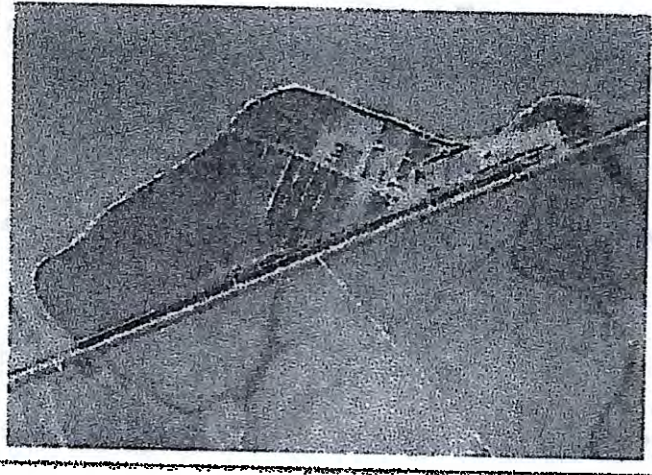


**HISTORICAL RESOURCES EVALUATION REPORT**


**Humboldt Bay Trail South Project**

**Humboldt County, California**


**Federal Aid No. RPSTPL-5904(143)**



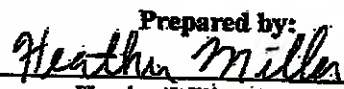
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**March 2018**

## SUMMARY OF FINDINGS

The County of Humboldt proposes to develop an approximately 4.2-mile bike path to connect the southern terminus of the City of Arcata's Humboldt Bay Trail North with the City of Eureka's Waterfront Trail. This project is part of the overall Humboldt Bay Trail network, which is a collaborative effort between the Humboldt County Association of Governments, City of Eureka, County of Humboldt, City of Arcata, Caltrans, California State Coastal Conservancy, North Coast Railroad Authority (NCRA), Redwood Community Action Agency, and other community groups. The project is located between the NCRA right of way and California Department of Transportation (Caltrans) Highway 101 corridor between the City of Eureka and Brainard Slough, with a portion located on the perimeter levee between property owned by the California Redwood Company (CRC) and Humboldt Bay. The project alignment is generally located between the cities of Eureka and Arcata in Humboldt County, California. The project extends from X Street in Eureka to approximately 700 feet north of the Bracut Industrial Center (south of the City of Arcata). With limited exceptions, the project alignment is entirely between U.S. Highway 101 and the NCRA railroad prism. Generally, the project alignment is on the west/north side of Highway 101 and on the south/east side of the NCRA railroad corridor. The project is needed to improve non-motorized transportation between Arcata and Eureka. The project location and vicinity are illustrated in **Figures 1 and 2** in **Appendix A**. See **Appendix A, Figure 3** for the Area of Potential Effects (APE) map, which includes Map Reference numbers for resources examined in this report.

JRP Historical Consulting, LLC (JRP) prepared this Historical Resources Evaluation Report (HRER). Three resources in the APE were evaluated for this report: a segment of the Northwestern Pacific Railroad (NWPRR) segment (now owned by NCRA) in the City of Eureka from Eureka Slough to the west end of the APE near the intersection of 1<sup>st</sup> and Y streets (Map Reference 1), the former Arcata Redwood Company, currently owned by CRC, at 5151 N US Highway 101, Eureka (Map Reference 2), and an update of the Eucalyptus tree row located between US Highway 101 and the NWPRR (Map Reference 3). JRP previously recorded this tree row in 2003 and concluded that it was not eligible for the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). The State Historic Preservation Officer (SHPO) concurred with this determination on November 29, 2006 (Reference No. FHWA061012A) (see letter in **Appendix D**). The update evaluation of the tree row was prepared because of the passage of time since the previous recordation, comments received from the Eureka Heritage Society, and the presentation of new information regarding the origin of the trees. The update evaluation concluded that the previous finding is still valid.<sup>1</sup>

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<sup>1</sup> Eureka Heritage Society to Caltrans, September 15, 2007, Included in U.S. Department of Transportation, et al. *Eureka-Arcata Route 101 Corridor Improvement Project, Humboldt County, District 1 – HUM – 101, PM 79.9/86.3, State Clearing House Number: 200109035, Final Environmental Impact Report/Statement, Volume III of IV, December 2016, 236.*

This HRER concludes that none of the resources evaluated in this report meet the criteria for listing in the NRHP. This includes an assessment that the former NWPRR segment does not have the potential to be a contributor to any larger historic property. These conclusions are pursuant with Stipulation VIII.C.2 of the *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, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA). Additionally, pursuant to Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA), using criteria outlined in Section 5024.1 of the California Public Resources Code, including the CRHR and the City of Eureka Local Register of Historic Places, none of the resources is a historical resource for the purposes of CEQA. DPR 523 forms for these three resources are in **Appendix B**.

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Appendix A

- Figure 1. Project Vicinity Map
- Figure 2. Project Location Map
- Figure 3. Area of Potential Effects (APE) Maps

Appendix B

State of California Department of Parks and Recreation (DPR) 523 Forms

Appendix C

Correspondence & Public Meeting Minutes

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SHPO Concurrence Letters

*Cover Photo:* “Airport to Boat Basin,” Photo ID 2001.01.1954, March 1953, Shuster Collection, Humboldt Room Photograph Collection, Humboldt State University Special Collections.

## 1. PROJECT DESCRIPTION<sup>2</sup>

The Humboldt Bay Trail South Project is intended to provide approximately 4.2-miles of non-motorized (primarily pedestrian and bike) transportation and recreational access connecting the City of Eureka's Waterfront Trail to the City of Arcata's Humboldt Bay Trail North via a Class I multi-use trail. The project would connect to the existing Eureka Waterfront Trail, starting at X Street in Eureka along the NCRA railroad transportation corridor and would continue north towards Brainard Slough. In addition to the proposed trail improvements between Eureka and Brainard Slough, the project extents include cable railing that is proposed to be installed between the existing Humboldt Bay Trail North Project and U.S. Highway 101. The project would reduce the potential for conflicts between bicyclists, pedestrians, and vehicles within the Highway 101 Corridor and increase mobility options in the communities of Arcata and Eureka.

A non-motorized trail between Eureka and Arcata has been identified as a community priority for over 20 years in multiple surveys, workshops, meetings, and planning documents. When complete, the trail will link the two largest cities in Humboldt County and provide a major step toward regional trail connectivity in and around Humboldt Bay. The primary purpose of the project is to provide a balanced, "complete street" transportation network and enhance public access to Humboldt Bay. The trail is needed because Highway 101 between Eureka and Arcata is an incomplete transportation facility that was designed primarily to support motorized vehicles. The Humboldt Bay Trail South project has been a longstanding priority of Humboldt County Association of Governments (HCAOG) and its member agencies, and when complete, will provide the final link for a continuous non-motorized connection between the Eureka Waterfront Trail and Arcata's Humboldt Bay Trail North. A continuous trail will have many complementary benefits, including:

- Improved safety (through separation of motorized and non-motorized travelers)
- Economic development (by supporting transportation mobility and regional tourism)
- Congestion relief
- Coastal access and opportunities for nature study
- Enhanced quality of life
- Community connectivity
- Reduced vehicle miles traveled, fuel consumption, and emissions
- Partial rehabilitation of the railroad prism

### ***Trail Width and Surface***

In order to satisfy the project need, while minimizing impacts to environmental sensitive areas, the standard trail width for this project would be 10 feet in width, constructed of asphalt, with two 2-foot gravel shoulders on each side. A narrower trail width may be utilized in isolated areas in special situations where it's not practical to maintain the standard width. In accordance to Class I and accessibility standards, the trail would be designed with a two percent or less cross slope and a five percent or less running slope. In areas in which the project intersects tidally influenced waters, the

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<sup>2</sup> Humboldt County Department of Public Works provided this project description.

standard trail would consist of a bridge as described below. The proposed trail would not include lighting.

### ***Streetscape Improvements***

Viewing Platforms and Interpretive Signage: The viewing platforms and interpretive sign areas of the project may consist of either low-profile landscaped areas or raised deck platforms comprised of either steel, asphalt concrete, concrete, wood or rail tie borders filled with crushed rock. Each platform/sign area may include interpretive signs, benches, trash receptacles and/or landscaping. These areas would encourage an appreciation of the environment and the socio-cultural history of the area by providing opportunities for nature study. The opportunities include providing up-close views of local vegetation/habitats, mid-range views of Eureka Slough/Humboldt Bay, long-range views of the surrounding ridge lines, and interpretive signs that include information regarding local habitats and cultural/historical sites.

Directional/Wayfinding Signage: Directional/Wayfinding signage would be installed at regular intervals to inform trail users of nearby connections to surface streets and nearby destinations.

Trailheads: The trailheads associated with the project may include new or refurbished parking spaces, interpretive signs, gateway signage, kiosks, benches, trash receptacles, and/or landscaping.

### ***Structural Pavement Sections***

The trail is anticipated to have a typical pavement structural section that has approximately 12 inches of aggregate base and approximately 3 inches of asphalt concrete. In areas of poor soils, the structural section may be increased to up to three-feet of aggregate/engineered fill base or other soil stabilization measures such as the use of geotextiles and increased structural section depth.

### ***California Redwood Company Area***

Approximately 1.1 miles of the proposed trail alignment follows the outer perimeter levee surrounding the CRC. The existing levee varies in width from 12 to more than 30 feet wide and averages approximately 10 feet higher than the adjacent Humboldt Bay mud flats. The standard trail section would be maintained along the levee but may include additional fencing and/or slope/drop-off protection. In general, the trail is proposed to be slightly higher than the existing levee, however the elevation profile will vary as needed to comply with the standards and other design elements. Portions of the levee which are narrow or low in elevation, may need additional embankment to widen and/or raise the elevation of the trail. If so, widening will occur on the CRC side of the levee rather than towards Humboldt Bay. The additional embankment will be added along the inside slope at an approximate 2:1 slope. In most cases, the added embankment will result in fill into the inboard ditch/wetlands. When this occurs, the inboard ditch will be reconstructed to provide for the necessary capacity and to also mitigate onsite for wetlands impacts associated with inboard ditch. The CRC portion of the trail is proposed to be connected to the adjacent trail sections (on both ends) by bridges used to cross the mud flats or saltmarsh and provide a smooth transition back on to the main trail

alignment located between the railroad tracks and highway. The bridges are described in more detail in following sections.

### ***Eureka Slough Crossing***

Currently, Highway 101 crosses the Eureka Slough, but contains no bike or pedestrian facilities. The highway's bridge structures (northbound and southbound bridges) are scheduled to be replaced and reconstructed in the future; however, no specific dates have been determined. Caltrans has committed to replacing the structure with one that would include bike and pedestrian facilities, but until that time, an alternate route will be required.

Approximately 700 feet to the northwest of the Highway 101 Eureka Slough Bridge crossing is a railroad bridge owned by the NCRA. The bridge is currently unused as there is no rail service within the area. If rail service were to resume, significant maintenance and/or improvements would be required as the condition of the tracks approaching the bridge are not acceptable for rail traffic.

The proposed trail will occupy the railroad bridge by modifying the existing structure to accommodate the trail. One option utilizes the existing deck by installing an asphalt, concrete or a wooden surface over the existing bridge surface and on top of the rails. Another option would be to install an asphalt, concrete, wooden or pre-manufactured surface up to the level of the rails that allows for cooperative use with trains. Both options would include new safety railing and minor cosmetic improvements to the bridge's appearance (such as painting over graffiti). During construction, protection measures would be implemented to prevent construction debris and other materials from falling from the bridge and entering the waterway below.

In the future, when Caltrans replaces the southbound Highway 101 bridge structure with one that contains accommodations for bikes and pedestrians, the trail would be rerouted and utilize the Highway 101 bridge structure. After crossing the highway bridge, the trail will continue along the highway until it connects with the trail approximately 1,000 linear feet to the north. At that time, access across the railroad bridge would likely discontinue and all pedestrian and trail improvements would be removed. The future Eureka Slough crossing on Highway 101, connection route to and from the bridge and the deconstruction of the trail improvements on the railroad bridge have not been analyzed in this document.

### ***Brainard's Slough Crossing***

Brainard's Slough is formed from the Washington Gulch and Rocky Gulch drainages, the confluence of which is on the east side of the freeway before crossing under Highway 101 via a single reinforced box culvert, then under the tracks via two 48-inch corrugated metal pipe culverts which are significantly damaged and do not currently function. A new trail crossing will require the two existing 48-inch pipe culverts be replaced or a bridge structure be added.

If the existing two culverts are replaced, the new pipe material would likely be comprised of steel or concrete. The design may include a single large culvert or multiple pipes that would accommodate fish passage. The new culvert(s) would be extended approximately 25' eastward towards highway 101 in order to accommodate the new trail. The eastern extents of the culvert(s) would terminate with a concrete headwall approximately 6 feet tall and 50 feet in length and the western outfall will contain rip-rap for erosion protection and energy dissipation. The headwall would include railings designed to comply with Class I and ADA standards to provide for drop-off protection. The railings will be comprised of steel, aluminum or wood and will be mounted to the top of the structure.

If a bridge structure is used for the Brainard Slough crossing, the structure would need to be approximately 120-foot in length. The bridge would consist of a single-span, pre-manufactured structural section comprised of steel, aluminum, fiberglass or concrete. The bridge would be supported on each end with abutments (including wingwalls) supported by up to four 18-inch diameter cast-in-steel-shell (CISS) piles (on each end). Up to eight piles will be installed to a depth of up to approximately 100 feet below ground surface (bgs) and approximately 10 to 15 feet from Humboldt Bay water extents during periods of low tide. The steel shells will be installed using a vibratory hammer (APE 200 or similar), which would utilize a vegetable based non-toxic hydraulic oil in case of a hydraulic leak in or near Humboldt Bay. Each steel shell would be proofed by driving its final 5 feet by a conventional pile driver to achieve design tip elevation and verify load capacity.

If a bridge structure is used, the existing failed culverts and debris (including timber ties, supports and rock) will be removed, the remaining rail embankment regraded (as-needed) and rip-rap installed (including on the bay side) to stabilize the embankment/shoreline and limit ongoing erosion.

Prior to completing the projects final design, the County will complete a geotechnical analysis to determine the bearing capacity of the soils and to verify if piles are necessary. The geotechnical analysis will be used to verify the target depths of the piles.

### ***CRC Bridge Structures***

Two bridge structures will be constructed at the north and south extents of the CRC property for trail portions that cross tidally influenced waters. The bridges will be at least 10-feet wide between railings and would be comprised of pre-manufactured wood, fiberglass, steel, aluminum, or concrete. The northern CRC bridge is anticipated to be a three-span bridge supported with four piers (one on each end and two within the mid-sections located in Humboldt Bay). Each pier is anticipated to be comprised of three 18-inch diameter CISS piles. Like the bridge structure proposed for the Brainard Slough Crossing, the steel shells will be installed to a depth of approximately 100 feet bgs and installed using the same vibratory hammer and pile driver method. In order to provide access for cranes, temporary sheet piles and washed coarse-grained aggregate fill will be used to construct an access road and landings. The sheet piles will be installed approximately 30 feet bgs, and the aggregate fill will be encapsulated in geotextile fabric to separate native and fill soils. Water bags may also be used to construct a coffer dam to isolate the work area from the bay and tidal waters. Isolating the work

area with water bags would allow for work within the bay to be expedited as work would not be restricted periods of low tides only. The coffer dam would also reduce the likelihood of construction generated sediment from entering the bay, and reduce the possibility of fish entrapment.

