfa and clover. By 1895, the property owned by the partnership of Harpst & Spring – in the vicinity of the present-day Arcata neighborhood Sunny Brae (north of Bayside) – supported 300 head of dairy cows. So prolific was their herd and that of other nearby farmers that Harpst & Spring built a creamery on their property to process the milk produced in the Bayside region. In addition to dairying, farmers in the Bayside region raised crops such as potatoes, strawberries, and tree fruits. This composition of agricultural activities in Bayside remained generally unchanged into the early decades of the twentieth century (**Plate 5** and **Plate 6**). The addition of more farmers and their families motivated residents to fund and build a new school in 1903, now called the Old Jacoby Creek School (MR 1).¹⁵



Plate 5. Aerial photograph showing Bayside Corners dated 1941. Note that the intersection still retains its historic Y-shape as compared with the sweeping curve created on Old Arcata Road by 1947 as shown in Plate 6 below.¹⁶

¹⁵ Van Kirk, "Research Notes on Bayside and Jacoby Creek," 36-38, 41, 42, 55, 73, 78, 81; Rhode, "Humboldt Bay Shoreline," June 2020, 10-12, 99.

¹⁶ USDA, Aerial Photograph, Photo No. CVL-6B-81, November 25, 1941.

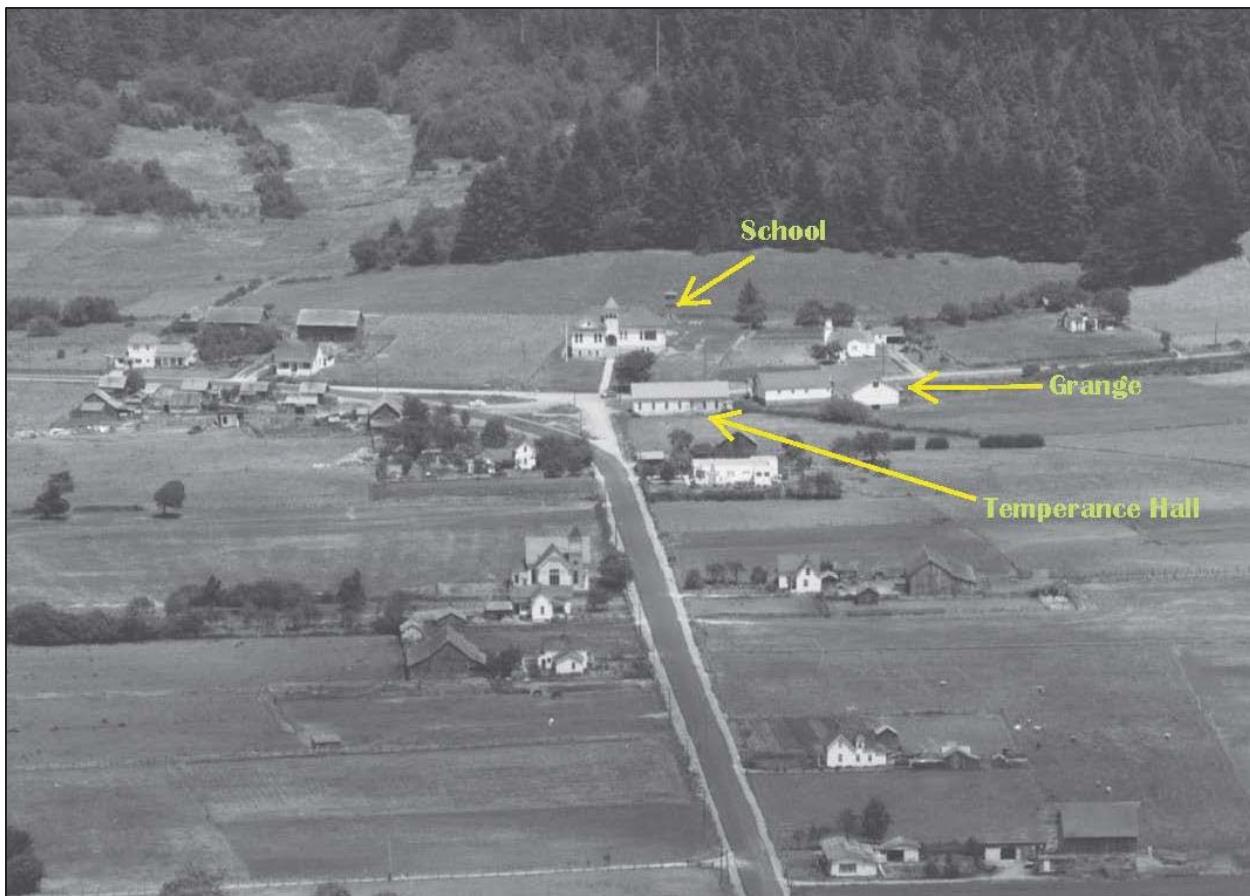


Plate 6. Photograph dated 1947 looking northeast at Bayside Corners. The Jacoby Creek School, Temperance Hall, and Grange are labeled. (Labels added by JRP.)¹⁷

4.3 Transportation Improvements and Post-War Suburbanization

As the local economy moved from timber to agriculture, transportation in Bayside also changed. Up to 1923 the FBC railroad ran through the center of Bayside, transporting materials from the forest to the bay shore, but did not serve passengers wanting to go to Eureka or Arcata. Travel to these places remained via Arcata Road, a route, as noted, plagued by flooding and muddy conditions during the rainy months. Bayside residents welcomed a more reliable transportation option in 1901 when the Eureka & Klamath River Railroad (and later the Northwest Pacific Railroad) started running trains between Arcata and Eureka on tracks that skirted the edge of Humboldt Bay. The railroad company built a station stop – Bayside Station – at the present-day intersection of US 101 and Bayside Cutoff. The station, located roughly one mile from the intersection of Bayside Corners, was connected with Bayside by a plank road and sidewalk that

¹⁷ Merle Shuster, "Bayside," Photo No. 2001.01.0658, July 12, 1947, Shuster Aerial Photograph Collection, Special Collections, Humboldt State University.

allowed crossing this often swampy terrain. The railroad gave Bayside residents dependable, daily, year-round transportation and mail service.¹⁸

Not long after construction of the railroad, the State started planning a state highway – now US 101 – running generally parallel just to the east of the tracks along the bay. Construction of the section between Eureka and Arcata spanned seven years between 1918 and 1925. Built on a roadbed raised well above the marshlands and high tide, and with highway standard bridges crossing all creeks and sloughs, this route rarely flooded and was a vast improvement over Arcata Road. Associated with the highway project was the construction of Bayside Cutoff, a new roadway connecting the highway with the Arcata Road and Bayside. Completion of the highway resulted in renaming Arcata Road to “Old Arcata Road,” and a dramatic reduction of traffic on the old route, which thereafter was used primarily by residents of the small communities along its route.¹⁹

After World War II, Arcata grew by suburban expansion and annexation, a trend common to many California cities in the second half of the twentieth century. Post-war subdivisions in Arcata included Woodland Heights, Sunset, and Greenview, located north and west of central Arcata, respectively. The area southeast of Arcata along Old Arcata Road also proved attractive to subdivision developers for its pastoral setting, relative lack of fog, and proximity to downtown. One of the largest developments was Sunny Brae, located at the north end of Old Arcata Road north of Bayside, that began in 1950. Others in this vicinity were the Berglund Subdivision (1949) in Bayside at the intersection of Old Arcata Road and Hyland Street, and Bayside Estates (1961) on Jacoby Creek Road east of Bayside. The post-war growth led to the construction of the Jacoby Creek Elementary School in 1957 at the intersection of Old Arcata Road and Hyland Street. Completion of the school marked the end of classes held at the Old Jacoby Creek School (MR 1) at Bayside Corners. Other smaller subdivisions and scattered single parcel lots also came to be occupied by single-family residences in the 1945-1990 period to give Bayside its broad chronological and stylistic mixture of residential and non-residential buildings (**Plate 7**). Annexations of these areas along Old Arcata Road in the study area occurred between 1969 and 1998. The area within the city limits at Bayside Corners was incorporated into the City in 1983 as part of the Bayside Heights annexation.²⁰

¹⁸ Walter C. Schafran, “Bayside Through the Years,” Center for Community Development, Humboldt State University, 1984, 26-29; Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 23, 66; Rhode, “Humboldt Bay Shoreline,” June 2020, 11, 82; USGS, *Eureka Quadrangle* (Washington: USGS, 1922).

¹⁹ Rhode, “Humboldt Bay Shoreline,” June 2020, 12, 91.

²⁰ City of Arcata, “City of Arcata Annexations,” July 27, 2016; Walter C. Schafran, *Bayside Through the Years*, 27-29; Guerra & McBane, LLC, *City of Arcata Historic Context Statement*, 7-8, 36, Appendix A; City of Arcata, “Arcata Historic Resources Sensitivity Map,” n.d.; NETROnline, Historic Aerial Images, 1956, 1972, 1989, 1993, accessed October 2020 at <https://www.historicaerials.com/>.

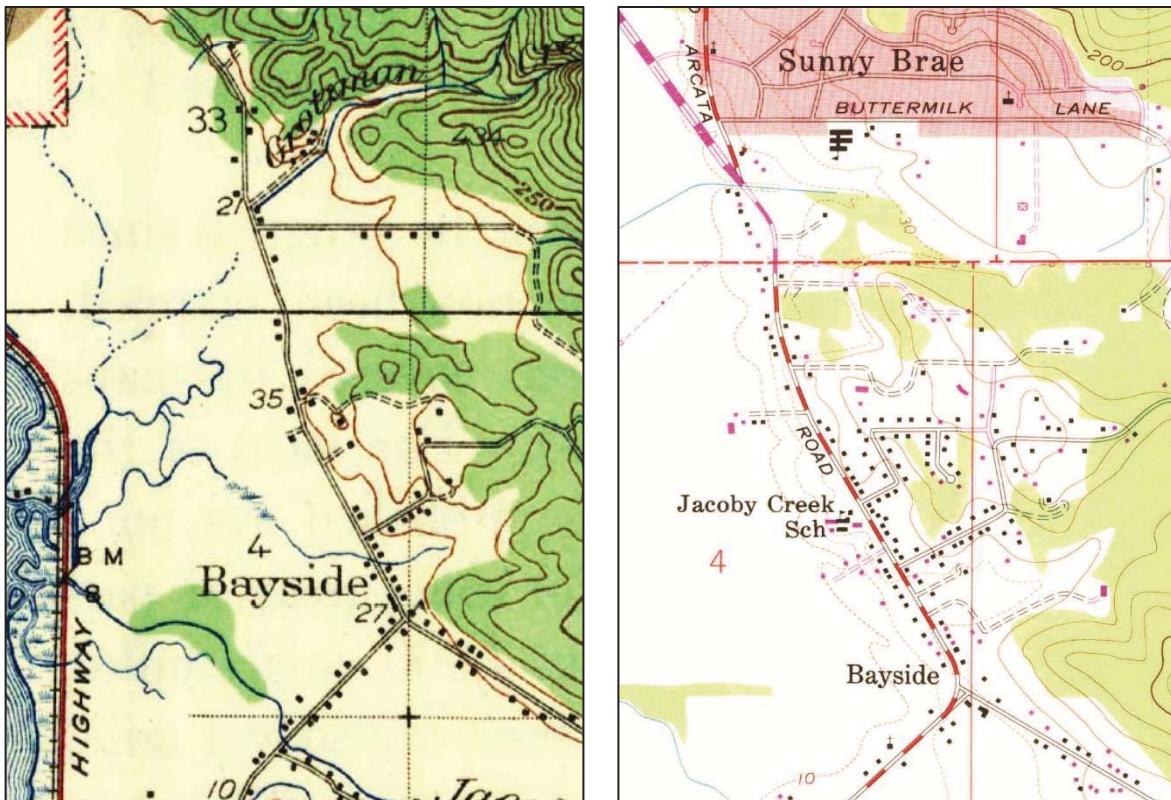


Plate 7. Two maps illustrating the development of Bayside before and after World War II. The map on the left is based on 1933 surveys, the map on the right is from 1972. Note the new streets in the area and the many new buildings on both sides of Old Arcata Road and Jacoby Creek Road.²¹

²¹ USGS, *Eureka Quadrangle* (Washington: USGS 1942); USGS, *Arcata South* (Washington: USGS 1972).

5 Description of Historic Resources

The project APE and its immediate surroundings is a rural / suburban setting on the southeastern edge of Arcata. The built environment resources in the area range in construction dates from late nineteenth century to late twentieth century / early twenty-first century, and include late nineteenth century residences and farm buildings, early twentieth century residences, post-World War II residences, and clusters of non-residential buildings near the intersections of Old Arcata Road at Hyland Street and Old Arcata Road at Jacoby Creek Road.

There are three historic-era properties within the APE for this project : 2212 Jacoby Creek Road (MR 1), 1928 Old Arcata Road (MR 2), 2297 Jacoby Creek Road (MR 3). The building at 2212 Jacoby Creek Road is the Old Jacoby Creek School, a property listed in the NRHP in 1985; it is also listed in the CRHR.²² The other two properties appear to meet the criteria for listing in the NRHP as a result of the current study. These are the former Temperance Hall at 1928 Old Arcata Road (MR 2), and the former Bayside Grange at 2297 Jacoby Creek Road (MR 3), the latter of which was previously listed in the CRHR. Below are summary descriptions of these three resources. The DPR 523 forms for 1928 Old Arcata Road (MR 2) and 2297 Jacoby Creek Road (MR 3) in **Appendix B** contain comprehensive descriptions and additional photographs. The NRHP nomination for the Old Jacoby Creek School at 2212 Jacoby Creek Road (MR 1) is in **Appendix D**.

Old Jacoby Creek School / 2212 Jacoby Creek Road (MR 1)

Field survey for the current study on September 10, 2020 found the Old Jacoby Creek School to be as generally as described the 1984 NRHP Nomination form prepared by Susie Van Kirk (**Photograph 1** and **Photograph 2**). The following is a description of the historic property excerpted from the NRHP nomination:²³

The Old Jacoby Creek School is a large wood structure with approximately 4,900 square feet of floor space included on the main floor and in the basement. It sits...on an acre of land screened by pines and alders.

The front facade is "L" shaped with a pedimented gable at right angles to a hipped-roof section. Nestled in the "L" is a square belltower with a pyramidal roof. It is open at the top by twelve decorated arches. The pediment has wide eaves, a plain frieze, and a small window with ventilation slats above. Beneath the eaves of the pediment is a line of false rafter ends which is repeated around the entire building. The main room below the pediment is lighted on the front by two pairs of long, narrow windows of six panes each. The basement has a central door flanked by

²² Susie Van Kirk, "Old Jacoby Creek School," National Register of Historic Places Inventory – Nomination Form, June 29, 1984, listed February 28, 1985, NRHP Reference No. 85000353. The California Office of Historic Preservation Primary Number for this property is P-12-003771.

²³ Susie Van Kirk, "Old Jacoby Creek School," National Register of Historic Places Inventory – Nomination Form, June 29, 1984, listed February 28, 1985, NRHP Reference No. 85000353.

single, four-pane windows. A door, leading to interior steps to the main floor, has been added at the base of the belltower on the southeast side.

The double front doors are wood with large glass panes. Recessed behind an arched entrance below the belltower, the doors are bordered by a transom and sidelights. The front steps were removed some time ago, but will be replaced as part of the owners' rehabilitation plans. A door has been added off the porch into the main room at the west corner of the building.

The front of the hipped-roof section originally had two pairs of long, narrow windows of six panes each. During the late 1930's when the primary room was divided, two more windows were added to the pair at the south corner. Window changes in the basement of this section include replacement of four small square windows with a large, multipaned window, the addition of a small horizontal window, and the boarding up of two, four-pane windows.

The building's southeast side has five, six-pane windows like those of the front. The basement has a door and two horizontal windows. The rear wall has six, six-pane windows lighting the main room at the south corner. The basement wall has three square windows interspersed with two horizontal windows under the large windows. Flanking the recessed rear entrance is a single, four-pane window for the cloak room on the southeast side of the entrance and two, four-pane windows lighting the teacher's and supply room on the other side, below which is a single horizontal window. The rear entrance has the original wood door, topped by a transom. Another door leads from the porch into the cloak room. Fan brackets with what looks like three raised baseball bats decorate the corners of the porch. The steps are gone, but will be replaced. At the north corner on the rear wall was another entrance and stairway, but these were removed during the 1960's when the building was used by a religious group. That area was closed off and will not be reopened.

The northwest wall has six, six-pane windows lighting the main front room with two, four-pane windows below in the basement wall. There are a door and three horizontal windows in the basement at the north corner.

The building is covered with three different sidings. The belltower, pediment and upper portion of the main building have fishscale shingles. A raised moulding

separates the shingles from an overlapping board siding which extends to the water table. The basement siding is cove-rustic shiplap.²⁴



Photograph 1: Old Jacoby Creek School at 2212 Jacoby Creek Road, camera facing northeast, September 10, 2020.



Photograph 2: Photograph from the 1984 NRHP Nomination Form.²⁵

²⁴ Susie Van Kirk, "Old Jacoby Creek School," National Register of Historic Places Inventory – Nomination Form, June 29, 1984, listed February 28, 1985, NRHP Reference No. 85000353, Description Continuation Sheet 1, Item Number 7, Page 1.

²⁵ Van Kirk, "Old Jacoby Creek School," NRHP Nomination Form, June 29, 1984.

Temperance Hall / Mistwood Educational Center, 1928 Old Arcata Road (MR 2)

The property at 1928 Old Arcata Road, built in 1882 as the hall for the Sons of Temperance, commonly called the Temperance Hall, is currently the Mistwood Educational Center (**Photograph 3**). Designed in a vernacular, National Folk style, the rectangular-plan building rests on a concrete perimeter foundation. The former community hall is topped with a steeply pitched composite shingle front gable roof and its narrow, closed eaves highlight a modest entablature of undecorated frieze, modest cornice return, and a typical architrave line. The hall is generally unadorned and covered with horizontal wood siding except for the rear wall that is clad in vertical groove wood panel siding. The northwest-facing entry at the gable end is shaded by a small exposed-rafter gable porch roof supported by brackets and has a metal faux-panel door. The east side of the hall includes two entrances: a plain metal door accessed by a short wood ramp lined with wooden railings on the northern end, and another plain metal door at the southern end with a short concrete ramp flanked by wooden railings and covered by a gable roof portico. Windows are four-over-four wood sash with wide wood surrounds and three replacement aluminum horizontal sliding sash on the side and rear. One of the window openings is boarded up. On the rear of the west wall is an elevated wood walkway with wood railings that connects a rear doorway of the hall with a gable-roofed building constructed in the 1980s that appears to be an office. There is a small playground behind (east of) this newer building.



Photograph 3: Mistwood Education Center at 1928 Old Arcata Road, camera facing southeast, September 10, 2020.

Bayside Grange / Bayside Community Hall / 2297 Jacoby Creek Road (MR 3)

The Bayside Community Hall at 2297 Jacoby Creek Road was originally built in 1941 as the Bayside Grange (**Photograph 4**). This building, designed in the Minimal Traditional style, sits on a raised L-shape concrete pier foundation that has a vertical wood skirt between the ground and the floor beams. The cross-gable roof has both wide and narrow eaves and is covered in composite shingles. Covering the exterior walls and gable ends is horizontal wood siding and in each gable end is a louvered vent. Underneath a front gable, a composite shingle gable porch with square half-posts and sheltering double panel doors serves as the main entry. It is framed on each side by two-pane wood-sash windows. On the west side is a secondary entry consisting of a plain metal door under a small gable roof projection supported by square posts. This small, raised entry and porch is accessed by a five-step wood stairway with wood railing that continues around the porch deck. An uncovered rear entryway has double metal doors and a wood stairway with wood banister. Windows throughout are two-pane and eight-pane wood sash. The one-acre property on which this building sits has some open space and there are trees at the southeastern corner, but the building is bounded on the south and east sides by paved parking lot, including the area immediately adjacent to Jacoby Creek Road.



Photograph 4: Bayside Community Center at 2297 Jacoby Creek Road, facing southwest, September 10, 2020.

6 Findings and Conclusions

The APE for this project was developed by the City of Arcata in consultation with Caltrans. Within the APE are three properties 45 years old or older: 2212 Jacoby Creek Road (MR 1), 1928 Old Arcata Road (MR 2), and 2297 Jacoby Creek Road (MR 3). The property at 2212 Jacoby Creek Road, the Old Jacoby Creek School, was listed in the NRHP in 1985, thus it did not require evaluation in this report. As a NRHP-listed property, it is also automatically listed in the CRHR and is an historical resource for the purposes of CEQA.²⁶ The two other properties in the APE required recordation and evaluation for NRHP / CRHR eligibility in this HRER. The property at 1928 Old Arcata Road was not previously evaluated for the NRHP or CRHR and has no previous historic status. The property at 2297 Jacoby Creek Road is the current Bayside Community Center and the former Bayside Grange. It was listed in the CRHR in 2002, but documentation associated with that listing has not been found. The property was not previously evaluated under the NRHP criteria.²⁷ The two properties requiring evaluation are documented on the DPR 523 forms in Appendix B.

6.1 Summary of Findings

The following summarizes the findings of this HRER:

- Historic properties listed in the NRHP:

Name	Address / Location	Community	OHP Status Code	Map Reference #
Old Jacoby Creek School	2212 Jacoby Creek Road	Bayside / Humboldt County	1S	MR 1

- Historic properties previously determined eligible for the NRHP: **None**
- Resources previously determined *not* eligible for the NRHP: **None**
- Historic properties determined eligible for the NRHP as a result of current study:

Name	Address / Location	Community	OHP Status Code	Map Reference #
Temperance Hall / Mistwood Education Center	1928 Old Arcata Road	Bayside / Humboldt County	3S	MR 2

²⁶ Susie Van Kirk, "Old Jacoby Creek School," National Register of Historic Places Inventory – Nomination Form, June 29, 1984, listed February 28, 1985, NRHP Reference No. 85000353. The California Office of Historic Preservation Primary Number for this property is P-12-003771.

²⁷ California Office of Historic Preservation, "Directory of Properties in the Historic Property Data File for Humboldt County" (April 5, 2012), 8. This property is California Office of Historic Preservation No. 131410 and CRHR No. 12-0016.

Name	Address / Location	Community	OHP Status Code	Map Reference #
Bayside Grange / Bayside Community Center	2297 Jacoby Creek Road	Bayside / Humboldt County	3S	MR 3

- Resources determined not eligible for the NRHP as a result of current study: **None**
- Resources for which further study is needed because full evaluation was not possible: **None**
- Historical resources for the purposes of CEQA:

Name	Address / Location	Community	OHP Status Code	Map Reference #
Old Jacoby Creek School	2212 Jacoby Creek Road	Bayside / Humboldt County	1S	MR 1
Temperance Hall / Mistwood Education Center	1928 Old Arcata Road	Bayside / Humboldt County	3S	MR 2
Bayside Grange / Bayside Community Center	2297 Jacoby Creek Road	Bayside / Humboldt County	3S	MR 3

- Resources that are *not* historical resources under CEQA, per CEQA guidelines 15064.5, because they do not meet the CRHR criteria outlined in PRC 5024.1: **None**

Christopher McMorris, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as a Principal Architectural Historian, has determined that all other properties present within the APE meet the criteria for Section 106 PA (Properties Exempt from Evaluation).

6.2 Conclusions

Old Jacoby Creek School, 2212 Jacoby Creek Road (MR 1)

The Old Jacoby Creek School (MR 1) was built in 1903 and listed in the NRHP in 1985.²⁸ Historian Susie Van Kirk prepared the NRHP nomination and the school was determined eligible under Criteria A and C at the local level for its association with the development of the Bayside area, as well as for its design as an excellent and unique example of transitional architecture in Humboldt County. The period of significance is 1903-1957, the latter date being the opening of a new school building and cessation of classes at the Old Jacoby Creek School. The property boundary is defined by its historic parcel. Van Kirk noted that changes to the rear wall on the north corner

²⁸ Susie Van Kirk, "Old Jacoby Creek School," National Register of Historic Places Inventory – Nomination Form, June 29, 1984, listed February 28, 1985, NRHP Reference No. 85000353.

took place in the 1960s and that the owners had intended to replace the front steps, which were missing at the time of its nomination. Field survey has confirmed that those steps have been added to the building since its listing.

The character-defining features of the Old Jacoby Creek School are not specifically identified in the NRHP Nomination Form, although there are features noted within the description of the building. During fieldwork, JRP staff noted and confirmed Van Kirk's description of the characteristic features of the property. The following list of character-defining features have been distilled from Van Kirk's NRHP Nomination Form: the massing, L-shaped plan, and cross hipped / gable roof; pedimented gable on the front elevation; square belltower with a pyramidal roof and twelve decorated arches; wide eaves with false rafter ends and plain frieze; circular slatted vent on the belltower; arched top window and vent in the front gable end; all windows that fall within the period of significance; all doors that fall within the period of significance; the front entryway consisting of an arched portico, double front doors with large glass panes, a transom light and sidelights; fan brackets with "three raised baseball bats" decorating the corners of the porch; fishscale siding; horizontal overlapping wood siding; cove-rustic shiplap siding; and horizontal course moulding between the fishscale and horizontal wood sided sections.²⁹

Temperance Hall, 1928 Old Arcata Road (MR 2)

The current study concludes that the Temperance Hall, built in 1882, appears to meet the criteria for listing in the NRHP / CRHR under Criteria A / 1 at the local level for its significant association with community development in Bayside. The period of significance is 1882 to 1970.³⁰ The property boundary is its legal assessor parcel. The property's character-defining features are its massing; rectangular plan; front-gable roof; cornice returns; vertical posts at the building corners; modest appearance and lack of ornamentation; horizontal wood siding; front entryway; all of the original wood-sash windows, and its location at Bayside Corners. The other building on the parcel was constructed in the 1980s and is not a contributing feature of the historic property.

Bayside Grange, 2297 Jacoby Creek Road (MR 3)

The current study concludes that the Bayside Grange, built in 1941, appears to meet the criteria for listing in the NRHP under Criterion A at the local level for its significant association with

²⁹ Susie Van Kirk, "Old Jacoby Creek School," National Register of Historic Places Inventory – Nomination Form, June 29, 1984, listed February 28, 1985, NRHP Reference No. 85000353, Description Continuation Sheet 1, Item Number 7, Page 1.

³⁰ Fifty years ago is used as the closing date for periods of significance where activities begun historically, such as use of the Bayside Grange for community events. For a period of significance to extent to a date within the past 50 years, it must be demonstrated that the activities occurring within the past 50 years were of "exceptional importance." National Park Service, *Bulletin 16: How to Complete the National Register Registration Form* (Washington, D.C.: Department of the Interior, 1997), 42, 43.

community development in Bayside. The period of significance is 1941 to 1970.³¹ The property boundary is its legal assessor parcel. The property's character-defining features are its massing; L-shaped plan; cross-gable roof; modest appearance and lack of ornamentation; horizontal wood siding; louvered vents in the gable ends; front entryway; raised side entryway; all of the original wood-sash windows; and its location at Bayside Corners. The building was previously listed in the CRHR.

Potential Historic District Consideration

During the course of research and fieldwork for this project, consideration was given to the potential presence of a historic district as defined by NRHP guidelines in the study area. The National Park Service published guidelines for applying the National Register Criteria for Evaluation specifically addresses the evaluation of historic districts, defining a historic district property type as a “significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.” A historic district must be a unified entity of interrelated resources that can “convey a visual sense of the overall historic environment” or are “an arrangement of historically or functionally related properties.” Like other resources found to be eligible for listing in the NRHP, a historic district must meet one of the four criteria for significance and must retain historic integrity. National Register guidelines specifically address the issue of historic district integrity stating that “the majority of the components that make up the district’s historic character must possess integrity even if they are individually undistinguished.” A district is not eligible if its elements are so altered, and it contains so many modern intrusions, that it no longer conveys its potential period of significance.³²

Examination of documentary evidence to determine the histories of individual properties as well as the community as a whole, combined with field survey observation, has revealed no groupings of resources united historically or aesthetically that also retained historic integrity were present in the APE. The buildings in the APE do not meet these criteria because of their disparate dates of construction, lack of a shared development history, lack of aesthetic or architectural unity, the loss of many historic-era properties, and presence of numerous modern intrusions. Thus, there is no existing or potential historic district in the APE.

³¹ Fifty years ago is used as the closing date for periods of significance where activities begun historically, such as use of the Bayside Grange for community events. For a period of significance to extent to a date within the past 50 years, it must be demonstrated that the activities occurring within the past 50 years were of “exceptional importance.” National Park Service, *Bulletin 16: How to Complete the National Register Registration Form* (Washington, D.C.: Department of the Interior, 1997), 42, 43.

³² National Park Service, *Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: U.S. Dept. of the Interior, National Park Service, 1997), 5, 44-46. This bulletin was first published in 1990.

7 Preparers' Qualifications

JRP Principal Christopher McMorris (M.S., Historic Preservation, Columbia University) co-authored this report, conducted fieldwork and research, and managed the project. Mr. McMorris has 22 years of experience and specializes in conducting historic resource studies for compliance with Section 106 of the National Historic Preservation Act and CEQA, as well as other historic preservation projects. Based on his level of education and experience, Mr. McMorris meets and exceeds the United States Secretary of the Interior's Professional Qualification Standards under History and Architectural History (as defined in 36 CFR Part 61).

