

LETTER REPORT

April 4, 2024

TO: McKenzie Dibble, Project Manager
Danco Communities
5251 Ericson Way, Suite A
Arcata, CA 95521

FROM: Christopher D. McMorris, Principal / Architectural Historian
Toni Webb, Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street, Davis, CA 95618

SUBJECT: Historic Resource Study of 1622 Old Arcata Road, Bayside, CA

Summary of Findings

JRP Historical Consulting, LLC (JRP) conducted a historic resources study of the buildings located at 1622 Old Arcata Road on Assessor Parcel Number (APN) 500-191-002-000 in Bayside, California. JRP recorded the subject property photographically and through written field notes, prepared a description and inventory, and evaluated whether built environment resources therein met the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or as a local historic landmark under City of Arcata Municipal Code 9.53.040. This study concludes that none of the buildings on the subject parcel meet the criteria for listing in the NRHP, CRHR, or as a City of Arcata historic landmark. Therefore, none of the buildings are historical resources under the California Environmental Quality Act (CEQA) as defined in CEQA Guidelines Section 15064.5(a). Please see **Attachment 1** for the California Department of Parks and Recreation (DPR) 523 Form set for the physical description, photographs, historic context, property history, and eligibility analysis.

Fieldwork and Research Methodology

JRP Architectural Historian Toni Webb conducted a field survey of the subject resource on March 21, 2024. Documentation included digital photography and written descriptive notes of the buildings located at 1622 Old Arcata Road (APN 500-191-002-000). JRP conducted research to develop a general historic context for this property through online and digital sources including historic newspapers, aerial photography, and secondary histories. Research was undertaken at the Humboldt County Historical Society, the offices of the Humboldt County Assessor and Humboldt County Recorder, City of Arcata's Building Department, Eureka Public Library, and Special Collections at Cal Poly Humboldt. JRP also made use of its own extensive in-house library / archives that contained materials relevant to the current study.

Preparers' Qualifications

This study was prepared under the general direction of Christopher D. McMorris (M.S., Historic Preservation, Columbia University), JRP Vice President and an architectural historian with 26 years of experience conducting these types of studies. Based on his level of experience and education,

Mr. McMorris meets the Secretary of the Interior's Professional Qualification Standards under History and Architectural History (as defined in 36 CFR Part 61).

JRP Architectural Historian Toni Webb (B.F.A., Historic Preservation, Savannah College of Art & Design) has more than 25 years of experience in historic preservation and public history working on a variety of research and cultural resource management projects throughout California. Ms. Webb meets the Secretary of the Interior's Professional Qualification Standards under History and Architectural History (as defined in 36 CFR Part 61).

JRP Graphics Technician Rebecca Flores (A.S., Geographic Information Systems (GIS), American River College) created the map for the DPR 523 Form set.

ATTACHMENT 1:

Department of Parks and Recreation (DPR) 523 Form

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or # Rogers Garage

P1. Other Identifier: _____

***P2. Location:** ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County San Joaquin

***b. USGS 7.5' Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **% of Sec** _____; _____ **B.M.**

c. Address 1622 Old Arcata Road City Bayside Zip 95524

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

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

Assessor Parcel Number (APN): 500-191-002-000

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

This form documents a 1.2-acre parcel (**Photograph 1**) that contains three commercial buildings (labeled Buildings A-C herein) constructed in the 1940s and 1950s, and a small shed (Building D), likely built in the 1970s. The parcel is accessed off Old Arcata Road and includes an asphalt parking lot and a large concrete pad added adjacent to the building's southeast side ca. 2013. The oldest building on the property is a warehouse (Building A) that has a footprint measuring 47' x 83'. The building (**Photographs 2-3**) has a rectangular footprint, sits on a concrete slab foundation, and has corrugated metal siding and an arched roof comprised of laminated-wood trusses set in concrete footings. The roof has flared open eaves (**Photograph 4**) and is covered with corrugated metal panels. The main entrance (**Photograph 5**), a solid, riveted metal door, is located on the building's southwest side, sheltered beneath a modern arched awning. The metal-frame awning is clad with corrugated metal, has flared eaves, and is supported by curved metal brackets. A similar secondary entrance is sited on the southeast side of the building, protected by a flat metal-frame awning. The building includes modern interior-mounted, metal rollup warehouse doors on the southwest and southeast (main) façades and multi-light fixed steel warehouse windows (**Photograph 6**) on the southeast, southwest, and northwest façades. (See Continuation Sheet.)