The southern CRC bridge will be a single span bridge approximately 80' in length. Like the Brainard's Slough bridge, the southern bridge is anticipated to be supported on each end with abutments and three 18-inch diameter CISS piles approximately 100 feet deep. The piles would be installed in the same manner and using the same equipment as the northern CRC bridge.

The vibratory hammer used for the installation of sheet piles and steel shell piles at the north and south extents of the CRC property is anticipated to be operated for approximately 3 hours per day for a total of 20 days. It is anticipated that the piles (up to 26 total) will require 50 blows per pile at 140 decibels and driving 3 to 4 piles per day. The installation of sheet piles and steel shells will occur during low tide.

Prior to completing the projects final design, the County will complete a geotechnical analysis to determine the bearing capacity of the soils and to verify if piles are necessary. The geotechnical analysis will be used to verify the target depths of the piles.

### ***Retaining Structures***

Retaining structures may be used at each end of the bridges (abutment wingwalls) and also along the segment of the trail beginning at the northwest corner of the CRC property and extending northwesterly for a distance of approximately 2,700 linear feet. The segment of trail north of CRC will be located between the railroad and the Highway 101 corridor, either directly adjacent to the railroad, or directly adjacent to the highway (behind the existing metal beam guardrail). A retaining wall structure may be required in order to maintain minimum setbacks from the NCRA tracks or Highway 101 (depending on the alignment) while limiting encroachment into the existing drainage ditch which is located between the railroad and highway. The structure may consist of cast-in-place concrete or soldier pile retaining wall. If soldier pile retaining wall is used, 30 to 40 feet tall reinforced concrete soldier beams or steel H-piles will be driven at 8 foot intervals and approximately 24-34 feet bgs leaving approximately 6 feet exposed above the ground surface. The beams will need to be driven using the same (or similar) pile driver that will be used for proofing the CISS pilings. Lagging (concrete or treated timber) will be used to retain the backfill. It is anticipated that the beams (approximately 340 total) will require 75 blows per beam at 140 decibels and driving approximately 15 piles per day. The top of the retaining structures would not exceed the elevation of the railroad and the height to the ground surface is expected to be six feet or less. For safety purposes, the retaining structure would include railings that are designed to comply with the CBC.

### ***Eucalyptus Trees***

The grove of existing mature Eucalyptus trees located north of the CRC property would need to be removed as part of the project. Some trees are in direct conflict with the trail alignment and all pose a

safety hazard to trail users (falling debris and ground litter). The trees would be limbed and trunks rigged, felled and lowered in sections (sectional felling). Tree stumps would be removed to the extent practical through excavating, grinding or other means, with remaining stumps and root systems treated with an herbicide (glyphosate or triclopyr) to prevent regrowth. Required equipment and workers would access the trees from both the highway and railroad side. The removal operation would likely require the closure of one or more lanes of US 101. The project would also remove all Eucalyptus saplings in the vicinity of the trail (generally between the highway and railroad).

### ***Shoreline Protection***

As previously discussed, the project includes localized shoreline restoration and protection at the Brainard Slough crossing. In addition to Brainard Slough, there are multiple areas along the project extents where the existing railroad fill prism has deteriorated and shows significant signs of erosion as a result of wave action from Humboldt Bay. The area between CRC and Bracut is generally in the worst condition, with more isolated areas of deterioration between Eureka Slough and CRC. In order to protect the trail prism from future erosion and damage, sections of the rail prism will be reconstructed and armored with rock rip-rap. The rock armoring is anticipated along both the bay side and highway side to protect against direct wind and wave action and wash over erosion. The shoreline protection along the bay side (the western side of the railroad prism), will be limited (horizontally) to the bay-ward extent of the existing rip-rap. No additional encroachment beyond the toe of existing rock armoring is proposed.

### ***Striping and Vehicle Control***

The trail may include a centerline stripe throughout or at specific locations only, such as driveway crossings, curves, or bridge approaches. Standard trail-related traffic-control signage would be installed in order to comply with Class I standards and MUTCD requirements. At locations where the trail intersects a vehicular roadway, removable bollards will be installed to prevent motorized vehicles from entering the trail. Authorized personnel (e.g. police, emergency-responders, County/City maintenance crews, etc.) would be able to remove the bollards and temporarily access some portions of the trail with motorized vehicles.

### ***Drainage***

The trail would typically have a two percent or less cross slope to allow surface water to flow off of the trail surface. When the trail is directly adjacent to either the railroad or the highway facilities, the cross slope of the trail would away from the railroad/highway in order to convey runoff towards the drainage ditch. In locations where the existing drainage ditches are in close proximity to the proposed trail alignment, culverts may need to be extended or added. Similarly, in cases where the trail's fill prism encroaches into the existing drainage ditch causing a reduction in capacity, the drainage ditch may need to be reconstructed at approximately the same grade and depth, but at a location (horizontally) offset from the original position.

### ***Barriers and Fencing***

Safety railing and fencing is proposed along a retaining wall, viewing platform, CRC levee, and edges. The railing and fencing will be constructed from wood or metal material. In some locations, dense shrubbery/vegetation may be used as an alternative to railings/fencing.

High-tension cable barriers and metal beam guard rail would be utilized between Highway 101 and the trail to protect trail users from errant vehicles. The cable barrier would be installed along portions of the proposed Humboldt Bay Trail South project as well as the existing Humboldt Bay Trail North project. The high-tension cable barrier would be set back approximately 10 feet from the edge of trail and approximately 8 to 12 feet from the edge of the highway shoulder. The cable barrier consists of steel wire ropes (typically 4 strands) mounted on steel posts secured in concrete foundations. A two-foot wide concrete weed mat would be constructed along the length of the cable barrier.

Where the trail is less than 10 feet from the edge of the highway shoulder, a metal beam guard rail or other positive barrier will be required. In this situation the trail would be located approximately 3 feet behind the metal beam guard rail wood posts. A weed control mat would be installed along the length of new metal beam guardrail to control vegetation.

### ***Billboards***

There are four billboards in the vicinity of the project, all of which are situated on private property. One of the billboards, located on the east side of the railroad prism, is within the APE. Depending on the final trail alignment, the trail may narrowly avoid this billboard, or the potential exists for the trail to conflict with the billboard, which may result in removal or relocation of the billboard. The future disposition of the remaining three billboards is unknown at this time.

The County established the APE for the Humboldt Bay Trail South Project. The APE encompasses areas where the project could have potential direct and indirect impacts. The project area extends from the southern terminus of the City of Arcata's Humboldt Bay Trail North project, located near Brainard's Slough (also known as Rocky Gulch) north of the Bracut Industrial Center (Bracut), to the existing Target trail in Eureka, for a total length of approximately 4.2 miles. The majority of the project is proposed to be situated between U.S. Highway 101 (Highway 101) and the NCRA railroad corridor, with a portion located on the perimeter levee along the CRC's property. The CRC property was included in the APE in the event of potential indirect effects of the project. The project vicinity and location are illustrated in **Figures 1 and 2 in Appendix A**. The APE map is **Figure 3 in Appendix A**.

## 2. RESEARCH AND FIELD METHODS

JRP examined relevant documentation of previous projects and conducted fieldwork and research to inventory the properties in the APE that required evaluation. One property was a portion of the former NWPRR in the APE. The second property, consisting of three parcels, was the CRC property (former Arcata Redwood Company) adjacent to the proposed Humboldt Bay Trail South. The third property was the row of Eucalyptus trees adjacent to the former NWPRR line by the CRC property. There was also another property in the APE that consists of two parcels, commonly known as the Bracut Industrial Park, but it was previously evaluated during the Phase II Arcata Rail with Connectivity Project. JRP previously surveyed and evaluated the Bracut Industrial Park property in the “Historical Resources Evaluation Report for the Phase II Arcata Rail with Trail Connectivity Project, Arcata, Humboldt County, California,” completed in 2014. JRP concluded that the property was ineligible for listing in the NRHP and CRHR, and SHPO concurred in this evaluation on October 29, 2015 (Reference No. FHWA\_2015\_0928\_002), the letter for which is in **Appendix D**.

Survey and evaluation of historic-era resources in the APE included research regarding their historical context, as well as resource-specific research conducted in both archival and published records. JRP conducted research at the Humboldt State University Library and Humboldt Room, Arcata; Eureka Main Branch Library Humboldt Room; Humboldt County Historical Society, Eureka; Humboldt County Department of Public Works, Environmental Resources Division, Eureka; Humboldt County Recorder’s Office, Eureka; Humboldt County Assessor’s Office, Eureka; Humboldt County Planning and Building Department, Eureka; Shields Library at University of California, Davis; California State Library; and in JRP’s in-house library. In addition, JRP examined standard sources of information that identify known and potential historic resources to determine whether any buildings, structures, objects, districts, or sites had been previously recorded or evaluated in or near the APE. This included review of the California Historical Landmarks and Points of Interest publications and updates, NRHP, CRHR, and Caltrans Historic Bridge Inventory, and Eureka’s Local Register of Historic Places. Additional background research was done through ParcelQuest commercial real estate database, review of historic and current USGS topographic maps, and other sources to confirm dates of construction of properties in the APE. JRP also reviewed the results of the record search that Roscoe and Associates conducted at the Northwest Information Center (NWIC), Sonoma State University, on October 5 & 20, 2017.<sup>3</sup> Roscoe and Associates also prepared the Archaeological Survey Report (ASR) for this project.

Four portions of the former NWPRR have been previously evaluated within and near the APE. A five-mile segment of the NWPRR within the APE along US 101 on Humboldt Bay was previously surveyed and evaluated by JRP for the “HRER Route 101 Eureka-Arcata Corridor Highway Improvement Project” in 2003. SHPO concurred that this segment was not eligible for listing the NRHP on November 29, 2006 (Reference No. FHWA061012A) (see letter in **Appendix D**). An

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<sup>3</sup> Northwest Information Center, Record Search File No. 17-1103, October 5, 2017; Northwest Information Center, Record Search File No. 17-1203, October 20, 2017.

approximately 2.5-mile segment of the NWPRR along Humboldt Bay was previously surveyed and evaluated by JRP for the “HRER Eureka Waterfront Trail Project Phase A and B, City of Eureka” in 2014. SHPO concurred that this segment was not eligible for listing the NRHP on October 22, 2014 (Reference No. FHWA\_2014\_0902\_001) either individually, or as a contributor to a larger resource or historic district. An approximately 0.75-mile segment of the NWPRR in Arcata between 17<sup>th</sup> Street and Samoa Boulevard was previously surveyed and evaluated by JRP for the “HRER Phase I Arcata Rail with Trail Connectivity Project” in 2014. SHPO concurred that this segment was not eligible for listing the NRHP on March 18, 2014 (Reference No. FHWA 2014\_0214\_001). The last portion is an approximately 0.43-mile segment of the NWPRR in Arcata between Samoa Boulevard and US Highway 101/G Street intersection was previously surveyed and evaluated by JRP for the “HRER Phase II Arcata Rail with Trail Connectivity Project” in 2014.” SHPO concurred that this segment was not eligible for listing the NRHP on October 29, 2015 (Reference No. FHWA\_2015\_0928\_002).<sup>4</sup> For this HRER, JRP prepared a form for the previously unevaluated, approximately 0.43-mile portion of the former NWPRR in the City of Eureka between the intersection of Y and 1<sup>st</sup> streets on the west and approximately 925-feet east of the eastern approach of the modern Eureka Slough railroad bridge, on the east (Map Reference 1). The recordation and evaluation of this 0.43-mile section is a continuation of those previous efforts. The DPR 523 form is provided in **Appendix B**. See **Appendix D** for the SHPO concurrence letters.

In 2003, JRP also evaluated the row of Eucalyptus trees located in the APE. This row of trees is located adjacent to the CRC property. JRP concluded that the tree row was not eligible for the NRHP and CRHR, nor was part of a historic landscape. SHPO concurred with this determination on November 29, 2006 (Reference No. FHWA061012A). See **Appendix D** for the SHPO concurrence letter. JRP prepared an update evaluation of the tree row because of the passage of time since the previous recordation, along with comments from the Eureka Heritage Society and the presentation of new information regarding the origin of the trees. The update evaluation concluded that the previous finding is still valid.<sup>5</sup> The DPR 523 form is provided in **Appendix B**.

JRP staff conducted a field survey of the APE on October 25, 2017 and recorded three properties in the APE on DPR 523 forms (see **Appendix B**).

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<sup>4</sup> Other portions of the NWPRR line from Sausalito to Eureka have also been evaluated. Segments of the NWPRR listed in the Directory of Properties in the Historic Properties Data File for Mendocino County (2/5/2009) are both status code 2S2 (Reference No. FHWA000713D, date of concurrence 7/27/2000 and Reference No. FHWA000717A, date of concurrence 8/17/2000). A portion of the NWPRR listed in the Directory of Properties in the Historic Properties Data File for Sonoma County (6/11/2007) is status code 6Y, Reference No. COE951226A, date of concurrence 2/15/1996.

<sup>5</sup> Eureka Heritage Society to Caltrans, September 15, 2007, Included in U.S. Department of Transportation, et al. *Eureka-Arcata Route 101 Corridor Improvement Project, Humboldt County, District 1 – HUM – 101, PM 79.9/86.3, State Clearing House Number: 200109035, Final Environmental Impact Report/Statement, Volume III of IV, December 2016*, 236.