JRP Staff Architectural Historian Steven J. "Mel" Melvin (M.A., Public History, California State University, Sacramento) has more than 15 years of experience as a historian/architectural historian working on a variety of research and cultural resource management projects throughout California. For this project, Mr. Melvin co-authored this report, prepared the DPR 523 forms, and conducted research. Mr. Melvin meets and exceeds the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61) under History and Architectural History.

Graphics Technician Rebecca Flores prepared the graphics utilized in this report and the DPR 523 forms.

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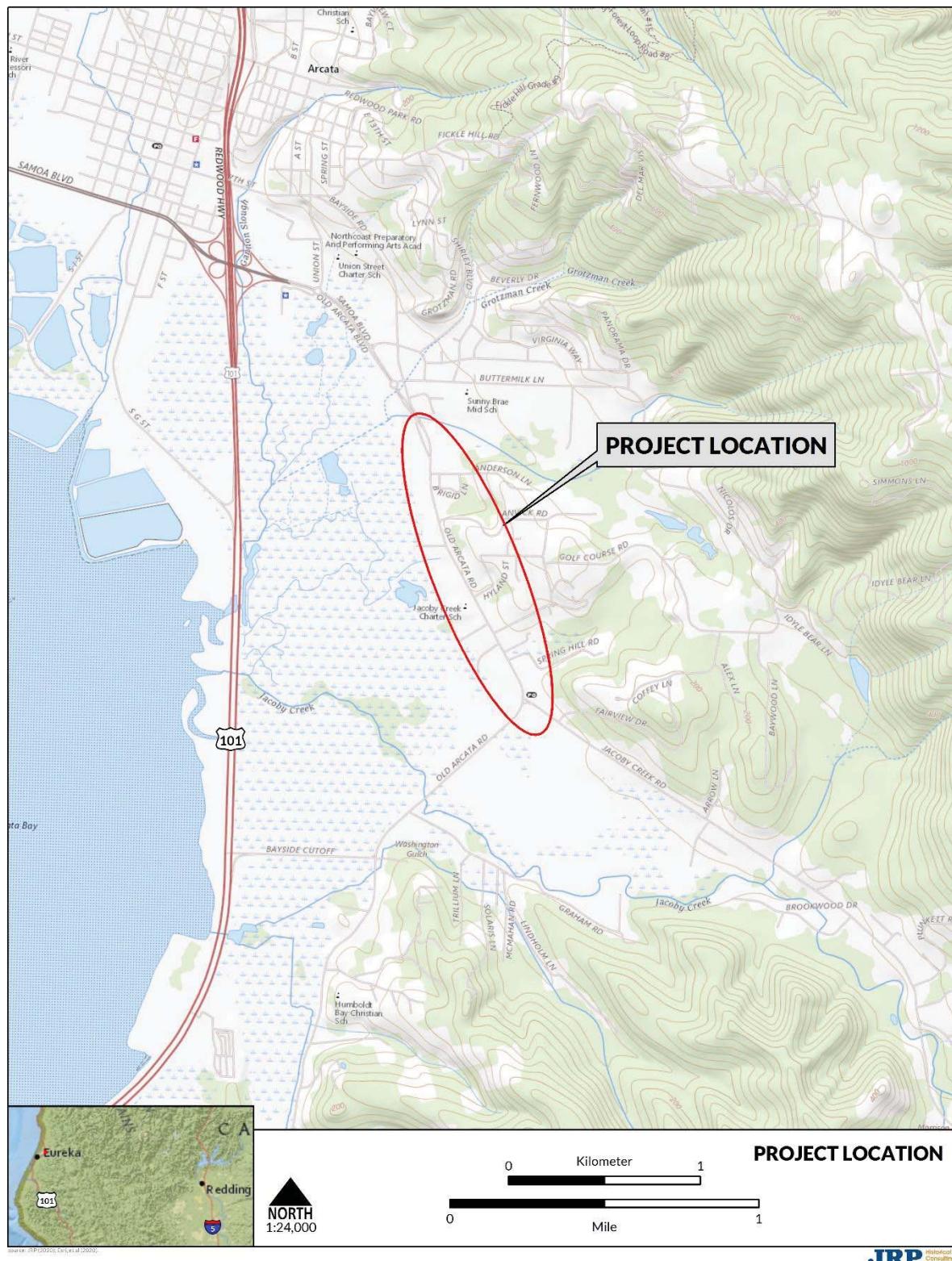
APPENDIX A

Figures

Figure 1. Project Vicinity Map



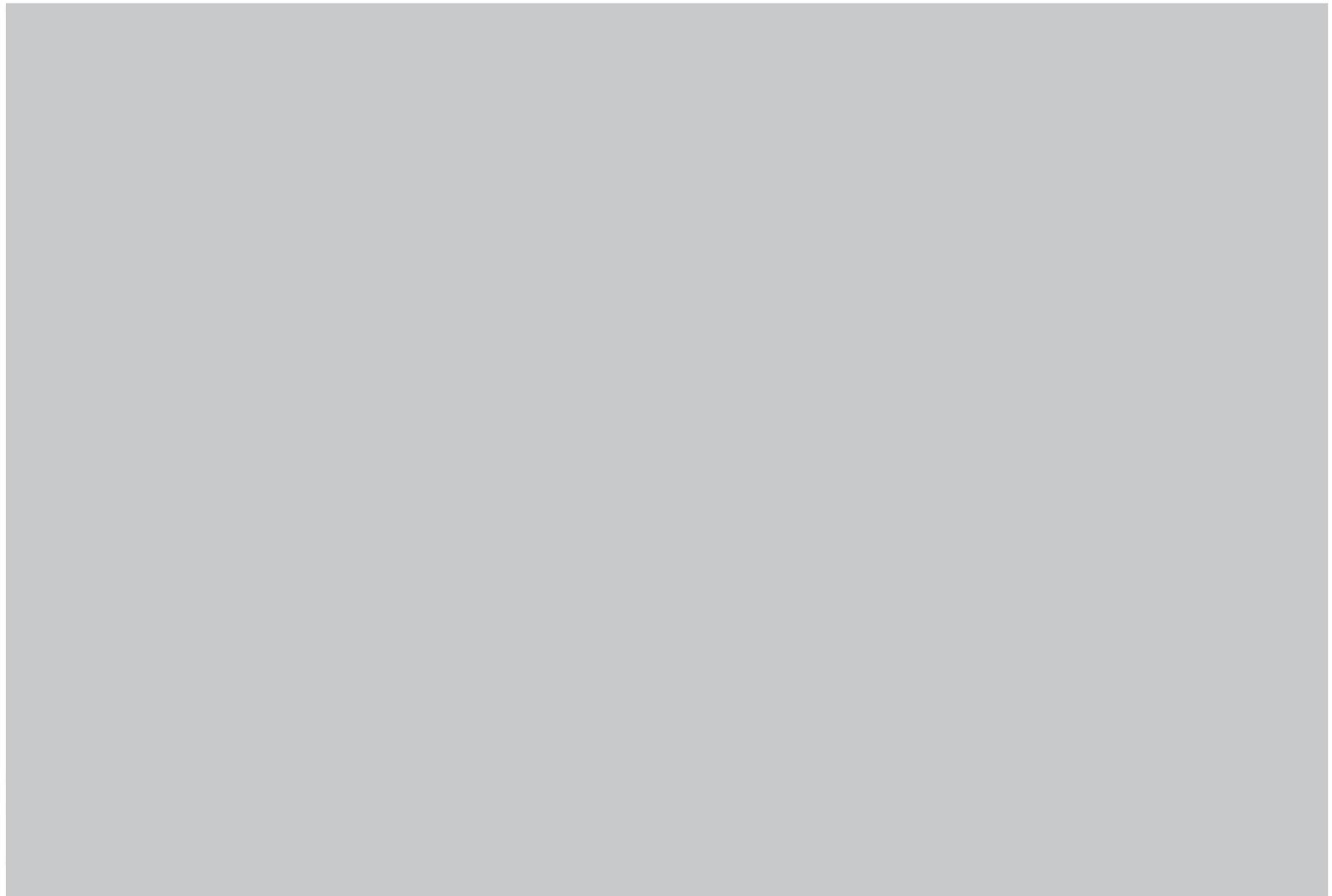
Figure 2. Project Location Map



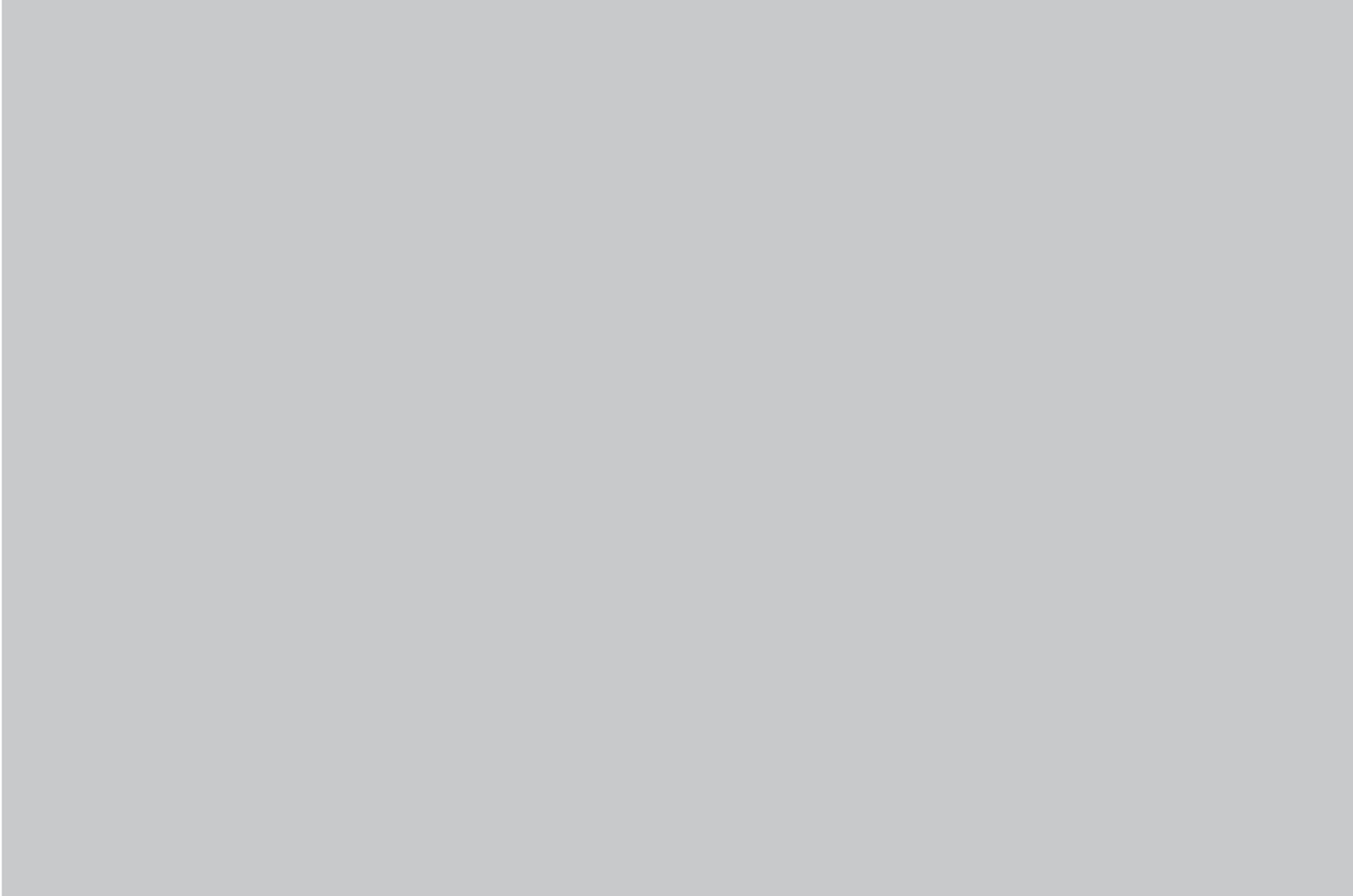
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Figure 3. APE Map

See **Sheet 10** for resources in the Architectural APE labeled with Map Reference (MR) Numbers



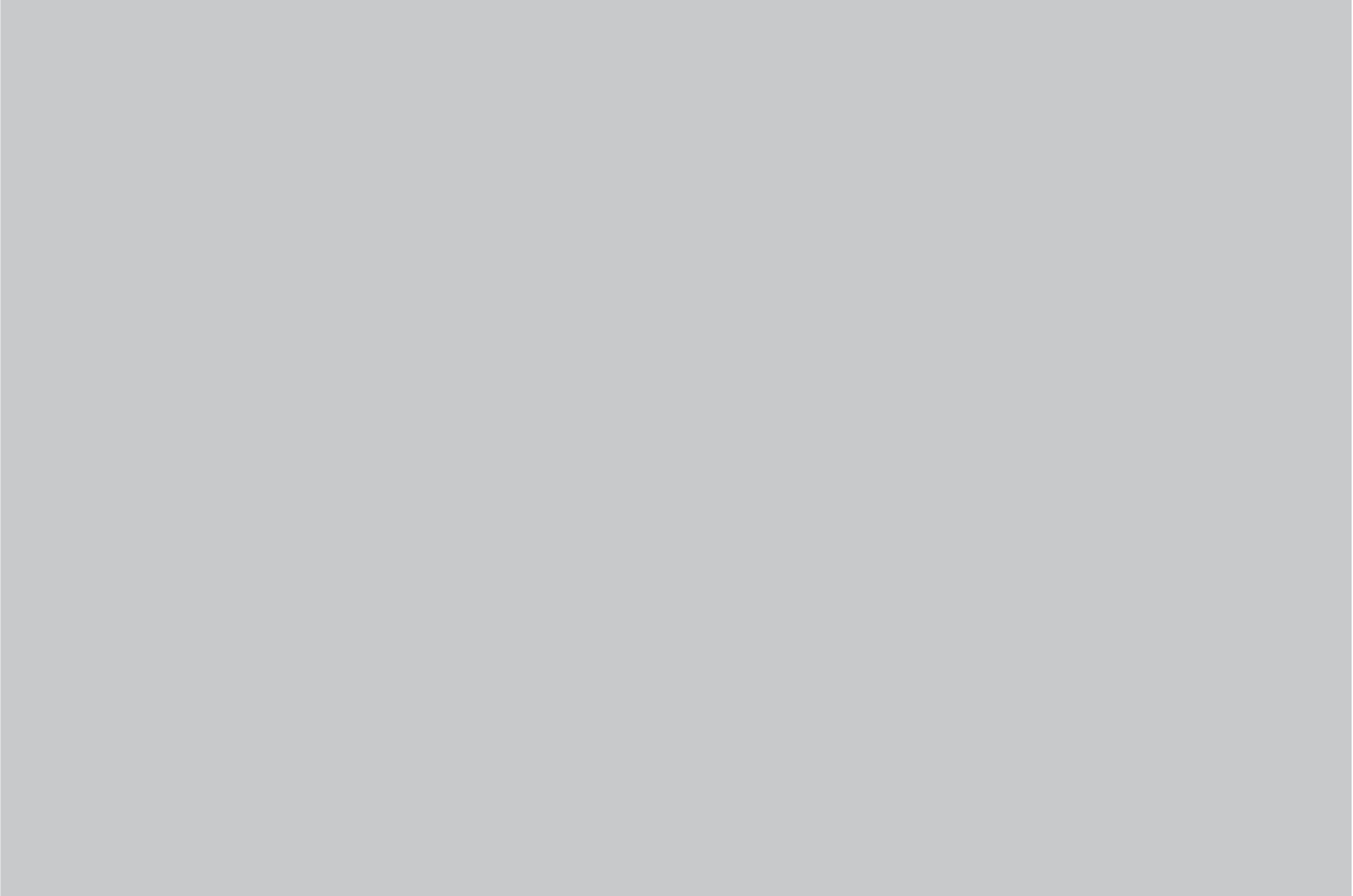
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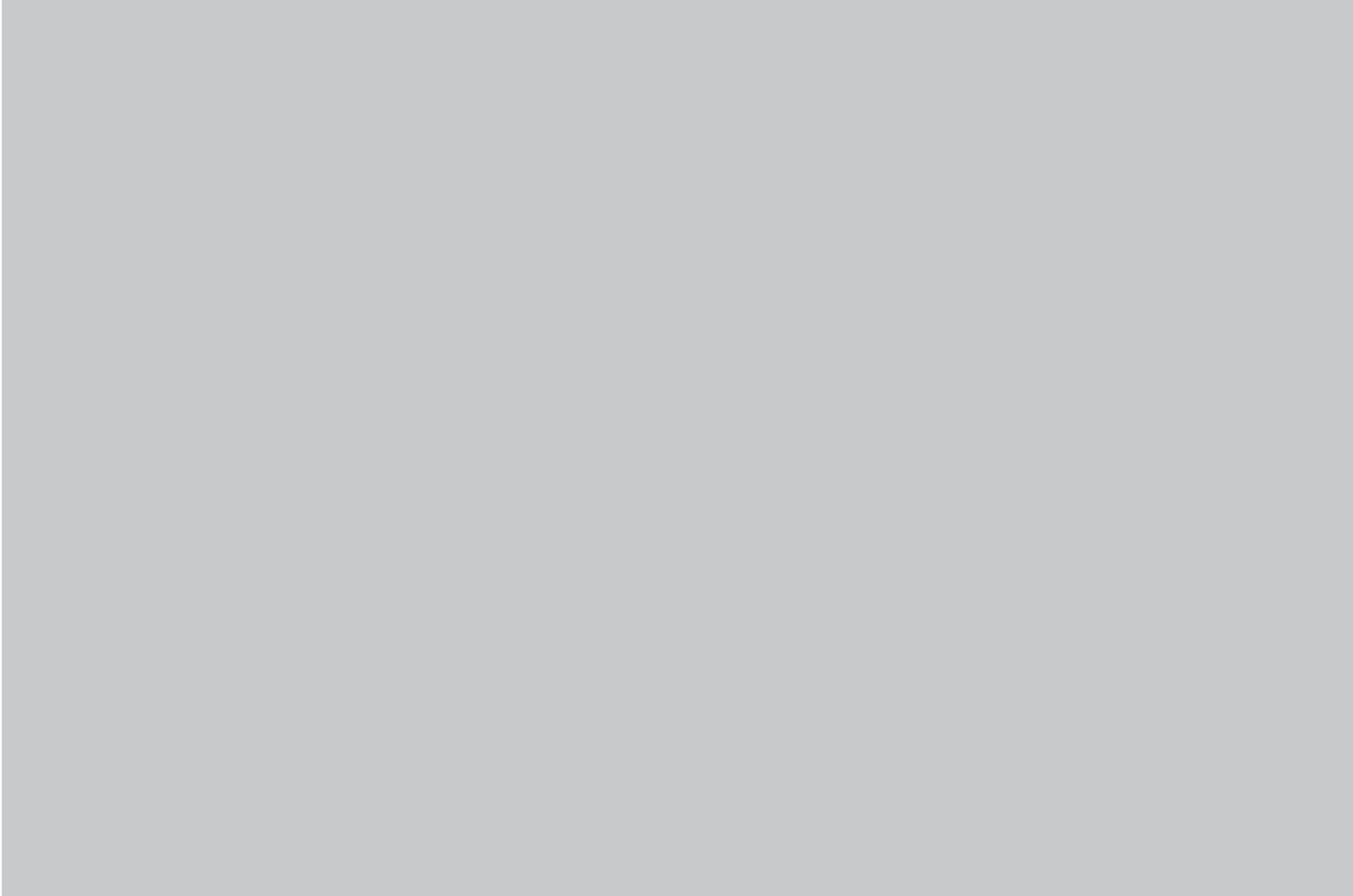
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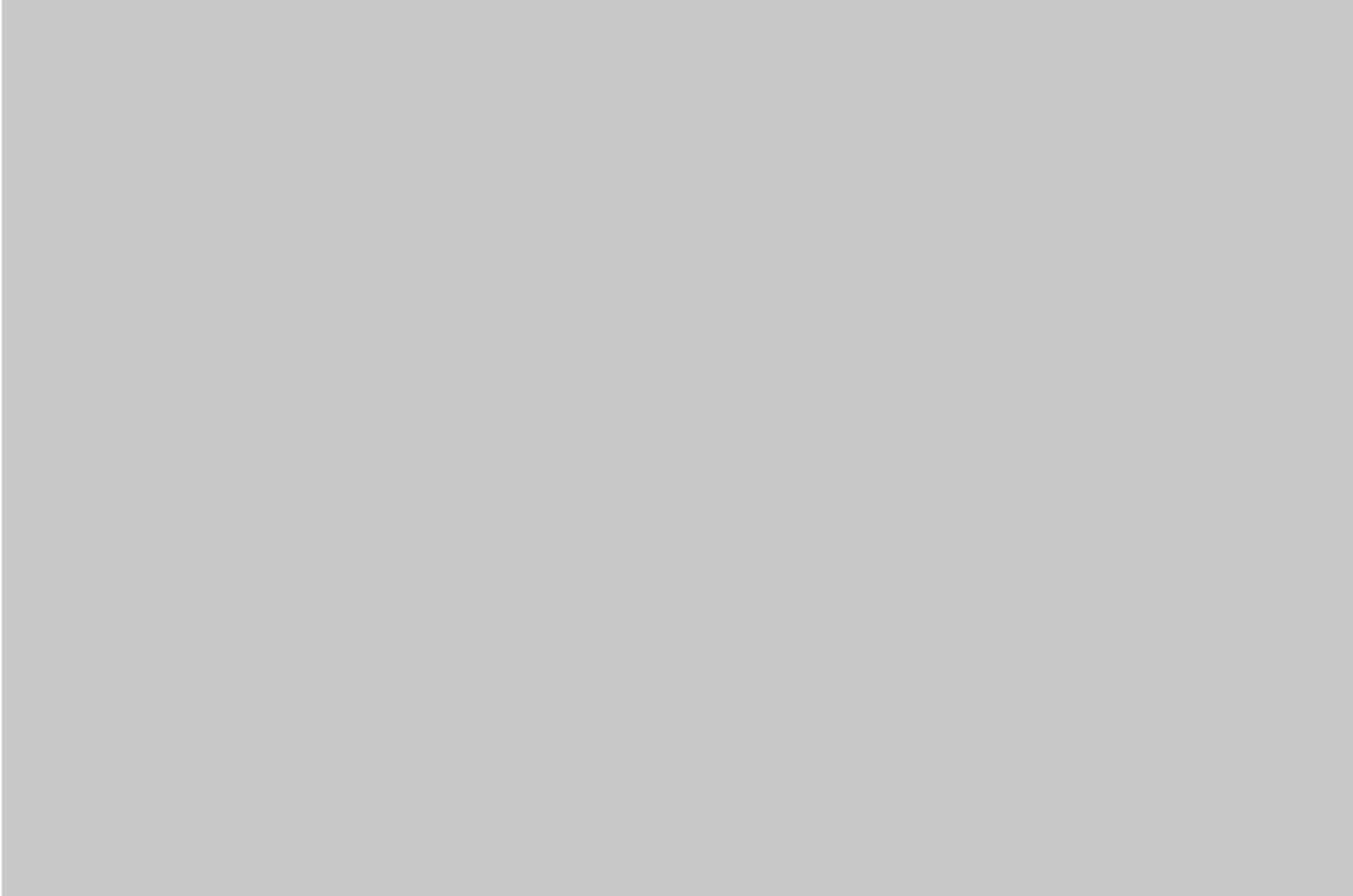
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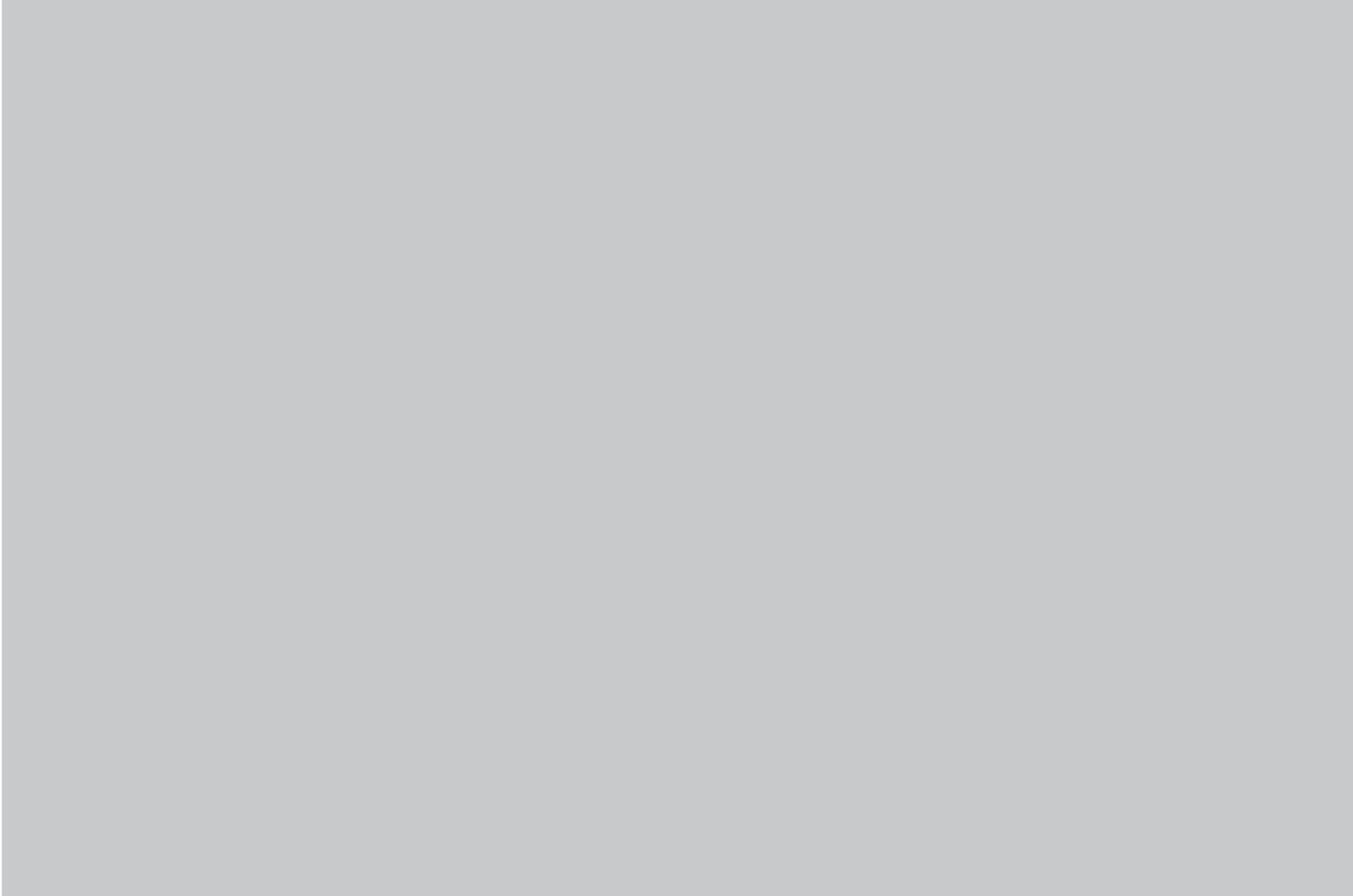
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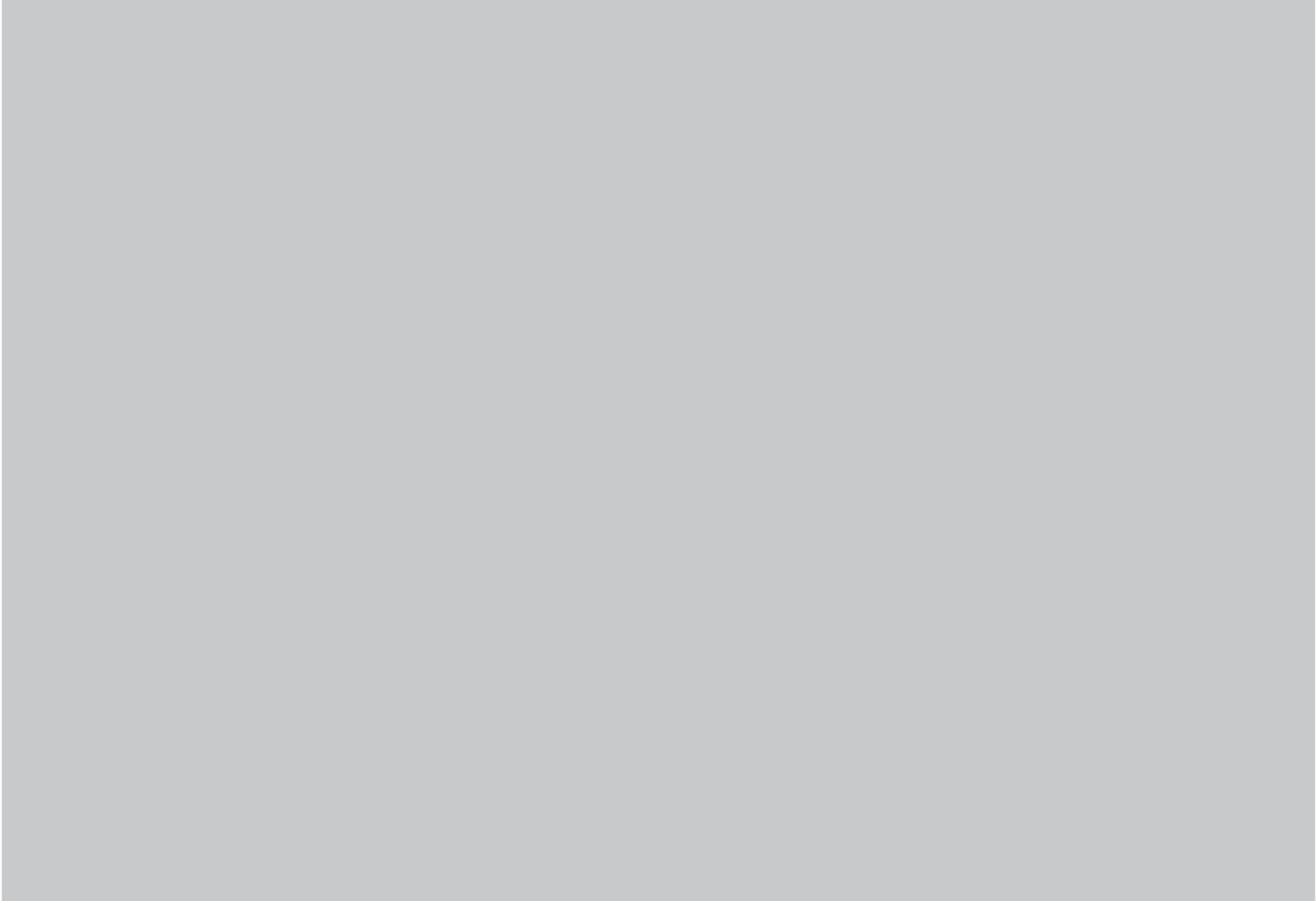
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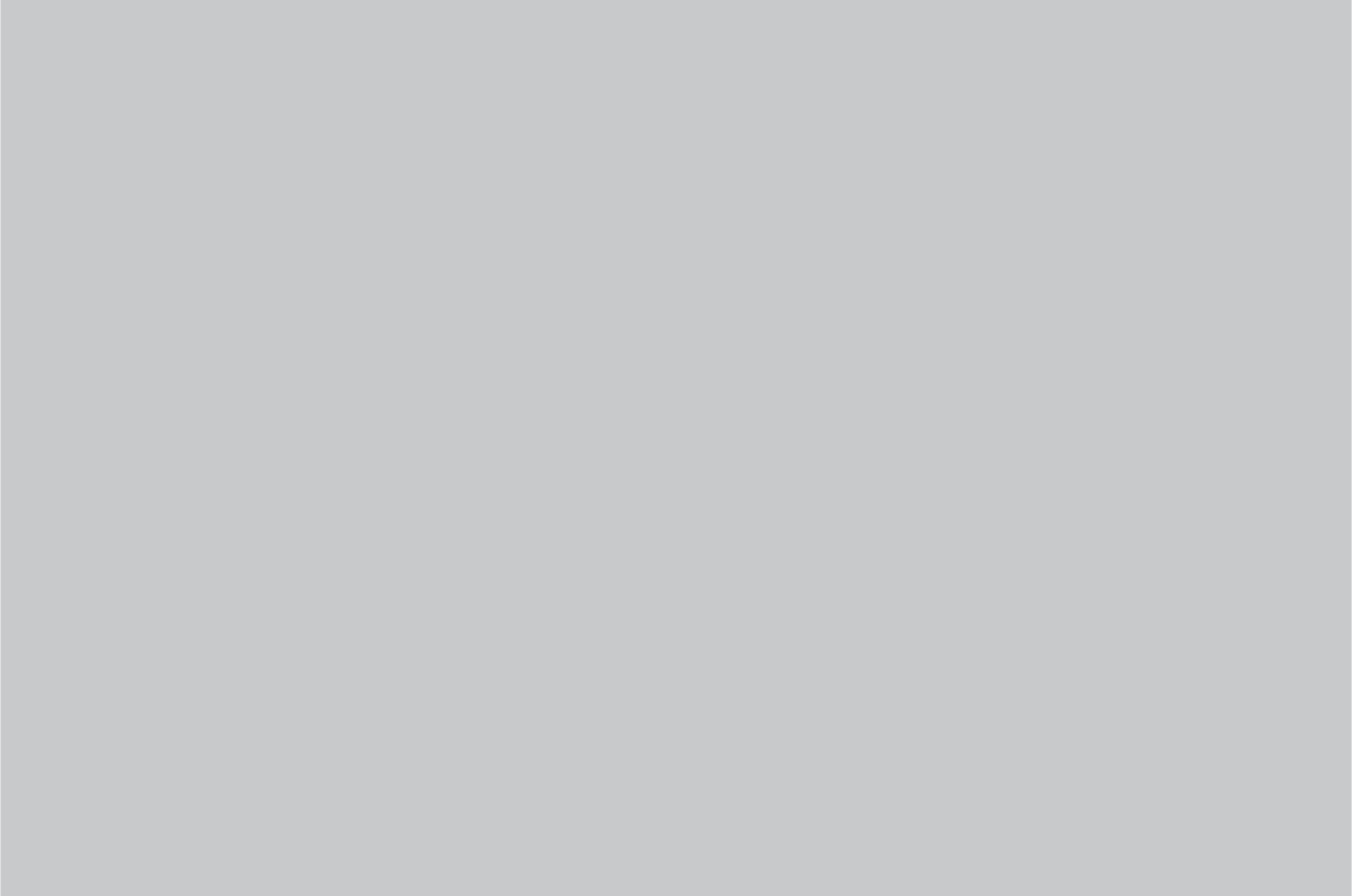
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APPENDIX B