***P3b. Resource Attributes:** HP6: 1-3 Story Commercial Buildings

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

P5a. Photo of Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: Photograph 1:

Overall view of property showing Buildings A and C, March 21, 2024, camera facing north.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
ca. 1945 (Humboldt County Assessor Records)

***P7. Owner and Address:**
KD Investments LLC
5251 Ericson Way
Arcata, CA 95521

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

***P9. Date Recorded:**
March 21, 2024

***P10. Survey Type:** Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Study of 1622 Old Arcata Road, Bayside, CA," prepared for Danco Communities, 2024

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

DPR 523A (1/95)

*Required Information

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code 6Z*Resource Name or # Rogers GarageB1. Historic Name: Rogers GarageB2. Common Name: n/aB3. Original Use: Auto Repair Garage and Wrecking YardB4. Present Use: Gym; Storage; Miscellaneous Commercial*B5. Architectural Style: Quonset Hut-style; Utilitarian

*B6. Construction History: Building A: ca. 1945, rear addition built sometime between 1949 and 1958 and removed ca. 2009, original shed awning replaced in 2002, concrete pad added ca. 2013; Buildings B: ca. 1949-1958, modern wood siding added ca. 2000; Buildings C: ca. 1949-1958, modern wood siding added ca. 2000, infill and replacement of original windows after 1980s; Building D: ca. 1970s.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____*B8. Related Features: noneB9. Architect: unknown b. Builder: unknown*B10. Significance: Theme n/a Area n/aPeriod of Significance n/a Property Type n/a Applicable Criteria n/a

The buildings located at 1622 Old Arcata Road do not meet the criteria for listing in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR). Furthermore, none of the buildings meet the significance criteria for listing as a historic landmark under City of Arcata Municipal Code 9.53.040. This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. This property does not appear to be a historical resource for the purposes of CEQA.

The property documented on this form was developed in the 1940s in the rural community of Bayside. Located approximately 1.5 miles southeast of downtown Arcata, Bayside developed as a distinct community beginning in the 1870s along the county road that extended from Eureka north to Arcata. The road, which evolved from an Native American trail into a crude wagon road in the early 1850s, was historically known as Arcata or Arcata-Eureka Road and served as the only overland between the two cities through the turn of the twentieth century.¹ The extensive tidal marshlands on the west side of this road, and mountainous woodlands to the east, limited the amount of land for farming, thus early settlement in the region consisted of a scattering of small general farms. Like many other small communities in Humboldt County, the timber industry provided the initial stimulus for Bayside in the 1870s and early 1880s when two lumber companies, Dolbeer & Carson Lumber Company and Flanigan, Brosnan and Company, began logging the redwood timberlands to the south and east of Bayside. Each company established a mill and constructed a variety of support structures, including worker housing, in the area.² (See Continuation Sheet.)

B11. Additional Resource Attributes: _____

*B12. References: Historic aerial photographs (various dates); historic maps (various dates); 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," 2015, Susie Van Kirk Papers, Special Collections, Humboldt State University; Humboldt County Department of Public Works (DPW), "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," March 1978; Guerra & McBane, LLC, *City of Arcata Historic Context Statement*, prepared for the City of Arcata's Community Development Department, March 2012see B10 footnotes.

B13. Remarks:

*B14. Evaluator: Toni Webb*Date of Evaluation: April 2024

(This space reserved for official comments.)

See Continuation Sheet.

¹ Jerry Rhode, "Humboldt Bay Shoreline, North Eureka to South Arcata: A History of Cultural Influences," June 2020, 45, 49, 59, 60, 85-91; Susie Van Kirk, "Research Notes on Bayside and Jacoby Creek," 2015, Susie Van Kirk Papers, Special Collections, Humboldt State University, 1-6, 8, 14, 15, 23, 24; Humboldt County Department of Public Works (DPW), "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," March 1978, 12-13.

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 DPW, "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," 10-12; Rhode, "Humboldt Bay Shoreline," 41.

P3a. Description (continued):

Two metal sliding windows are located at the second story of the Building A's northeast side (**Photograph 7**).

Building B, an approximately 1,200-square-foot rectangular building, is located immediately north of this building (**Photographs 8-9**). It has a concrete foundation and corrugated-metal gable roof. The building is clad in both corrugated metal and modern vertical-groove plywood siding. Its southwest façade includes a wood-paneled, rollup garage door. A secondary entrance, boarded over with plywood, is located on the building's southeast side (near the easternmost corner). The building includes three, nine-light fixed steel windows on its northwest and northeast sides.