A letter informing interested parties of this project was sent to the Humboldt County Planning and Building Department, Eureka Historic Preservation Commission, Eureka Community Development, Humboldt County Historical Society, Eureka Heritage Society, Clarke Historical Museum, Friends of the Arcata Marsh (FOAM), and Arcata Community Development Department on November 6, 2017. Follow-up emails were sent on November 22, 2017. Responses were received from the Humboldt County Planning and Building Department, Eureka Historic Preservation Commission, the Eureka Community Development Department, Humboldt County Historical Society, Eureka Heritage Society, and Clarke Historical Museum. The Humboldt County Planning and Building Department responded with a directive to review the December 2016 “Final Environmental Impact Report/Statement for Eureka-Arcata Route 101 Corridor Improvement Project, Humboldt County, California, District 1 – HUM – 101 PM 79.9/86.3” to locate historic resources potentially affected by the project. The HRER that JRP prepared in 2003 was used for this EIR. The Eureka Community Development Department stated that it had no comments. The Eureka Historic Preservation Commission asked that the “Brainard Mill Site” and the “Pacific Railway Bridge” be evaluated as historic resources. JRP responded to the Eureka Historic Preservation Commission in an email on February 20, 2018 that JRP previously recorded the “Brainard Mill Site,” a.k.a. Bracut Industrial Park, in 2014 as part of the “Historical Resources Evaluation Report for the Phase II Arcata Rail with Trail Connectivity Project, Arcata, Humboldt County, California.” JRP explained that it concluded that the property was ineligible for NRHP and CRHR, and that SHPO concurred with this on October 29, 2015 (Reference No. FHWA\_2015\_0928\_002). JRP assumed that the “Pacific Railway Bridge” is the NWPRR lift-bridge bridge over Eureka Slough and thus informed the commission that this extant bridge is a replacement that was constructed in 1976 and because it is less than 50 years old it was exempt from recordation. JRP further informed them that it had recorded and evaluated a portion of the NWPRR north and south of the bridge as part of this project. The Humboldt County Historical Society stated that it had no comments or concerns, and the Clarke Historical Museum stated that it had no comments. The Eureka Heritage Society responded that “(t)here is no question that the mill site, railroad and mature eucalyptus (sic) trees are historic and provide context to the development of Eureka, Humboldt Bay, and the region,” but that they thought the project would not negatively impact these resources.<sup>6</sup> The board also requested that the report address bay wildlife. A letter response was sent via email by Hank Seemann at the Humboldt County Department of Public Works to the Eureka Heritage Society on March 26, 2018 that informed the Society that the existing railroad (NWPRR), the mill site (CRC / former Arcata Redwood Company), and the Eucalyptus tree rows are being recorded and evaluated for their potential historic significance and integrity in the HRER prepared for this project. Seemann’s letter also stated that project impacts are addressed in the project’s environmental document prepared for compliance with the CEQA and project effects on wildlife are also addressed in the environmental document. Copies of the letter and emails, along with a communications log, are in **Appendix C**.

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<sup>6</sup> “Mill site” is the former Arcata Redwood Company property recorded in this report as Map Reference 2 on a DPR 523 form provided in **Appendix B**.

In addition to communication via email and letters, the Humboldt County Department of Public Works held a public meeting about the project on February 27, 2018 to share the current project design, completion goals, and to solicit public opinion for project improvements. No comments from the public meeting were regarding historic resources. Two comments addressed the treatment of the Eucalyptus tree row in response to the project. The first comment asked how much of the tree row was to be removed and why. The County responded that the north segment, which comprises roughly 40% of the trees, would be removed because their proximity to the trail would pose an unacceptable risk to trail-users. The second comment stated that they thought the trees did not pose significant risk to trail-users. The County responded that alternative project alignments were sought to avoid the trees, but the current project alignment along the levy was chosen to save 60% of the tree row. A copy of the public comments is in **Appendix C**.

### 3. HISTORICAL OVERVIEW

#### Introduction

The Humboldt Bay Trail South Project is situated along the low-lands of Humboldt County along the east side of Humboldt Bay between the cities of Arcata and Eureka. The APE mostly follows the alignment of the former NWPRR. From north to south, the APE stretches from .25-miles south of the G Street Highway 101 on-ramp, then along the levee around the CRC (former Arcata Redwood Company, also referred to as ARCO<sup>7</sup>) property (Map Reference 2), back to the NWPRR over Eureka Slough and to the intersection of Y and 1<sup>st</sup> streets in Eureka. The following discussion focuses on the land use and development in this area. A brief discussion of nineteenth century development is included as historical background, although none of the resources evaluated in this report date to this period. More specifically, this context focuses on the land use and development in the early to mid-twentieth century, the period during which the historic resources evaluated in this report date were constructed, covering themes regarding the railroad and the lumber industry.

#### Early Development in the Humboldt Bay Region<sup>8</sup>

With the discovery of gold on the Trinity River in early 1849, the Trinity and Klamath rivers became the center of mining activity in isolated Northern California. Anglo-settlement of Humboldt County began in the 1850s when land companies such as Laura Virginia Association, Union Company, and Mendocino Exploring Company established towns on Humboldt Bay. Eureka was initially developed from a joint agreement between the Union Company and the Mendocino Exploring Company. The companies surveyed the town and divided the lots between them. Humboldt County was officially formed in 1853.<sup>9</sup> Former Trinity River miners formed the Union Company and founded Uniontown (also known as Union) in 1850, which became Arcata in 1860. This settlement was an important supply point for mule teams hauling supplies to the Trinity and Klamath mining regions. Its advantage in supplying these mining districts led to its preeminence in the pack trade business until the late 1850s when miners moved farther north to other gold regions. The town was the county seat for a few years, but this designation shifted to Eureka in 1856 as lumbering soon surpassed mining in economic importance, with the latter town's deeper bay waters facilitating transportation of lumber from the area's growing number of mills.<sup>10</sup>

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<sup>7</sup> Not to be confused with Atlantic Richfield Company, also abbreviated as "ARCO."

<sup>8</sup> Portions of the historical narrative herein is based on and/or excerpted from: JRP Historical Consulting Services, "HRER Route 101 Eureka-Arcata Corridor Highway Improvement Project," October 2003. This narrative also includes additional historical information.

<sup>9</sup> Owen C. Coy, *The Humboldt Bay Region, 1850-1975* (Los Angeles, CA: California Historical Society, 1982) 56-57; David L. Durham, *California's Geographic Names: A Gazetteer of Historic & Modern Names of the State* (Clovis, CA: Word Dancer Press, 1998), 57; Leigh H. Irvine, *History of Humboldt County California with Biographical Sketches of the Leading Men and Women of the County* (Los Angeles, CA: Historic Record Company, 1913), 97.

<sup>10</sup> Mildred Brooke Hoover, et al., *Historic Spots in California*, 4<sup>th</sup> edition. Rev. by Douglas E. Kyle (Stanford, CA: Stanford University Press, 1990), 100; Guerra & McBane LLC, *City of Arcata Historic Context Statement*, prepared for City of Arcata Community Development Department, March 2012, 3.

Humboldt Bay became an important center for the county's expanding lumber industry during the 1850s and 1860s. Unprocessed lumber was loaded on schooners and transported to places such as Hawaii, Australia, China, and South America, primarily by way of San Francisco. Redwood was in high demand and was a popular building material among developers in major California cities like San Francisco, Los Angeles, and San Diego. As these and other cities expanded, lumber companies found new markets for their products and mills converted logs and lumber into building materials for floorboards, shingles, and railroad ties. The lumber companies established large mills, developed log ponds and log yards along the shores of Humboldt Bay.<sup>11</sup>

Logging increasingly moved inland in the mid-1850s, and lumber companies developed rudimentary railways using horse-drawn cars to transport redwood logs from the forests to mills around Humboldt Bay. Between 1854 and 1855 there were twenty miles of these rudimentary railroads in the county and structures were also built along Humboldt Bay to serve the burgeoning lumber industry. A two-mile long wharf and rail system was built from Union's (later Arcata) city center into Humboldt Bay, for example, to serve ocean-going vessels that could not reach the shoreline near Union because of mud flats and marshes. In the 1870s and 1880s, this horse-drawn cart railroad/wharf system was incorporated into the larger Arcata and Mad River Railroad system to help transport timber, milled lumber, agricultural goods, and passengers.<sup>12</sup>

#### *California Northern and Northwestern Pacific Railway*

The railroad system that developed around Humboldt Bay, and later connected Humboldt County to the San Francisco Bay area, was formed through the development and consolidation of a number of smaller lines and their eventual combination with a major line running north from Marin County. The logging industry's initial horse-drawn railcars used to transport redwood logs from the forests to the mills surrounding Humboldt Bay became insufficient, and logging companies found it necessary to construct short-line railroads in order to transport the lumber from the logging camps to the mills centered in Eureka and Arcata. Local entrepreneur and mill owner John Vance of Eureka opened the area's first railroad in 1875 along the Mad River Slough to Essex, north of Arcata. A private enterprise, Vance's Mad River Railroad was purchased by his nephews, Edgar and John Vance in 1891. In 1892, the Humboldt Bay & Trinidad Lumber & Logging Company purchased

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<sup>11</sup> J.M. Eddy, *In the Redwood's Realm: By-Ways of Wild Nature and Highways of Industry* with an introduction by Peter Palmquist and Jack Irvine (San Francisco, CA: D.S. Stanley & Co., 1893; reprint Eureka, CA: Peter E. Palmquist and Jack Irvine, 1987), 39 (page citations are to the reprint edition); Owen Cochran Coy, *The Humboldt Bay Region, 1850-1875: A Study in the American Colonization of California* (Los Angeles, CA: The California State Historical Association, 1929, reprinted by The Humboldt County Historical Society, 1982; James Michael Buckley, *Building the Redwood Region: The Redwood Lumber Industry and the Landscape of Northern California, 1850-1929* (PhD diss., University of California at Berkeley, 2000), 60; Stanley Parker, "Reflections on Holmes Lumber Company," *Humboldt Historian* 6, No. 3 (May-June 1988), 5; Buckley, *Building the Redwood Region*, 4-5, 60, 66, 39.

<sup>12</sup> Virginia M. Fields and Peter E. Palmquist, *100 Years of Humboldt County Culture and Artistry, 1850-1950* (Eureka, CA: Humboldt Cultural Center, 1986), 52-53.

this line and incorporated it as the Eureka & Klamath River Railroad (E&KRR) in 1896. The E&KRR soon began work on a line connecting Eureka and Arcata.<sup>13</sup>

In 1901, the California & Northern Railway (C&N) incorporated with the intent to build a railroad line from Eureka to Crescent City, ninety miles to the north. The C&N sought to purchase the two and half miles of graded road already constructed by the E&KRR south from Arcata, but its offer was declined. In 1901, the two companies agreed to share a joint line along the waterfront, and the C&N took over the rail line construction of the Eureka to Arcata segment. During construction of the line around Humboldt Bay, the C&N utilized horses and later steam shovels to cut through Brainards Point, approximately one-half mile south of Jacoby Creek between Arcata and Eureka. This was called Brainards Cut, which was later shortened to Bracut. The hillside was later leveled and used for dike fill to create the Bracut Lumber Company property, located north of the former ARCO (now CRC) property (Map Reference 2) in the early 1950s.<sup>14</sup>

The line from Eureka to Arcata was completed on October 30, 1901, including the segment recorded for this report (Map Reference 1, see **Plate 1**). This line left the northern outskirts of Eureka and traveled east along the southeastern stretches of Humboldt Bay, turning generally northeast around to Bracut and traveled north into Arcata. Because the C&N did not have the money to begin operations, the Eel River & Eureka Railroad, a small line connecting the bay with the mills at Scotia (to the south), leased the C&N's line and in December 1901 and began passenger and freight service between Eureka and Arcata, using the segment of railroad recorded in this report.<sup>15</sup> A railroad bridge over Eureka Slough was also constructed in 1901 and was replaced in 1917 with a 198-foot steel swing bridge on reinforced concrete piers. This second iteration of the railroad bridge was replaced by the current lift-bridge in 1976. Because the bridge is less than 50 years old, it was not recorded or evaluated for this project.<sup>16</sup>

Although multiple companies had built local lines by 1900, planning for rail service to link the region with the rest of California did not begin until 1903, when the Santa Fe Railway incorporated the San Francisco & Northwestern Railway Company (SF&NW), intending to connect its California lines with the Humboldt Bay lines. The SF&NW soon purchased the Eel River & Eureka

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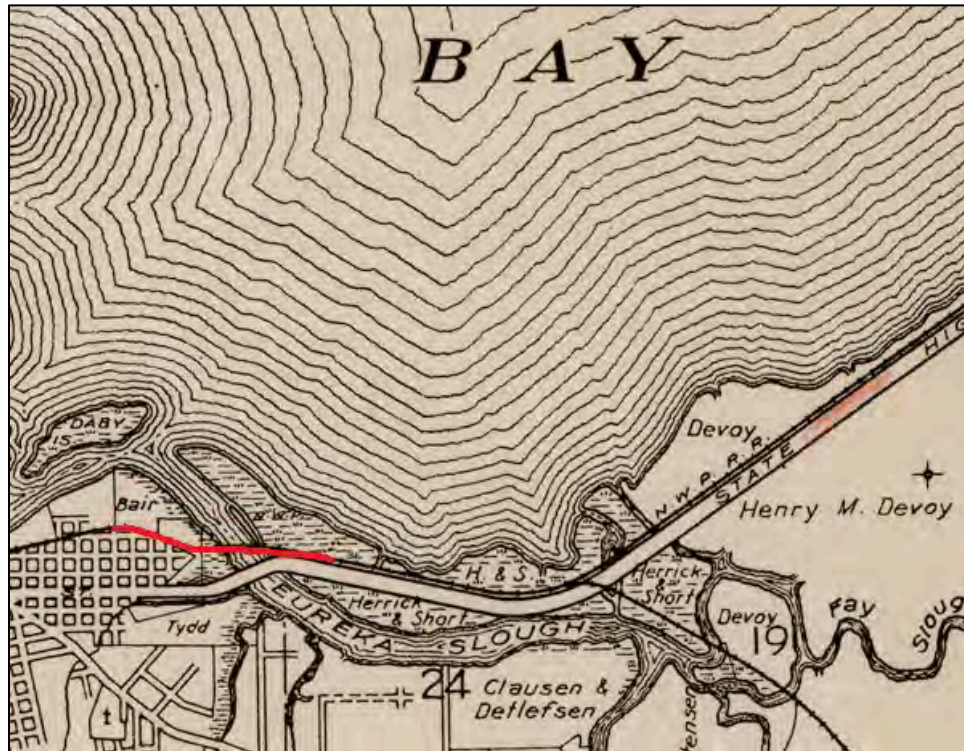
<sup>13</sup> Fred A. Stindt and Guy L. Dunscomb, *The Northwestern Pacific Railroad: Redwood Empire Route* (Redwood City and Modesto, CA: Fred A. Stindt and Guy L. Dunscomb, 1964), 38.

<sup>14</sup> "Bayside-Indianola-Walker's Point: Suburbs Between Two Cities Enjoy Woodland Setting," *The Humboldt Times*, January 30, 1949.

<sup>15</sup> Stindt and Dunscomb, *The Northwestern Pacific Railroad*, 41, 46; Northwestern Pacific Railroad, *Re-Driving of the Golden Spike: Northwestern Pacific Rail Service Restored After 1964 Flood Damage* (Northwestern Pacific Railroad Company, 1965), 40.

<sup>16</sup> *Building and Engineering News* 17, No. 3, "Contract Awarded," (January 17, 1917): 22-23; Anderson Penna Partners, Inc., *Railroad Corridor Condition Assessment: Northwestern Pacific Railroad (NWP), North Humboldt Bay, Eureka to Samoa*, October 2012, 6; *Times Standard*, "Railroad Bridge," May 25, 1973, 2; *Times-Standard*, "Humboldt Bay Harbor Recreation and Conservation District: Negative Declaration," August 16, 1976, 16.