California Department of Parks and Recreation (DPR) 523 Forms

PRIMARY RECORDPrimary # P-12-003770

HRI # _____

Trinomial _____

NRHP Status Code 3SOther Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 16

*Resource Name or # (Assigned by recorder): MR 2**P1. Other Identifier:** Bayside Temperance Hall, Bayside Community Hall, Mistwood Education Center***P2. Location:** Not for Publication Unrestricted ***a. County:** Humboldt***b. USGS 7.5' Quad:** Arcata South **Date:** 2018 **T:5N** ;**R: 1E** ; **Sec: 4**; H.B.M.**c. Address:** 1928 Old Arcata Road **City:** Bayside **Zip:** 95524 **d. UTM:** n/a**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate)**Assessor Parcel Number (APN):** 501-012-012***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building on this parcel constructed in 1882 and originally known as the Temperance Hall, is a vernacular, National Folk style building (**Photographs 1 and 2**). It has a rectangular plan set on a concrete perimeter foundation. Capping the building is a steeply pitched front gable roof clad in composite shingles. Its narrow, closed eaves highlight a modest entablature of undecorated frieze, modest cornice return, typical architrave line, and cornice return. Covering the humble, unadorned hall is horizontal wood siding except for the rear wall and small side addition that are clad in vertical groove wood panel siding. The northwest entry at the gable end facing Old Arcata Road is covered by a small exposed rafter gable porch roof supported by brackets and has a metal faux-panel door. On the side of the hall facing Jacoby Creek Road includes two entrances: a main entryway with a plain metal door with a short concrete ramp flanked by wood railings and covered by a gable roof portico with wood posts, and a secondary entryway consisting of an unsheltered plain metal door accessed by a short wood ramp lined with wood railings (**Photograph 3 and 4**) (See Section P3a. on the Continuation Sheet.)

P3b. Resource Attributes:** (List attributes and codes) HP13 – Community Center / Social HallP4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)**P5b. Description of Photo:** (View, date, accession#) Photograph 1, Camera facing southeast, September 10, 2020.***P6. Date Constructed/Age and Sources:**
 Historic Prehistoric Both
1882 (Susie Van Kirk, 1979)***P7. Owner and Address:**
Bayside Corners, Inc.
P.O. Box 342
Bayside, CA 95524***P8. Recorded by:** (Name, affiliation, address)
Christopher McMorris
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618***P9. Date Recorded:** September 10, 2020***P10. Survey Type:** (Describe)
Intensive***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historical Resources Evaluation Report, Old Arcata Road Improvements Project, Arcata, Humboldt County, California," prepared for Caltrans District 1 and the City of Arcata, 2020.***Attachments:** None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____**DPR 523A (9/2013)*****Required Information**

State of California – The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # P-12-003770
 HRI # _____

Page 2 of 16

*NRHP Status Code: 3S

*Resource Name or # (Assigned by recorder): MR 2

B1. Historic Name: Bayside Temperance Hall, Bayside Community Hall, Good Templars Hall

B2. Common Name: Mistwood Education Center

B3. Original Use: social hall, meeting hall, community center

B4. Present Use: school

*B5. Architectural Style: National Folk

*B6. Construction History: (Construction date, alteration, and date of alterations) Built in 1882; rear addition, 1908; one window opening boarded up, three replacement aluminum horizontal sliding sash, vertical groove panel siding on rear wall, replacement doors, entryway roof, small side addition, raised wood walkway to adjacent building, all dates unknown.

*B7. Moved? No Yes Unknown Date: _____

Original Location: _____

*B8. Related Features: _____

B9. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: Community Development Area: Bayside

Period of Significance: 1882-1970 Property Type: Community Center / Social Hall Applicable Criteria: Criterion A

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

The former Temperance Hall and Bayside Community Hall on APN 501-012-012 built in 1882 appears to meet the criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). This property has been evaluated in accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended) (54 U.S.C. 306108) and its implementing regulations (36 CFR Part 800), as well as Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See Section B10 on Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References: Van Kirk, "Research Notes on Bayside and Jacoby Creek," 2015; Humboldt County DPW, "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," March 1978; Rhode, "Humboldt Bay Shoreline," June 2020; Sanborn Map Company, "Arcata, California," 1919; USGS, Eureka Quadrangle, 1922; See also footnotes.

B13. Remarks:

*B14. Evaluator: Steven J. Melvin
 JRP Historical Consulting, LLC

*Date of Evaluation: October 2020

(This space reserved for official comments.)



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P3a. Description (continued):

Windows are four-over-four wood sash with wide wood surrounds and three replacement aluminum horizontal sliding sash on the east side and rear. One of the window openings is boarded up. On the rear of the west elevation is a raised wood walkway with wood railings that connects a rear doorway with an adjacent building constructed in the 1980s (**Photographs 5 and 6**). There is a small playground behind (east of) the 1980s building. The nearly half-acre parcel includes open areas, trees at the southern end, and the unpaved parking area on the east side along Jacoby Creek Road. The parking area on the north side of the building adjacent to Old Arcata Road is in the County's road right of way. (**Photograph 7**).

B10. Significance (continued):

Historic Context

Nineteenth Century Development

Old Arcata Road evolved from an Indian trail into a crude wagon road in the early 1850s. Known at the time as Arcata Road or Arcata – Eureka Road, it served as the only overland route between Arcata and Eureka. The marshy terrain cut by multiple sloughs and creeks made for a difficult landscape to cross with a road, yet no practical alternative existed as steep, densely wooded lands to the east posed more formidable challenges. In the 1860s the County devoted road taxes to the betterment of Arcata Road and by 1862 it was reported to be a “a good piece of work.” Despite this assessment, the low-lying, poorly drained area continued to be plagued by impassable muddy conditions and roadway washouts during the rainy season, thus making the road unusable much of the year. Stage service started between Arcata and Eureka in 1866 and the County continued to work on the roadway. Incrementally the road improved, but the problems with drainage, muddy conditions, and stream crossings persisted into the early twentieth century with Arcata and Eureka residents generally preferring ferries to cross the bay and residents of Bayside and other communities along the road having their travel greatly restricted during times the road was impassable. Another alternative arrived in 1901 with construction of a mainline railroad that skirted the bay and substantive improvements to Arcata Road occurred around 1910 with general roadway work and the construction of several new bridges.¹

Despite the overland transportation challenges, Euro-American settlers established a few scattered small general farms along the road in the 1850s raising hay, potatoes, grain, and livestock. However, the conditions of extensive tidal marshlands on one side of the road and mountainous woodlands on the other limited the acreage conducive to farming and settlement from becoming widespread during this early period. In 1870, no farms, buildings, or any other types of improvements were in the immediate area that became Bayside Corners (**Plate 1**). Like many other small communities in Humboldt County, the timber industry provided the initial stimulus for the community of Bayside. Logging activity began in the 1870s when the firm of Dolbeer & Carson (D&C) bought about 1,000 acres of redwood timberlands in the Washington Creek watershed, just south of Jacoby Creek and Bayside. Following construction of a gravity and horse-powered tramway along Washington Creek connecting their land to the bay shore, the company commenced cutting down trees, transporting them to the tramway terminus at the bay, and floating the logs across the bay to their Eureka mill.²

¹ Jerry Rhode, “Humboldt Bay Shoreline, North Eureka to South Arcata: A History of Cultural Influences,” June 2020, 85-91; Susie Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 2015, Susie Van Kirk Papers, Special Collections, Humboldt State University, 1-6. ² Benjamin Peirce, *Part of Humboldt Bay, California*, US Coast Survey, 1870; Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 5-7; Humboldt County Department of Public Works (DPW), “An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor,” March 1978, 10-12; Rhode, “Humboldt Bay Shoreline,” June 2020, 41.

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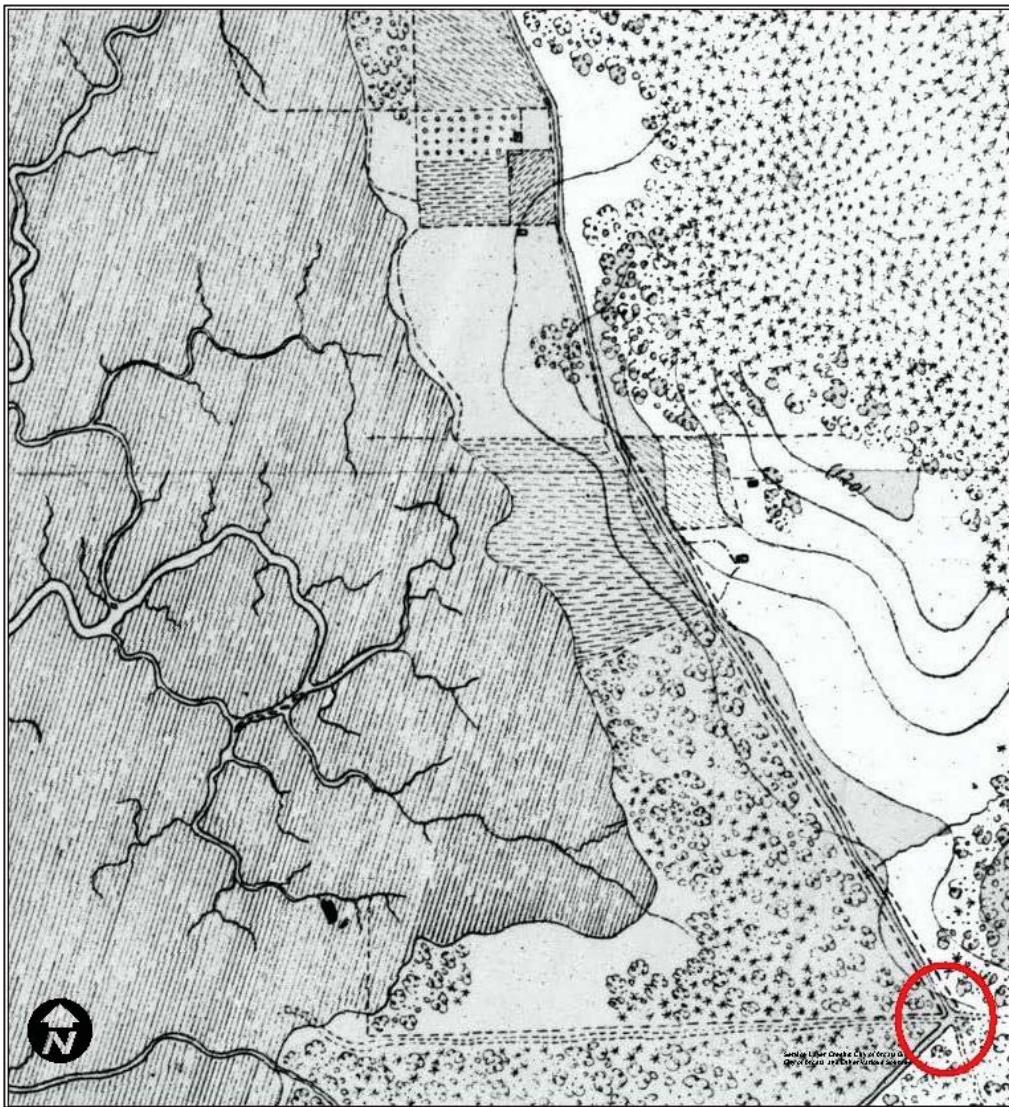


Plate 1. Map published in 1870 showing the study area. The dark square and rectangles are buildings. Bayside Corners is circled in red and Arcata Road is shown running generally northwest from that point. (North arrow and red circle added by JRP.)³

Another lumber concern, Flanigan, Brosnan and Company (FBC) soon joined D & C in the hills east of Bayside. FBC was incorporated in 1876 and constructed a mill in Eureka that same year. The company first logged out its timberlands elsewhere in Humboldt County before turning its axes on timberlands in the upper Jacoby Creek watershed east of Bayside in 1882. Just prior to harvesting trees, the company built a standard gauge railroad from the redwood stands to the bay shore where the logs would be dumped and floated to their mill. FBC completed the rail line in 1882 and started logging immediately. The railroad passed directly through Bayside Corners, running from upper Jacoby Creek along an alignment adjacent to the south side of Jacoby Creek Road and crossing the intersection with Arcata Road near the Temperance Hall (now Mistwood Education, MR 2) (bisecting the current study area). Soon after the railroad, FBC also built a shingle mill, cookhouse, store, railroad engine house, warehouse, and several cabins for their workers in Bayside, all located northwest of the Arcata Road / Jacoby Creek Road intersection. It appears that none of these buildings are currently extant. Around this time D & C also constructed several buildings to support their logging. These were located southwest of Bayside near present-day Bayside Cutoff and the mouth

³ Benjamin Peirce, *Part of Humboldt Bay, California*, US Coast Survey, 1870.

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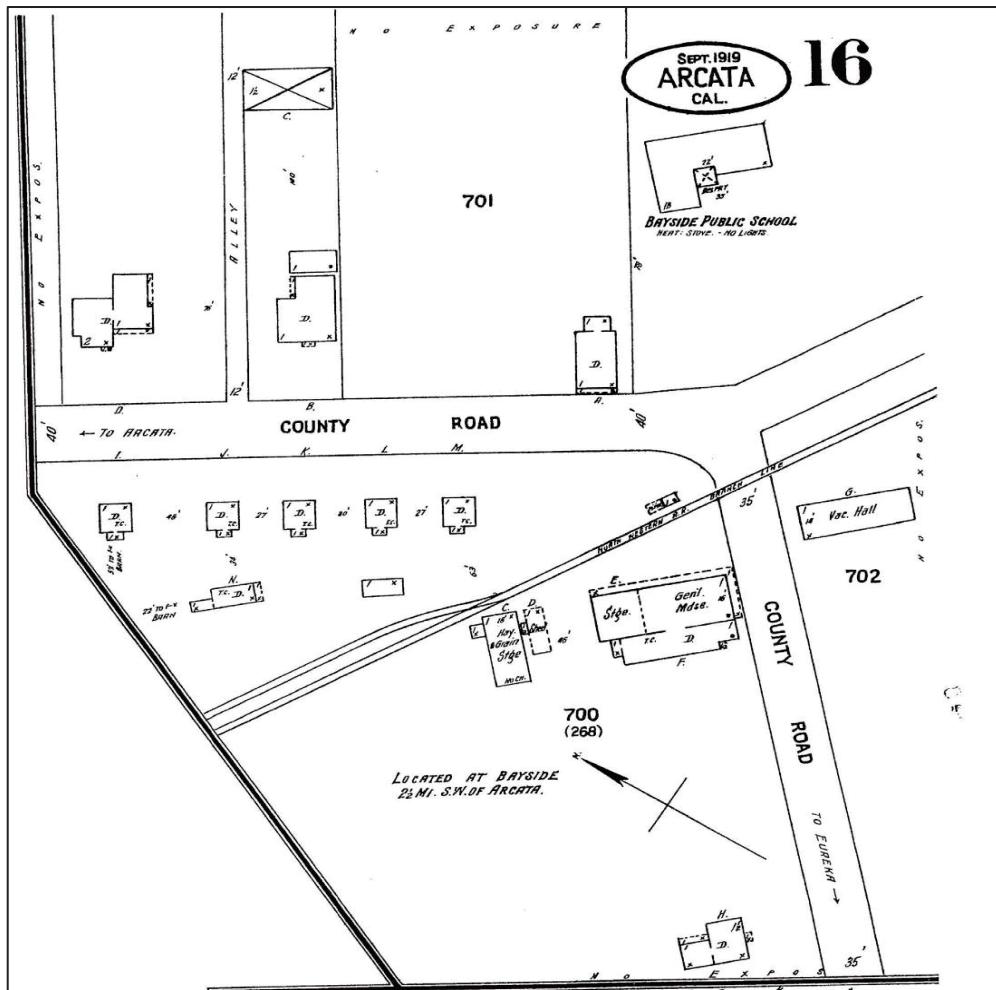
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of Washington Creek, including a shingle and stave mill built in 1882 followed by a cookhouse, worker housing, and railway buildings. These buildings have all been demolished, destroyed, or removed.⁴

The logging activities by these two companies brought about the formation of Bayside as a community with its focal point at Bayside Corners. The first formal sign of a town coming into being was in July 1875 when the County Board of Supervisors approved the organization of the Jacoby Creek School District, leading to the construction of the first schoolhouse in 1876 on Jacoby Creek Road near Arcata Road. The town name also became settled in 1876. Previously referred to as “Jacoby Creek,” residents rejected this moniker and chose “Bayside” after also considering “Carson” and “Waterside.” Other new non-residential buildings existing in Bayside in 1876 included a public house, hotel, and blacksmith shop, none of which are extant. Joining these buildings was the Temperance Hall (MR 2), constructed in 1882 at the corner of Arcata Road and Jacoby Creek Road, and Bayside’s first post office established in 1887 in the store owned of David Dyer, a local farmer and shopkeeper, at the west corner of Old Arcata Road and Jacoby Creek Road. This store was removed in the 1940s (Plate 2). All of the new building construction, bustle of mill workers and loggers, and a railroad steaming through town prompted a newspaper at the time to describe Bayside as a “flourishing little community of farmers and lumbermen.”⁵

Plate 2. Bayside Corners as depicted on a 1919 map by the Sanborn Map Company. The “County Road” labeled on the map is Old Arcata Road. Note the Y-shape of the intersection with Jacoby Creek Road, railroad crossing Old Arcata Road, Dyer’s general merchandise store, and row of small dwellings on the west side of Old Arcata Road. All of these features are gone. The Old Jacoby Creek School is labeled as “Bayside Public School” and the Temperance Hall (MR 2) is on the far-right side of the image labeled “Vac. Hall.”⁶



⁴ Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 8, 14, 15, 23, 24; Humboldt County DPW, “An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor,” March 1978, 12, 13; Rhode, “Humboldt Bay Shoreline,” June 2020, 45, 49, 59, 60.

⁵ Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 7-9.

⁶ Sanborn Map Company, “Arcata, Humboldt County, California,” (New York: Sanborn Map Co., 1919).

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Adding to the flurry of activity spawned by the timber industry, FBC started a large-scale granite mining operation in 1891 at a quarry about six miles up Jacoby Creek canyon from Bayside to fulfill a contract to supply granite for construction of the jetty at the entrance to Humboldt Bay. The contract required erecting a long wharf into the bay from the existing FBC railroad terminus at the bay shore from which the stone would be transferred to barges. The wharf, and the extension of the railroad onto the wharf, were completed in 1891. FBC not only shipped stone from the wharf, but also started shipping its logs and shingles, leading to the name “Shingle Wharf.” Work at the quarry for the jetty project continued for several years and employed many people. Newspaper accounts noted that in 1894, “125 men” were employed, and 200 in 1896. While logging, lumber milling, and quarry work generally ceased during the winter, during other times of the year, these industries made Bayside a lively place (Plate 3).⁷

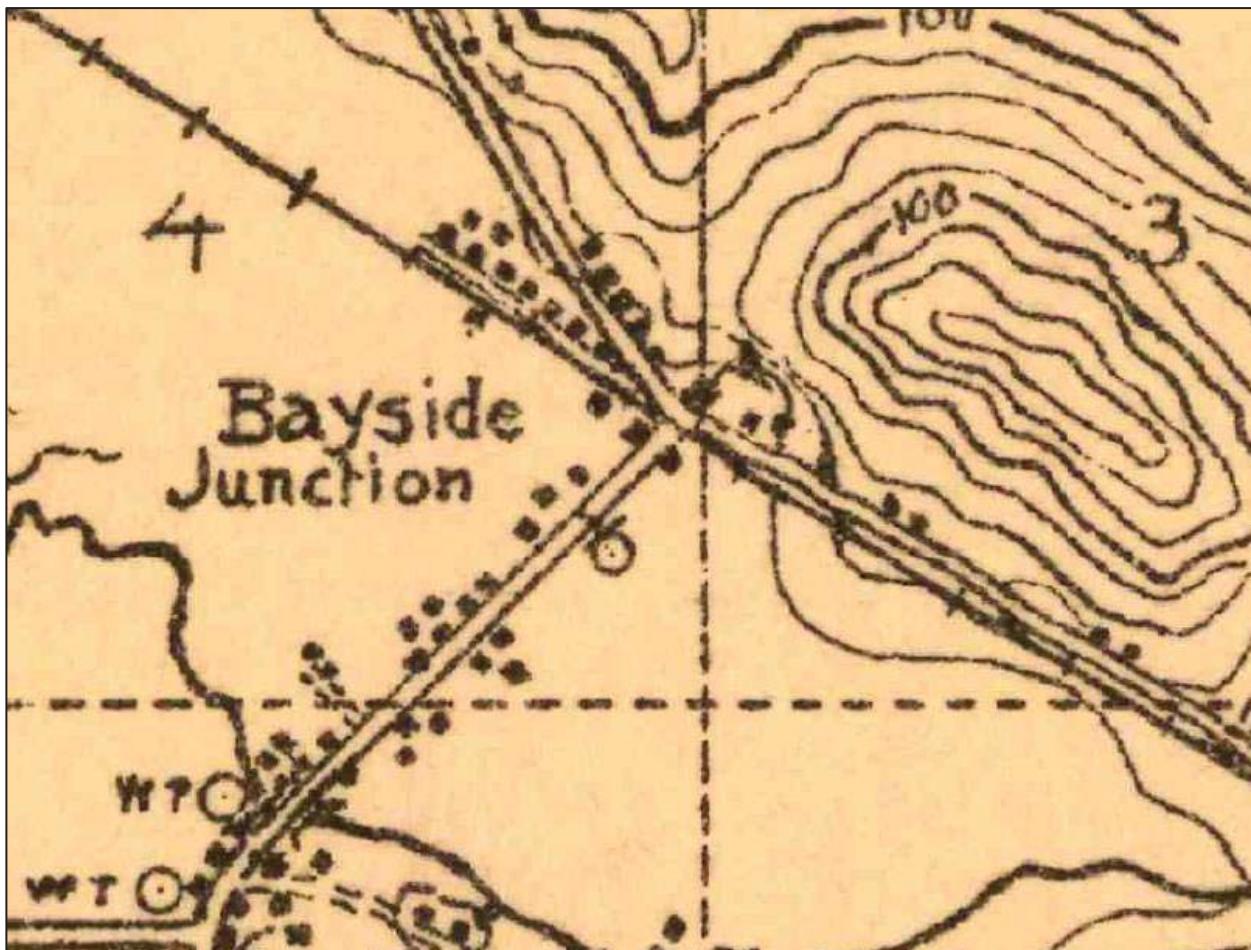


Plate 3. This USGS map based on 1916 surveys shows Bayside Corners as “Bayside Junction.” The dots on the map represent buildings. Note the numerous buildings running northwest from the intersection on a road parallel with the FBC railroad line. These buildings and this road are no longer extant.⁸

Early Twentieth Century

The early twentieth century marked a transition for Bayside as the nearby redwood stands became logged out and timber activity waned. D&C's land was logged out by 1898 and the company closed their Bayside shingle mill that year. All of the buildings and tramway constructed by D&C have been since removed, destroyed by fire, or demolished. Meanwhile, FBC still

⁷ Humboldt County DPW, “An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor,” March 1978, 12, 13; Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 32-34, 40-44; Rhode, “Humboldt Bay Shoreline,” June 2020, 18, 49, 60-61.

⁸ USGS, *Eureka Quadrangle* (Washington: USGS 1922).

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had plenty of harvestable trees and continued operate, running their Bayside shingle mill twelve hours a day in April 1898, for example. In 1900, FBC sold out to the Bayside Lumber Company (BLC) in a transaction that included the FBC quarry and railroad. BLC harvested from their Jacoby Creek timberlands until they were exhausted in 1913, although the BLC shingle mill continued to run intermittently, supplied by logs from BLC holdings in southern Humboldt County. The BLC railroad also stayed in operation, primarily hauling rock from the quarry to the wharf and occasional contracts to haul logs from small tracts in Jacoby Creek canyon such as the Humboldt Pine Company's stands harvested around 1920 (Plate 4). In 1923, however, the railroad running through Bayside Corners ceased operations and all of the rails removed. FBC's shingle mill was also later demolished.⁹



Plate 4. Undated photograph circa 1920 looking southwest from Bayside Corners. The photo shows the logging railroad built by FBC, store, farmstead, and church (near to far); the store and the rail line are not extant. Note the car on the plank road which traversed the swamplands between Bayside Corners and the Northwest Pacific Railroad "Bayside Station" near the bay shore.¹⁰

The extractive industries of timber and stone that were the basis for the formation of Bayside diminished in importance in the early twentieth century and farming rose to be the predominate enterprise. Farming in this vicinity was for decades restricted by natural conditions – the densely wooded lands east of Arcata Road, and the tidal salt marshes west of the road – that made for a limited amount of land conducive to raising crops or livestock, which led to establishment of only a few scattered small farms. Human intervention began to alter the natural conditions in 1892 when a group of local property owners – Mel Roberts,

⁹ Peirce, *Part of Humboldt Bay, California*, US Coast Survey, 1870; Humboldt County DPW, "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," March 1978, 12, 13; Van Kirk, "Research Notes on Bayside and Jacoby Creek," 47, 73, 83-88; Rhode, "Humboldt Bay Shoreline," June 2020, 64.