Building C (**Photographs 10-11**) is sited to the east of Building A. This rectangular, wood-frame warehouse has a concrete foundation, a corrugated-metal gable roof and is primarily clad in corrugated metal siding with vertical-groove plywood siding covering its main (southwest) façade. An interior-mounted metal rollup warehouse door, sliding metal windows, and wood-panel door with upper glazing are found on its southwest side. Another entrance, now covered with plywood, and metal sliding windows are found on the building's secondary sides.

Building D is a small, wood-frame shed located northeast of Building C (**Photograph 10**). The building has a concrete perimeter foundation, plywood and fiberglass siding, and a gable roof with exposed rafter tails.

B10. Significance (continued):

The logging activities by these two companies brought about the formation of Bayside as a community with its focal point at Bayside Corners at the intersection of Old Arcata Road (formerly Arcata Road) and Jacoby Creek Road, located approximately 0.3 miles southeast of the property evaluated herein. 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 adjacent to Bayside Corners. The town name also was settled in 1876. Previously referred to as "Jacoby Creek," residents rejected this moniker and chose "Bayside" after also considering "Carson" and "Waterside." By the early 1890s, the flourishing community included a public house, hotel, blacksmith shop, store and post office, and a granite quarry had been established a few miles southeast of Bayside Corners.³

The early twentieth century marked a transition for Bayside as the nearby redwood stands became logged out and timber activity waned. While Dolbeer & Carson Lumber Company's shingle mill ceased operation in 1898, Flanigan, Brosnan and Company's mill continued to operate and harvest trees. In 1900, Bayside Lumber Company purchased its mill, timberland, railroad, and quarry but by 1913 their Jacoby Creek timberlands had been exhausted but its mill continued to run intermittently, supplied by logs from its other holdings in southern Humboldt County, as did its BLC railroad, which primarily hauled rock from the quarry. However, in 1923 the railroad running through Bayside Corners ceased operation.⁴

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 as the predominate enterprise, enabled by the construction of a dike along the bay shore in 1892, which held back the salty water and allowed for the reclamation of 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

³ Van Kirk, "Research Notes on Bayside and Jacoby Creek," 7-9, 32-34, 40-44; Humboldt County DPW, "An Historic Resources Inventory: The Old Arcata Road – Myrtle Avenue Corridor," March 1978, 12, 13; Rhode, "Humboldt Bay Shoreline," 18, 49, 60-61.

⁴ 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," 64.

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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.⁵

As the local economy moved from timber to agriculture, transportation in Bayside also changed. Up to 1923 the Flanigan, Brosnan and Company's 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 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 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.⁶

Not long after construction of the railroad, the State of California 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 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.⁷

After the end of World War II in 1945, 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 approximately one mile north of the property documented on this form, which 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. This postwar growth led to the construction of the Jacoby Creek Elementary School in 1957 at the intersection of Old Arcata Road and Hyland Street (across the road from the subject property), which replaced the Old Jacoby Creek School at Bayside Corners. Only a few commercial buildings were developed in Bayside during these postwar years, mostly clustered in the northern area of the community. It appears that few commercial buildings were constructed along Old Arcata Road during the postwar years. Along with the buildings documented herein, which were built in the mid-1940s and 1950s, two commercial buildings on parcels immediately to the north were built during the 1940s and early 1950s. Other smaller subdivisions and scattered single parcels 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. The City of Arcata annexed much of the land surrounding the property documented herein along Old Arcata Road in 1983.⁸

The commercial buildings at 1622 Old Arcata Road were constructed by Joseph Henry “Joe” Rogers in the first few years after the end of World War II. Joe Rogers was born in Arcata in 1909, the oldest child of Joseph John “Joe” Rogers (Joe Sr.), a professional baseball player, and Mary (nee Foch) Rogers. The Rogers family lived in Oakland during the mid-1910s and after the death of Mary and his remarriage, Joe Sr. returned to Humboldt County in 1929 where he and his new wife Ella

⁵ Van Kirk, “Research Notes on Bayside and Jacoby Creek,” 36-42, 55, 73, 78-81; Rhode, “Humboldt Bay Shoreline,” 10-12, 99.

⁶ 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,” 11, 82; USGS, *Eureka Quadrangle* (Washington: USGS, 1922).

⁷ Rhode, “Humboldt Bay Shoreline,” 12, 91.

⁸ 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*, prepared for the City of Arcata's Community Development Department, March 2012, 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/>.