Railroad, the C&N, and several other local lines. By 1905, the Santa Fe Railway owned over fifty miles of track from Arcata to Scotia.<sup>17</sup>



**Plate 1:** 1921 map showing portion of NWPRR recorded herein highlighted in red.<sup>18</sup>

The Southern Pacific Railroad (SPRR) also desired to extend its services into the Eureka and Arcata area and began construction of 200 miles of track between Willits (Mendocino County) and Eureka as the San Francisco and Eureka Railway Company. By 1905 the SPRR and the Santa Fe realized the cost of constructing two competing lines into the Humboldt Bay region would be too high to make a profit. In January 1907, the two companies incorporated the Northwestern Pacific Railroad Company (NWPRR), which consolidated the lines of the Santa Fe's SF&NW and the SPRR's San Francisco and Eureka Railway Company. The NWPRR also received ownership of the E&KRR, the C&N, and other north coast railroads, including those in Mendocino and Sonoma counties. The NWPRR completed the line from Willits north to Eureka in 1914. This railroad line ended at Eureka, and the portion of the railroad heading north from Eureka became known as the Trinidad Branch, extending to Trinidad in the northern portion of Humboldt County. Date stamps on the former NWPRR rails show that rails were replaced in 1914, 1926, 1936, and 1944, indicating that much of the original tracks and ties laid by the C&N in 1901 were replaced by the NWPRR. Additional alterations on the line in Arcata included the construction of a NWPRR depot at 9<sup>th</sup> and

<sup>17</sup> Stindt and Dunscomb, *The Northwestern Pacific Railroad*, 40. Note: E&KRR was purchased by the Southern Pacific Railroad in 1903. Lynwood Carranco, *Redwood Lumber Industry* (San Marino, CA: Golden West Books, 1982), 138.

<sup>18</sup> Belcher Abstract & Title Company, *Atlas of Humboldt County, California: Compiled from Official Records and Private Sources and Surveys* (Eureka, CA: Belcher Abstract & Title Co., 1921).

L Streets between 1908 and 1919, which was removed in the early 1970s, and various sidings that have been removed in recent decades.<sup>19</sup>

The development of the NWPRR line into Eureka and Arcata helped further open the region's growing lumber industry to markets in Central California and contributed to growth in other local commercial enterprises. The railroad also promoted the line to tourists, which encouraged people to visit redwood country, albeit with limited success. During the 1920s, increased use of automobile contributed to the limited use of this line by passengers. Heavy annual losses caused Santa Fe to sell out to SPRR, and in 1929 the SPRR purchased the Santa Fe's interest in the NWPRR, making the railroad solely a subsidiary of the SPRR.<sup>20</sup> Increased auto travel in the decades following completion of the NWPRR line, along with the economic shifts brought on by the Great Depression and World War II, contributed to a decline in the use of the line between Willits and Arcata for passenger service and by 1958, a small passenger train came through the Eel River Canyon to Eureka only three times a week. The lumber industry continued its use of the lines and spurs in Arcata until the mills were closed in the latter half of the twentieth century. In 1963 SPRR submitted an application to California Public Utilities Commission (CPUC) to reduce its NWPRR service to only once a week, but the application was denied. The regional flood of December 1964 destroyed much of the NWPRR line between Willits and Eureka, causing so much damage that the line was not fully repaired until June 1965, further reducing the line's profitability. The railroad applied to the CPUC again in 1970 to reduce passenger service to only twice a week between Willits and Eureka, and the last passenger service train ran in April 1971. In 1983, SPRR requested to permanently abandon the line that had been closed for more than a decade, but this was denied by the CPUC and the Interstate Commerce Commission.<sup>21</sup>

Despite SPRR's attempts to abandon the Willits-Eureka line, the old railroad's days were not over. Entrepreneur Brian Whipple bought the line in 1984 for his planned Eureka Southern railroad, which opened in May 1985 for passenger excursions. Whipple's enthusiasm outpaced his pocketbook, however, and in December 1986 the Eureka Southern filed for bankruptcy. The state legislature passed bills to fund railroad rehabilitation and authority in December 1989. The North Coast Railroad Authority (NCRA) bought the Eureka Southern out of bankruptcy in August 1991, and in May of the following year, NCRA took over the old Eureka Southern line and renaming it the North Coast Railroad. Through the 1990s the NCRA struggled financially to support its

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<sup>19</sup> JRP Historical Consulting Services, "HRER Route 101 Eureka-Arcata Corridor Highway Improvement Project," October 2003; JRP Historical Consulting, "HRER Waterfront Drive Extension Project, Eureka, Humboldt County, California," February 2005; Sanborn Map Company, *Arcata, Humboldt County, California* (New York, NY: Sanborn Map Company, December 1908 and September 1919); Humboldt County Department of Public Works, Environmental Resources Division, Aerials Collection, 1970 and 1974.

<sup>20</sup> Stindt and Dunscomb, *The Northwestern Pacific Railroad*, 48, 54; Gilbert H. Kneiss, *Redwood Railway: A Story of Redwoods, Picnics, and Commuters* (Berkeley, CA: Howell-North, 1956), 134; Northwestern Pacific Railroad, *Re-Driving of the Golden Spike: Northwestern Pacific Rail Service Restored After 1964 Flood Damage* (Northwestern Pacific Railroad Company, 1965), n.p.

<sup>21</sup> North Coast Railroad Authority, "Historical Timeline," <http://www.northcoastrailroad.org/MCRS/Introduction.htm>, (accessed October 2015).

passenger excursion railway system. Finally, in November 1998 the Federal Railroad Administration closed the entire line. The portion of the former NWPRR rail line recorded herein has not been used since 1998, although NCRA retains control of the line.<sup>22</sup>

### Reclamation Around Humboldt Bay

The land on which ARCO operated was among the thousands of reclaimed acres in Humboldt Bay. Since the 1880s, nearly 9,000 acres of tidal marshes of Humboldt Bay have been reclaimed through diking for various purposes, including agricultural, infrastructure, commercial, industrial, and municipal use. Of the approximately 20 miles of shoreline around Humboldt Bay in the Arcata vicinity, for example, 91 percent of the shoreline is artificial with a series of dikes, fill, and railroad grade. Other large dike/infill projects in the bay include the City of Arcata Wastewater Treatment plant and associated ponds, Reclamation District 768 that encompasses the Arcata Bottom area along the north end of the Bay, and the infill of Mount Trashmore part of the Humboldt Bay Wildlife Refuge located north of Bracut.<sup>23</sup>

Reclamation of marshland along the Humboldt Bay was initially inspired by the success settlers in the Eel River Valley, south of Eureka, who built levees to reclaim marshland to create additional land for farming in the 1870s and 1880s. The transfer of ownership of marshland from the federal public domain, to the states, and, ultimately into private hands and its reclamation was a special process that began with the passage of the Arkansas Act in 1850, and this occurred in Humboldt County largely adjacent to Humboldt Bay and in the Eel River Valley. The act granted all such marshland, referred to as “swamp and overflowed” (S&O) land, in federal possession to the states, including California, with the caveat that money from sale of S&O land finance reclamation works and the land be made fit for agriculture. States received title to the S&O land following a survey and mapping to identify the S&O land from other land. Those areas classified as S&O grant lands were described by legal subdivision, using the public land survey system of township/range/section. When the greater part of a legal subdivision (i.e., a 40-acre quarter quarter-section) was wet and unfit for cultivation the whole of the legal subdivision was regarded as S&O land.<sup>24</sup>

California legislation in 1855, amended in 1858 and 1859, laid out the provisions for the sale of S&O land that limited purchasers to 640 acres and required them reclaim the land within five years before they could receive a patent for the property. Under these initial acts, no state funds were made available for reclamation, and individual landowners mostly found the cost prohibitive. As a

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<sup>22</sup> North Coast Railroad Authority, “Historical Timeline,” <http://www.northcoastrailroad.org/MCRS/Introduction.htm>, (accessed October 2015); North Coast Railroad Authority, “History,” <http://www.northcoastrailroad.org/history.html> (accessed October 2015).

<sup>23</sup> Aldaron Laird, *Humboldt Bay Shoreline Inventory, Mapping, and Sea Level Rise Vulnerability Assessment*, prepared for the State Coastal Conservancy, January 2013, 49-50, 120-121, 155.

<sup>24</sup> Harmon Bonte presents a good summary history of reclamation districts in *Financial and General Data Pertaining To Irrigation, Reclamation, and Other Public Districts in California*, California Division of Water Resources Bulletin No. 37 (Sacramento: State Printing Office, 1931), 15-22; US Statutes, *Act of September 28, 1850*, 9 US Stats. 519, Title 43 USCA, sec. 982, Title 43, USCA, sec. 984.

result, the state sold only a few thousand acres of S&O land under these acts.<sup>25</sup> In an effort by the state to increase the sale of S&O land and encourage reclamation, the legislature passed an act in 1861 that provided for the formation reclamation districts through which the actual work of reclamation could be carried out. These reclamation districts had specific governing powers, including taxation of lands within their borders to finance construction of reclamation works (levees and other structures) to protect the district's land from flooding. Districts were formed upon the petition of owners of one-third of the acreage encompassed within the district boundaries and "susceptible to one mode or system of reclamation."<sup>26</sup> The State Board of Swampland Commissioners assigned each district a number in the order in which it received formation petitions. An act of the legislature passed on March 22, 1866, supplementing and amending the 1861 act, gave responsibility of the formation and oversight of reclamation districts to county governments.<sup>27</sup>

In 1868 the legislature further revised the laws pertaining to S&O land by passage of the Green Act. Among the most important changes was the removal of any acreage limitation on S&O purchases. At one dollar per acre, individuals were allowed to buy as much S&O land as they could afford with the proviso that they would not receive a patent until the land was reclaimed. Another important change was that purchasers or patentees of S&O land could form a reclamation district if they owned one-half, rather than the previous one-third, or more of the land in the proposed district and the land was "susceptible to one mode of reclamation." Reclamation Districts were required to submit to the county Board of Supervisors a petition setting forth their desire to reclaim the land within the proposed district; a legal description of the land by township, range, section and subdivision of sections; the quantity of land sold and the quantity remaining unsold; the number of acres in the district, and the number of acres in each tract sold with the owner's name. If the petition met the requirements of the law, the Board of Supervisors sent it to the county Clerk to confirm its accuracy, and then to the county Recorder where it became part of the official record. The new law enticed capitalists, land companies, and individuals to purchase tracts of S&O land, and within a few years of passage of the Green Act nearly all of the S&O land in the state had been sold.<sup>28</sup>

The first person to build dikes around Humboldt Bay was Thomas Bair, President of the Bank of Arcata, in early 1892. Bair owned 320 acres in Arcata Bottom, 200 of which was swampy marshland. In the spring of 1892 Bair successfully built 1.5 miles of levee along the Humboldt Bay and Mad River Slough to keep out the tidal waters. That same year, another levee was built in the Arcata area, but not located in Arcata Bottom, known as the Harpst and Spring levee. This levee began south of Arcata at Butcher Slough (near the present-day sewage disposal plant) and followed

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<sup>25</sup> State of California, *Statutes of California* (Sacramento: State Printing Office, 1855), Ch. 151: 189; State of California, *Statutes of California* (Sacramento: State Printing Office, 1859), Ch. 314: 340.

<sup>26</sup> "Susceptible to one mode or system of reclamation" means land contained within natural boundaries that could be drained and reclaimed as a single unit. See Robert Kelley, *Battling the Inland Sea: Floods, Public Policy, and the Sacramento Valley* (Berkeley: University of California Press, 1989), 48-50.

<sup>27</sup> State of California, *Statutes of California* (Sacramento: State Printing Office, 1861), Ch. 352: 355; Harmon Bonte, *Irrigation, Reclamation, and Other Public Districts in California*, California Division of Water Resources Bulletin No. 37 (Sacramento: State Printing Office, 1931), 115.

<sup>28</sup> State of California, *Statutes of California* (Sacramento: State Printing Office, 1867-1868), Ch. 415: 514-521.

the bay shore line southeast to Jacoby Creek. The Harpst and Spring levee also reclaimed hundreds of acres of marsh for agriculture.<sup>29</sup>

In the 1893, the Arcata Land Improvement Company (ALIC) undertook the largest reclamation project in the Arcata area. Incorporated with a capital stock of \$100,000 by Melvin P. Roberts, George Zehndner, John Harpst, O.H. Spring, Sylvester Myers and John C. Bull, all of Arcata, the ALIC set out to reclaim marshland in Arcata Bottom by the construction of a levee from Butcher Slough west to Mad River Slough where it would join the levee built by Bair. During the summer and fall of 1893 the ALIC employed a dredger with a 20-horsepower engine to build a levee following the west bank of Butcher Slough and Arcata Wharf Railroad to the bay shore, then west to the east bank of Mad River Slough, and north to Liscom Slough. When completed in late 1894, the ALIC reclaimed about 600 acres of land that was then put to use as pasture and for raising hay.<sup>30</sup>

The reclamation district responsible for the reclamation of land where the former Arcata Lumber Company property is located (Map Reference 2), is RD 683. The district was formed on July 16, 1897 by Jane Wilson, Stanley Wilson, Stephen Wilson, Clifton Wilson, Lena Wilson, Ruben Gross & John A. Sinclair and was one of 15 reclamation districts that formed in Humboldt County between 1874 and 1915.<sup>31</sup> The petitioners of the district purchased the land from Samuel Davis in 1891 who patented 525-acres of S&O land along Humboldt Bay that same year (**Plate 2**).<sup>32</sup> Between July and December 1897, all 525-acres, plus an additional 157-acres were reclaimed with dykes and floodgates. Ruben Gross and John A. Sinclair and their wives, sold nearly 1100-acres, including their portion of the reclamation district to Eureka real estate entrepreneur, and recent owner of the ALIC, Albert C. Noe and D.W. Hanson in 1905.<sup>33</sup>

Noe and Hanson immediately formed the Eureka and Freshwater Investment Company and sold their 1100-acre holding to the company in 1906. The company sold their entire holdings to local businessman, rancher, and dairyman Henry M. Devoy in 1914 (**Plate 3**).<sup>34</sup>

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<sup>29</sup> Susie Van Kirk, "Historic Resources Report, Bull-Hunt Barn," Prepared for the City of Arcata and California Department of Fish and Game, July 2001, 6-8; US General Land Office, Survey Plat, 6N/R1E, HM, 1891; US General Land Office, Survey Plat, 6N/R1W, HM, 1890; US Coast Survey, *Coast North of Humboldt Bay, California, Section X* [map] (Washington D.C.: US Coast Survey, 1870).