¹⁰ J.A. Meiser, "Bayside, Cal." Photo No. 2003.01.2307, no date, Palmquist Photograph Collection, Special Collections, Humboldt State University.

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John Harpst, O.H. Spring, and FBC – built a dike along the bay shore to hold back the salty water and reclaim the swampy marshland for farming purposes. The dike started at the north end at Butcher Slough near Arcata and continued south along the water's edge to the mouth of Jacoby Creek, thus following the north bank of the creek upstream to ground above high tide. The project reclaimed approximately 400 acres that were ideal for pasturing dairy cows and growing rich alfalfa and clover. By 1895, the property owned by the partnership of Harpst & Spring – in the vicinity of the present-day Arcata neighborhood Sunny Brae (north of Bayside) – supported 300 head of dairy cows. So prolific was their herd and that of other nearby farmers that Harpst & Spring built a creamery on their property to process the milk produced in the Bayside region. In addition to dairying, farmers in the Bayside region raised crops such as potatoes, strawberries, and tree fruits. This composition of agricultural activities in Bayside remained generally unchanged into the early decades of the twentieth century (**Plate 5** and **Plate 6**). The addition of more farmers and their families motivated residents to fund and build a new school in 1903, now called the Old Jacoby Creek School.¹¹



Plate 5. Aerial photograph showing Bayside Corners dated 1941. Note that the intersection still retains its historic Y-shape as compared with the sweeping curve created on Old Arcata Road by 1947 as shown in Plate 6 below.¹²

¹¹ Van Kirk, "Research Notes on Bayside and Jacoby Creek," 36-38, 41, 42, 55, 73, 78, 81; Rhode, "Humboldt Bay Shoreline," June 2020, 10-12, 99.

¹² USDA, Aerial Photograph, Photo No. CVL-6B-81, November 25, 1941.

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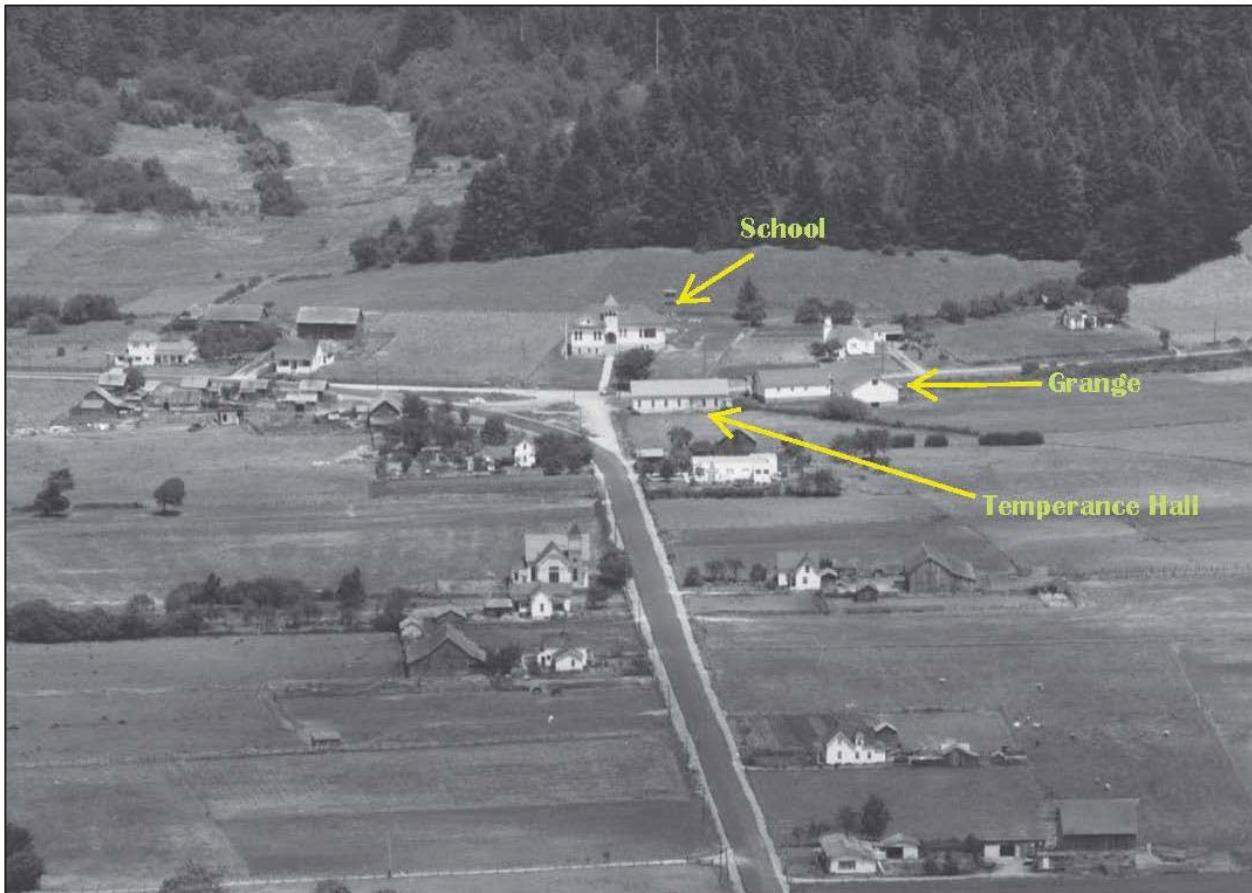


Plate 6. Photograph dated 1947 looking northeast at Bayside Corners. The Jacoby Creek School, Temperance Hall, and Grange are labeled. (Labels added by JRP.)¹³

Transportation Improvements and Post-War Suburbanization

As the local economy moved from timber to agriculture, transportation in Bayside also changed. Up to 1923 the FBC railroad ran through the center of Bayside, transporting materials from the forest to the bay shore, but did not serve passengers wanting to go to Eureka or Arcata. Travel to these places remained via Arcata Road, a route, as noted, plagued by flooding and muddy conditions during the rainy months. Bayside residents welcomed a more reliable transportation option in 1901 when the Eureka & Klamath River Railroad (and later the Northwest Pacific Railroad) started running trains between Arcata and Eureka on tracks that skirted the edge of Humboldt Bay. The railroad company built a station stop – Bayside Station – at the present-day intersection of US 101 and Bayside Cutoff. The station, located roughly one mile from the intersection of Bayside Corners, was connected with Bayside by a plank road and sidewalk that allowed crossing this often swampy terrain. The railroad gave Bayside residents dependable, daily, year-round transportation and mail service.¹⁴

Not long after construction of the railroad, the State started planning a state highway – now US 101 – running generally parallel just to the east of the tracks along the bay. Construction of the section between Eureka and Arcata spanned seven years between 1918 and 1925. Built on a roadbed raised well above the marshlands and high tide, and with highway standard bridges crossing

¹³ Merle Shuster, "Bayside," Photo No. 2001.01.0658, July 12, 1947, Shuster Aerial Photograph Collection, Special Collections, Humboldt State University.

¹⁴ Walter C. Schafran, "Bayside Through the Years," Center for Community Development, Humboldt State University, 1984, 26-29; Van Kirk, "Research Notes on Bayside and Jacoby Creek," 23, 66; Rhode, "Humboldt Bay Shoreline," June 2020, 11, 82; USGS, *Eureka Quadrangle* (Washington: USGS, 1922).

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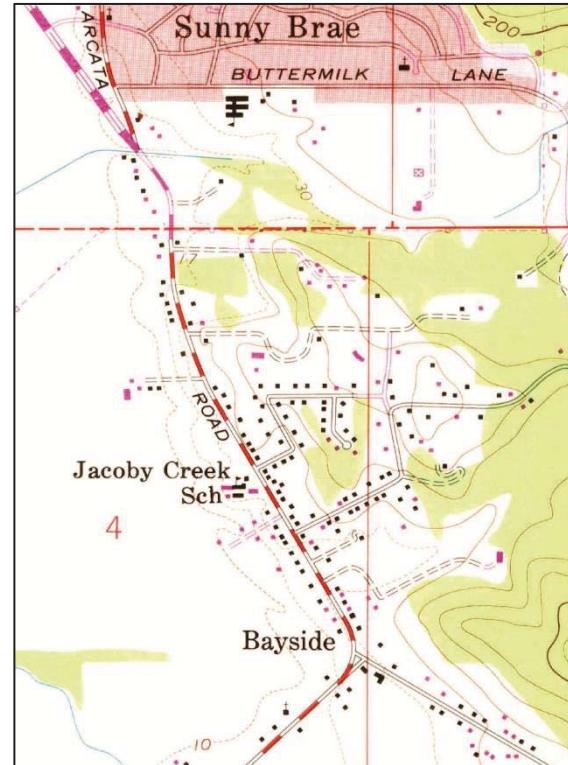
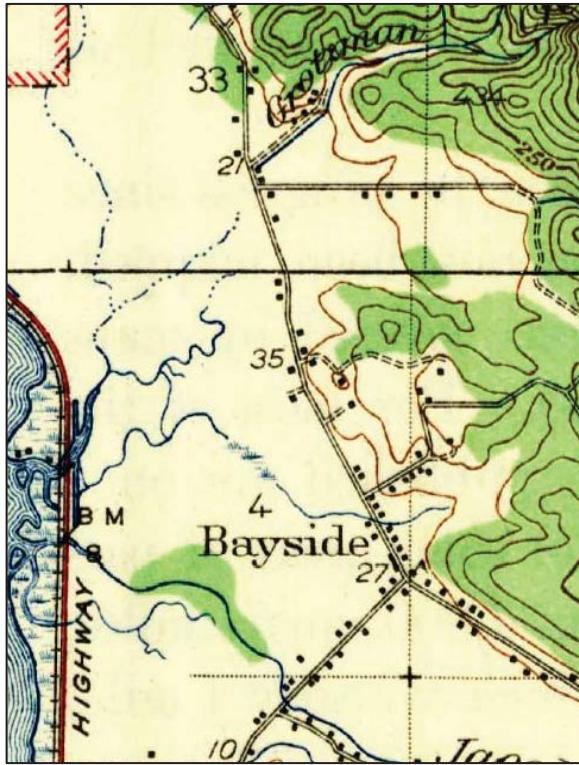
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all creeks and sloughs, this route rarely flooded and was a vast improvement over Arcata Road. Associated with the highway project was the construction of Bayside Cutoff, a new roadway connecting the highway with the Arcata Road and Bayside. Completion of the highway resulted in renaming Arcata Road to “Old Arcata Road,” and a dramatic reduction of traffic on the old route, which thereafter was used primarily by residents of the small communities along its route.¹⁵

After World War II, Arcata grew by suburban expansion and annexation, a trend common to many California cities in the second half of the twentieth century. Post-war subdivisions in Arcata included Woodland Heights, Sunset, and Greenview, located north and west of central Arcata, respectively. The area southeast of Arcata along Old Arcata Road also proved attractive to subdivision developers for its pastoral setting, relative lack of fog, and proximity to downtown. One of the largest developments was Sunny Brae, located at the north end of Old Arcata Road north of Bayside, that began in 1950. Others in this vicinity were the Berglund Subdivision (1949) in Bayside at the intersection of Old Arcata Road and Hyland Street, and Bayside Estates (1961) on Jacoby Creek Road east of Bayside. The post-war growth led to the construction of the Jacoby Creek Elementary School in 1957 at the intersection of Old Arcata Road and Hyland Street. Completion of the school marked the end of classes held at the Old Jacoby Creek School at Bayside Corners. Other smaller subdivisions and scattered single parcel lots also came to be occupied by single-family residences in the 1945-1990 period to give Bayside its broad chronological and stylistic mixture of residential and non-residential buildings (Plate 7). Annexations of these areas along Old Arcata Road in the study area occurred between 1969 and 1998. The area within the city limits at Bayside Corners was incorporated into the City in 1983 as part of the Bayside Heights annexation.¹⁶

Plate 7. Two maps illustrating the development of Bayside before and after World War II. The map on the left is based on 1933 surveys, the map on the right is from 1972. Note the new streets in the area and the many new buildings on both sides of Old Arcata Road and Jacoby Creek Road.¹⁷



¹⁵ Rhode, “Humboldt Bay Shoreline,” June 2020, 12, 91.

¹⁶ City of Arcata, “City of Arcata Annexations,” July 27, 2016; Walter C. Schafran, *Bayside Through the Years*, 27-29; Guerra & McBane, LLC, *City of Arcata Historic Context Statement*, 7-8, 36, Appendix A; City of Arcata, “Arcata Historic Resources Sensitivity Map,” n.d.; NETROnline, Historic Aerial Images, 1956, 1972, 1989, 1993, accessed October 2020 at <https://www.historicaerials.com/>.

¹⁷ USGS, *Eureka Quadrangle* (Washington: USGS 1942); USGS, *Arcata South* (Washington: USGS 1972).

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1928 Old Arcata Road Property History

The building at 1928 Old Arcata Road was constructed in 1882 as a meeting hall for the Bayside Division of the Sons of Temperance. The Bayside chapter of the Sons of Temperance organized in 1877 with 22 original members. Until construction of this hall, the group met at the Jacoby Creek School. The new hall was commonly called the Temperance Hall, or less commonly, the Templars Hall. The national Sons of Temperance were one of the many temperance organizations to form in the United States in the nineteenth century. Temperance groups that advocated against the consumption of alcohol and modeled their organizational structure and rituals after fraternal organizations such as the Freemasons and Odd Fellows. The Bayside Division of the Sons of Temperance was one of several temperance groups in the Humboldt Bay region at this time.¹⁸

From the date of its construction, Bayside residents have used the Temperance Hall not only for temperance organization's meetings, but for all types of community meetings and gatherings. In 1883, the hall was regularly being used for dances that drew people from the greater area (Plate 8). Other examples of events hosted at the hall in the 1880s and 1890s were church services, recitals by students at the Jacoby Creek School, meetings of the Christian Endeavor Society, and a Christmas Ball.¹⁹

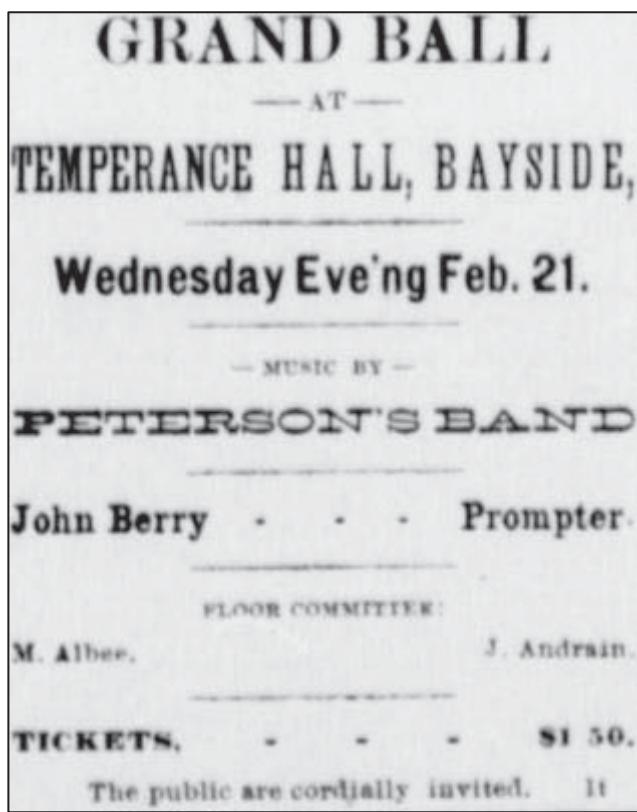


Plate 8. Advertisement from the *Humboldt Times*.²⁰

In 1907, another temperance organization formed at Bayside and started meeting at the hall: the International Order of Good Templars (I.O.G.T.). The Bayside I.O.G.T. lodge started with 46 charter members and became owners of the Temperance

¹⁸ Susie Van Kirk, "Bayside Community Hall," documentation of P-12-003770 in Report No. S-049179, "Historical Setting and Significant Structures, Jacoby Creek Sewer Project," 1979, no page number; Susie Van Kirk, "Research Notes on Bayside and Jacoby Creek," Susie Van Kirk Papers, Special Collections, Humboldt State University, 9, 10, 11.

¹⁹ "Grand Ball," *Humboldt Times*, February 17, 1883, 2; "Brevities," *Humboldt Times*, November 6, 1883, 3; Van Kirk, "Research Notes on Bayside and Jacoby Creek," 24, 39, 50, 55; "Roll of Honor," *Humboldt Times*, May 3, 1888, 3; "Newsy Breeze From Bayside," *Blue Lake Advocate*, April 9, 1898, 1; Van Kirk, "Bayside Community Hall," documentation of P-12-003770, 1979.

²⁰ "Grand Ball," *Humboldt Times*, February 17, 1883, 2.

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Hall. It is unclear if the Sons of Temperance disbanded and sold the hall, or simply re-formed as the I.O.G.T. The hall at the time of this transfer of ownership had been “thoroughly renovated and repaired, also equipped with electric lights” and an addition was built in 1908, the size of which is unknown. Despite the change in owners, the hall’s role as the principal community event venue continued as the building hosted receptions, ice cream socials, parties, and marriage ceremonies. Among the more regular meetings at the hall were that of the Bayside Farm Center, the local chapter of the Farm Bureau. Farm Center meetings drew farmers from the Bayside / Jacoby Creek region for classes and presentations by Farm Bureau representatives and the University of California Agricultural Extension program to disseminate the latest science-based farming information. The Bayside Farm Center had their initial organizational meetings at the Temperance Hall in 1915 and continued to meet at the hall for years to come.²¹

With the prohibition of alcohol becoming law in 1920, the temperance movement in the US began to fade. It is unclear when the Bayside I.O.G.T. disbanded, but by the 1920s, local newspapers usually referred to this building as the Bayside Community Hall or Bayside Hall, rather than the Temperance Hall. In 1926, the building underwent some degree of renovation paid for with funds raised by the Bayside Civic Club. The *Arcata Union* newspaper described the work undertaken for this one-day event by 65 volunteers from the community as consisting of “new underpinning is being put in and the building is being almost reconstructed.” The account offers no more details, and research for this current evaluation also did not reveal any more information on the extent or nature of these renovations. It does not appear, however, that any additions were built for this project as the dimensions of the building remained unchanged. Uses during the 1920s-1930s were similar to those of the past: election polling place, Law Enforcement League meeting, school graduation ceremonies, suppers, and Bayside Civic Club meetings. Of note among these were the early meetings of the Bayside Grange, which organized in 1932 and continued to meet in the Bayside Community Hall until 1941 when it completed construction of its own building on an adjacent parcel.²²

Following the construction of the Bayside Grange hall in 1941, many community gatherings shifted to that building, but the Bayside Community Hall continued to host events and meetings for decades to come. Among the types of events at the hall from the 1950s to the 1990s were square dancing; meetings of the 4-H, Bayside Home Advisor Group, Humboldt Hobby Club; and as an election polling station. Religious services were also held in the building by the Redwood Bible Fellowship and the Bayside Christian Center. By 1981, the building was still owned by the being I.O.G.T., although not used for their functions. Instead, the I.O.G.T. leased the building to the Bayside Christian Center and the Driftwood Dolls and Dandies square dance group. Between 1981 and 1988, a building was constructed on the same parcel next to the hall that appears to be an office or classroom. The current tenant, Mistwood Education Center, started providing classes for students five to fourteen years old in 1993. This building has hosted innumerable events over the years and the above four paragraphs are intended to give a sample of the types of events held in the building and is not a comprehensive list.²³

Evaluation

The current study concludes that the former Temperance Hall / Bayside Community Hall, built in 1882, appears to meet the criteria for listing in the NRHP / CRHR under Criteria A / 1 at the local level for its significant association with community

²¹ “Templars Lodge at Bayside,” *Humboldt Times*, May 7, 1907, 7; “Bayside,” *Humboldt Times*, October 5, 1901, 6; “Bayside,” *Humboldt Times*, December 29, 1901, 6; “News From Our Neighbors,” *Humboldt Times*, August 26, 1902, 6; “Bayside Good Templars,” *Humboldt Times*, July 30, 1903, 8; “The Social Mirror,” *Humboldt Times*, December 30, 1906, 12; Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 70, 75-79, 88.

²² “The Cream of County News,” *Blue Lake Advocate*, February 25, 1933, 7; “Supervisor’s Proceedings,” *Blue Lake Advocate*, August 5, 1922; Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 85, 90, 91, 93, 95; “League Meeting Held at Bayside,” *Humboldt Times*, October 31, 1925, 4; “Bayside Brevities,” *Blue Lake Advocate*, December 16, 1933, 3; Sanborn Map Company, “Arcata, Humboldt County, California,” (New York: Sanborn Map Co., 1919, 1928, 1941).

²³ “Bayside Corners: New Name, Same Community Mission,” *Mad River Union*, October 14, 2020; Elaina Cox, “Bayside Community Hall,” *Eureka Times-Standard*, May 24, 1981, 7; “Sermons,” *Eureka Times-Standard*, August 29, 1992, B2; “Public Notice,” *Eureka Times-Standard*, March 31, 1993, C9; “4-H Members Plan Trip,” *Eureka-Humboldt Standard*, August 18, 1953, 7; “Garden Section Addition,” *Eureka-Humboldt Standard*, December 20, 1962, 23; “Dance Group Has Lessons,” *Eureka Times-Standard*, February 12, 1969, 2; “Program For Hobby Club,” *Eureka Times-Standard*, July 27, 1969, 13; “Square Dancing Taught,” *Eureka Times-Standard*, September 24, 1984, 7; “Religious Events,” *Eureka Times-Standard*, December 23, 1989, 7; City of Arcata, City of Arcata Parcel Finder, Historic Aerial Imagery, 1981, 1988, accessed October 2020 at https://gis01.cityofarcata.org/web/COA_Parcel_finder/.

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development in Bayside. As discussed above, this building has hosted a wide variety of community events and meetings since the time of its construction. By performing this function, the Temperance Hall / Bayside Community Hall served as a gathering place for the people of this rural area, and as an incubator for the formation of community groups, a Bayside community identity, and a sense of community unity generally. In a rural area like Bayside where people live widely dispersed and few public venues exist for such gatherings, the importance of the Temperance Hall / Bayside Community Hall to community building is amplified.

The period of significance for this property is 1882 to 1970, the latter being fifty years prior to the date of this evaluation.²⁴ The property boundary is its legal assessor parcel. The property's character-defining features are its massing; rectangular plan; front-gable roof; cornice returns; vertical posts at the building corners; modest appearance and lack of ornamentation; horizontal wood siding; front entryway; raised side entryway; all of the original wood-sash windows, and its location at Bayside Corners. The other building on the parcel was constructed in the 1980s and is not a contributing feature of the historic property.

This resource does not have important associations with the lives of persons important to history (NRHP Criterion B and CRHR Criterion 2). Research did not reveal that any of the individuals associated with the development, ownership, or use of this building made important contributions to local, state, or national history.

Under NRHP Criterion C and CRHR Criterion 3, the Temperance Hall / Bayside Community Hall is not significant as an important example of a type, period, or method of construction. This building exhibits elements of the National Folk architectural style, a style built in California from early statehood into the 1930s. The overarching characteristic of National Folk buildings is their simple square or rectangular form; functional design; and lack of decoration or elaborate stylistic design. Other traits include gable, hipped, and pyramidal roofs; horizontal wood siding; a central entrance either recessed or covered by a shed roof or small hood; and wood sash windows. Owing to their simplicity, ease of construction, adaptability, and low-cost, buildings of this style became common for residential and commercial buildings in urban and rural areas.²⁵ The Temperance Hall / Bayside Community Hall is a modest and typical expression of the National Folk style that lacks architectural distinction. It is also not the work of a master, nor does it possess high artistic value.

Under NRHP Criterion D / CRHR Criterion 4, this resource is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. Potential archaeological resources on this parcel have not been evaluated herein.

Integrity

In addition to meeting the significance criteria under NRHP Criterion A / CRHR Criterion 1, this property also retains sufficient integrity to convey its significance. Research did not find any historic photographs from the late nineteenth or early twentieth century, original construction plans, or detailed narrative descriptions of the original building. Although a few newspaper accounts mention renovations and some alterations are plainly visible, as listed above in Section B6, the building is still able to convey the feeling of a late nineteenth century rural community building in its size and shape, horizontal wood siding, modest design, steep roof, low foundation, and multi-pane wood sash windows. Another consideration is that many of the alterations, such as the rear addition, have occurred within the period of significance. Overall, building retains a high degree of integrity of materials, design, workmanship, location, setting, feeling, and association. The integrity of setting is slightly diminished by the construction of the 1980s building on the same parcel and the realignment of Old Arcata Road in the 1940s, but the building is still able to convey its significance despite these minor alterations to the setting.

²⁴ Fifty years ago is used as the closing date for periods of significance where activities begun historically, such as use of the Bayside Grange for community events. For a period of significance to extent to a date within the past 50 years, it must be demonstrated that the activities occurring within the past 50 years were of "exceptional importance." National Park Service, *Bulletin 16: How to Complete the National Register Registration Form* (Washington, D.C.: Department of the Interior, 1997), 42, 43.

²⁵ Lee McAlester and Virginia McAlester, *A Field Guide to American Houses* (New York, NY: Alfred A. Knopf, 2002), 88, 89, 97-101.

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Photographs (Continued):



Photograph 2. North elevation facing Jacoby Creek Road, looking southwest, September 10, 2020.



Photograph 3. Main entryway, looking southwest, September 10, 2020.

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Photograph 4. North elevation facing Jacoby Creek Road, looking southwest, September 10, 2020.



Photograph 5. View of the south side, looking northeast, September 10, 2020.

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Photograph 6. View from Old Arcata Road showing 1980s building, looking southeast, September 10, 2020.



Photograph 7. Overview of property from Old Arcata Road, looking northeast, September 10, 2020. The Old Jacoby Creek School is in the background at the left.

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PRIMARY RECORD**

Primary # _____
HRI # OHP Property No. 131410 / CRHR No. 12-0016
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NRHP Status Code 3S

Other Listings _____ **Review Code** _____ **Reviewer** _____ **Date** _____

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***Resource Name or # (Assigned by recorder): MR 3**

heightP1. Other Identifier: Bayside Grange, Bayside Community Center

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

***b. USGS 7.5' Quad:** Arcata South **Date:** 2018 **T:5N ;R: 1E ; Sec: 4; H.B.M.**

c. Address: 2297 Jacoby Creek Road City: Bayside Zip: 95524 d. UTM: n/a

e. Other Locational Data: Assessor Parcel Number (APN): 501-012-002

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

The Bayside Community Hall is a Minimal Traditional style building constructed in 1941 as the Bayside Grange (**Photograph 1** and **2**). The building sits on a raised L-shape concrete pier foundation that has a vertical slat wood skirt between the ground and the floor beams. The cross-gable roof has both wide and narrow eaves and is clad in composite shingles. Covering the exterior walls and gable ends is horizontal wood siding and in each gable peak is a louvered vent. At the front gable end is the main entryway comprised of double panel doors sheltered by a small gable roof on square corner posts with an enclosed, horizontal wood sided banister. To one side is a concrete handicap ramp with a wood railing (**Photograph 3** and **4**). On the west side is a secondary entryway consisting of a plain metal door under a small gable roof projection supported by square posts (**Photograph 5** and **6**). This small, raised entryway and porch is accessed by a five-step wood stairway with a wood railing that continues around the porch deck. (See Section P3a. on the Continuation Sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP13 – Community Center / Social Hall

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



P5b. Description of Photo: (View, date, accession#) Photograph 1. Front elevation, camera facing southwest, September 10, 2020.

***P6. Date Constructed/Age and Sources:**
 Historic Prehistoric Both
1941 (Susie Van Kirk Papers, 2015)

***P7. Owner and Address:**
Bayside Community Hall
P.O. Box 31
Bayside, CA 95524

***P8. Recorded by:**
Christopher McMorris
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:**
September 10, 2020

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

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historical Resources Evaluation Report, Old Arcata Road Improvements Project, Arcata, Humboldt County, California," prepared for Caltrans District 1 and the City of Arcata, 2020.

***Attachments:** None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list)

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BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code: 3S

*Resource Name or # (Assigned by recorder): MR 3

B1. Historic Name: Bayside Grange

B2. Common Name: Bayside Community Hall

B3. Original Use: social hall, meeting hall, community center

B4. Present Use: social hall, meeting hall, community center

*B5. Architectural Style: Minimal Traditional

*B6. Construction History: (Construction date, alteration, and date of alterations) Built in 1941; replacement doors and construction of a rear emergency exit stairway, handicap ramp, dates unknown; sign replaced, 2017.