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settled in the rural community of Bayside.⁹ It appears that instead of returning to Humboldt County with his father, Joe remained in Oakland, living with his maternal aunt and her husband while working as a mechanic in his own shop. Joe returned to Humboldt County by 1934 and began living on Joe Sr. and Ella's 3-acre property, which was situated along the north side of Old Arcata Road near present-day Golf Course Road, north of Bayside Corners. There he operated his auto repair shop. The Rogers' 3-acre property included the land on which the buildings documented herein were constructed. While it is unclear exactly where Joe's repair shop was located at that time, an aerial from 1941 (**Plate 1**) shows a large gable-roof warehouse at the approximate location of Building A (described on this form) that may have been used for his business.¹⁰



Plate 1. Aerial photograph in November 1941 showing subject parcel (red) with gable-roof warehouse.¹¹

In 1940, Rogers Garage, was touted in a local newspaper as being “one of the busiest repair shops” in the area.¹² While the historic record identifies Joe Rogers as the proprietor of Rogers Garage, it appears that his father likely also worked in the

⁹ U.S. Census Bureau, *Manuscript Population Schedule, 1910*, California, Union Township, Humboldt County, Enumeration District 0029 Sheet 10A; U.S. Census Bureau, *Manuscript Population Schedule, 1910*, California, Oakland, Alameda County, Enumeration District 101, Sheet 5A; “Sudden Death of Mrs. J. Rogers, *Petaluma Daily Morning Courier*, May 23, 1919, 3; “Arcata and Environs,” *Blue Lake Advocate*, January 5, 1929, 4.

¹⁰ The three-acre property included a one-acre lot that contained a dwelling that was owned by Ella and her former husband, Edward Wilson during the 1920s. other two acres Census records in 1940 note that the Rogers were not living in the same house as in 1935. Humboldt County Recorder, Homesteads, Book 8 Page 179, November 9, 1928; U.S. Census Bureau, *Manuscript Population Schedule, 1930*, California, Oakland, Alameda County, Enumeration District 1-130, Sheet 2A; U.S. Census Bureau, *Manuscript Population Schedule, 1940*, California, Bayside, Humboldt County, Enumeration District 12-54, Sheet 11B; California Voter Registrations, Jacoby Creek, 1934; Ancestry.com, *California, U.S., Voter Registrations, 1900-1968* [database on-line], accessed at https://www.ancestry.com/discoveryui-content/view/6917201:61066?tid=&pid=&queryId=1e22f670-c1d9-49f5-ba89-b0899442d783&_phsrc=WsD525&_phstart=successSource; Obituary, “Joseph H. Rogers,” *Eureka Times Standard*, April 29, 1980, 19; “Sudden Death of Mrs. J. Rogers, *Petaluma Daily Morning Courier*, May 23, 1919, 3.

¹¹ Fairchild Aerial Surveys, Aerial Photograph, Humboldt County, California, Flight C-7490, Frame 755, November 6, 1941.

¹² “Rogers Garage,” *Blue Lake Advocate*, July 20, 1940, 5.

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shop during its earliest years.¹³ In the early 1940s, Joe Sr. and Ella deeded to Joe the northernmost one-acre portion of their property where the large warehouse was located. Shortly after his return in 1945 from a three-year stint in the US Navy during World War II, Joe replaced the warehouse with a new Quonset Hut-style building (Building A) (**Plate 2**).¹⁴



Plate 2. Oblique aerial view showing Building A (red arrow) in 1948.¹⁵

Named after the location where they were originally designed and manufactured (Quonset Point Naval Air Station Rhode Island), the Quonset Hut was based off the British military's Nissen Bow Hut, a semicylindrical prefabricated structure developed during World War I. In 1941, the United States Navy contracted with private construction firms for the development of a temporary, portable structure that could be mass produced, easily assembled and disassembled, adaptable to any climate, and used for a variety of applications. Two standard size huts were initially manufactured (approximately 20' x 48' and 40' x 100'), comprised of arched steel ribs, Masonite interior wallboards, and corrugated metal exterior, wood floors. During the subsequent war years, the Navy developed three primary variations of the hut, utilizing private manufacturers to produce its designs, which the Navy and Marines used extensively. The military also constructed thousands of huts for family housing at bases on the home front. It is estimated that more than 150,000 huts were produced in the United States during World War II. During the war, private firms also recognized that the variety of uses of this building type could be marketable to the general public. While steel rib construction was typical in both military and privately constructed huts, laminated arch trusses also were used as the latter material was recognized as structurally strong. The privately designed Quonset-style huts were manufactured for housing, commercial, and light-industrial uses, but to a limited extent. With a surplus at the end of the war, the military offered huts to the public for approximately \$1,000 each.¹⁶