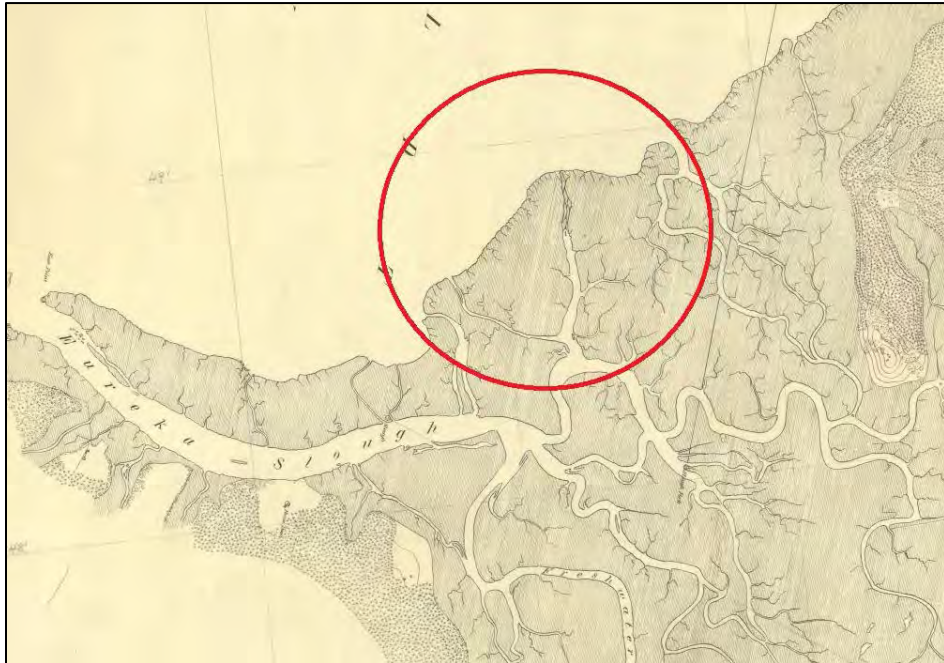
<sup>30</sup> Susie Van Kirk, "Historic Resources Report, Bull-Hunt Barn," Prepared for the City of Arcata and California Department of Fish and Game, July 2001, 6-9; Susie Van Kirk and Kathleen Stanton, "Evaluations of the Historic Significance of Structures on Department of Fish and Game Wildlife Areas, Humboldt County, California," Prepared for California Department of Fish and Game, February 1998, 6.

<sup>31</sup> Humboldt County Recorder, Deeds Vol. 263, page 81; Harmon Bonte, *Irrigation, Reclamation, and Other Public Districts in California*, California Division of Water Resources Bulletin No. 37 (Sacramento: State Printing Office, 1931), 120-131.

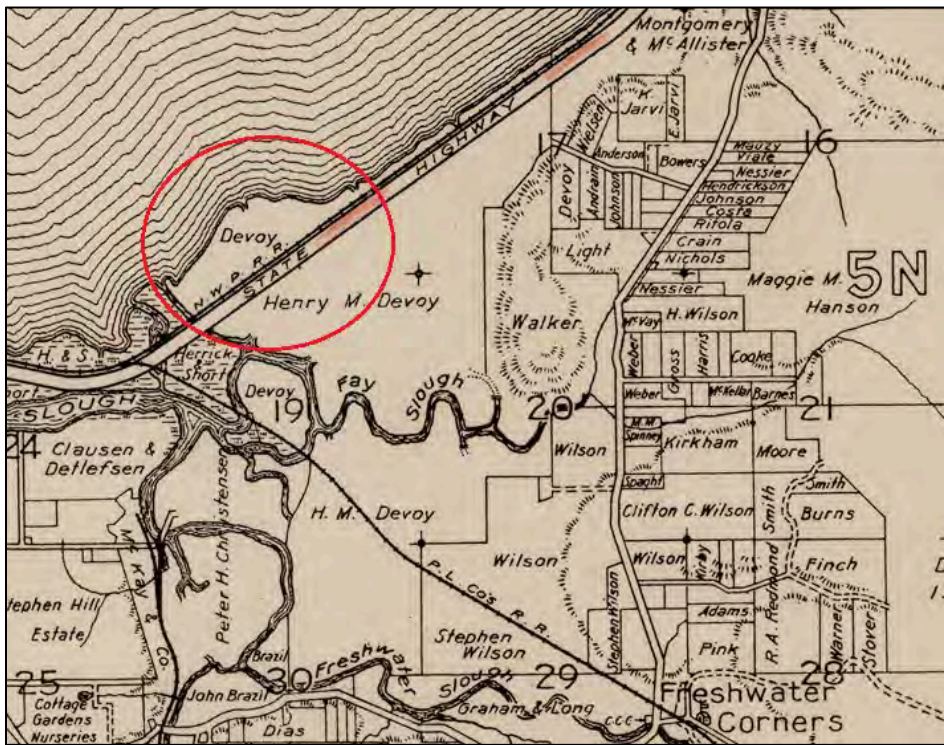
<sup>32</sup> Humboldt County Recorder, Book of Patents 15, page 632.

<sup>33</sup> Humboldt County Recorder, Deeds Vol. 94, pages 86-91; "Creamery and Dairy News," *Dairy & Produce Review* 9, No. 2, 25 December 1902, 7.

<sup>34</sup> Leigh H. Irvine, *History of Humboldt County, California* (Los Angeles: Historic Record Co, 1915), 419-420; Humboldt County Recorder, Deeds Vol. 94, pages 93-98; Humboldt County Recorder, Deeds Vol. 123, pages 444-451; US Census, 1900, Population Schedule, California, Humboldt County, Eureka Township, Supervisor's District No. 3, Enumeration District No. 25, Sheet 10A; US Census, 1910, Population Schedule, California, Humboldt County, Vanduzen Township, Supervisor's District No. 1, Enumeration District No. 3, Sheet 2A.



**Plate 2:** 1870 Coast Survey Map showing unreclaimed marshland along Humboldt Bay, with location of Map Reference 2 in red circle.<sup>35</sup>



**Plate 3:** 1921 map with location of Map Reference 2 in red circle. Note the surrounding lands owned by Devoy.<sup>36</sup>

<sup>35</sup> A.F. Rodgers and E.F. Dickes, U.S.C.S., *Section X, U.S. Coast Survey, Part of Humboldt Bay, California*, 1870 (United States Coast Survey).

<sup>36</sup> Belcher Abstract & Title Company, *Atlas of Humboldt County, California: Compiled from Official Records and Private Sources and Surveys* (Eureka, CA: Belcher Abstract & Title Co., 1921).

*Former Arcata Redwood Company Property at 5151 US Highway 101*

The approximately 78-acre property that is the former location of the ARCO plant at 5151 US Highway 101 is located on the former 1100-acre Henry Devoy Ranch. Devoy leased portions of his ranch to individuals, while maintaining a home ranch on Devoy Road, located south of the Project Area. It appears that the property now addressed as 5151 US Highway 101 (Map Reference 2) was leased as a small dairy operation with a driveway located near the south end of the property that still serves as an access point for the current property owners (**Plate 4**). Between 1914 and 1919, Devoy had a row of Eucalyptus trees (Map Reference 3) planted as a windbreak adjacent to what is now 5151 US Highway 101. The original windbreak was cut down in 1933 after a hard freeze and the trees grew back. Devoy retired by 1920 and his three children continued to run the ranch. Devoy and his wife Ella moved to Alameda in 1925 where Henry died in 1933. Upon his death, their property, including the ranch went to Ella who used a deed of gift to distribute the property to the couple's children and grandchildren in 1939.<sup>37</sup> The Devoy heirs sold the "Henry Devoy Ranch" in 1943, which then consisted of approximately 750-acres to Charles L. and Dorothy N. East. Four years later the Easts sold approximately 109-acres, including the current location of 5151 US Highway 101 (Map Reference 2), to local mill owner Howard A. Libbey.<sup>38</sup>

At the time of the sale, Libbey ran ARCO as a lumber mill and retail yard near the middle of Arcata that he had owned and operated since 1939. It was reported in the newspaper that Libbey intended to use the newly purchased land, often referred to as the "Brainard Yard,"<sup>39</sup> as a drying yard for lumber produced at the Arcata mill location, with immediate plans to construct dry kilns, a planing mill, dry sheds, and a railroad spur, followed by an office, lunch room, power plant, and other auxiliary buildings within two or three years. Immediate improvements to the property took place

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<sup>37</sup> U.S. Department of Transportation, et al. *Eureka-Arcata Route 101 Corridor Improvement Project, Humboldt County, District 1 – HUM – 101, PM 79.9/86.3, State Clearing House Number: 200109035, Final Environmental Impact Report/Statement, Volume 1 of IV, December 2016*, 219; Kathy Dillon for *Times-Standard*, "A Changing Landscape," November 16, 2008, 1; Heidi Walters for *North Coast Journal*, "O, Eucalyptus! Should They Stay or Should They Go?" January 8, 2009, available at <https://www.northcoastjournal.com/humboldt/o-eucalyptus/Content?oid=2128713>; Humboldt County Recorder, Deeds Vol. 123, pages 444-451; Local contracting firm Mercer-Frazer won the 6.2-mile highway contract for the section between Eureka and Arcata. "California Highway Contracts," *Western Highways Builder* 1, No. 2 (February 15, 1919): 26; Caltrans District 1, HUM-1-H- #16, ID 806, Object File Name img00762, 1933; US Census, 1920, Population Schedule, California, Humboldt County, Eureka City, Supervisor's District No. 146, Enumeration District No. 187, Sheet 5B; US Census, 1930, Population Schedule, California, Alameda County, Alameda City, Enumeration District No. 1-223, Supervisor's District No. 8, Sheet 11A; *Humboldt Standard*, "Henry M. Devoy, Pioneer Resident of County, Dies," November 21, 1933; Humboldt County Recorder, Deeds Vol. 241, pages 208-209.

<sup>38</sup> Humboldt County Recorder, Deeds Vol. 264, pages 255-256; Humboldt County Recorder, Official Records Vol. 2, pages 338-339; Charles F. Metsker, *Metsker's Humboldt County Atlas, Humboldt County, California* (Portland, OR: Chas. F. Metsker), 1949.

<sup>39</sup> *Brainard* is a shortening of *Brainards Point*, located between Arcata and Eureka, named after property owner T. Brainard. C&N cut the railroad alignment through *Brainards Point*, which was called *Brainards Cut*, and was later shortened to *Bracut* (Dennis W. & Gloria H. Turner, *Place Named of Humboldt County, California: A Compendium, 1542-2009* (Orangevale, CA: Dennis W. & Gloria H. Turner, 2010), 35.

in late 1948 when 10-acres of pavement was poured for the drying yard on the east end of the parcel.<sup>40</sup>



**Plate 4:** 1941 aerial showing location of Map Reference 2 with dairy buildings and Eucalyptus tree row.<sup>41</sup>

Three years later, in 1952, the new facility was completed with construction of dry kilns, a planing mill, dry sheds, and office and auxiliary buildings, as was thereafter often referred to as ARCO's "Remanufacturing Plant." Remanufacturing in the lumber industry is the process of using smaller pieces of wood to create finished wood products like shingle siding, interior and exterior moldings, cigar boxes, caskets, and laminated beams.<sup>42</sup> The drying yard was also expanded over time to air dry green lumber produced by Mills A & B, kiln dry air-dried redwood, and mill green, air dried, and kiln dried lumber. The only known architect associated with this facility is William Van Fleet, who designed the main office building. That same year ARCO constructed a new mill just outside of Orick to supplement production, and added another larger mill nearby in 1960, which were called

<sup>40</sup> *Humboldt Times*, "Expansion of Facilities Well Along," December 19, 1948; *Times-Standard*, [advertisement], May 24, 1954; United States, *Redwood National Park: Hearings Before the Subcommittee on National Parks and Recreation of the Committee on Interior and Insular Affairs, House of Representatives, Ninetieth Congress, Second Session, on H.R. 1311, and Related Bills.*, Part II (Washington, D.C.: U.S. Government Printing Office, 1968), 454.

<sup>41</sup> Humboldt County aerial, CVL-6B-007, November 23, 1941, on file at the Humboldt County Department of Public Works.

<sup>42</sup> United States, *Redwood National Park: Hearings Before the Subcommittee on National Parks and Recreation of the Committee on Interior and Insular Affairs, House of Representatives, Ninetieth Congress, Second Session, on H.R. 1311, and Related Bills.*, Part II (Washington, D.C.: U.S. Government Printing Office, 1968), 454-455; Arcata Redwood Company, *The ARCO Story* (n.p.: n.p., no date), Lumber Companies – Arcata Redwood Co., Hum. Co. Collection to 1979, Humboldt Room, Humboldt State University, Arcata, CA.

Mill B and Mill A, respectively. When the second new mill was completed, all milling and sales at the Arcata location ceased.<sup>43</sup>

Within the decade the company added more dry kilns & cooling sheds (northern half of Building 14), a new office (Building 1), more dry sheds (middle section of Building 4), an edge & glue plant (Building 22), and a crane shed (east half of Building 3) (**Plate 2**, **Plate 3** and **Plate 4**). Between 1954 and 1957 the dairy buildings were demolished and the drying yard was expanded (**Plate 3**). This was followed in 1958 and 1960 when additional land was reclaimed on the north and east sides of the eastern end of the parcel in order to construct more buildings (**Plate 8** and **Plate 9**).<sup>44</sup>

The company built a few more buildings and structures, or added to existing buildings, at the remanufacturing plant in the 1960s. This includes a resaw/sorter building that was built in 1961 that is no longer extant, a dry kiln & cooling shed, as well as a wood fuel silo and its associated wood storage buildings and boiler house. By 1965, the remainder of the west end of the property was asphalted to expand the drying yard to its full capacity.<sup>45</sup> After the 1960s, the company made only a few more additions to the remanufacturing. In 1973 another lumber storage shed was constructed, an addition was built on the south end of the main office in 1974, and an addition on the south side of Building 3 between 1989 and 2001, and additions on the resaw/sorter building in 2001 (no longer extant) (**Plate 10**).<sup>46</sup>

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<sup>43</sup> *Humboldt Standard*, "Byron B. Miller Named Arcata Redwood Manager," December 21, 1962: 11; *Humboldt Standard*, [advertisement], February 5, 1959: 19; United States, *Redwood National Park*, Part II, 454; *Humboldt Standard*, "New Arcata Redwood Mill at Orick Near Completion," March 17, 1960: 3; *Times-Standard*, "Arcata Redwood Co. Abandons Old Sawmill," April 17, 1960.