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

*B8. Related Features: _____

B9. Architect: unknown b. Builder: local community volunteers

*B10. Significance: Theme: Community Development Area: Bayside

Period of Significance: 1941-1970 Property Type: Community Center / Social Hall Applicable Criteria: Criterion A

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

The former Bayside Grange on APN 501-012-002 built in 1941 appears to meet the criteria for listing in the National Register of Historic Places (NRHP). This property has been evaluated in accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended) (54 U.S.C. 306108) and its implementing regulations (36 CFR Part 800), as well as Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The building was previously listed in the California Register of Historical Resources (CRHR) in 2002. (See Section B10 on Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes) _____

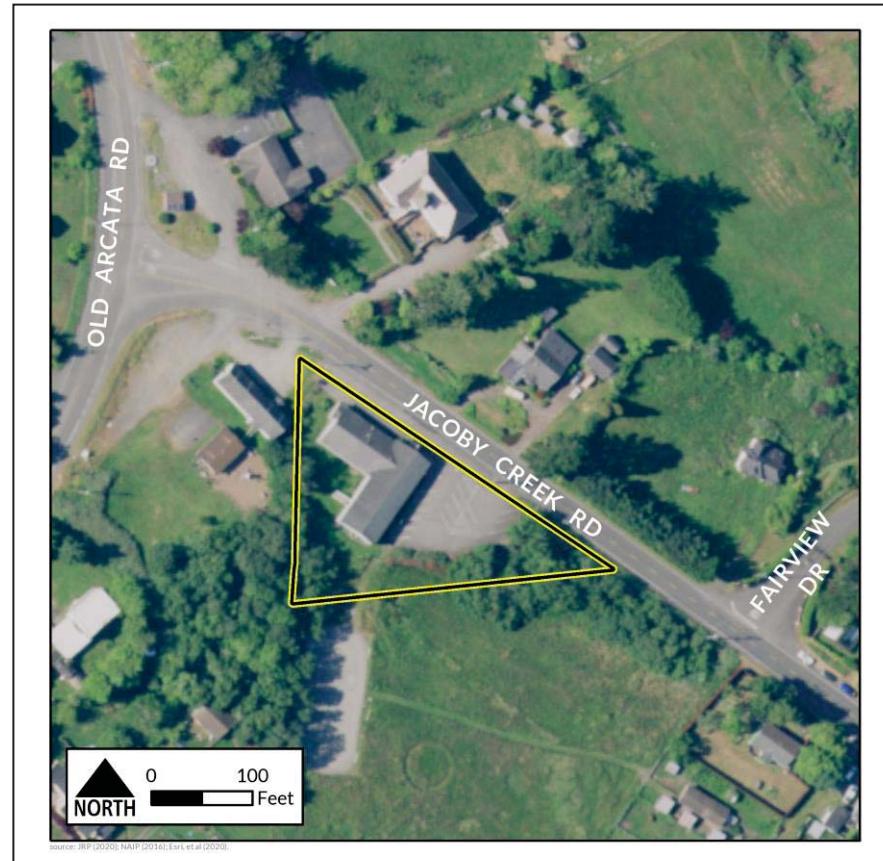
*B12. References: Van Kirk, "Research Notes on Bayside and Jacoby Creek," 2015; Humboldt County DPW, "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," March 1978; Rhode, "Humboldt Bay Shoreline," June 2020; Sanborn Map Company, "Arcata, California," 1919; USGS, Eureka Quadrangle, 1922; See also footnotes.

B13. Remarks:

*B14. Evaluator: Steven J. Melvin
JRP Historical Consulting, LLC

*Date of Evaluation: October 2020

(This space reserved for official comments.)



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P3a. Description (continued):

An uncovered rear entryway has double metal doors and a wood stairway with wood banister (**Photograph 7**). Windows throughout are two-pane and eight-pane wood sash pull-in hopper windows. The one-acre property on which this building sits has some open space and a few trees. East of the building is a large parking lot and additional parking is along the north side of the building adjacent to Jacoby Creek Road.

B10. Significance (continued):

Historic Context

Nineteenth Century Development

Old Arcata Road evolved from an Indian trail into a crude wagon road in the early 1850s. Known at the time as Arcata Road or Arcata – Eureka Road, it served as the only overland route between Arcata and Eureka. The marshy terrain cut by multiple sloughs and creeks made for a difficult landscape to cross with a road, yet no practical alternative existed as steep, densely wooded lands to the east posed more formidable challenges. In the 1860s the County devoted road taxes to the betterment of Arcata Road and by 1862 it was reported to be a “a good piece of work.” Despite this assessment, the low-lying, poorly drained area continued to be plagued by impassable muddy conditions and roadway washouts during the rainy season, thus making the road unusable much of the year. Stage service started between Arcata and Eureka in 1866 and the County continued to work on the roadway. Incrementally the road improved, but the problems with drainage, muddy conditions, and stream crossings persisted into the early twentieth century with Arcata and Eureka residents generally preferring ferries to cross the bay and residents of Bayside and other communities along the road having their travel greatly restricted during times the road was impassable. Another alternative arrived in 1901 with construction of a mainline railroad that skirted the bay and substantive improvements to Arcata Road occurred around 1910 with general roadway work and the construction of several new bridges.¹

Despite the overland transportation challenges, Euro-American settlers established a few scattered small general farms along the road in the 1850s raising hay, potatoes, grain, and livestock. However, the conditions of extensive tidal marshlands on one side of the road and mountainous woodlands on the other limited the acreage conducive to farming and settlement from becoming widespread during this early period. In 1870, no farms, buildings, or any other types of improvements were in the immediate area that became Bayside Corners (**Plate 1**). Like many other small communities in Humboldt County, the timber industry provided the initial stimulus for the community of Bayside. Logging activity began in the 1870s when the firm of Dolbeer & Carson (D&C) bought about 1,000 acres of redwood timberlands in the Washington Creek watershed, just south of Jacoby Creek and Bayside. Following construction of a gravity and horse-powered tramway along Washington Creek connecting their land to the bay shore, the company commenced cutting down trees, transporting them to the tramway terminus at the bay, and floating the logs across the bay to their Eureka mill.²

¹ Jerry Rhode, “Humboldt Bay Shoreline, North Eureka to South Arcata: A History of Cultural Influences,” June 2020, 85-91; Susie Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 2015, Susie Van Kirk Papers, Special Collections, Humboldt State University, 1-6.

² Benjamin Peirce, *Part of Humboldt Bay, California*, US Coast Survey, 1870; Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 5-7; Humboldt County Department of Public Works (DPW), “An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor,” March 1978, 10-12; Rhode, “Humboldt Bay Shoreline,” June 2020, 41.

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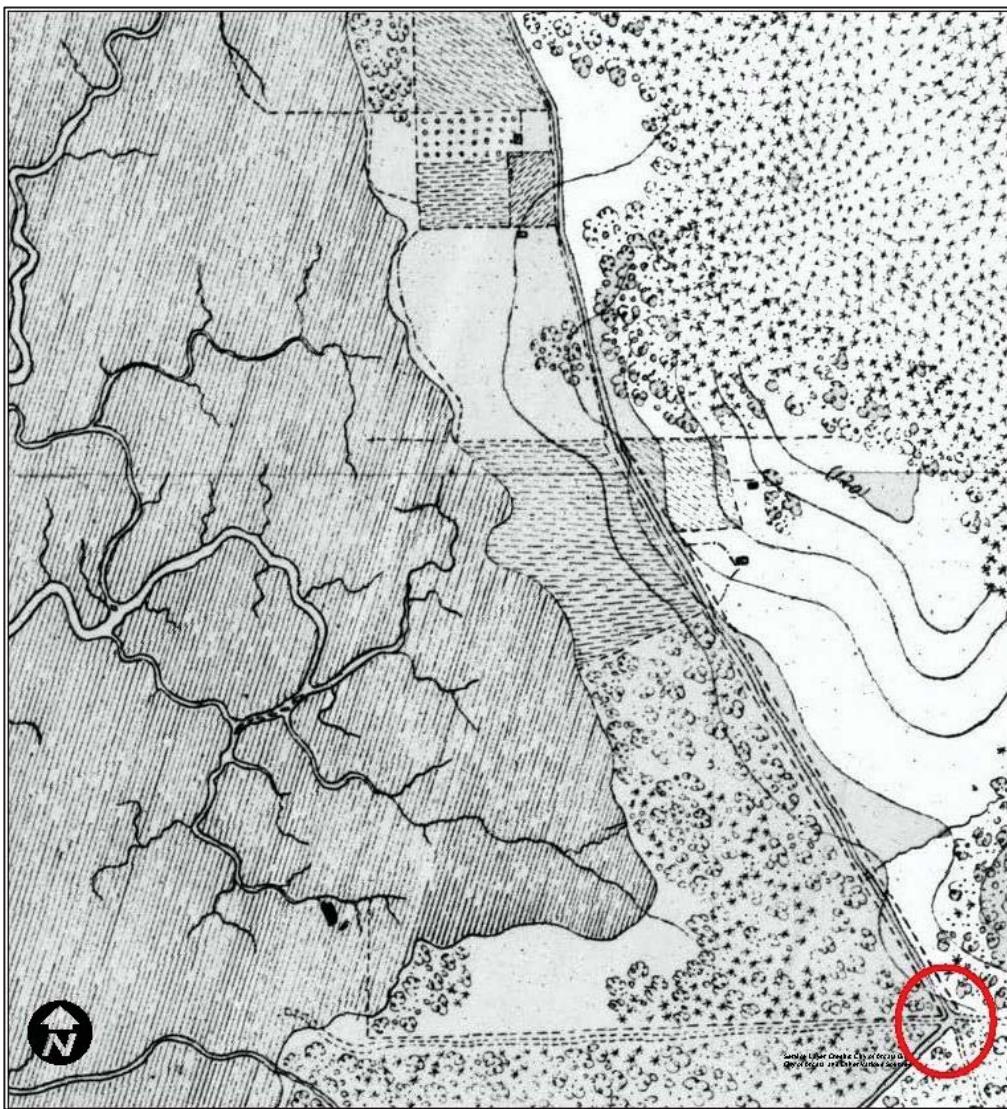


Plate 1. Map published in 1870 showing the study area. The dark square and rectangles are buildings. Bayside Corners is circled in red and Arcata Road is shown running generally northwest from that point. (North arrow and red circle added by JRP.)³

Another lumber concern, Flanigan, Brosnan and Company (FBC) soon joined D & C in the hills east of Bayside. FBC was incorporated in 1876 and constructed a mill in Eureka that same year. The company first logged out its timberlands elsewhere in Humboldt County before turning its axes on timberlands in the upper Jacoby Creek watershed east of Bayside in 1882. Just prior to harvesting trees, the company built a standard gauge railroad from the redwood stands to the bay shore where the logs would be dumped and floated to their mill. FBC completed the rail line in 1882 and started logging immediately. The railroad passed directly through Bayside Corners, running from upper Jacoby Creek along an alignment adjacent to the south side of Jacoby Creek Road and crossing the intersection with Arcata Road near the Temperance Hall (now Mistwood Education, MR 2) (bisecting the current study area). Soon after the railroad, FBC also built a shingle mill, cookhouse, store, railroad engine house, warehouse, and several cabins for their workers in Bayside, all located northwest of the Arcata Road / Jacoby Creek Road intersection. It appears that none of these buildings are currently extant. Around this time D & C also constructed several buildings to support their logging. These were located southwest of Bayside near present-day Bayside Cutoff and the mouth

³ Benjamin Peirce, *Part of Humboldt Bay, California*, US Coast Survey, 1870.

DPR 523L (Rev. 1/1995)(Word 9/2013)

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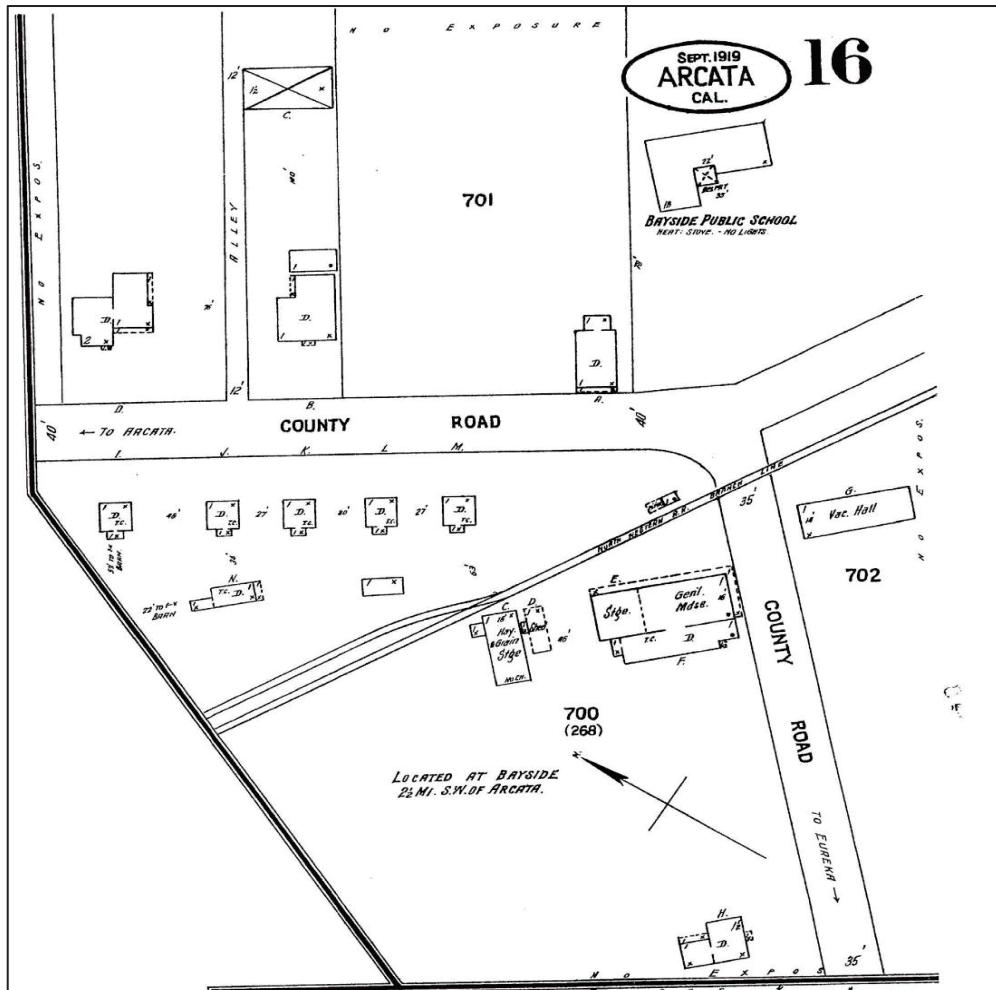
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of Washington Creek, including a shingle and stave mill built in 1882 followed by a cookhouse, worker housing, and railway buildings. These buildings have all been demolished, destroyed, or removed.⁴

The logging activities by these two companies brought about the formation of Bayside as a community with its focal point at Bayside Corners. The first formal sign of a town coming into being was in July 1875 when the County Board of Supervisors approved the organization of the Jacoby Creek School District, leading to the construction of the first schoolhouse in 1876 on Jacoby Creek Road near Arcata Road. The town name also became settled in 1876. Previously referred to as “Jacoby Creek,” residents rejected this moniker and chose “Bayside” after also considering “Carson” and “Waterside.” Other new non-residential buildings existing in Bayside in 1876 included a public house, hotel, and blacksmith shop, none of which are extant. Joining these buildings was the Temperance Hall, constructed in 1882 at the corner of Arcata Road and Jacoby Creek Road, and Bayside’s first post office established in 1887 in the store owned of David Dyer, a local farmer and shopkeeper, at the west corner of Old Arcata Road and Jacoby Creek Road. This store was removed in the 1940s (**Plate 2**). All of the new building construction, bustle of mill workers and loggers, and a railroad steaming through town prompted a newspaper at the time to describe Bayside as a “flourishing little community of farmers and lumbermen.”⁵

Plate 2. Bayside Corners as depicted on a 1919 map by the Sanborn Map Company. The “County Road” labeled on the map is Old Arcata Road. Note the Y-shape of the intersection with Jacoby Creek Road, railroad crossing Old Arcata Road, Dyer’s general merchandise store, and row of small dwellings on the west side of Old Arcata Road. All of these features are gone. The Old Jacoby Creek School is labeled as “Bayside Public School” and the Temperance Hall is on the far-right side of the image labeled “Vac. Hall.”⁶



⁴ Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 8, 14, 15, 23, 24; Humboldt County DPW, “An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor,” March 1978, 12, 13; Rhode, “Humboldt Bay Shoreline,” June 2020, 45, 49, 59, 60.

⁵ Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 7-9.

⁶ Sanborn Map Company, “Arcata, Humboldt County, California,” (New York: Sanborn Map Co., 1919).

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Adding to the flurry of activity spawned by the timber industry, FBC started a large-scale granite mining operation in 1891 at a quarry about six miles up Jacoby Creek canyon from Bayside to fulfill a contract to supply granite for construction of the jetty at the entrance to Humboldt Bay. The contract required erecting a long wharf into the bay from the existing FBC railroad terminus at the bay shore from which the stone would be transferred to barges. The wharf, and the extension of the railroad onto the wharf, were completed in 1891. FBC not only shipped stone from the wharf, but also started shipping its logs and shingles, leading to the name “Shingle Wharf.” Work at the quarry for the jetty project continued for several years and employed many people. Newspaper accounts noted that in 1894, “125 men” were employed, and 200 in 1896. While logging, lumber milling, and quarry work generally ceased during the winter, during other times of the year, these industries made Bayside a lively place (Plate 3).⁷

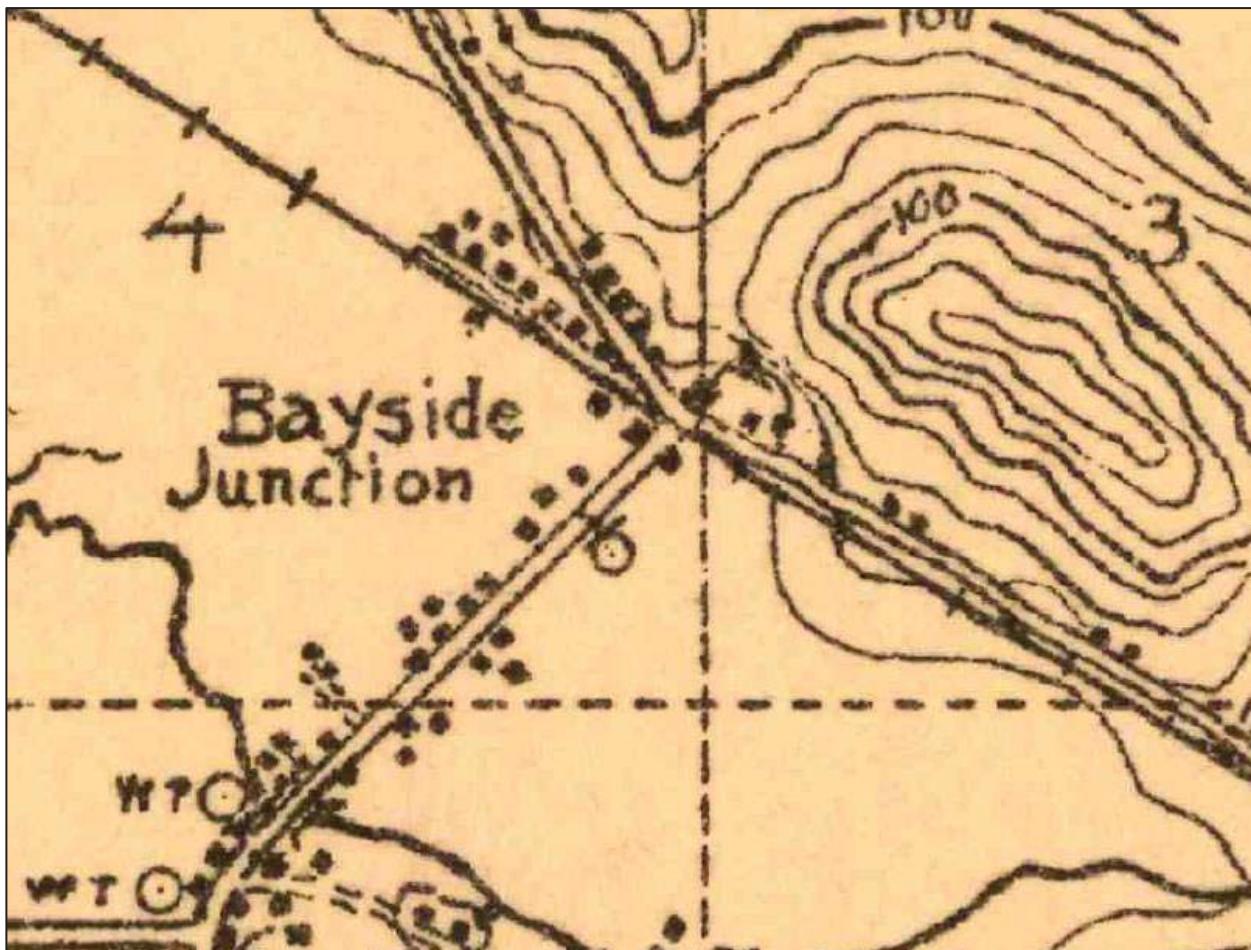


Plate 3. This USGS map based on 1916 surveys shows Bayside Corners as “Bayside Junction.” The dots on the map represent buildings. Note the numerous buildings running northwest from the intersection on a road parallel with the FBC railroad line. These buildings and this road are no longer extant.⁸

Early Twentieth Century

The early twentieth century marked a transition for Bayside as the nearby redwood stands became logged out and timber activity waned. D&C's land was logged out by 1898 and the company closed their Bayside shingle mill that year. All of the buildings and tramway constructed by D&C have been since removed, destroyed by fire, or demolished. Meanwhile, FBC still

⁷ Humboldt County DPW, “An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor,” March 1978, 12, 13; Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 32-34, 40-44; Rhode, “Humboldt Bay Shoreline,” June 2020, 18, 49, 60-61.

⁸ USGS, *Eureka Quadrangle* (Washington: USGS 1922).

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had plenty of harvestable trees and continued operate, running their Bayside shingle mill twelve hours a day in April 1898, for example. In 1900, FBC sold out to the Bayside Lumber Company (BLC) in a transaction that included the FBC quarry and railroad. BLC harvested from their Jacoby Creek timberlands until they were exhausted in 1913, although the BLC shingle mill continued to run intermittently, supplied by logs from BLC holdings in southern Humboldt County. The BLC railroad also stayed in operation, primarily hauling rock from the quarry to the wharf and occasional contracts to haul logs from small tracts in Jacoby Creek canyon such as the Humboldt Pine Company's stands harvested around 1920 (Plate 4). In 1923, however, the railroad running through Bayside Corners ceased operations and all of the rails removed. FBC's shingle mill was also later demolished.⁹



Plate 4. Undated photograph circa 1920 looking southwest from Bayside Corners. The photo shows the logging railroad built by FBC, store, farmstead, and church (near to far); the store and the rail line are not extant. Note the car on the plank road which traversed the swamplands between Bayside Corners and the Northwest Pacific Railroad "Bayside Station" near the bay shore.¹⁰

The extractive industries of timber and stone that were the basis for the formation of Bayside diminished in importance in the early twentieth century and farming rose to be the predominate enterprise. Farming in this vicinity was for decades restricted by natural conditions – the densely wooded lands east of Arcata Road, and the tidal salt marshes west of the road – that made for a limited amount of land conducive to raising crops or livestock, which led to establishment of only a few scattered small farms. Human intervention began to alter the natural conditions in 1892 when a group of local property owners – Mel Roberts,

⁹ Peirce, *Part of Humboldt Bay, California*, US Coast Survey, 1870; Humboldt County DPW, "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," March 1978, 12, 13; Van Kirk, "Research Notes on Bayside and Jacoby Creek," 47, 73, 83-88; Rhode, "Humboldt Bay Shoreline," June 2020, 64.

¹⁰ J.A. Meiser, "Bayside, Cal." Photo No. 2003.01.2307, no date, Palmquist Photograph Collection, Special Collections, Humboldt State University.

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John Harpst, O.H. Spring, and FBC – built a dike along the bay shore to hold back the salty water and reclaim the swampy marshland for farming purposes. The dike started at the north end at Butcher Slough near Arcata and continued south along the water's edge to the mouth of Jacoby Creek, thus following the north bank of the creek upstream to ground above high tide. The project reclaimed approximately 400 acres that were ideal for pasturing dairy cows and growing rich alfalfa and clover. By 1895, the property owned by the partnership of Harpst & Spring – in the vicinity of the present-day Arcata neighborhood Sunny Brae (north of Bayside) – supported 300 head of dairy cows. So prolific was their herd and that of other nearby farmers that Harpst & Spring built a creamery on their property to process the milk produced in the Bayside region. In addition to dairying, farmers in the Bayside region raised crops such as potatoes, strawberries, and tree fruits. This composition of agricultural activities in Bayside remained generally unchanged into the early decades of the twentieth century (**Plate 5** and **Plate 6**). The addition of more farmers and their families motivated residents to fund and build a new school in 1903, now called the Old Jacoby Creek School.¹¹



Plate 5. Aerial photograph showing Bayside Corners dated 1941. Note that the intersection still retains its historic Y-shape as compared with the sweeping curve created on Old Arcata Road by 1947 as shown in Plate 6 below.¹²

¹¹ Van Kirk, "Research Notes on Bayside and Jacoby Creek," 36-38, 41, 42, 55, 73, 78, 81; Rhode, "Humboldt Bay Shoreline," June 2020, 10-12, 99.

¹² USDA, Aerial Photograph, Photo No. CVL-6B-81, November 25, 1941.

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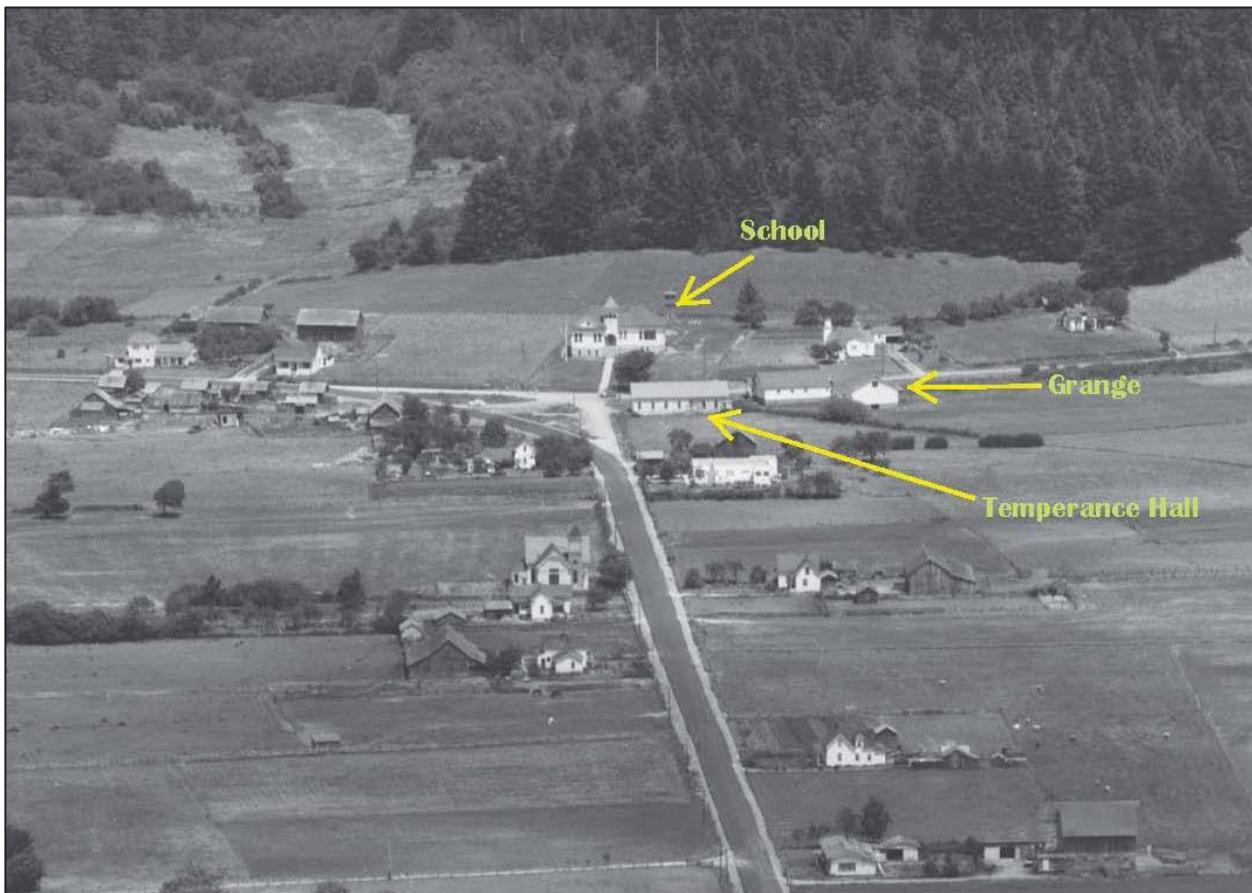


Plate 6. Photograph dated 1947 looking northeast at Bayside Corners. The Jacoby Creek School, Temperance Hall, and Grange are labeled. (Labels added by JRP.)¹³

Transportation Improvements and Post-War Suburbanization

As the local economy moved from timber to agriculture, transportation in Bayside also changed. Up to 1923 the FBC railroad ran through the center of Bayside, transporting materials from the forest to the bay shore, but did not serve passengers wanting to go to Eureka or Arcata. Travel to these places remained via Arcata Road, a route, as noted, plagued by flooding and muddy conditions during the rainy months. Bayside residents welcomed a more reliable transportation option in 1901 when the Eureka & Klamath River Railroad (and later the Northwest Pacific Railroad) started running trains between Arcata and Eureka on tracks that skirted the edge of Humboldt Bay. The railroad company built a station stop – Bayside Station – at the present-day intersection of US 101 and Bayside Cutoff. The station, located roughly one mile from the intersection of Bayside Corners, was connected with Bayside by a plank road and sidewalk that allowed crossing this often swampy terrain. The railroad gave Bayside residents dependable, daily, year-round transportation and mail service.¹⁴

Not long after construction of the railroad, the State started planning a state highway – now US 101 – running generally parallel just to the east of the tracks along the bay. Construction of the section between Eureka and Arcata spanned seven years between 1918 and 1925. Built on a roadbed raised well above the marshlands and high tide, and with highway standard bridges crossing

¹³ Merle Shuster, "Bayside," Photo No. 2001.01.0658, July 12, 1947, Shuster Aerial Photograph Collection, Special Collections, Humboldt State University.