It is not surprising that Joe Rogers chose to construct a Quonset-type structure for his shop. Fresh out of the Navy, he was likely well-acquainted with this new form of prefabricated building, which was readily adaptable for use as an auto repair shop. It is unclear who manufactured the new shop building; however, Humboldt County assessment record notes a "9" wall at Summerbell" suggesting that the laminated trusses were manufactured by Summerbell Roof Structures, a company that specialized in glue-laminated wood trusses. While Summerbell was a large supplier of laminated wood trusses to the military during the war years, the use of glued laminated wood arch trusses is not typical in military Quonset Huts, nor are the flared eaves used for Rogers Garage. Glued laminated timber in construction dates to the late nineteenth century but was not readily

¹³ *Polk's Eureka City Directory 1941* (San Francisco: R.L.Polk & Co., 1941) 416; *Polk's Eureka City Directory 1942* (San Francisco: R.L.Polk & Co., 1942) 423.

¹⁴ Humboldt County Recorder, Deed, Book 279 Page 193, June 18, 1942; Obituary, Joseph H. Rogers, *Eureka Times Standard*, April 29, 1980, 19; Humboldt County Assessor, Assessment Records for APN 500-191-002-000.

¹⁵ Merle Shuster, "Flood Old Arcata Road," Photograph No. 2001.010860, ca. January 8, 1948, Shuster Aerial Photograph Collection, Special Collections, Cal Poly Humboldt, <https://cdm16166.contentdm.oclc.org/digital/collection/shuster/id/1495/>.

¹⁶ Mason Architects, Inc. and Helber Hastert & Fee Planners, "Historic Context Report and Historic Preservation Repair Plan, Building Types Assessment: World War II Wooden Facilities," March 2005, 1.2-8; Julie Decker and Chris Chiei, *Quonset Hut, Metal Living for a Modern Age* (New York, Princeton Architectural Press, 2005) 1-29; Survey LA, "Los Angeles Citywide Historic Context Statement: Architecture and Engineering/Technological Developments in Construction/The Quonset Hut, 1941-1965," October 2015, 1-7; Guerra & McBane, LLC, *City of Arcata Historic Context Statement*, March 2012, 46.

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used in the United States until World War II when steel was diverted to the war effort. For these reasons, it is unlikely that this building was purchased as a surplus military structure.¹⁷

Joe Rogers and his wife Pearl lived on the property, raising Pearl's sons while operating Rogers Garage through the postwar years. In the early 1950s the business was advertised as a garage, service station with 24-hour towing, and transmission specialist, but by the late 1950s had also become a wrecking yard. It was during this period that Joe Rogers constructed a large addition on the northeast (rear) side of Building A (removed ca. 2009), and constructed two buildings (Buildings B and C), as well as an outbuilding sited to the south of Building C (now on a separate parcel and not subject to this study). Rogers subsequently subdivided the approximate 0.5-acre strip of land on the southeastern boundary of the property (containing the outbuilding noted above) likely in the late 1960s. Rogers sold the business and land to brothers Pietro "Peter" and Fiorenzo "Floyd" Da Massa and their wives Patricia and Marcella, respectively, shortly before his death in 1980. Three years later the City of Arcata annexed a large portion of Bayside, including the property documented herein. It appears the Da Massas continued to operate Rogers Garage through the 1990s. Since the early 2000s, the property has housed a gym, and other commercial businesses.¹⁸

Evaluation

The buildings located at 1622 Old Arcata Road have no direct or important associations with significant historic events or patterns of development under NRHP Criterion A and CRHR Criterion 1. These buildings were constructed between ca. 1945 and 1958 for Rogers Garage, an auto repair shop and wrecking yard established in Bayside in the mid-1930s. Building A replaced a structure that likely housed the business since its original operation at this location. Although Rogers Garage served the local community for more than 60 years, it does not appear significant within the commercial or industrial development of Bayside during the early- to mid-twentieth century. The extant buildings were the second iteration of structures to house Rogers Garage at this location and merely an upgrading and expansion of an extant local business.

The former Rogers Garage property has no demonstrable association with the lives of persons important to history, as defined under NRHP Criterion B and CRHR Criterion 2. While Joe Rogers and his wife were longtime and respected residents of Bayside, it does not appear that they, or any other member of their family that is directly associated with the extant buildings on the property, made demonstrably important contributions to history on the local, state, or national level, therefore this property does not appear eligible under these criteria.