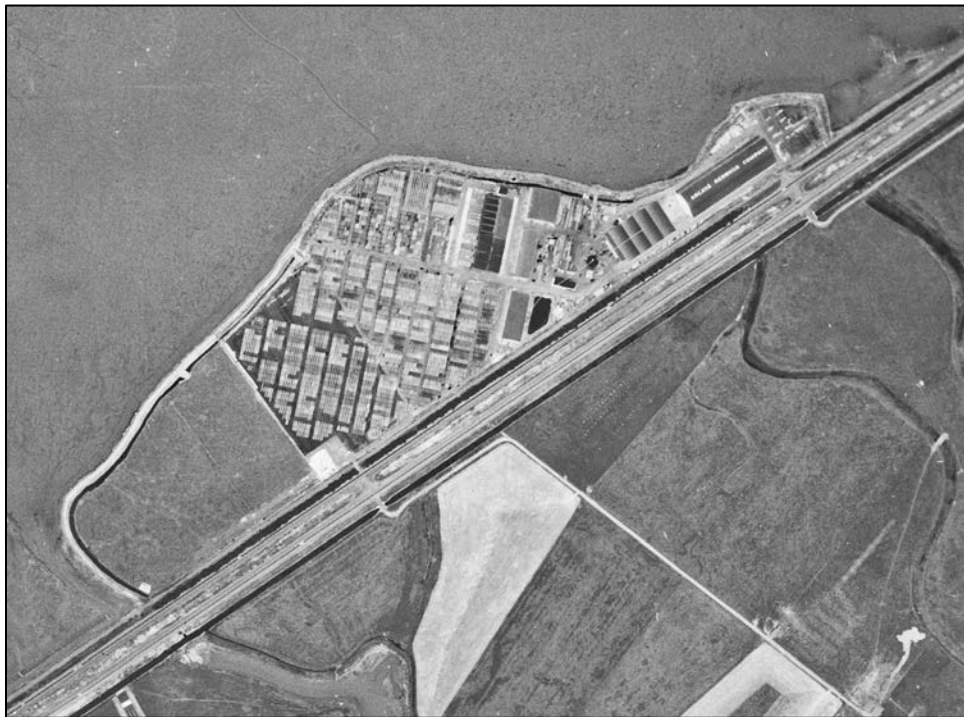
<sup>44</sup> *Times-Standard*, "Arcata Redwood Man to Retire Sept. 30," September 12, 1972: 7; *Times-Standard*, [advertisement], August 4, 1989: 5; *Humboldt Times*, "Howard A. Libbey Honored at Banquet," March 31, 1967: 16; Shuster, "Airport to Boat Basin," Photo ID 2001.01.1954, March 1953, Shuster Collection, Humboldt Room Photograph Collection, Humboldt State University Library, Arcata, California; Humboldt County aerial, CVL-13N-84, August 3, 1954, on file at the Humboldt County Department of Public Works; Sanborn Map Company, *Eureka, Humboldt County, California* (New York, NY: Sanborn Map Company, 1957); Humboldt County aerial, HU10-23, September 14, 1958, on file at the Humboldt County Department of Public Works; Humboldt County aerial, CVL-19FF-47, August 29, 1965, on file at the Humboldt County Department of Public Works; Humboldt County Assessor, Property Characteristics Report for APN 017-081-001 [note: the addition on the north side of the eastern half of Building 3 was constructed on newly reclaimed land, which was not in a 1958 aerial photograph of the property, so it was reclaimed between 1958 and 1960.

<sup>45</sup> Humboldt County Assessor, Property Characteristics Report for APN 017-081-001 & APN 404-141-004; Humboldt County aerial, HU10-23, September 14, 1958, on file at the Humboldt County Department of Public Works; Humboldt County aerial, CVL-19FF-47, August 29, 1965, on file at the Humboldt County Department of Public Works; *Humboldt Times*, "Arcata Redwood In Unique Conversion for Lumber Drying," January 23, 1966.

<sup>46</sup> Humboldt County Assessor, Property Characteristics Report for APN 017-081-001 & APN 404-141-004; *Times Standard*, "Notice of Public Hearing," November 12, 1974: 15; HistoricAerials.com, 5151 N. US Highway 101, Eureka, CA, aerial photography [1989, 1993, 2001]; Penfold Engineering Inc., "Simpson (3) Metal Building Foundations: Site Plan/Foundation (sorter chain cover)," Job 2001113, November 9, 2001 on file at the Humboldt County Planning & Building Department, permit files.



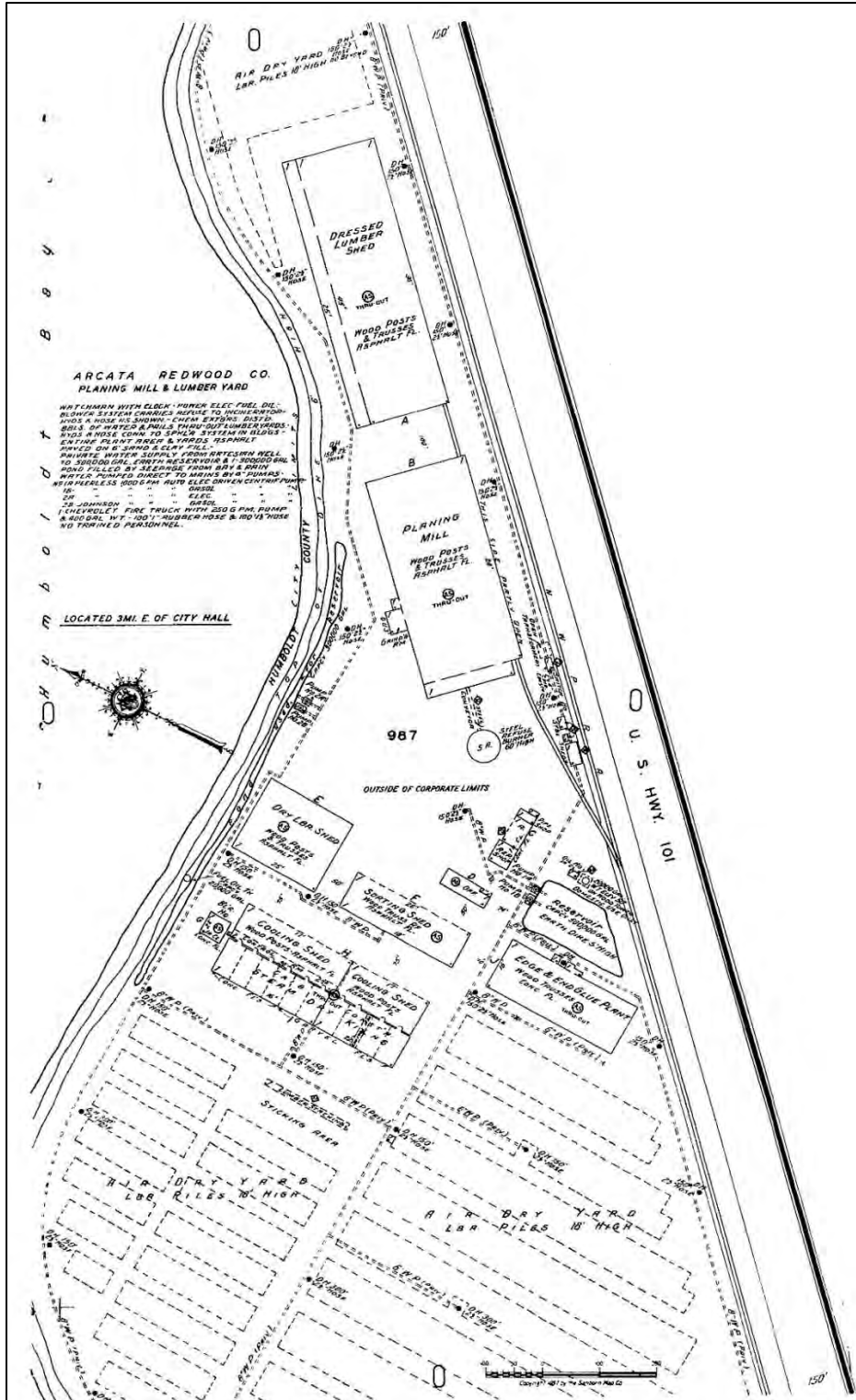
**Plate 5:** 1953 aerial showing paved drying yard, new buildings, and dairy buildings still extant.<sup>47</sup>



**Plate 6:** 1957 aerial showing removal of the dairy buildings and expansion of the paved drying yard.<sup>48</sup>

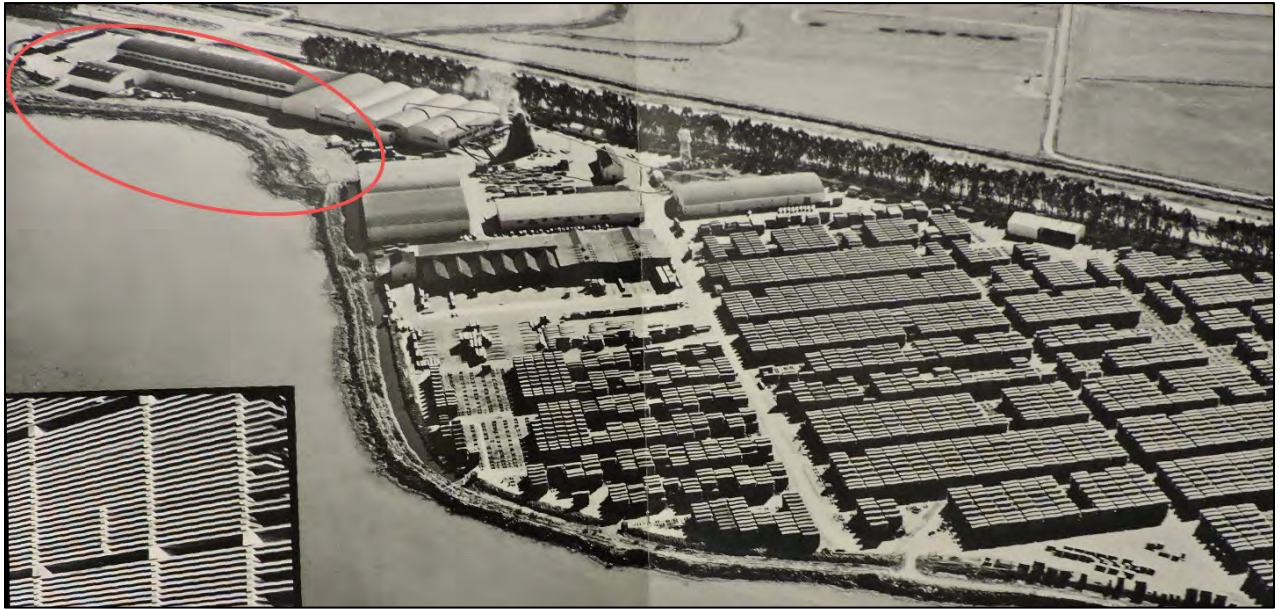
<sup>47</sup> "Airport to Boat Basin," Photo ID 2001.01.1954, March 1953, Shuster Collection, Humboldt Room Photograph Collection, Humboldt State University Special Collections.

<sup>48</sup> Cartwright Aerial Surveys, Flight ID CAS-1957, Frame Eureka-3, June 6, 1957.

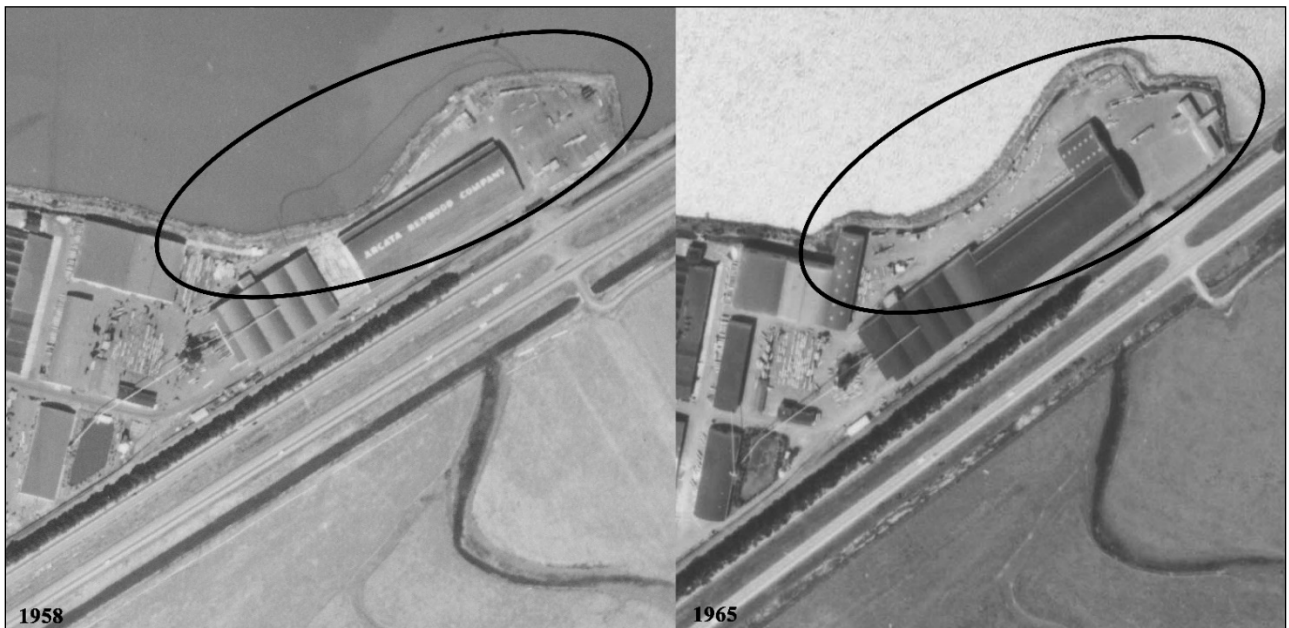


**Plate 7:** 1957 Sanborn map showing locations of remanufacturing buildings. Note the teepee burner below the planing mill (demolished 1969-1972).<sup>49</sup>

<sup>49</sup> Sanborn Map Company, *Eureka, Humboldt County, California* (New York, NY: Sanborn Map Company, 1957); CH2M Hill, Flight ID CH2M-1969-HC, Frame 16-10, August 25, 1969; HistoricAerials.com, 5151 N. US Highway 101, Eureka, CA, aerial photography [1972].



**Plate 8:** 1960 oblique aerial photograph of remanufacturing plant with newly reclaimed land in red circle. Note the tepee burner below the planing mill (demolished 1969-1972).<sup>50</sup>



**Plate 9:** Comparison aerial views of reclamation at the northeast section of the property that took place between 1958 & 1965. Note the formation of part of the new dike on the left.<sup>51</sup>

<sup>50</sup> Arcata Redwood Company, *The ARCO Story* (n.p.: n.p., no date), Lumber Companies – Arcata Redwood Co., Hum. Co. Collection to 1979, Humboldt Room, Humboldt State University, Arcata, CA.

<sup>51</sup> Humboldt County aerial, HU10-23, September 14, 1958, on file at the Humboldt County Department of Public Works; Humboldt County aerial, CVL-19FF-47, August 29, 1965, on file at the Humboldt County Department of Public Works.



**Plate 10:** 2003 aerial with 1973-2001 additions marked in red circles.<sup>52</sup>

*Architect William Van Fleet*

As noted, the only known architect or engineer for any of the buildings and structures on the former ARCO property is architect William Van Fleet who designed the main office building (**Plate 11**). Van Fleet was born in Point Richmond, California in 1915 and graduated from UC Berkeley's School of Architecture in 1938. After graduating, and marrying fellow architecture graduate Colette Sims, Van Fleet worked for the San Francisco firm E.J. Kump. During his time at the firm, Van Fleet honed his skills in school design. In 1952, Van Fleet moved to Eureka to join residential architect C. Raymond Hudson to establish the firm of Hudson and Van Fleet. At the new firm, Van Fleet worked primarily on residential designs, but left the partnership in 1954.<sup>53</sup> Once Van Fleet was on his own, he designed a number of school and civic buildings including the Del Norte County Courthouse (1955), Freshwater Elementary School (1955), Big Lagoon Elementary School (1957), Arcata Methodist Church (1957), and ARCO's new office building (1959). All of these designs featured redwood siding, most often as board-and-batten, gable roofs with exposed rafters, fixed ribbon windows, and many also had redwood finishes on the interior. The design of the Methodist Church and ARCO's office were strikingly similar with implementation of the same board-and-batten redwood siding, low-pitched gable roofs, fixed ribbon windows, as well as a tall, fixed wood

<sup>52</sup> Google Earth, 5151 N. US Highway 101, Eureka, CA, aerial imagery [2003].