¹⁴ Walter C. Schafran, "Bayside Through the Years," Center for Community Development, Humboldt State University, 1984, 26-29; Van Kirk, "Research Notes on Bayside and Jacoby Creek," 23, 66; Rhode, "Humboldt Bay Shoreline," June 2020, 11, 82; USGS, *Eureka Quadrangle* (Washington: USGS, 1922).

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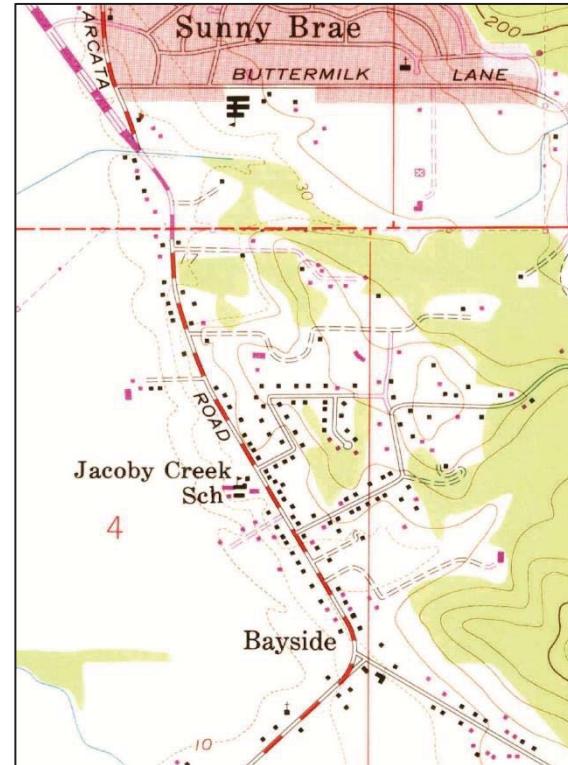
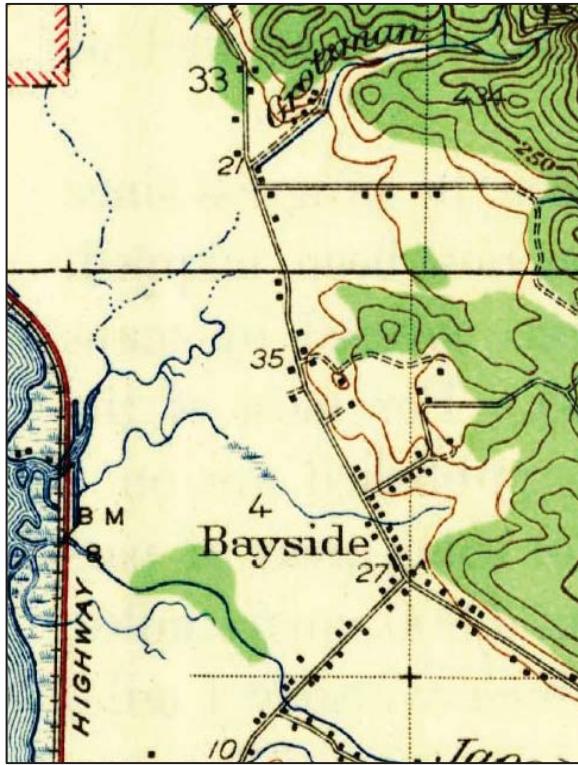
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all creeks and sloughs, this route rarely flooded and was a vast improvement over Arcata Road. Associated with the highway project was the construction of Bayside Cutoff, a new roadway connecting the highway with the Arcata Road and Bayside. Completion of the highway resulted in renaming Arcata Road to “Old Arcata Road,” and a dramatic reduction of traffic on the old route, which thereafter was used primarily by residents of the small communities along its route.¹⁵

After World War II, Arcata grew by suburban expansion and annexation, a trend common to many California cities in the second half of the twentieth century. Post-war subdivisions in Arcata included Woodland Heights, Sunset, and Greenview, located north and west of central Arcata, respectively. The area southeast of Arcata along Old Arcata Road also proved attractive to subdivision developers for its pastoral setting, relative lack of fog, and proximity to downtown. One of the largest developments was Sunny Brae, located at the north end of Old Arcata Road north of Bayside, that began in 1950. Others in this vicinity were the Berglund Subdivision (1949) in Bayside at the intersection of Old Arcata Road and Hyland Street, and Bayside Estates (1961) on Jacoby Creek Road east of Bayside. The post-war growth led to the construction of the Jacoby Creek Elementary School in 1957 at the intersection of Old Arcata Road and Hyland Street. Completion of the school marked the end of classes held at the Old Jacoby Creek School at Bayside Corners. Other smaller subdivisions and scattered single parcel lots also came to be occupied by single-family residences in the 1945-1990 period to give Bayside its broad chronological and stylistic mixture of residential and non-residential buildings (Plate 7). Annexations of these areas along Old Arcata Road in the study area occurred between 1969 and 1998. The area within the city limits at Bayside Corners was incorporated into the City in 1983 as part of the Bayside Heights annexation.¹⁶

Plate 7. Two maps illustrating the development of Bayside before and after World War II. The map on the left is based on 1933 surveys, the map on the right is from 1972. Note the new streets in the area and the many new buildings on both sides of Old Arcata Road and Jacoby Creek Road.¹⁷



¹⁵ Rhode, “Humboldt Bay Shoreline,” June 2020, 12, 91.

¹⁶ City of Arcata, “City of Arcata Annexations,” July 27, 2016; Walter C. Schafran, *Bayside Through the Years*, 27-29; Guerra & McBane, LLC, *City of Arcata Historic Context Statement*, 7-8, 36, Appendix A; City of Arcata, “Arcata Historic Resources Sensitivity Map,” n.d.; NETROnline, Historic Aerial Images, 1956, 1972, 1989, 1993, accessed October 2020 at <https://www.historicaerials.com/>.

¹⁷ USGS, *Eureka Quadrangle* (Washington: USGS 1942); USGS, *Arcata South* (Washington: USGS 1972).

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Bayside Grange Property History

The Bayside Grange organized on October 8, 1932 around the same time other Granges formed in Humboldt County including Blue Lake, Freshwater, Eel River, and Orick. Generally, local Granges are affiliates of a national organization formed in 1867 – the National Grange of the Order of Patrons of Husbandry (National Grange) – whose mission is to promote and support the interests of family farmers. Lacking its own building, the Bayside Grange met from 1932 to 1941 in the adjacent building at 1928 Old Arcata Road then known as the Bayside Community Hall or Bayside Temperance Hall. Members of the Bayside Grange decided to construct their own building and in February 1940 purchased the current parcel for their new hall. Construction began in summer 1941 under the supervision of Grange member Dewey Dolf with a crew of Grange members working evenings and Sundays furnishing the labor. The Bayside Grange Home Economics Club contributed essential support by preparing meals for the workers in the Community Hall kitchen each Sunday. In September 1940, the Bayside Grange held an open-air fundraiser dance on the newly constructed hall floor of the building before any walls or other elements were completed. Work continued at a slow but steady pace through the winter and on March 1, 1941 the Grange held its grand opening dance and dinner, attended by about 500 people (Plate 8). While the hall element of the building was finished, crews continued on the kitchen and dining room wing of the building. Bayside Grangers dedicated the new building on June 21, 1941. The finished building, made largely of redwood, cost approximately \$6,000 and the two wings of the L-shaped building consisted of a 96 by 40-foot hall section and a 60 by 40-foot kitchen and dining room wing.¹⁸



Plate 8. Advertisement for the grand opening dance at the Grange.¹⁹

¹⁸ "Bayside Grange Observes 25th Anniversary Event," *Humboldt Times*, October 12, 1957, 16; "The Cream of County News," *Blue Lake Advocate*, February 25, 1933, 7; "Grange Whist Party," *Blue Lake Advocate*, January 28, 1933, 5; "Blue Lake Grange," *Blue Lake Advocate*, October 29, 1932, 5; Van Kirk, "Research Notes on Bayside and Jacoby Creek," 94-97; "Bayside Brevities," *Blue Lake Advocate*, December 16, 1933, 3; Charles P. Gilliam, "A Short History of the Order of Patrons of Husbandry: The National Grange," 1999; "Humboldt to Entertain the State Grange," *Blue Lake Advocate*, October 17, 1936, 5; "Additions Planned to Bayside Hall," *Blue Lake Advocate*, October 17, 1936, 1.

¹⁹ "Opening Dance," *Blue Lake Advocate*, March 1, 1941, 1.

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Following construction of the building, the Bayside Grange held their meetings and events in the hall for decades to come. The Bayside Grange not only conducted their business in the hall, but served as host for regional Grange meetings attended by Granges from Humboldt and Del Norte counties. In addition to Grange meetings, a wide array of other organizations also met at the hall such as the Native Daughters of the Golden West, Lumberjacks Association, County Home Demonstration Group, Arcata Chamber of Commerce Ladies' Night Dinner, Bayside Garden Club, and religious groups.²⁰

The Bayside Grange also provided a venue for political and civic meetings. For example, in 1956 the hall hosted a fundraising event put on by the local Democratic Party for local Democratic candidates that featured guest speaker Minnesota Governor Orville Freeman. Town hall meetings on topics of concern to Bayside residents have also continued up to the present. Among these were meetings about a new sewer system proposal for the Bayside – Jacoby Creek area, herbicide use by the Simpson timber company in the Jacoby Creek watershed, and in 2013, Green Diamond timber company held a meeting regarding its logging practices in the upper Jacoby Creek watershed that covered the specific topics of clear cutting, conservation areas, use of herbicides and pesticides, and degraded water quality. Recently, in 2019, a meeting on the City of Arcata's proposal to improve Old Arcata Road through Bayside was held at the Grange.²¹

Less serious events have been common at the Grange as well. These include band and choir performances, wedding receptions, wedding anniversary parties, dinners, dances, company staff parties, card parties, Humboldt State College (now Humboldt State University) football team pre-season kick-off dinners, the Grange's annual Fall Festival, and ballet classes. Some of the dinners, concerts, and dances have been fund raisers for local non-profits that serve, conserve, and improve the Humboldt Bay region (**Plate 9**). A short sampling of some of the non-profit organizations are the Humboldt Food Bank, Friends of the Dunes, Jacoby Creek Protection Association, and the Arcata Community Recycling Center.²²

²⁰ "Occident Parlor In Planning," *Eureka Times-Standard*, July 22, 1970, 12; "North Coast Calendar," *Eureka Times-Standard*, April 7, 1972, 8; "Former Arcata Mayor Honored," *Blue Lake Advocate*, May 22, 1952, 1; "Lumberjacks to Have Ladies' Night," *Blue Lake Advocate*, October 18, 1947, 1; "Demonstration Unit Meets in Blue Lake," *Blue Lake Advocate*, May 14, 1949, 5; "Watchnight Rites Slated," *Humboldt Standard*, December 31, 1956.

²¹ "Residents Skeptical of Changes," *Eureka Times-Standard*, August 21, 1979, 1; "Local Meetings Conducted By Chemical People," *Eureka Times-Standard*, October 30, 1983, 1; "Tempers Erupt at Meeting on Herbicide Plan," *Eureka Times-Standard*, January 24, 1984, 1; "Ferndale Breezes," *Blue Lake Advocate*, March 29, 1956, 4; "Company To Create 27-Acre Conservation Easement Along Trail at Strawberry Rock," *Mad River Union*, February 26, 2013.

²² "All-Night Party," *Eureka Times-Standard*, April 18, 1985, 20; "Dances," *Eureka Times-Standard*, June 5, 1992, 26; "Local Events," *Eureka Times-Standard*, September 24, 1993, 22; "Promoting Recycling," *Eureka Times-Standard*, September 10, 1993, 10; "News Happenings Around Arcata High School," *Blue Lake Advocate*, September 24, 1949, 6; "Brizard-Matthews Staff Party Held," *Blue Lake Advocate*, October 15, 1949, 1; "Wymore-Turner Nuptials Held," *Blue Lake Advocate*, June 10, 1950, 5; "Stealing the Show," *Eureka Times-Standard*, June 18, 1984, 1; "West Virginia Fold Quartet Performs at Bayside Grange," *Eureka Times-Standard*, January 12, 1984, 22; "North Country Fair," *Eureka Times-Standard*, September 22, 1984, 3; "North Coast Bids '89 Farewell," *Eureka Times-Standard*, December 30, 1989, 1; "Bayside Grangers Honor Frasiers," *Eureka Times-Standard*, January 22, 1976, 9; "Bayside Grange Announces Open Meetings," *Humboldt Times*, February 12, 1967, 40; "Bayside Grange Plans Annual Fall Festival," *Humboldt Times*, October 9, 1966, 22; "HSC Kick-Off Dinner," *Blue Lake Advocate*, August 21, 1952, 1.

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Plate 9. Humboldt State College football team pre-season kick-off dinner in September 1952.²³

In 2017, the Bayside Grange underwent a name change to the Bayside Community Hall (**Plate 10**). Underlying the change was a gradual disaffection of the Bayside Grange membership in the preceding years from the policies of the National Grange that led to the Bayside Grange severing its association with the national organization. Members instead formed as a local chapter of the California Guild, a state organization similarly focused on rural and agricultural interests. The Bayside Community Hall continues up to the present to provide a space for community gatherings of all kinds. Since its construction, this building has hosted hundreds, if not thousands, of events and the above four paragraphs are intended to give a sample of the types of events held in the building and is not a comprehensive list.²⁴

²³ "HSC Backers Throng to Kickoff Dinner," *Humboldt Times*, September 11, 1952, 2.

²⁴ "Change at the Grange Brings Birth of Bayside Community Hall," *Mad River Union*, October 28, 2017; "Bayside Community Hall," search results accessed October 2020 at <https://madriverunion.com>.

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Plate 10. The changing of the sign at the Bayside Grange in 2017.²⁵



Evaluation

This property at 2297 Jacoby Creek Road, the current Bayside Community Hall and former Bayside Grange, was listed in the CRHR in 2002. This information is from the California Office of Historic Preservation Directory of Properties in the Historic Property Data File for Humboldt County. No historical significance evaluation documentation or other information associated with this listing or with this property was found during research for this report. The property does not have any known previous NRHP status.²⁶

The current study concludes that the Bayside Community Hall / Bayside Grange, built in 1941, appears to meet the criteria for listing in the NRHP under Criterion A at the local level for its significant association with community development in the Humboldt Bay region. As discussed above, this building has hosted a multitude of wide-ranging events and meetings since the time of its construction, serving as a gathering place for the people of Bayside, as well as the greater Humboldt Bay region. Whether for Grange meetings, dances, dinners, benefits, or town halls, the building has been a focal point that has brought the people of Bayside and the Humboldt Bay region together to socialize, learn, and discuss issues of the day. Considering the variety and large number of events held in this building, it has clearly had an important role in the betterment of Bayside and the Humboldt Bay region.

²⁵ Photo by Maggie Gainer in “Change at the Grange Brings Birth of Bayside Community Hall,” *Mad River Union*, October 28, 2017.

²⁶ California Office of Historic Preservation (OHP), “Directory of Properties in the Historic Property Data File for Humboldt County” (April 5, 2012), 8. This property is OHP Property #131410 and CRHR #12-0016.

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The period of significance for this property is 1941 to 1970, the latter being fifty years prior to this evaluation.²⁷ The property boundary is its legal assessor parcel. The property's character-defining features are its massing; L-shaped plan; cross-gable roof; modest appearance and lack of ornamentation; horizontal wood siding; louvered vents in the gable ends; front entryway; raised side entryway; all of the original wood-sash windows; and its location at Bayside Corners.

This resource does not have important associations with the lives of persons important to history (NRHP Criterion B and CRHR Criterion 2). Research did not reveal that any of the individuals associated with the development, ownership, or use of this building made important contributions to local, state, or national history.

Under NRHP Criterion C / CRHR Criterion 3, this building is not significant as an important example of a type, period, or method of construction, nor is it the work of a master, or possess high artistic values. The Bayside Community Hall / Bayside Grange is a Minimal Traditional style building, a style developed in the 1930s that became immensely popular in the 1940s and 1950s. Minimal Traditional was an alternative to the more ornate styles of previous decades, reflecting an embrace of a simpler design and a desire for economy, as well as the influence of the Modern architectural movement in its rejection of decorative detailing. Generally, Minimal Traditional buildings are characterized by boxy massing, wood frame construction, low to medium roof pitches, close eaves, and wood, stucco, or brick siding.²⁸ The Bayside Community Hall / Bayside Grange has a few basic elements of the style in its simple design, single-story massing, roof design, wood siding, close eaves, and lack of ornamentation, but is a modest and typical example of the style that lacks architectural distinction. Thus, this building does not meet Criterion C as an important example of a type, period, or method of construction, it does not possess high artistic value, and it is not the work of a master.

Under NRHP Criterion D / CRHR Criterion 4, this resource is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. Potential archaeological resources on this parcel have not been evaluated herein.

Integrity

In addition to meeting the significance criteria under NRHP Criterion A, this property also retains sufficient integrity to convey its significance. Based on field observation and research, it appears this building has excellent integrity of materials, design, workmanship, location, setting, feeling, and association. The only apparent alterations are the replacement of the doors, new sign, handicap ramp, and construction of a rear emergency exit stairway.

²⁷ Fifty years ago is used as the closing date for periods of significance where activities begun historically, such as use of the Bayside Grange for community events. For a period of significance to extent to a date within the past 50 years, it must be demonstrated that the activities occurring within the past 50 years were of "exceptional importance." National Park Service, *Bulletin 16: How to Complete the National Register Registration Form* (Washington, D.C.: Department of the Interior, 1997), 42, 43.

²⁸ PAST Consulting, LLC, "San José Modernism Historic Context Statement," prepared for Preservation Action Council of San José, June 2009, 67, 68; Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 586-595.

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Photographs (Continued):



Photograph 2. Overview, camera facing west towards Old Arcata Road, September 10, 2020.



Photograph 3. Front entryway, camera facing southwest, September 10, 2020.

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Photograph 4. Front entryway, camera facing south, September 10, 2020.



Photograph 5. Camera facing southeast, September 10, 2020.

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Photograph 6. Side entryway, camera facing southeast, September 10, 2020.



Photograph 7. Rear of building, camera facing northeast, September 10, 2020.

APPENDIX C

Public Outreach Communications

Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements

Public Comments Received at

Public Meeting

Thursday, August 15, 2019 at the Bayside Community Hall

Compiled by GHD

Public Comments Provided Following Presentation by City

- There is a desire for an EIR and a traffic study especially with the 101 changes.
- Loss of parking will be an issue.
- Roundabouts are better for reducing carbon emissions than stop signs.
- In 2016, we were told that the design had been decided and people supported the walk/bike improvements. They also decided that the roundabout was not appropriate due to a tribal site, historical buildings, and concerns that 101 improvements will make it worse. Alternative analysis and discussion did not happen. Safety improvements are wanted. Can we use the "paved" road through the post office parking lot? We need to use other alternatives, because roundabout crosswalks are in bad locations where drivers will not see kids.
- Traffic has gotten faster and increased over the years. Speaker was a nurse and has dealt with collisions at Indianola cutoff. She supports the roundabout and sees it as safer. It can be beautiful and thank you.
- Residents, bicyclists, and kids use this area to walk to school. The speaker sees an improvement w/ this concept.
- Speaker stated that they like that the roundabouts are not here, but they think roundabouts make it safer. They do slow people down and allow buses to turn around.
- Speaker is in favor of the project because it slows traffic from 101. The intersection at the school is critical because of traffic.
- Speaker is a bike commuter from Arcata to Eureka on Old Arcata Road. They recall resident's fears w/ the previous roundabouts that were implemented and those ended up working and slowing people down. Speaker also wonders how much of the parking at issue is used by locals who could be encouraged to bike/walk. With improved infrastructure, would fewer people need to drive?
- Speaker sees issues with congestion, traffic speed, and "midnight flyers" who end up in pastures. There are also parking issues at the USPS lot during Christmas season. They see the current parking spaces as useful and convenient for school events. If we lose many parking spaces for 3 historic buildings, they will lose business (weddings, events. etc.).
- Speaker is a private school worker. People drive over to this location near the school to ride their bikes, because they see others biking on the current trails. The speaker also believes that the yoga people are using up their parking.
- Are you talking to Caltrans at all in regards to their (non) plans for using Old Arcata Rd as an alternate route during flooding or construction?
- There are some rows marking the space between the bike paths/walkways will this area be paved? Is there leftover for parking? What are we going to do with those areas?
 - City Response – Some of that space is intended to help conform the grades to the site's topography and its variations.

- As Bayside ages carpool/bus stops would be a good idea and if this intersection is where that develops, parking will again be an issue.
 - City Response – There is not enough demand to support a bus yet. We had considered a bus stop as USPS as an option but the more likely solution would be a call-based shuttle and paratransit rather than a bus.
- Cars go 0-60 mph up Jacoby Creek Road. Can we extend the 35 mph zone? Also parking on the shoulder breaks down the ditch which results in drainage issues.
- Why are we having more meetings?
 - City Response – If minor tweaks can be made, we would like to get that input.
- Can the bus service make it through the roundabouts? Can we confirm this?
 - City Response – yes, the roundabout can accommodate buses.

Comments Provided on the Roundabout Simulation Exhibit

- Community 2016 everyone very supportive of walkway and biking. I would like to see other alternatives at this intersection visualized.
- Cars will come through this intersection too fast and I am concerned about people walking here (Jacoby Creek Road outlet).
- People drive 55 mph through this intersection.
- Shift the school crossing further back onto Jacoby Creek Road.
- There is a waterway on the east side of the Mistwood Educational Center.
- ~~Sensitive archeology at the JCR intersection should be looked at before design. Where is the tribal consultation?~~
- Can there be a parallel route to the USPS thru site?
- Is there a law about the distance a school must be set back from a main road? Would the school have to physically move if the road is too close?

Comments Provided on the Old Arcata Road Cross Section Rendering

- Look into concrete, not asphalt, for the sidewalks.
- Captured the rural 'feel' as best as could.
- Alves Inc. makes me a recycled base that turns into concrete if compacted properly.

Comments Provided on Large Plan View Exhibits

Station	Comment
6+00	Who owns this area (potential wetland mitigation site)?
6+00	Can this area (potential wetland mitigation site) include parking or a shuttle service from here to school?
11+00	Can speed dips be used? Are they legal? They could also tie in as a valley to connect to swale. The road acts like a dam because of the crown in the road.
19+90	The road currently has a buffer and concrete sidewalk.
19+90	Will there be a gravity sewer through this area? Will current residents be put on sewer?
19+90	There is a certified organic farm at 1365 Old Arcata Road, will A/C pavement from walkway leach/run onto property and therefore null certification?
20+00	How deep will the swales be?
21+25	1365 Old Arcata Road owner keeps property mowed to keep seeds from coming into orchard. Property also seems to collect runoff from Old Arcata Road in their driveway. They would like the entrance to their driveway to be made from concrete.
22+10	Can smell sewer from as far as 1280 Old Arcata Road.
22+10	The SSMH/lift station at the corner of 1365 and 1415 Old Arcata Rd stinks every day.
23+00	It all looks good, thanks.
24+00	Colored bike lanes visually narrow drivers view, causing them to slow down.
24+25	Where is the boundary of the wildlife area?

27+50	This area needs speed bumps.
29+00	Can there be parking in the open lot north of the school?
30+00	Thank you for separating the walkway and the bike lane.
32+50	Can there be parking in the forested area just north of the Jacoby Creek School parking lot?
32+75	Bike lanes on both sides of the road is an excellent idea.
34+25	There is congestion turning into Jacoby Creek School twice a day at 7:30 am and 3:00 pm.
34+25	Left turns out of the North side of the Jacoby Creek School parking lot are a huge problem.
34+25	Can the sidewalk be continued on both sides of Hyland Street?
34+25	Prohibit left turns into Jacoby Creek School parking lot?
34+50	Like the two lane idea outside of Jacoby Creek School.
34+50	Can we use a roundabout in front of the North entrance to the Jacoby Creek School parking lot instead of a left turn lane?
36+00	There are concerns about the parking lost directly in front of Jacoby Creek School.
36+00	Can there be a left turn lane for the southbound traffic into It's Alive Kombucha?
36+00	Need to educate for parents to not jaywalk
37+00	Lots of kids bike/walk to school.
37+50	Can there be a left turn lane for the southbound traffic into the Rogers Garage gym at 1622 Old Arcata Road and the other business in the same lot?
39+50	No speed bumps, they do not work
39+75	Are properties lines extended over the easement and is that a factor in the alignment of the bike line/ road.
* 40+50	We are a Historic district and a rural area, we need bike lanes not sidewalks.
41+30	Please extend the double yellow line on Golf Course Rd all the way up to the top of the hill
41+30	We need an enhanced crosswalk at the intersection of Old Arcata road and Golf Course Road.
41+30	There are issues with visibility and parking on Golf Course Road. Loss of parking on Old Arcata Road might put more strain on parking on Golf Course Road.
41+30	Can we ladder both sidewalks at the crossing of Old Arcata Road and Golf Course Rd? Can those crosswalks be raised?
41+50	Would like reflectors on the crosswalk at the intersection of Old Arcata Road and Golf Course Road.
42+30	Completely against sidewalks. Need a double yellow line to prevent passing.
43+00	Commenter has been asking for years, we need a double yellow line all the way through Bayside.
43+50	1687 Old Arcata Road does not want a sidewalk or green strip in front of their property. They need to park on their property. In addition, there is an existing 10' gate not shown on plans.
44+30	Where can we catch the bus?
45+00	This area is rural, we do not need sidewalks, and kids do not walk to school anymore.
45+00	Noga Lane resident is against any change in front of their parcels. They also commented that the road is called Noga Lane and not Nogan line like the plans show.
46+50	There needs to be a double yellow line all the way through Bayside.
46+50	We need more laddered crosswalks for pedestrians and cyclists; this would maybe help slow down traffic too.
50+00	1776 Old Arcata Road wants there address on the plans.
52+00	Need a design detail for bicycle lane drop at the roundabout.
52+50	Can city purchase 1814 Old Arcata Road and construct a parking lot?
53+50	Landscaping at the post office is not taken care of at all.
53+50	Can we get a pedestrian activated flasher at the crosswalks at the intersection between Old Arcata Road and Jacoby Creek Road?
54+00	What elevation is the road at in front of 1895 Old Arcata Road and will it flood?
54+50	Can the center of the roundabout be vegetated?
54+50	Should there be yellow crosswalks at the intersection of Old Arcata Road and Jacoby creek Road due to its proximity to the school?
54+50	I like the paintings/artwork on the roundabouts in Valley West. Landscaping at Buttermilk roundabout looks bad.

*JRP note: JRP's historic resource identification efforts did not find that any NRHP, CRHR, or locally designated historic district existed in the APE or immediately adjacent areas. The present study also did not find a historic district

55+00	Design looks like it will really improve pedestrian/cyclist safety at Old Arcata Road and Jacoby Creek Road intersection, Thanks!
55+00	No trees, I hate the ones at the other roundabout.
55+00	I believe in roundabouts. Slows cars down and are safer than an intersection.
55+00	Is there a safety proximity of a road to a school? What is the law?