Under NRHP Criterion C or CRHR Criterion 3, none of the buildings are significant as important examples of a type, period, or method of construction, are the work of a master, and/or possess high artistic value. The main shop (Building A) is a modified Quonset-style building that was constructed as a permanent structure immediately following World War II. Quonset hut-type buildings were used widely by the United States military during World War II because of the relatively minimal amount of money, time, and materials it took to manufacture them. Surplus military Quonset huts were acquired by private companies in the years after the war, while new ones continued to be manufactured for industrial, commercial, and agricultural use. Quonset huts were very popular in private industries because they were inexpensive, easy to build, practical, and versatile. It is unclear if this building was purchased as a surplus military Quonset Hut or from a private manufacturer. County assessment indicate the arched trusses were manufactured by Summerbell Roof Structures, a well-known and prolific company that produced various types of roof trusses and specialized in glued laminated construction.¹⁹ The use of glued laminated wood arch trusses is not typical in military Quonset Huts, nor are flared eaves, indicating that this building was likely not a surplus military structure. While the building exhibits the basic characteristics of a Quonset Hut, such as its rectangular footprint, arched roof, and corrugated-metal siding, its construction does not embody exceptional or important characteristics of this

¹⁷ Humboldt County Assessor, Assessment Records for APN 500-191-002-000; "Fluor Corporation Purchases Summerbell Roof Structures," *The California Lumber Merchant*, July 1958, 28-29; Thomas C. Jester, ed., *Twentieth-Century Building Materials, History and Conservation* (Los Angeles: Getty Conservation Institute, 2014) 106-107.

¹⁸ Obituary, Joseph H. Rogers, *Eureka Times Standard*, April 29, 1980, 19; Humboldt County Recorder, Deeds, Book 1030-416, February 3, 1970.

¹⁹ "Fluor Corporation Purchases Summerbell Roof Structures," *The California Lumber Merchant*, July 1958, 28-29.

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type of construction. Architecturally, the remaining gable-roof buildings (Buildings B, C, and D) are typical utilitarian buildings that are ubiquitous on farm, commercial, and industrial properties across Humboldt County and California.

Under NRHP Criterion D or CRHR Criterion 4, none of these buildings are significant, as they have not yielded and are not likely to yield data important to the understanding of history or about historic construction materials or technologies. Also, the property's land use and the layout of the extant built environment resources, and the relationship the buildings have with the surrounding landscape, are unremarkable and do not appear to provide important information within the broader economic, social, and cultural setting of the region during its historic period occupation. Archaeological resources were not identified or evaluated for preparation of this DPR 523 form.

Alterations to the subject property and its individual buildings over the last 45 years have compromised the property's overall historic integrity of location, setting, feeling, association, design, materials, and workmanship. Known alterations to Buildings B and C since the 1980s include the replacement of original corrugated metal siding with modern vertical-groove plywood siding and replacement, removal and/or infill of original windows and doors. These changes have substantially diminished their integrity of feeling, association, design, materials, and workmanship. Building A has been modified by the removal of a rear addition and replacement of its original shed awning with a much smaller arched awning, which have diminished its integrity of design, materials, and workmanship.

Furthermore, none of the buildings documented herein, or the overall property appears to be architecturally or historically important or distinctive; thus, they do not meet the criteria for listing as a City of Arcata historic landmark (City of Arcata Municipal Code 9.53.040).

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Photographs (continued):



Photograph 2. View of southwest and southeast sides of Building A, March 21, 2024.



Photograph 3. View of the northwest side of Building A, showing Building B (left), March 21, 2024.

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Photograph 4. Interior view of Building A showing laminated-wood trusses. Camera facing south, March 21, 2024.



Photograph 5. Main entrance to Building A, showing modern awning. Camera facing northeast, March 21, 2024.

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Photograph 6. Fixed steel-frame windows on Building A, camera facing north, March 21, 2024.



Photograph 7. View of rear (northeast side) of Building A, March 21, 2024.

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Photograph 8. Southwest façade of Building B, showing Building A (right). Camera facing northwest, March 21, 2024.



Photograph 9. View of the southeast and northeast sides of Building B, showing Building A (left), March 21, 2024.

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Photograph 10. View of the southwest and southeast sides of Building C, March 21, 2024.



Photograph 11. View of the northwest and northeast sides of Building C, showing Building D (left), March 21, 2024.