<sup>53</sup> Legacy.com, "William Marby Van Fleet," <http://www.legacy.com/obituaries/times-standard/obituary.aspx?n=william-mabry-van-fleet&pid=122518768> (accessed November 2017); *Times Standard*, "William Van Fleet," May 9, 1952: 6; *Humboldt Standard*, "Exhibit By Eureka Architect Opens at Humboldt State," May 6, 1955: 2.

window below one gable end (**Plate 12** and **Plate 13**).<sup>54</sup> Van Fleet was a strong advocate for the use of redwood in construction. In a 1958 article, he noted that when he arrived in the area he was surprised that it was used so little, in the very region where it is produced, which he realized was because of the high cost of the material. Recognizing the increased price in the initial outlay, Van Fleet argued that the quality and longevity of the material would equate to savings over the lifetime of the building and continued to use redwood in his designs throughout his career in public and private designs.<sup>55</sup>

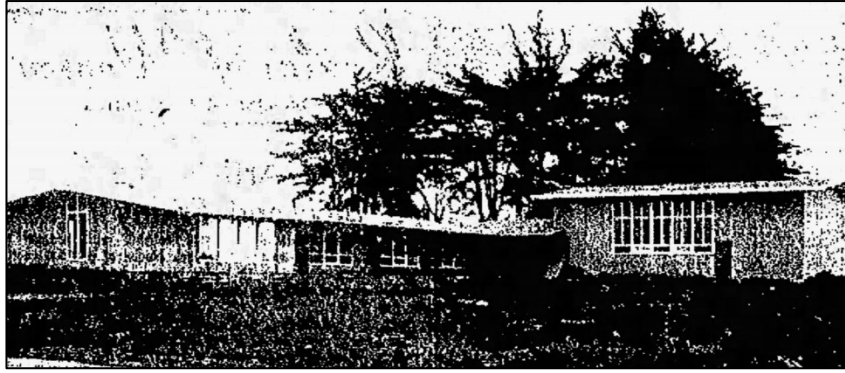


**Plate 11:** 2014 aerial photograph of ARCO's main office.<sup>56</sup>

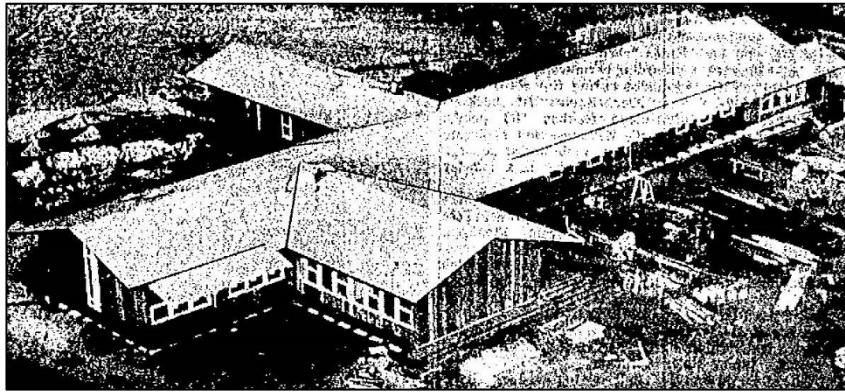
<sup>54</sup> *Times Standard*, "Del Norte Okays New Courthouse," February 7, 1965: 13; *Humboldt Standard*, "Architect Urges Greater Use of Redwood in This Region," April 24, 1968: 14; *Times Standard*, "Modern New Nine-Room Freshwater School Opened," April 1, 1955: 9; *Humboldt Standard*, "&160,000 Big Lagoon School Nearing Completion," April 23, 1958: 22; *Humboldt Standard*, "Local Woods, Glass Featured in Big Lagoon School," November 13, 1958: 19.

<sup>55</sup> *Humboldt Standard*, "Architect Urges Greater Use of Redwood in This Region," April 24, 1968: 14.

<sup>56</sup> Oblique aerial photographs taken of the property in 2014 were provided to JRP by Hank Seemann, Deputy Director – Environmental Services, Humboldt County Public Works Department.



**Plate 12:** Van Fleet's 1957 design for the Arcata Methodist Church.<sup>57</sup>



**Plate 13:** Van Fleet's 1959 design for ARCO's new, main office (Building 1).<sup>58</sup>

Van Fleet received awards for two of his designs during his career, both in the 1960s. The first was the private residence for Dr. and Mrs. Lee Burns in the Bayside Heights neighborhood in Arcata that garnered him the "Honor Award for Superior Design" from the Federal Housing Administration. The second was the Public Housing Authority's Award of Merit for Design Excellence for his design for a multi-site, 60-unit, low-cost housing development for the Eureka Housing Authority. This same project was also awarded the Governor's Design Award in the "Social Improvement" category on 1966. Van Fleet continued to work with the Eureka Housing Authority into the 1980s in addition to his other commissioned works, which included schools, churches, residences, as well as two phases of remodeling of the Humboldt County courthouse, often with the help of Colette. Van Fleet died in 2009.<sup>59</sup>

<sup>57</sup> *Humboldt Standard*, "Office Expansion," May 27, 1957: 5; *Humboldt Standard*, "'Do-It-Yourself' Way," April 23, 1960: 6.

<sup>58</sup> *Humboldt Standard*, "Arcata Redwood Company's New Office to Serve 'Dual Purpose,'" July 27, 1959: 16; *Humboldt Standard*, "Builders' Bids Called On 60 Low Rent Housing Units," May 17, 1963: 1; *Humboldt Standard*, [caption on photograph of new Wells Fargo bank building], July 3, 1963: 9; *Times Standard*, "Trinidad Home Frames Views," October 23, 1970: 38.

<sup>59</sup> *Humboldt Times*, "Two Accolades for Architect Van Fleet," November 8, 1964: 17; *Humboldt Standard*, "Eureka Architect Wins Governor's Design Award," January 5, 1967: 8; *Times Standard*, "Progress Helped By Weather," April 26, 1974: 29; *Times Standard*, "EHA Running Out of Space," February 15, 1980: 1; *Times Standard*, "Architect Feels Planning is the Answer," September 8, 1974; *Times Standard*, "Remodeling," February 9, 1977; *Press Democrat*,

## Lumber Mills

The historic context of lumber production in Humboldt County dates to the early 1850s when the first mill was built in Eureka. Expansion of the lumber industry in this region grew steadily until the late 1920s when expansion of the lumber production stalled for nearly two decades because of economic depression and war. There were over 50 Redwood mills operating in Humboldt County during the late nineteenth century, some being the largest and most modern in the state, but by the time the U.S. entered World War II in 1941, there were only 22. Following the war when ARCO built its various facilities, there was nationwide pent-up demand for lumber, which resulted in a resurgence of sawmills in Humboldt County.<sup>60</sup>

During World War II much of the Redwood lumber processing was consolidated with smaller, specific mill operations moved to larger mill sites. Many mills were overhauled, and lumber companies prospered greatly during the war as the need for all kinds of lumber, regardless of quality or cost, was needed for the war effort. The mills that survived the Depression of the 1930s saw a return to profits, and they put money back into milling equipment to meet increased war production. Large Redwood sawmills usually owned their own tracts of timber and when they obtained wartime contracts, logging and sawmill output was at near top capacity, some cutting up to 600,000 board feet of lumber a day.<sup>61</sup>

There were major shifts in the lumber industry in Humboldt County after World War II. In 1946 a 27-month-long strike began at all the major Redwood mills that created a large labor pool of unemployed mill workers. During the strike, multiple businessmen took the opportunity to start up lumber businesses of their own. Many of these new small mills only operated for a short time, but they changed the dynamic of the lumber business. At this time, lumber production in the county was still primarily geared toward Redwood lumber production, but in the post-war era small and medium sized Douglas fir mills became important to the local economy. Although Humboldt County was known for its Redwood, its largely untapped Douglas fir forests attracted lumbermen to the region as the old growth forests in the Pacific Northwest had been rapidly depleted during the war and new sources were sought. Prior to this period, Humboldt County Douglas fir was generally not considered economically feasible for harvest, but post-war demand for structural-grade building materials created a new market. Douglas fir production rose to account for 60 percent of lumber output in the county after 1948 and the number of active sawmills in Humboldt County nearly doubled in 1945 and 1946 from 49 to 99, and by the early 1950s, 70 percent of all jobs in

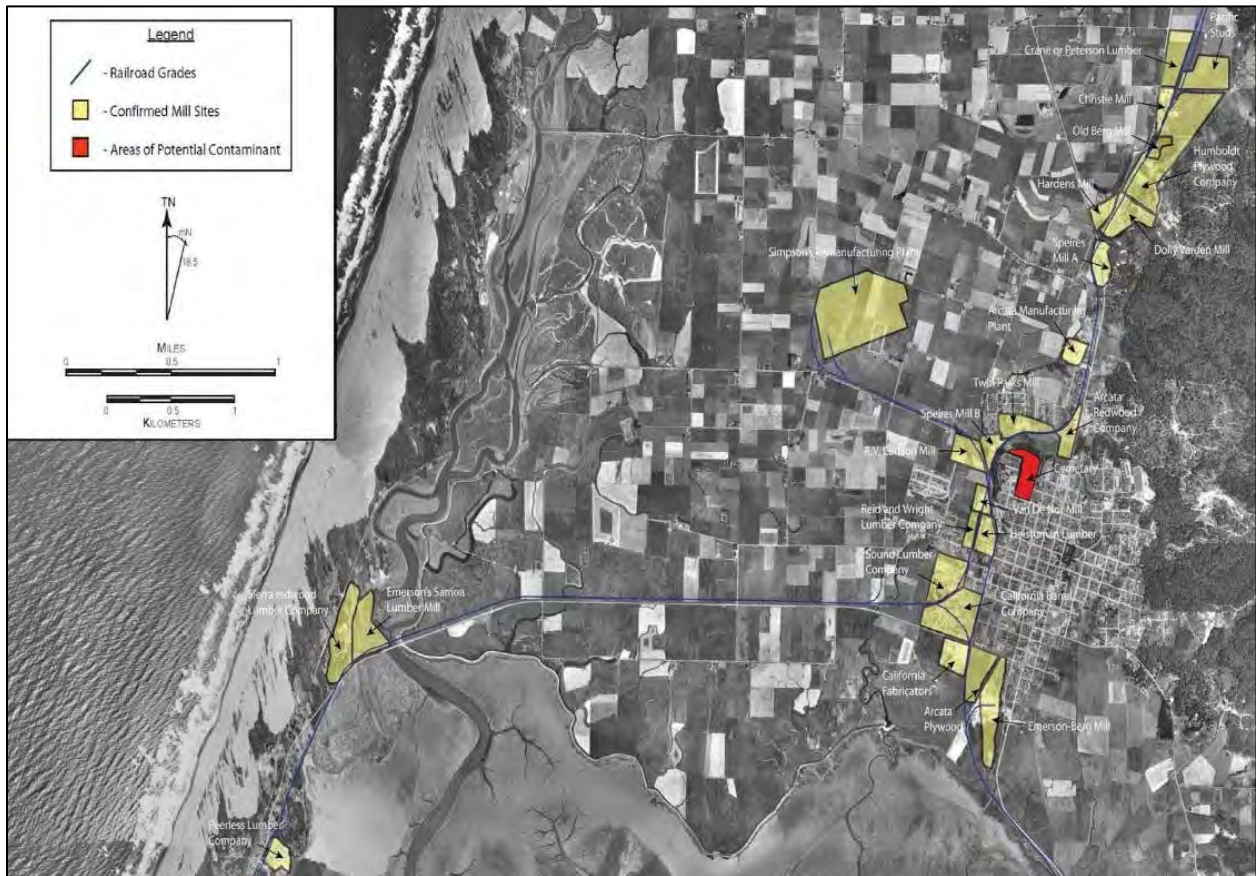
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“County Courthouse,” October 23, 1977; *Times Standard*, “Proposed Cyprus School Pool Project Reactivated,” January 21, 1976; *Times Standard*, “Van Fleet First Woman Architect in Area,” Octobers 26, 1978: 17; *Times Standard*, “Mattole School Building Slated For June Completion,” Octobers 27, 1983: 3.

<sup>60</sup> Kenneth Frederick Farnsworth III, *Gyppo Logging in Humboldt County: A Boom-Bust Cycle on the California Forest Frontier* (M.A. Thesis, Humboldt State University, July 1996), 47-48, 52; Henry J. Vaux, *Timber in Humboldt County* (Berkeley, CA: California Agricultural Experiment Station, College of Agriculture, University of California, February 1955), 5-6, 8-11, 44-45.

<sup>61</sup> Howard Brett Melendy, *One Hundred Years of the Redwood Lumber Industry, 1850-1950* (Ph.D., Stanford University, 1952), 216-217; Farnsworth, *Gyppo Logging in Humboldt County*, 47.

the county were directly or indirectly involved with the lumber industry, an increase from 50 percent in 1930.<sup>62</sup> Between 1942 and 1952, multiple small mills began to appear in clusters around Arcata, Bridgeville (in eastern Humboldt County), and Garberville (in southern Humboldt County). Arcata alone had nearly two dozen mills operating in the early 1950s, many situated along the NWPRR including ARCO (now CRC) (Map Reference 2) (see **Plate 14** and **Plate 15**).<sup>63</sup>

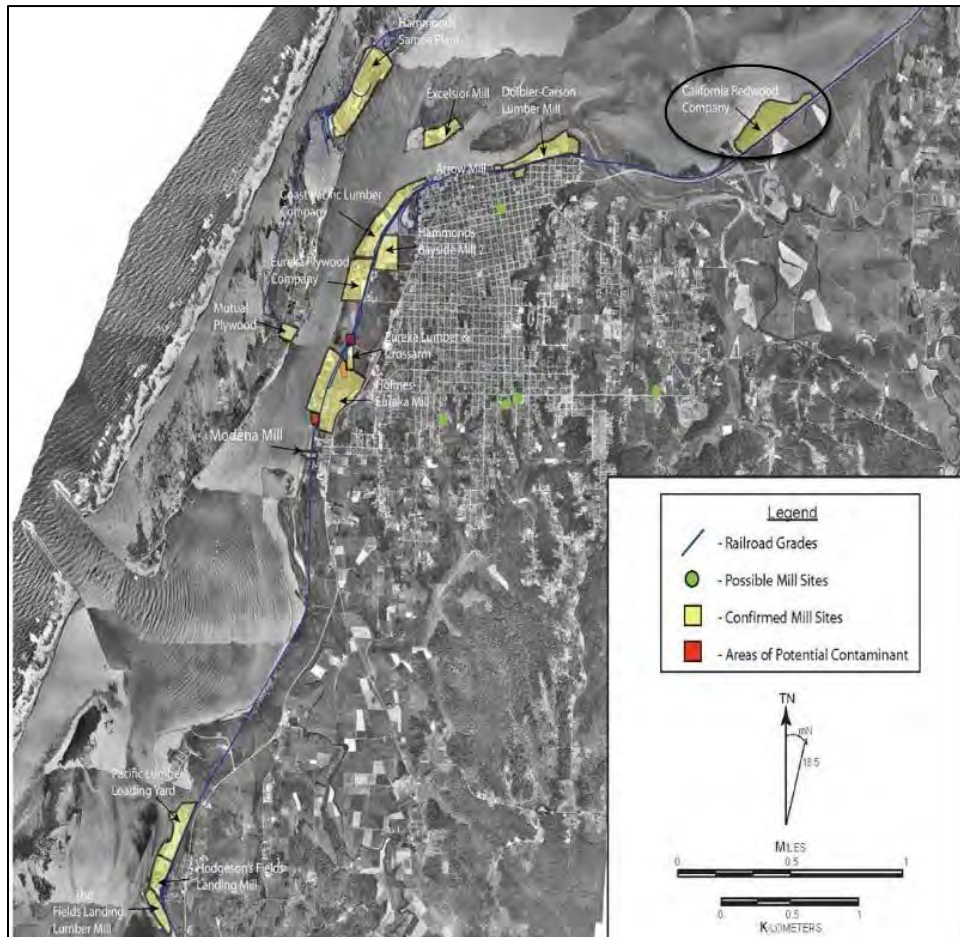


**Plate 14:** Arcata mill sites in 1952.<sup>64</sup>

<sup>62</sup> Vaux, *Timber in Humboldt County*, 5-6, 8-11, 44-45; Farnsworth, *Gyppo Logging in Humboldt County*, 4, 47-48, 52-54; Melendy, *One Hundred Years of the Redwood Lumber Industry*, 217-218, 248;