Draft Notes recapping the main points of the meeting held at the Old Jacoby Creek School Site 10/23/19 with the following individuals:

Bob McPherson

Carolyn Jones

Mark Delany

Kaiki Delany

Susan McPherson

Maggie Gainer

Brett Watson - Mayor City of Arcata

Jan O'Neill

Kathleen Stanton

Julie Neander - City of Arcata - Environmental Services

Mike Wilson - Humboldt County Board of Supervisors

Netra Khatri - City of Arcata - Engineering

Mark Delany initiated the meeting. Mr. Delany asked Supervisor Wilson to come and hear community members concerns regarding the Old Arcata Road Improvement Project

Supervisor Wilson asked those present to list their concerns. During the course of the meeting, the following items were listed as concerns:

- CEQA
 - The City must follow CEQA but nothing has been filed with the State Clearinghouse
- Costs -
 - Roundabouts are expensive
- Communication -
 - People feel no one was notified about the project and want better notification by the City
- Community Character and Historic Resources
 - Traffic circles are ugly and characterless - traffic safety and built environment changes should protect the character of the area and reinforce benefits/resources rather than work against them
 - That any changes maintain and enhance the feeling of community and a community gathering space for the buildings located at the intersection with Jacoby Creek Road
 - That the proposed improvements could fragment the area
 - Impacts to site of former historic buildings - a general store and historic residence used to be located in part of the county ROW and there may be privies or foundations there if excavation is to occur in that area

- Concern about impacts to archaeologic cultural resources - one landowner wanted the City to provide them with any information that the City has regarding their property.
- If there is a roundabout; include something that honors the Wiyot as part of the project - example that Bob McPherson suggested was to work with the Wiyot and see if they might like a sculpture of sorts that shows a Wiyot hammer that was recovered in the area
- Drainage -
 - Need to improve and not negatively impacts drainage in the area since it is already a problem
- Parking
 - Sufficient parking is important for maintaining the viability of the historic buildings in the area and a roundabout will eliminate parking on the county right of way area.
 - Look at options for retaining or recreating parking that would be lost on the County ROW with the roundabout improvements
- Safety
 - Concern that a roundabout is less safe and that instead the county post and enforce a 35MPH limit in this area
 - The impact of improvements on the Gold Course Road intersection
- Traffic Study -
 - Residents would like to see the study

Information provided by the City

- CEQA -
 - The project is in the preliminary design stage so that an Initial Study can be completed. Once the preliminary design for a proposed project is completed the Initial Study can be developed and that is used to determine whether a Negative Declaration, Mitigated Negative Declaration or EIR is appropriate for the project. That is when the City will undertake proper notification as required by CEQA such as filing a Notice of Intent for Negative Declarations or Notice of Preparation for an EIR.
- Costs -
 - The City will be looking for funding for the project and wants to find the most cost effective safe solution.
- Communication
 - The design charrette process in 2016 involved the community to help determine the current design options. The City utilized the list of interested people from the process when notifying people about the recent meeting at the Grange. **The City will XXX as well as follow required notification process under CEQA as that process moves along.**
- Community Character and Historic Resources
 - The City's consultant is investigating cultural and Historic resources and will be sure to include the new information provided by Ms. Stanton regarding the former general store and residence with respect to potential impacts to those resources

- The City has a strict confidentiality agreement with the THPO's so the City does not feel they can release information regarding the findings of investigations. The City conferred with Caltrans the state agency the City is working with on the project design and Darrell Cardiff, the Caltrans Cultural Resource Specialist suggested the City refer questions to Caltrans. Darrel can be reached at 445-5335.
 - The City welcomes and is very interested in meeting to look at any suggestions for design options that will promote and protect community character and cohesion - some options could include - sculpture and interpretive signs etc., benches, vegetation, walkways, lighting etc.
- Drainage -
 - The City and County will work to address drainage in this area and make sure it meets county standards. Information from the meeting will be incorporated into design as the project moves forward
- Parking -
 - The City and County will look at design to maximize parking and incorporate that into future design
- Safety -
 - Speed limits and police enforcement can only go so far in reducing driving speed - engineered solutions such as roundabouts have been proven to be effective in slowing traffic and preventing accidents
- Traffic Study -
 - The City hired Omni and Means to prepare a traffic memo that addressed traffic concerns and was utilized for the design - This will be made available to anyone interested in reviewing

From: Friends of Bayside Corners

RE: Mitigated Negative Declaration (MND) for Proposed Roundabout at Bayside Corners

THANK YOU for presenting the city's current design for a Roundabout at the intersection of Old Arcata Rd. and Jacoby Creek Rd. on August 15, 2019. As you're well aware, there is a great deal of controversy over this project in the neighborhood. The City's meeting was well attended at the Bayside Community Hall, however, there was no microphone and many people could not clearly hear the presentation given by the City Engineer, Netra Khatri. In addition, there were no official minutes taken for a written record of this City meeting.

The continued controversy over the project was therefore, not accurately recorded by the City.

No roundabout was the "Preferred Community Alternative" reported by the consultants in the November 2017 public report to the City following a series of meetings within the community to discuss the project. The majority of residents (as documented) did not want a roundabout but sought the implementation of simple safety measures, such as a crosswalk and footpath north of the Post Office or a three-way stop at Bayside Corners. The simple combination of a 25 mph speed limit and a series of speed humps has successfully worked to slow traffic on the Old Arcata Road in Arcata City limits.

The Friends of Bayside Corners is a group of Bayside residents and stakeholders who work and have businesses at the historic juncture known as Bayside Corners, the intersection at Old Arcata Road and Jacoby Creek Road. The Friends represent a community of people who believe it is premature for the City to propose a Mitigated Negative Declaration (MND) for CEQA purposes for a project that is only 30% designed.

New Alternatives need to be explored. Although many neighbors support No Roundabout, others support NEW ALTERNATIVES like a smaller roundabout or a three-way stop, neither of which have ever been fully evaluated by project consultants or considered by City Staff and Council. These alternatives need to be considered in an Environmental Impact Report per CEQA guidelines for controversial projects such as this.

We would like to propose the City conduct a guided walking tour starting at the PUMP HOUSE to better understand how the proposed roundabout, crosswalk and footpaths appear in the real physical environment and its impact on public safety and parking. We feel it is important for City planners to understand how the area is used by people who bike and walk the area.

The Bayside Community Hall Board of Directors has raised hundreds of thousands of dollars from local residents and businesses to renovate this historic landmark. Plans to expand the halls' availability to the public is critical to their plan to remain viable in the community. If the proposed Roundabout is built, the loss of parking they share with the school will negatively impact the future success of this business venture. If parking is lost, business is lost and if the building's preservation is threatened, we will no longer have this much valued community meeting space. We all know that when historic buildings are used and heated and improved, they remain viable resources for the community. Abandoned historic buildings can create blight and local history is lost with demolition. We believe this can be avoided with either a smaller roundabout or a simpler project with stop signs, crosswalks, speed humps and double yellow lines.

Bayside Corners is a place that is unique to the City and as such, the integrity of the physical setting and cultural landscape where four listed landmarks are located * is significant. Many feel a large roundabout would threaten the charm, beauty, walkability and historic setting of this landscape and replace it with a hardscape of cement bulb-outs, faux brick crosswalks, raised speed dots, weedy flower beds, a plethora of signs and unnecessary light pollution. All of this was communicated by community members at all previous meetings held on the proposed project.

We all agree that the City and Bayside residents want a project that addresses: 1) Traffic Safety, 2) Parking and 3) **Historic Preservation**. We want to work with the City on these common goals and to beautify Bayside Corners as it once was. We believe that creative design and cooperative problem-solving with the city can help us retain our historic downtown hub, encourage more walking and bicycling and improve parking. This is a tremendous window of opportunity for Bayside Corners' future. Please consider our suggested alternatives to a large Roundabout.

Thank you,

Kathleen Stanton, 2584 Jacoby Creek Rd., (P.O. Box 542) Bayside, CA 95524
Bayside Resident, Historic Consultant, Realtor, Real Estate Appraiser

*JRP note: For the present project, the City of Arcata and Caltrans established the APE and JRP identified three historic properties in the APE: the Old Jacoby Creek School, Bayside Grange, and Bayside Temperance Hall. It appears that Stanton was referring to these three properties plus the Old Bayside Post Office at 1786 Old Arcata Road, which was not in the APE for the present project.

<u>NAME</u>	<u>DATE</u>	<u>ADDRESS</u>
Dallas E Huston	8/31/19	1814 Old Arcata Rd.
Abigail Munro-Proulx	8/31/19	1275 Old Arcata Rd.
RC McPherson	8/31/19	1666 Old Arcata Rd.
Marc Delany	8/31/19	2212 Jacoby Creek Rd.
Susan McPherson	8/31/19	1666 Old Arcata Rd.
Gilann Bouva	9/1/19	1922 Golf Course Rd.
Linda Palmrose	9/1/19	78 Huckleberry Ln. 1708 Noga Lane 1687 Old Arcata Rd.
Wayne A. Palmrose	9/1/19	same as above
Ginny Ellis	9/1/19	1895 Old Arcata Rd.
Robert Ellis	9/1/19	1895 Old Arcata Rd.
Susan E. Hefever	9/1/19	2266 Jacoby Creek Rd.
Lenore Anwick	9/2/19	1246 Anwick Rd., Arcata
Alice H Flocchini	9/2/19	1673 Hyland St.
Angela R. Koken (bicyclist) (bicyclist)	9/2/19	1870 Golf Course Rd.
Lin Glover	9/2/19	1870 Golf Course Rd.
Ray Glover (bicyclist) (bicyclist)	9/2/19	1870 Golf Course Rd.

Janet Wood (bicyclist)	9/2/19	2021 Kent Ct., Arcata
Mary A. Beihn	9/2/19	4122 Jacoby Creek Rd.
Lorelei Mitchell	9/2/19	3800 Jacoby Creek Rd.
Casey Mitchell	9/2/19	3800 Jacoby Creek Rd.
Chris Morse	9/1/19	2584 Jacoby Creek Rd.
Barbara Cole	9/1/19	4024 Jacoby Creek Rd.
Rebecca L. Nordquist (Mistwood Educational Center)	9/5/19	1928 Jacoby Creek Rd.
Alice Tinen (Mistwood Educational Center)	9/5/19	1928 Jacoby Creek Rd.
Peter Jermyn	9/5/19	2458 Jacoby Creek Rd.
Claudia Palaglia	9/5/19	2458 Jacoby Creek Rd.
Kurt Povirk	9/5/19	2535 Jacoby Creek Rd.
Ava Wells	9/5/19	2535 Jacoby Creek Rd.
Shelley Wells	9/5/19	2535 Jacoby Creek Rd.
Simcha Mendle	9/5/19	2681 Jacoby Creek Rd.
Kiriki Silkies-Delany	9/6/19	1211 Abbey Rd.
Jennifer Wiest	9/6/19	1211 Abbey Rd.
Sue Moore	9/7/19	2866 Jacoby Creek Rd.
Margaret A. Gainer	9/7/19	2290 Graham Rd.

8/31/2019

Kevin Johnson	9/7/19	1365 Old Arcata Rd.
Lisa A. Brown	9/14/19	1365 Old Arcata Rd.
Jan O'Neil	9/14/19	1658 Old Arcata Rd.
Richard Sanborn	9/18/19	1751 Old Arcata Rd.
Calista Sullivan	9/18/19	1751 Old Arcata Rd.



William <wcr@williamrichandassociates.com>

FW: Arcata officials should be aware of the cultural treasures -

Josh Wolf <Josh.Wolf@ghd.com>

Mon, Aug 26, 2019 at 9:47 AM

To: Bill Rich <wcr@williamrichandassociates.com>, "Andrea.Hilton@ghd.com" <Andrea.Hilton@ghd.com>, Misha Schwarz <Misha.Schwarz@ghd.com>

See email below.

Josh Wolf, PE

GHD

T: 707 443 8326 | E: josh.wolf@ghd.com<mailto:josh.wolf@ghd.com>

From: Netra Khatri <nkhatri@cityofarcata.org>

Sent: Monday, August 26, 2019 8:22 AM

To: Josh Wolf <Josh.Wolf@ghd.com>

Cc: Julie Neander <jneander@cityofarcata.org>

Subject: FW: Arcata officials should be aware of the cultural treasures -

Good morning Josh,

Lets make sure these items are adequately addressed in our initial study.

Regards

Netra Khatri, P.E.

Assistant City Engineer

City of Arcata - www.cityofarcata.org<http://www.cityofarcata.org/>

Office: (707) 825-2173

Cell: (707) 267-4287

nkhatri@cityofarcata.org<mailto:mkessler@cityofarcata.org>

[City of Arcata Logo from online 12-5-16]

From: Marc Delany [mailto:mldelany@gmail.com]

Sent: Friday, August 23, 2019 10:32 PM

To: Karen Diemer <kdiemer@cityofarcata.org<mailto:kdiemer@cityofarcata.org>>

Subject: Arcata officials should be aware of the cultural treasures -

staff is proposing to destroy by creating a roundabout. Please enter this comment into the public record for this project's initial assessment under comments per NEPA/CEQA

Dear City manager Karen Deimer,

I believe the following to be true and request the inclusion of these comments in project records, and a timely response where possible.

1) The consultants assumptions with respect to existing and known cultural resources are poorly, inadequately, erroneously or mis informed based on prior information given in prior projects.

2) Arcata relies on an interpretation of the law that means it's staff will not report to the elected leadership (their bosses and the public who pays for it all) what's in the ground. However some of this information was made public during the Arcata hearings for a sewer lateral for 2212 Jacoby to connect to existing sewer main under Old Arcata Road. The elected leadership should not accept this consultant report or take actions while uninformed. The elected leadership is responsible to fully review the record before further actions are approved. Two known and listed archaeological sites, in addition to other reports made by the Wyott Tribe to the general public for prior projects exist within or abutting the project area as currently defined.

3) 2212 Jacoby Creek Road is listed as a CA registered and national landmark National Register #85000353. Viewscapes to and from the landmarked property are protected. A roundabout would damage the historic nature of the monument as described in and depicted in the project reports 2016 and 2019. A full EIR must be concluded before any project is considered or presented to the public. Bayside appears to be eligible to become a historic district under state laws, and prior submittals to SHPO. The proposed project would damage resources Arcata previously claimed as significant when apply for grant funds for the existing sewer main. These resources should remain protected.

4) Other private and public lands along "old Arcata Road", a known cultural resource, historic trail and reportedly "native american village site" will be affected or destroyed in whole or part and is affected by the proposed project as currently described in the 35% plan. The cultural reports should be made available and all the potentially affected owners notified. Copies of these records are to be available to the affected property owners when available to the lead agency. These reports should be included in full in the public record, particularly when already in the public record. Much smaller (Exempt) projects in affected area required much greater investigation. It is unclear how decision makers representing the affected property owners are able to make decisions without accurate and complete investigation and reporting... at least to a proportionate degree as prior work required. *

5) Persons affected by this project, outside of Arcata city limits are not represented by elected officials in the lead agency. The majority of the affected lands are solely in HC county, not Arcata. HC should be the lead agency and elected representation of all the county affected properties be properly consulted prior to actions. The Executive summary says that the area within the project area is "the project right-of-way (ROW) is contained within the limits of, and maintained by, the City of Arcata." Existing maps and prior projects indicated that this area is maintained and in the ROW of the county. I do not know what the current ownership is, it appears this assumption is in error.

6) 2016 comments described a near universal desire for traffic slowing features to protect pedestrians and students walking between the two schools along old Arcata Rd. It is not clear a roundabout serving one through road and one residential connector does this at all. Many traffic calming features were discussed and supported before a roundabout (ranked behind choice #1, as I recall). I support almost all other alternatives less than a 5 million dollar roundabout. There seem to be, potentially, significant cost to property owners along Old Arcata Rd.

Once the EA, or initial report is available for review there may be further comments, corrections or questions.

Thank you for your review

Sincerely

Marc Delany
Bayside Resident

*JRP note: Old Arcata Road has the appearance of a modern, two-lane, rural road with paved shoulders, and is exempt from evaluation pursuant to Attachment 4 of the Section 106 PA.

Old Arcata Road Improvements Project Cultural Resources Existing Conditions Report Humboldt County, California

Prepared for: Redwood Community Action Agency 904 G St. Eureka, CA 95501

And

SHN Consulting Geologists & Engineers 812 W. Wabash Ave Eureka, CA. 95501

Prepared by:

Archaeology & Cultural ResourceManagement

Dimitra Zalarvis-Chase, M.A., RPA 2370 Lindstrom Ave Fairhaven, CA. 95564

Keywords: Arcata, Wiyot, Jacoby Creek, Transportation, Safety
USGS 7.5-Minute Series Arcata South Quadrangle;

Township 6 North, Range 1 East, Section 33; Township 5 North, Range 1 East, Section 4
[page149image7360][page149image8792][page149image9216][page149image9376]

STATEMENT OF CONFIDENTIALITY

This document is not for public distribution. This report identifies the locations of cultural resource sites. Disclosure of this information to the public may be in violation of both federal and state laws. Applicable United States laws include, but may not be limited to, Section 304 of the National Historic Preservation Act (16 U.S.C. 470w-3), the Archaeological Resources Protection Act [16 U.S.C. Section 9(a) and Section 470(hh)], and Executive Order 13007. In California, such laws include,

but may not be limited to, Government Code Section 6254.10. Site location information is confidential and is not for public disclosure.

Additionally, records maintained or in the possession of the Native American Heritage Commission or state and local agencies that are exempt from public disclosure include those that contain information on Native American graves, cemeteries, and sacred places, and include records obtained during consultation with Native Americans (California Government Code §6254(r) and §6254.10).

LIMITATIONS STATEMENT

This report has been prepared by DZC Archaeology & CRM Consulting based on key assumptions and information that substantially affect the conclusions and recommendations of this report. At the time of publication, these assumptions and conclusions are thought to be reasonable and appropriate. The conclusions and recommendations herein are conditioned upon these assumptions.

These assumptions include confidential information provided by the Northwest Information Center (NWIC) and the Native American Heritage Commission (NAHC) in November of 2016, and by other project and archival information that is generally applicable as of November 30, 2016. The conclusions and summary statements herein are therefore applicable only to that timeframe. Information obtained from these sources in this timeframe is assumed to be correct and complete. DZC Archaeology & CRM Consulting will not assume any liability for findings or lack of findings based upon misrepresentation of information presented to the project team or for items not visible, made available, accessible, or present during the project research duration.

EXECUTIVE SUMMARY

The Old Arcata Road Improvements Project (OARI) is located in Humboldt County, California. The project right-of-way (ROW) is contained within the limits of, and maintained by, the City of Arcata. The linear project boundary spans three residential suburbs known as Sunnybrae, Jacoby Creek, and Bayside. Old Arcata Road (OAR) is a regionally significant rural arterial route between the cities of Eureka and Arcata the Bayside community, and part of an alternate north/south corridor to Highway 101. The City of Arcata proposes improvements to a 1.5-mile section of OAR that regularly incurs heavy pedestrian, bicycle, and motorized use. Currently, OAR is in fair condition but requires rehabilitation and reconstruction to improve safety and traffic flow.

The Area of Potential Effects (APE) pertains any area where impacts from project effects are possible. The DE-APE of this project is the Public Right-of-Way (ROW) which, for this analysis, is estimated to be a 40- foot wide corridor encompassing the centerline of the road and ending at the private parcel survey lines adjacent to the ROW. The IE-APE is a 500-foot corridor, also based from the ROW centerline. The Environmental Study Limits (ESL) define the spatial extent of certain archival and ethnographic research activities; the ESL for this project extended one-half mile from the ROW centerline. This cultural resource report is prepared to convey current conditions and project planning concerns and has anticipated concerns regarding CEQA, NEPA, Section 106 review, and Tribal coordination.

Archival Research found archaeological deposits, a prehistoric trail/historic road and historic architectural structures within the DE-APE and the IE-APE. There is also a high probability for additional buried cultural deposits within the DE-APE and IE-APE. Research was limited to available archival material and no field work was performed for this report.

Recommendations entailed herein support the establishment of Environmentally Sensitive Areas (ESAs), guidelines for protecting cultural resources during project operations within the ESAs, additional cultural resource review when construction plans are finalized, and continued Tribal consultation.

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image002.png
13K



William <wcr@williamrichandassociates.com>

FW: BOS and county

2 messages

Netra Khatri <nkhatri@cityofarcata.org>

Fri, Oct 4, 2019 at 10:55 AM

To: William <wcr@williamrichandassociates.com>

Cc: Julie Neander <jneander@cityofarcata.org>, "Josh.Wolf@ghd.com" <Josh.Wolf@ghd.com>

FYI and your records.

Regards

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: Marc Delany <mldelany@gmail.com>

Sent: Monday, September 30, 2019 4:37 PM

To: Wilson, Mike <Mike.Wilson@co.humboldt.ca.us>

Cc: Kiriki Delany <kiriki@streamguys.com>; Heather Sorter <heathersorter@hotmail.com>; Kathleen Stanton <kathleenjstanton@gmail.com>; Bob McPherson <rm4@humboldt.edu>; Susan Mcpherson <susanamcperson@gmail.com>; Sue Moore <SUE@mind.ucsd.edu>; Jan O'Neill <humjoneill@gmail.com>; Greta Montagne <greta.montagne@gmail.com>; Margaret Gainer <margaret.gainer@gmail.com>; Renée Chappelle <renee.chappelle@yahoo.com>; Dallas Huston <dallash1955@gmail.com>; David Haynie <dhaynie@streamguys.com>; Sean and Margie Bertsch <sbertsch@sbcglobal.net>; Uri Driscoll <HumboldtHorse@yahoo.com>; HumanRights, Humboldt <hhr@co.humboldt.ca.us>; Lisa B. <mingobaby@gmail.com>; Karin Eide <springhillfarmstead@gmail.com>; Bridget Dory <bdory@cityofarcata.org>; Woodward, Lucinda <lwoodward@parks.ca.gov>; Netra Khatri <nkhatri@cityofarcata.org>; Amanda.Blosser@parks.ca.gov; tmattson@co.humboldt.ca.us; Lindquist, Natalie@Parks <Natalie.Lindquist@parks.ca.gov>; darrell.cardiff@dot.ca.gov; timothy.keefe@dot.ca.gov; Vincent.Heim@dot.ca.gov; Alexandra.Neeb@dot.ca.gov; Julie Neander <jneander@cityofarcata.org>; senator.mcguire@senate.ca.gov; Congressman Jared Huffman <CA02JHima@mail.house.gov>

Subject: Re: BOS and county

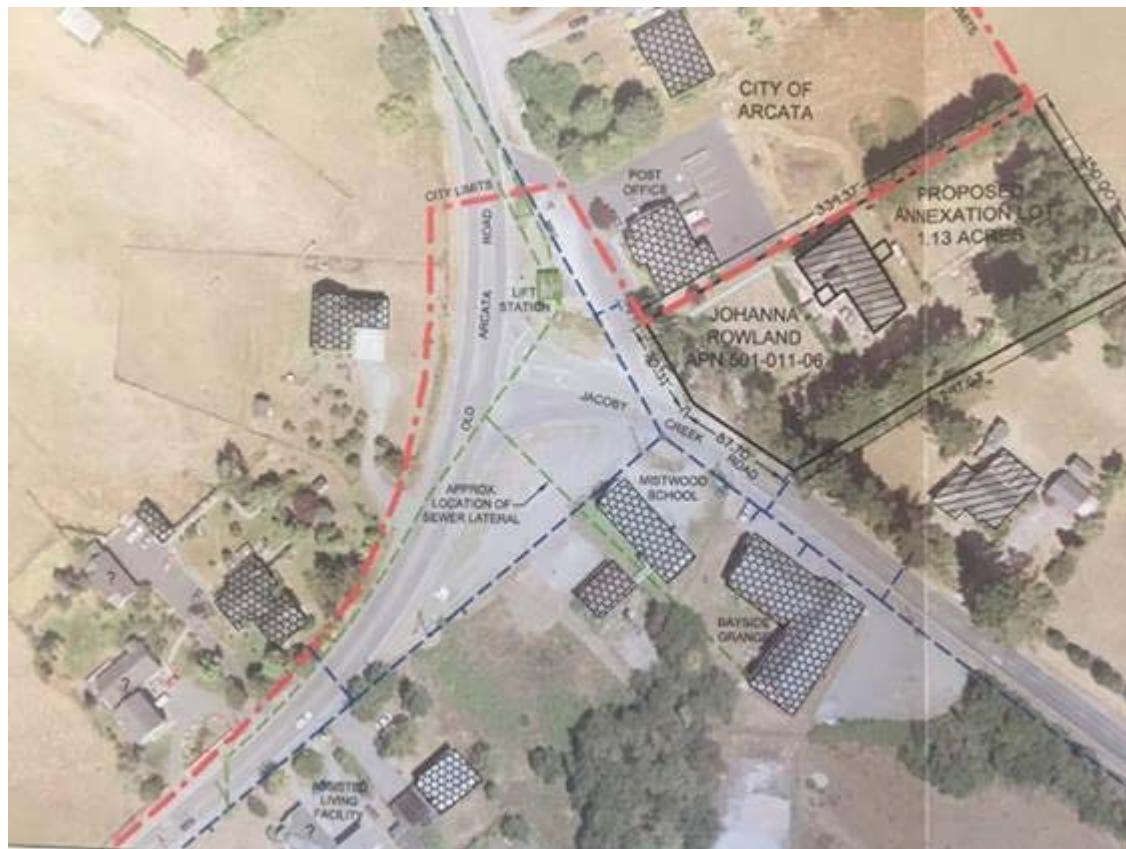
addressed in this report.

5) Bayside "Gateway to the City"

Through the annexation of this property the City will gain a landmark feature to the true "southern gateway" to the City and the Bayside Community. One of the primary issues regarding annexation is that the County will recommend and LAFCo will most likely require annexation of the road right-of-way. For the City it provides an opportunity to obtain approximately an acre of land (road right-of-way). The present condition of the road is good and doesn't require improvements at this time. There are already compelling reasons supporting annexation including abating a public health threat and protecting a significant historic resource. This is a third benefit of annexation.

Due to the realignment of the Old Arcata Road in 1945, there is substantial road right-of-way (See Map 1) that includes both the present and old road alignments, the City's sewer lift station and surrounding landscaping as well as the entrance driveways to the post office. This provides ample opportunities for alternatives to developing this gateway feature. It also provides an opportunity to address the intersection issue. The Bayside, "corners" group and the Community has expressed interest in the past in making the intersection of Jacoby Creek Road and Old Arcata Road more pedestrian-friendly. Presently, traffic does not seem to comply with the 25 MPH sign posted at the City limit and along the present sweeping curve. When funding is available traffic calming measures could be designed in the future that enhances the pedestrian and bicycle experience.

6



Honorable Supervisor Mike Wilson,

Thank you very much. We appreciate your responses and for maintaining and reviewing your county resident comments for this project.

We have decided we will have our next meeting around your schedule on the front lawn of the schoolhouse. If you can find some time in next week or two, about 30 minutes, we look forward to viewing and discussing this project further.

The above agencies provide oversight for this project. It appears from CPRA responses received that most agencies have had little or no information, for the necessary consultation to date on a 5 million dollar Caltrans project for a roundabout and other highway improvements along Historic Old Arcata Road in the Historic District of Bayside. The initial assessment, public consultation and an environmental decision (Mitigated Negative Declaration) are shown as concluded.

We have received some replies from Arcata, and the list of all those who have attended the 2016 meeting where 4 alternate projects were posted (alternative 4 "do nothing" or "no rotary" were chosen by attendees in 2016 and 2019 meetings. In the 2019 meeting a 35% plan was presented, nevertheless showing, as 1st and final choice a roundabout with some pedestrian and bike improvements. There is no "no project" alternative under NEPA in a Mitigated Negative Declaration. We believe this is premature, uninformed and contrary to comments and selections made by the attendees. The affected property owners and county business and property owners are requesting an Environmental Impact Report. The lead agency is Arcata. Arcata stated that an EIR would be too expensive. The standard NEPA and CEQA checklists appears to indicate an EIR is required for a 5 million project significantly affecting the environment.

The packet did not contain a Notice of Intent, which starts the comment period's 30 day clock for comment going, or any county consultation on ADA and other county concerns. ADA advocates pointed out the lack of curb cuts, signaling, and sidewalks to nowhere.

There was also no "section 106" info or consultation beyond 3 TIPO letters to three of the local tribes. There should be some coordination between Arcata staff and Eureka or county historic consultation on the county Historic Inventory of Bayside. This includes Historic Bayside district and Landmarked 1905 Redwood Jacoby Creek Schoolhouse impacts and mitigation's.

Arcata says there will only be 9 parking spaces fewer (which is significant). Our consultants are documenting about 25, (even more significant). No traffic study has been done for this project. There are a number of businesses, a church, a community center and two schools, all historic that will be negatively affected economically by the current proposed plan. All of the above is on county land. This project and plan arbitrarily and capriciously conflicts with the current Arcata general plan for Bayside.

Commenter's and attendees universally support pedestrian and bicycle way safety improvements that do not increase automobile and commercial traffic. Many, officially including Arcata (via general plan) want to maintain the commercial "Downtown Bayside" historic charm and rural character and feel a roundabout will destroy that, along with several important archaeological sites, known and as yet investigated areas. (P-12-000365 (CA-HUM-355/H) and two others, plus known foundations unexcavated, as yet unrecorded, above the known Wyatt Village site.

We appreciate your assistance. Is there a time and date you can meet with us?

Sincerely,

Marc Delany

CC: Friends of Bayside Corners et al

(please forward to interested and affected residents in project area)

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

On Tue, Sep 24, 2019 at 4:09 PM Wilson, Mike <Mike.Wilson@co.humboldt.ca.us> wrote:

Thanks for keeping me in the loop. I have heard from various residences with varying opinions. As you know the City is the lead agency for a project that extends beyond their boundaries. This is a common practice. However, all citizens (within and out of the jurisdiction) are meant to be represented in the process. To the extent that the county is "on board" with the project, I would say that our staff is supportive of the process that the city is involved in so far. It seems there is more to go. If you would like to set up a time to meet out at the site I am happy to set something up.

Mike

Mike Wilson P.E.
Humboldt County Supervisor, District 3
707.476.2393

Sent from my iPad

> On Sep 20, 2019, at 1:37 PM, Marc Delany <mldelany@gmail.com> wrote:

>
> Thank you for reviewing this project. County DPW said county is "on board" with the project. Locals out here not happy, and Arcata's report is disingenuous is the polite term. The entire intersection of Old Arcata Rd and Jacoby Creek Road is a county historic asset, downtown Bayside. The commercial properties are adversely affected if this project is built as currently planned. The community wants a safe pedestrian and bike route between the schools... not an enhance traffic corridor. The roundabout is inappropriate. Community and county consultation does not appear to be reflected in record or is misleadingly reported.
>
> The P&Z maps Arcata was using a few years ago for a different project conflict with regard to county/Arcata boundary... as shown in the P&Z sourced map. Bayside Corner residents and property owners ant the parking preserved. We are not represented by Arcata's elected representatives. Happy you attended part of the last meeting. You may have missed what the residents had to say. 34 locals and county residents primarily signed petition against the roundabout and for an EIR and real consultation.
>
> We are not going to get that from Arcata. The roundabout seems to be on county land, and impacting county residents, tax payers, businesses and historic resources.
>
> Thanks for review this. If you have any questions or need hard copy....
>
> Sincerely,
>
> Marc Delany

William <wcr@williamrichandassociates.com>
To: Netra Khatri <nkhatri@cityofarcata.org>
Cc: Julie Neander <jneander@cityofarcata.org>, "Josh.Wolf@ghd.com" <Josh.Wolf@ghd.com>

Fri, Oct 4, 2019 at 11:05 AM

Thanks for keeping me in the loop. Any idea what the unrecorded "foundations" are?

Bill

William C. Rich, M.A., RPA
Principal Investigator
William Rich and Associates
Cultural Resources Consultants
P.O. Box 184
Bayside, CA 95524
(707) 834-5347



William <wcr@williamrichandassociates.com>

FW: Delivery Status Notification (Failure)

2 messages

Janet Eidsness <JEidsness@bluelakerancheria-nsn.gov>
 To: "William Rich (wcr@williamrichandassociates.com)" <wcr@williamrichandassociates.com>, "jneander@cityofarcata.org" <jneander@cityofarcata.org>, "Darrell Cardiff (darrell_cardiff@dot.ca.gov)" <darrell_cardiff@dot.ca.gov>

Mon, Jan 13, 2020 at 2:50 PM

FYI, I am leaving country (for Egypt) on Friday, gone 3 weeks. I will respond to Marc and postpone any further discussion or meeting.

I gave him formal site records for the Old School Site, that indicated garden was where artifact collection had come from in 1970s (Flynn & Roop record); he still denies, is off track...

Bill, did you return that brochure Marc loaned me the day you were out there testing? He wants it put back in his brown truck, which is in driveway and is unlocked – please advise on this ASAP

From: Marc Delany [mailto:mldelany@gmail.com]
Sent: Friday, January 10, 2020 10:18 PM
To: Janet Eidsness
Cc: Kiriki Delany; Susan Mcpherson; Karin Eide
Subject: Fwd: Delivery Status Notification (Failure)

Hello Janet,

Do you have current contact info for the local tribes? I'd appreciate if you could forward those to me.

Also looking for that booklet or the archaeologists contact info. My truck is always parked there. Brown crushed Toyota PU truck... unlocked.

Ok to put materials back in that. If you would ever like to discuss these sites... There is some additional information. Hopefully we can preserve in part. Just so someone else knows, the school bell is at the church south of school. The historic info Alex Stillman, Bob Brown, Susan Van Kirk, Rene Chapelle et al are maintained by me, in archives for my son and others. That document is part of that record. Please copy, circulate and make sure it gets back to me and the archive. Any annotation, comments on copy are appreciated.

I think the development that the McPherson's and Karin live on have some of the sites originally mapped, in part about as elevated as schoolhouse site, but further North.. The small creek runs up in there, a sheltered valley with South facing slopes and water (Spring Hill). I am happy to point out why that is not this school site. There does seem a confused record. Sprigs seem to change location. Some terrain probably has not.

Thank you,

Marc Delany

"It is difficult to get a man to understand something when his salary depends upon his not understanding it." - Upton Sinclair

----- Forwarded message -----

From: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>
 Date: Fri, Jan 10, 2020 at 8:49 PM
 Subject: Delivery Status Notification (Failure)
 To: <mldelany@gmail.com>

land on has some of thebn\



Message blocked

Your message to tom@wiyot.us has been blocked. See technical details below for more information.

The response from the remote server was:

550 5.4.1 Recipient address rejected: Access denied. AS(201806281) [DM6NAM12FT060.eop-nam12.prod.protection.outlook.com]

----- Forwarded message -----

From: Marc Delany <mldelany@gmail.com>
To: Tom <tom@wiyot.us>, Janet Eidsness <JEidsness@bluelakerancheria-nsn.gov>
Cc:
Bcc:
Date: Fri, 10 Jan 2020 20:49:40 -0800
Subject: Fwd: Draft... anyone see anything incorrect.. typo's? Should we meet and discuss: Media? Asking other BOS, letting the county know where it's heading and why? Sat 1:00 Beachcomer... or someone's house?
Please forward on to all the tribes representatives.

"It is difficult to get a man to understand something when his salary depends upon his not understanding it." - Upton Sinclair

Marc,
Great job, some misspellings, etc. I can correct easily. Enclosed is the letter I wrote to Julie Neander who seemed to be interested in my opinion, but have heard nothing back. See you tomorrow, and thanks, Susan

On Thu, Jan 9, 2020 at 10:54 PM Marc Delany <mldelany@gmail.com> wrote:

> DRAFT Jan 10 2020
>
> Hi All... Happy New Year!
>
> Dear Friends of Bayside
>
> This is a draft letter initiated by information received responding to
> "Did Arcata CC decide to go ahead build a roundabout on county land
> without investigation, EA, IS, EIR and without ADA compliance???"
>
> Update 2020
>
> I included the representatives that attended last meeting Please be aware
> of that in any "reply all" responses. Please ask if you want to be removed
> from any future email from me, or how you want to be cc.
>
> January 2020
>
> Reliable rumors (joke) indicated to me of informed belief that the current
> Arcata City Council (whom many of us are not represented by, but Mike
> Wilson is cc above) are going to continue to support a "Roundabout in
> Bayside", on county only land, county ROW, and altering our county's
> Bayside Historic District. I have not contacted any other BOS yet. This
> project includes some safety improvements, along the way and in Arcata,
> connecting into and onto county lands here in Bayside, on top of a
> significant Archaeological listed site or two, dating from modern era on
> back to pre Spanish times.
>
> Old Arcata Road was always and is now the trail around the bay, and Old
> Jacoby Creek Road is the original trail from an identified Wiyot salmon
> fishing camp and cabin up to Boynton Prairie and an important N/S "Indian
> Trail".
>
> The Jacoby Creek Road and Old Arcata Road intersection, JCR and OAR in
> Caltrans, was originally called Goketen or Koktin (See A.L. Llewellyn
> Loud), in Wiyot and Yurok respectively. [I'd check with a native speaker
> before whipping that out at a dinner party - M.D.]
>
> Caltrans did a study of all the possible projects for the 101 bypass in
> 2016 including this intersection. The traffic study concluded no
> improvements were required or desired through 2031 at this intersection,
> which dovetails well with Arcata's planning Bible, the 2020 plan...
> which as I recall determined that the intersection should, as time passes
> become more pedestrian and bicycle centric between the Bayside cutoff and
> the Buttermilk OAR Roundabout. The 2020 plan calls for this entire route to
> be downgraded as a car and truck route, and upgraded to a pedestrian way.
> The Arcata 2020 plan was recently approved after many, many years of
> discussion. The planning and proposal for a roundabout goes against this
> approved plan, and Caltrans current plans, and Caltrans most recent
> traffic study. In 2016 the consultants for Arcata GHD, held a "https://en.wikipedia.org/wiki/Delphi_method" - Delphi Process" reportedly. In
> retrospect, it was a variation termed "Policy Delphi" which instead of
> consensus building is a "decision support method" used to justify a
> decision pre determined. Very simple people are fooled by this

> "magician's choice" process. Remarkably, the 2016 event did not even
> support a roundabout as #1 choice. It is unclear who decided to build the
> roundabout, but it is evidently a predetermined outcome prior to the 2016
> charette. These facts are in the public record of the Arcata roundabout
> and street improvement project. The project is to improve the street, car
> and truck use of Old Arcata Road, through Goketen to Buttermilk, a
> previously destroyed site. Burials are found all along "Old Arcata
> Road"...

----- Message truncated -----

CONFIDENTIALITY NOTICE: This e-mail and attachment(s), if any, is for the sole use of the intended recipient(s) and may contain confidential business information protected by the trade secret privilege, the Electronic Communications Privacy Act (ECPA), and/or other legal bases as may apply. If you are not an intended recipient, please take notice that disclosure of the information contained herein is inadvertent, expressly lacks the consent of the sender, and your receipt of this e-mail does not constitute a waiver of any applicable privilege(s). In this event, please notify the sender immediately, do not disseminate any of the information contained herein to any third party, and cause all electronic and/or paper copies of this e-mail to be promptly destroyed. Thank you.

William <wcr@williamrichandassociates.com>

Mon, Jan 13, 2020 at 3:04 PM

To: Janet Eidsness <JEidsness@bluelakerancheria-nsn.gov>

Cc: "jneander@cityofarcata.org" <jneander@cityofarcata.org>, "Darrell Cardiff (darrell_cardiff@dot.ca.gov)" <darrell_cardiff@dot.ca.gov>, Josh Wolf <Josh.Wolf@ghd.com>

Hi Janet,

Thank you for passing info along. I have yet to return his book, but Kim will drop it off to Marc in the a.m. tomorrow.

Julie and Josh, I will incorporate into my community comment section.

Please advise if there is anything else.

Thank you,

Bill

William C. Rich, M.A., RPA
Principal Investigator
William Rich and Associates
Cultural Resources Consultants
P.O. Box 184
Bayside, CA 95524
(707) 834-5347

Visit our website - www.williamrichandassociates.com

[Quoted text hidden]

APPENDIX D

Old Jacoby Creek School NRHP Nomination Form

RECEIVED

OMB No. 1024-0018
Exp. 10-31-84

JUL 2 1984

OHP

For NPS use only

United States Department of the Interior
National Park Service**National Register of Historic Places
Inventory—Nomination Form**See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections**1. Name**

historic Old Jacoby Creek School

and/or common same

2. Location

street & number 2212 Jacoby Creek Road

N/A not for publication

city, town Bayside N/A vicinity of

state California code 06 county Humboldt code 023

3. Classification

Category	Ownership	Status	Present Use	
district	public	X occupied	agriculture	museum
<input checked="" type="checkbox"/> building(s)	private	unoccupied	commercial	park
structure	both	work in progress	educational	<input checked="" type="checkbox"/> private residence
site	Public Acquisition	Accessible	entertainment	religious
object	in process	X yes: restricted	government	scientific
	being considered	yes: unrestricted	industrial	transportation
	X N/A	no	military	other:

4. Owner of Property

name Ronald B. and Johanna S. Rowland

street & number P.O. Box 2, 2212 Jacoby Creek Road

city, town Bayside N/A vicinity of state Calif. 95524

5. Location of Legal Description

courthouse, registry of deeds, etc. Humboldt County Courthouse

street & number 825 Fifth Street

city, town Eureka state Calif. 95501

6. Representation in Existing SurveysInventory: Old Arcata Road-
title Myrtle Avenue Corridorhas this property been determined eligible? yes no

date March 1978

federal state county local

depository for survey records Natural Resources Division, Humboldt Co. Dept. of Public Works

city, town Eureka

state Calif. 95501

7. Description

APR 8 1974

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			N/A

Describe the present and original (if known) physical appearance

Located in Bayside, a small residential community on the outskirts of Arcata, the Old Jacoby Creek School sits on a small rise at the junction of the Old Arcata and Jacoby Creek roads. Below it are the bottom lands at the edge of Humboldt Bay and the Jacoby Creek floodplain. The architecture of the surrounding area is a mixture of periods and styles, but the character is dominated by 19th and early 20th century houses, built by eastern Canadians who settled the area in the late 1800's. Built in 1903, the school is highly representative of the transitional architecture being built at the turn of the century in Humboldt County. The fancy shingles, belltower, pedimented gable, and recessed entrances are holdovers from the 19th century; newer features include the hipped roof, overlapping board siding, wide eaves lined with false rafter ends, and simple design. The building's architecture survives relatively free of alterations and is currently undergoing rehabilitation which will result in restoration of basement windows and the front and rear steps.

* * * * *

The Old Jacoby Creek School is a large wood structure with approximately 4,900 square feet of floor space included on the main floor and in the basement. It sits well back from the road on an acre of land screened by pines and alders.

The front facade is "L" shaped with a pedimented gable at right angles to a hipped-roof section. Nestled in the "L" is a square belltower with a pyramidal roof. It is open at the top by twelve decorated arches. The pediment has wide eaves, a plain frieze, and a small window with ventilation slats above. Beneath the eaves of the pediment is a line of false rafter ends which is repeated around the entire building. The main room below the pediment is lighted on the front by two pairs of long, narrow windows of six panes each. The basement has a central door flanked by single, four-pane windows. A door, leading to interior steps to the main floor, has been added at the base of the belltower on the southeast side.

The double front doors are wood with large glass panes. Recessed behind an arched entrance below the belltower, the doors are bordered by a transom and sidelights. The front steps were removed some time ago, but will be replaced as part of the owners' rehabilitation plans. A door has been added off the porch into the main room at the west corner of the building.

more

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet 1

Item number 7

Page 1

The front of the hipped-roof section originally had two pairs of long, narrow windows of six panes each. During the late 1930's when the primary room was divided, two more windows were added to the pair at the south corner. Window changes in the basement of this section include replacement of four small square windows with a large, multi-paned window, the addition of a small horizontal window, and the boarding up of two, four-pane windows.

The building's southeast side has five, six-pane windows like those of the front. The basement has a door and two horizontal windows. The rear wall has six, six-pane windows lighting the main room at the south corner. The basement wall has three square windows interspersed with two horizontal windows under the large windows. Flanking the recessed rear entrance is a single, four-pane window for the cloak room on the southeast side of the entrance and two, four-pane windows lighting the teacher's and supply room on the other side, below which is a single horizontal window. The rear entrance has the original wood door, topped by a transom. Another door leads from the porch into the cloak room. Fan brackets with what looks like three raised baseball bats decorate the corners of the porch. The steps are gone, but will be replaced. At the north corner on the rear wall was another entrance and stairway, but these were removed during the 1960's when the building was used by a religious group. That area was closed off and will not be reopened.

The northwest wall has six, six-pane windows lighting the main front room with two, four-pane windows below in the basement wall. There are a door and three horizontal windows in the basement at the north corner.

The building is covered with three different sidings. The bell-tower, pediment and upper portion of the main building have fishscale shingles. A raised moulding separates the shingles from an overlapping board siding which extends to the water table. The basement siding is cove-rustic shiplap.

The architectural integrity of the old school has not been lost through the years. It continues as it has for over eighty years to be an important structure to the community's special architectural and historic character. National Register designation will provide a measure of protection and recognition to this fine building.

8. Significance

Period	Areas of Significance—Check and justify below				
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science	
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture	
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/	
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian	
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater	
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation	
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)	

Specific dates 1903

Builder/Architekt W. G. Mohn

Statement of Significance (in one paragraph)

For its high degree of architectural and historic integrity, the Old Jacoby Creek School is nominated to the National Register of Historic Places. The school's contribution to the broad patterns of history rests in its more than 50 years of service to the children of the Bayside community, where they received their elementary education before entering high school in nearby Arcata. Unlike most turn-of-the-century Humboldt County schools, the Old Jacoby Creek School has escaped not only demolition but has survived the years without major exterior alterations. It is a good example of the transitional architecture being built in Humboldt County at the turn of the century, exhibiting architectural features of both past and future styles. In recognition of its handsome architecture and its long years of service to the community, the Old Jacoby Creek School is nominated to the National Register.

The bottom land near the mouth of Jacoby Creek and the upland areas along the Indian trail/wagon road between Arcata and Eureka were first settled by a few farming families in the early 1850's. Arcata merchant Augustus Jacoby was among the first and the creek and surrounding area soon took his name. The "Bayside" name came later when Dolbeer and Carson began logging operations near Jacoby Creek in the 1870's. A native of Charlotte County, New Brunswick, which has a "Bayside," William Carson wrote home to tell of the great redwood forests and his need for workers. The late 1870's and 1880's saw a wave of emigrants from New Brunswick and Nova Scotia arriving to work for Dolbeer and Carson in the little community they quickly renamed "Bayside."

The Jacoby Creek School District was organized in 1875 and built the first school the following year. In 1902, a growing community in need of a bigger and more modern school prompted the school Trustees to ask Bayside residents to tax themselves to the tune of \$4500 for a new school building. The contract was awarded

more

9. Major Bibliographical References

Anwick, Emma. Personal communication, 23 June 1984.

Arcata Union, 7 February 1903.

Deed Records, Humboldt County Courthouse, Eureka, CA

10. Geographical Data

Acreage of nominated property 1.13 acres

Quadrangle name Arcata South

Quadrangle scale 1:24000

UTM References

A	1 0	4 1 0	4 8 0	4 5 2 1	6 5 0
Zone	Easting				
					Northing
C					
E					
G					

B					
Zone	Easting				
					Northing
D					
F					
H					

Verbal boundary description and justification Beg. at a pt. 2.81° N & 76.05° E of the SW corner of NW⁴ of SW⁴ Sec. 3, 5N1E, thence N 60° E 297.67', thence N 30° W 150', thence S 60° W 339.37', thence S 31° E 70.31', thence S 56° E 89.70' to beg. pt. Boundaries encompass the school building and its historic lot.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	N/A	code
-------	-----	------	--------	-----	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Susie Van Kirk

organization N/A date 29 June 1984

street & number 1162 C St. telephone (707) 822-6066

city or town Arcata state CA 95521

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Marion Mittell-Wheeler

title Deputy State Historic Preservation Officer date 1/2/85

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the
National Register

date

2-28-85

J. Helene Byers
Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet 2

Item number 8

Page 1

to W.G. Mohn in August 1902 and the building was ready for occupancy the following February. A lengthy description of the new building was given in the February 7, 1903 issue of the Arcata Union with the editor congratulating the people of Bayside for the "possession of such a handsome and useful building."

The old school's architecture does not easily fit into any formal style, rather it is an example--and a very good one--of the kind of transitional architecture being built in Humboldt County during the first decade of the 20th century. Builders during this period began to reject the Victorian styles and to adopt, instead, the simpler architecture leading to the Craftsman style which was popular in Humboldt in the teens and 20's. Like most transitional architecture, the Old Jacoby Creek School exhibits holdovers from the past such as the fancy shingles, pedimented gable, and the arched entrance. The wide eaves, false rafter ends, overlapping-board siding, and solid simplicity were harbingers of things to come.

From the day it opened its doors in 1902 until a new building was completed in 1957, the old school provided not only a place for the community's children to be educated, but also a place for their activities. Certainly one can imagine all the plays and programs, musical performances, art shows and open houses, and 8th grade graduations that the old school saw over a period of 54 years! Sharing a common origin in the eastern Candian provinces and a common work in Humboldt County's timber industry, Bayside residents formed a closely-knit community which provided for its own social, educational, and spiritual needs. The old school played an important role in meeting those needs and its fine architecture is part of the community's historic character notable for the many 19th and early 20th century houses built by those early Candian settlers. For these enduring values, the Old Jacoby Creek School is deserving of a place on the National Register.

PTN W 1/2 SEC 38 E 1/2 OF SE 1/4 SEC 4 5N IE

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PM 2056 of PM Bk 18, Pg 41-2

ND C4K230

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JACOBY

RD FAS 500

ARCATA

RD FAS 500

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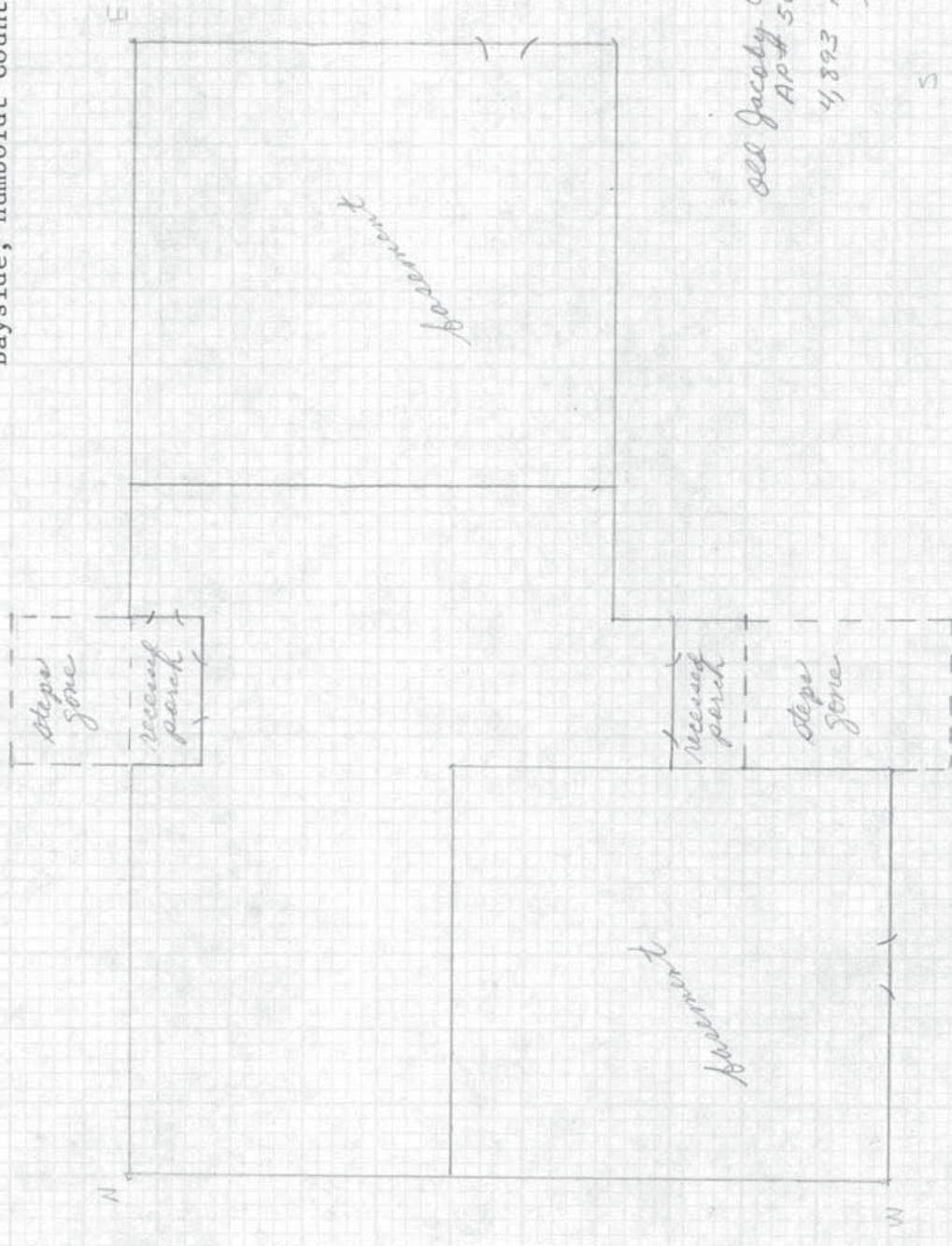
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Old Jacoby Creek School
2212 Jacoby Creek Road
Bayside, Humboldt County, CA



Old Jacoby Creek School
April 501-011-06
1/823 S.F.
including basement

square = 1 foot

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Old Jacoby Creek School
Humboldt County
CALIFORNIA

Working No. FEB 1 1985

Fed. Reg. Date: 2/4/86

Date Due: 2/28/85 - 3/18/85

Action: ACCEPT 2-28-85

Entered in National Register RETURN

REJECT

Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____

Reviewer _____

Discipline _____

Date _____

_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed

Check one

<input type="checkbox"/> unaltered
<input type="checkbox"/> altered

Check one

<input type="checkbox"/> original site
<input type="checkbox"/> moved date _____

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance (*in one paragraph*)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_____ national _____ state _____ local

State Historic Preservation Officer signature

title date

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____







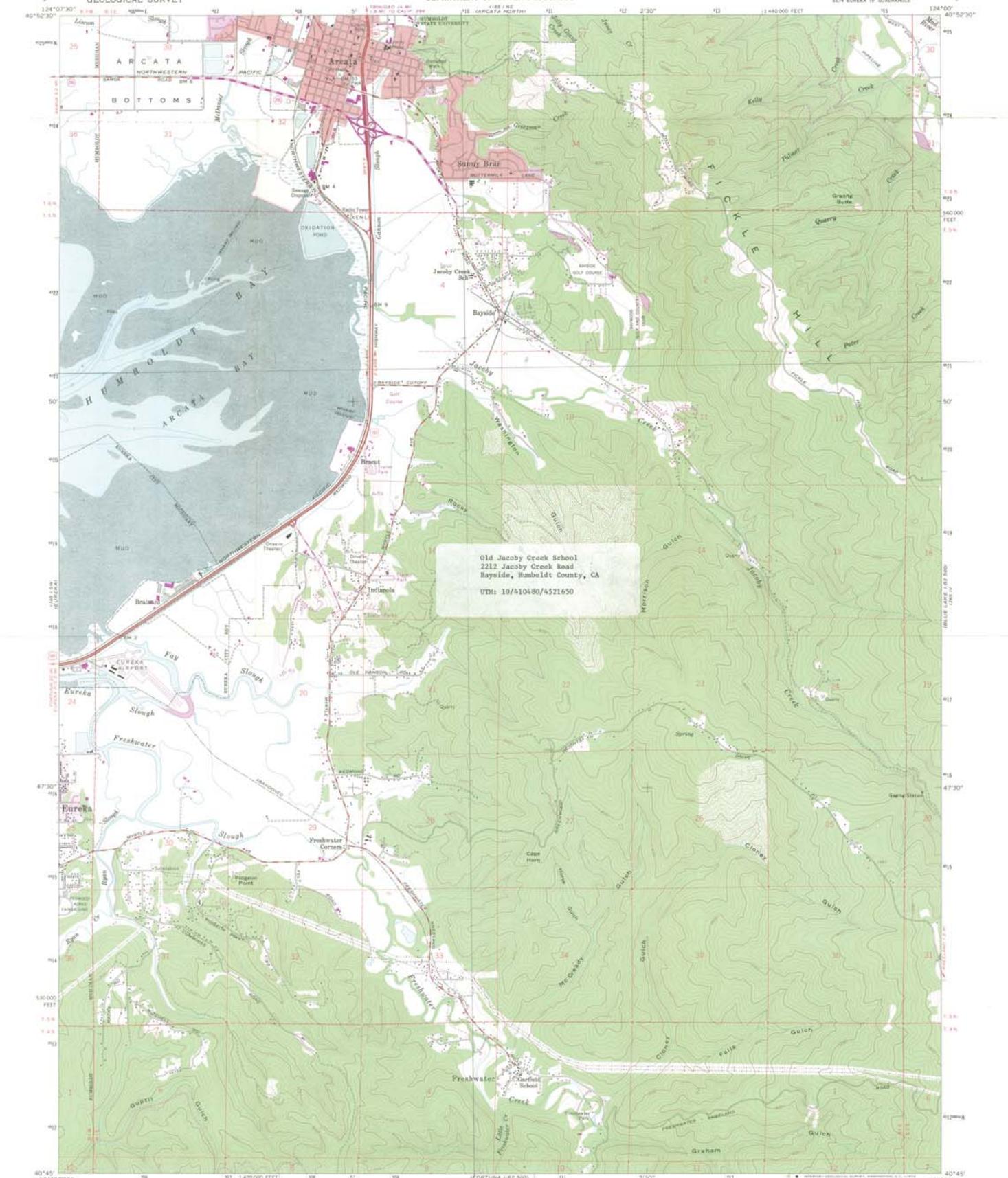


UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF CALIFORNIA
DEPARTMENT OF WATER RESOURCES

ARCATA SOUTH QUADRANGLE
CALIFORNIA—HUMBOLDT CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/H EUREKA 1/8 QUADRANGLE

1997
BLUE LACE 163 500



Mapped, edited, and published by the Geological Survey
Control by USGS and USGS

Topography from aerial photographs by photogrammetric methods and by planimetric surveys 1959. Aerial photographs taken 1956. Hydrography compiled from USGS chart 5832 (1956).

Hydrography compiled from USGS 1:250,000 Sheet 58-34 (1950)
Polyconic projection. 1927 North American datum
10,000-foot grid based on California coordinate system, zone
1000-meter Universal Transverse Mercator grid ticks.

Red tint indicates areas in which only landmark buildings are shown. Buildings, shown in purple, compiled from aerial photography.

Boundaries shown in purple compiled from aerial photographs taken 1972. This information not field checked.
Purple line indicates extension of urban areas.

FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

A map showing the alignment of U.S. Route 101 from Eureka to the Oregon border. The route follows the coast, passing through Humboldt Bay, Eureka, and Orick. A specific section of the route, labeled 'ARCATA-SOUTH', is highlighted in red and shows a more inland alignment through Humboldt Redwoods State Park and the town of Orick. The map also includes labels for 'State Route 101' and 'State Route 106'.

N4045—W12400/7.5
1959
PHOTOREVISED: 1972
AMS 11481 BE—SERIES: Y400

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
POST OFFICE BOX 2390
SACRAMENTO, CALIFORNIA 95811



January 2, 1985

Mr. Jerry Rogers, Keeper
National Register of Historic Places
National Park Service
U. S. Department of the Interior
1100 L Street, N. W.
Washington, D. C. 20240

Dear Mr. Rogers:

We are submitting the Old Jacoby Creek School for nomination to the National Register of Historic Places. The property is located in Bayside, Humboldt County, California.

Sincerely,

A handwritten signature in cursive ink that reads "Marion Mitchell Wilson".

Marion Mitchell-Wilson, Deputy
State Historic Preservation Officer

MMWcm

Enclosures

Recd 2/1/85