<sup>63</sup> Redwood Lumber Manufacturers Association, *The Home of the Redwood: A Souvenir of the Lumber Industry of California* (San Francisco, CA: Pacific Coast Wood and Iron, 1897), 45; A small mill produced less than 10 million board feet, medium 10-24.9 million board feet, and large 25 million board feet or more. Information from the Division of Economic, California Forest and Range Experiment Station, U.S. Forest Service, in Vaux, *Timber in Humboldt County*, 45; Farnsworth, *Gyppo Logging in Humboldt County*, 47-48, 52; Henry J. Vaux, *Timber in Humboldt County* (Berkeley, CA: California Agricultural Experiment Station, College of Agriculture, University of California, February 1955), 5-6, 8-11, 44-45; Farnsworth, *Gyppo Logging in Humboldt County*, 61.

<sup>64</sup> Base map from Jerry Rohde and Merle Shuster, *Humboldt Bay Historic & Cultural Resource Characterization & Roundtable*, prepared with Planwest Partners Inc., prepared for the NOAA Coastal Services Center (2008), 73, map edited by JRP with insertion of legend.



**Plate 15:** Eureka mill sites in 1952, ARCO circled (labeled as California Redwood Co.).<sup>65</sup>

Of the post-war redwood products made in Humboldt County, 25 percent was secondary manufacturing that produced tanks and cooling tower components, along with other specialized products such as caskets, furniture, and custom millwork. Redwood from Arcata and Humboldt County was shipped all over the state, throughout the U.S., and to other parts of the world. Although post-war growth brought many new mills to the county, by 1951 less than twenty percent of mills produced Redwood as their principal output, with the largest mills produced nearly 70 percent of the county’s redwood lumber. Douglas fir production reached 810 million board feet, far out pacing Redwood at 394 million board feet.<sup>66</sup>

The post-war lumber boom was short lived. While there was dramatic increase in Douglas fir logging and milling in the 1940s and early 1950s, by the end of the 1950s a lumber recession hit Humboldt County because of a variety of factors. Mills were running out of timber after rampant

<sup>65</sup> Base map from Jerry Rohde and Merle Shuster, *Humboldt Bay Historic & Cultural Resource Characterization & Roundtable*, prepared with Planwest Partners Inc., prepared for the NOAA Coastal Services Center (2008), 73, map edited by JRP with insertion of circle and legend.

<sup>66</sup> Vaux, *Timber in Humboldt County*, 9-11.

harvesting when trees were plentiful and the market demand was high. Some mills also lacked sufficient funds to repair or upgrade milling equipment. Clear cutting Redwood in the 1930s before selective cutting was adopted and unwise cutting practices of Douglas fir in the 1940s resulted in millions of acres of unstocked or poorly stocked timberlands. Reforestation obstacles such as fires, animal damage to new tree growth, and non-sustainable timber harvesting practices depressed the lumber and local economy of Humboldt County. Of the 380 mills operating in 1956, only 166 were operating a year later. From the 1960s and onwards, there was a general downward trend across the lumber industry from logging to sawmills and millwork.<sup>67</sup> By 1961, mill closures, either temporary or permanent, was a primary factor in the nearly 17% unemployment rate in the county. Improvements in automated mill technology made it possible to process lumber with a smaller workforce, and many of the larger mills that existed after the closure of many small mills, began consolidation. By the 1980s only there were only four major lumber processors in the county and by 2008 only two were active, Sierra Pacific and the Simpson Timber Company.<sup>68</sup>

*Arcata Redwood Company (California Redwood Company)*

ARCO president and general manager, Howard Allison Libbey, Jr. formed and lead his company for 28 years. Libbey was born in Eureka in January 1897, four months after his father's death. The youngest of three children, Libbey took a job as a stenographer at the Little River Railroad Company after completing high school in 1916. Upon his return to Humboldt County after serving in World War I, Libbey got his first job in the lumber industry when he worked as a cashier for the Little River Redwood Company in the company town of Crannell. By 1931 he rose in the ranks to general manager of the company and was head of the staff house for office employees. The mill merged with the Hammond Lumber Company in 1931 and Libbey quit, later moving to Crescent City to serve as the general manager of the Hobbs Wall Lumber Company until 1936.<sup>69</sup>

In 1939 Libbey, and a small group of men, pooled together funds to buy the old Port Orford cedar mill in Arcata, just across the highway from Humboldt State Normal School, and formed ARCO. Libbey appointed himself president and general manager of his company, which he served as until his retirement in 1967. The small mill was purchased by the Hill-Davis Company in 1945, but

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<sup>67</sup> Farnsworth, *Gyppo Logging in Humboldt County*, 92-94.

<sup>68</sup> J. Dwight O'Dell, "An Editor Looks at the Main Resource of His Region-Timber!" speech given to the Society of American Foresters, Northern California Section, May 26, 1961, on file at the Humboldt Room Special Collections, Eureka Branch, Humboldt County Public Library; *Times-Standard*, "Congress May Act on Strike: Administration Seeks Quick End to Railroad Dispute," September 21, 1982; George Draffan, *Profile of Sierra Pacific Industries*, Foundation for Deep Ecology, August 2014, 43-45.

<sup>69</sup> *Times-Standard*, "Libbey New CRA Head," October 6, 1958: 19; California, San Francisco Area Funeral Home Records, 1895-1985 for Howard A. Libbey, available at Ancestry.com (accessed September 2017); U.S. World War I Draft Registration Cards, 1917-1918 for Howard A. Libbey, available at Ancestry.com (accessed September 2017); FindaGrave, "Howard Allison Libby," available at Findagrave.com (accessed September 2017); 1920 Census, Population Schedule, California, Humboldt County, Trinidad Township, Supervisor's District No. 1, Enumeration District No. 71, Sheet 1B; 1930 Census, Population Schedule, California, Humboldt County, Trinidad Township, Crannell, Supervisor's District No. 1, Enumeration District No. 12-51, Sheet 6B; *Humboldt Times*, "Howard A. Libbey Honored at Banquet," March 31, 1967: 16.

continued to operate under its name. The acquisition resulted in access to 22,000 acres of timber land and soon a larger plant was needed to increase lumber production.<sup>70</sup>

As discussed above, Libbey purchased the property at 5151 US Highway 101 (Map Reference 2) in 1948 to serve as a drying yard for lumber produced at Mill A & Mill B. By 1952, the drying yard expanded to a processing plant with dry kilns, a planing mill, and dry sheds and eventually the Arcata ARCO location was abandoned.

After the post-war lumber boom, ARCO looked to diversify its holdings. In 1964 ARCO formed a subsidiary called Arcata National Company (ANC) to purchase the country's sixth largest printing firm. Three years later, when Libbey retired, the company reorganized and made Arcata National Company the parent company, and ARCO the subsidiary. By the end of the 1960s, ARCO had a reputation for high-quality kiln dried lumber including exterior siding, interior paneling, caskets and cigar box wood.<sup>71</sup>

A major turning point in ARCO's history began in 1968 when President Lydon B. Johnson signed a bill that created a 30,000-acre Redwood National Park outside of Orick. Of the 30,000-acres, 10,500-acres consisted of ARCO timberland, nearly half of their entire land holdings. A second acquisition of 10,500-acres by the federal government for the expansion of the park took place in 1978. After losing nearly all of their timberlands, ARCO purchased nearly 75,000-acres of timberland in Humboldt and Del Norte counties with the monies received from the federal government.<sup>72</sup>

In 1988, a decade after the last National Park acquisition, ARCO was purchased by the Simpson Timber Company. The sale secured 78,000 of timberland in Humboldt, Del Norte, and Trinity counties, the sawmill in Orick, and the ARCO remanufacturing plant. At the time of the sale, ARCO had 250 employees, 90 of which worked at the remanufacturing plant on Highway 101, and had to reapply with Simpson. Terms of the sale turned ARCO into a subsidiary of Simpson Timber, and

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<sup>70</sup> Shuster, "Arcata Cemetery – HSTC," Photo ID 2001.01.0221, January 15, 1947, Shuster Collection, Humboldt Room Photograph Collection, Humboldt State University Library, Arcata, California; Lynwood Carranco and John T. Labbe, *Logging the Redwoods* (Caldwell, ID: Caxton Printers, Ltd., 1996), 128; United States, *Redwood National Park: Hearings Before the Subcommittee on National Parks and Recreation of the Committee on Interior and Insular Affairs, House of Representatives, Ninetieth Congress, Second Session, on H.R. 1311, and Related Bills.*, Part II (Washington, D.C.: U.S. Government Printing Office, 1968), 454-455; *Humboldt Times*, "Howard A. Libbey Honored at Banquet," March 31, 1967: 16.

<sup>71</sup> George Knab, "A Lumberman's Odyssey in the Land of the Redwoods," *Humboldt Historian* 29, No. 1 (January-February 1981), 3-5; United States, *Redwood National Park*, 454; *Humboldt Times*, "Changes at ARCO Set, Miller Named," April 26, 1967.

<sup>72</sup> *Times-Standard*, "Redwoods: Groves Bought At Fair Market Value," December 6, 1992; *Times-Standard*, [advertisement], August 4, 1989: 5; Lynwood Carranco, *Redwood Lumber Industry* (San Marino, CA: Golden West Books, 1982), 185-189.

continued operations under its own name.<sup>73</sup> Simpson Timber Company decided to close the remanufacturing plant in January 1989, but the closure was short-lived and the remanufacturing plant continued operations, but on a smaller scale.<sup>74</sup>

ARCO's ownership changed again in 2006 when Green Diamond split from Simpson Timber Company and formed the CRC. The company merged with Samoa Properties, and Arcata Redwood LLC in 2013 and the ARCO remanufacturing plant was officially changed to the CRC. The following year, Green Diamond made the decision to close the remanufacturing plant and sell off any remaining lumber stock.<sup>75</sup>

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<sup>73</sup> *Times-Standard*, [advertisement], August 4, 1989: 5; *Times-Standard*, "Arcata Redwood Buyout," April 29, 1988; Senate Committee on Natural Resources and Wildlife, *Impact of President Clinton's Forest Plan California's Economy and Environment – Summary and Written Statements* (Sacramento, CA: California Senate, 1993), 151.

<sup>74</sup> *The Union*, "Simpson to Close Arcata Remanufacturing Plant; 93 Workers Face Loss of Jobs," October 21, 1988; GoogleEarth, 5151 US 101 North, Eureka, CA, historical aerial photography (1989, 1990, 1993, 2003).

<sup>75</sup> *North Coast Journal*, "Korbel Mill for Sale," October 14, 2014, available at <https://www.northcoastjournal.com/NewsBlog/archives/2014/10/14/korbel-mill-for-sale> (accessed October 2017); Linda Stansberry, "Red and Gold Greenwashing," <http://www.hrllc.com/news/red-and-gold-greenwashing/> (accessed October 2017); Humboldt County Recorder, Articles of Merger, Document No. 2013-001985, January 28, 2013.

**4. FINDINGS AND CONCLUSIONS**

JRP prepared this HRER as part of the Humboldt Bay Trail South Project. Three resources in the APE required evaluation: NWPRR segment in the City of Eureka between the intersection of Y and 1<sup>st</sup> streets on the west and approximately 925-feet east of the eastern approach of the modern Eureka Slough railroad bridge, on the east (Map Reference 1), former ARCO site at 101 N. US Highway 101, Eureka, (Map Reference 2), and an update evaluation of the Eucalyptus tree row located between US Highway 101 and the NWPRR (Map Reference 3). The update evaluation concluded that the previous finding regarding the Eucalyptus tree row is still valid. Thus, this report concludes that none of the properties evaluated meet the criteria for listing in the NRHP, CRHR, or the City of Eureka Local Register of Historic Places, and they are not historical resources for the purposes of CEQA. The tables below summarize the results of this report for the historic resources within the APE. Evaluations of the two properties inventoried for this report are provided on DPR 523 forms in **Appendix B**.

- Historic properties listed in the NRHP: **None**
- Historic properties previously determined eligible for the NRHP: **None**
- Historic properties previously determined ineligible for the NRHP:

Name	Address / Location	County	OHP Status Code <sup>76</sup>	Map Reference
Segment of the Northwestern Pacific Railroad	Arcata (Vicinity); Gannon Slough to Eureka Slough	Humboldt	6Y	n/a <sup>77</sup>
Eucalyptus tree row	N. US Highway 101, Eureka	Humboldt	6Y	3 <sup>78</sup>
Bracut Industrial Park	4051-4065 N. US Highway 101, Eureka	Humboldt	6Z	n/a <sup>79</sup>

<sup>76</sup> For complete list of OHP Status Codes visit <http://ohp.parks.ca.gov/pages/1069/files/chrstatus%20codes.pdf>.

<sup>77</sup> JRP Historical Consulting Services, “Historic Resources Evaluation Report Route 101 Eureka-Arcata Corridor Highway Improvement Project,” 2004; SHPO concurred in this evaluation on November 29, 2006 (Reference No. FHWA 061012A).

<sup>78</sup> JRP Historical Consulting Services, “Historic Resources Evaluation Report Route 101 Eureka-Arcata Corridor Highway Improvement Project,” 2004; SHPO concurred in this evaluation on November 29, 2006 (Reference No. FHWA 061012A). As noted herein, an update evaluation of the tree row was prepared for this HRER because of the passage of time since the previous recordation, comments received from the Eureka Heritage Society, and the presentation of new information regarding the origin of the trees. The update evaluation in Appendix B concluded that the previous finding is still valid.

<sup>79</sup> JRP Historical Consulting, LLC, “Historical Resources Evaluation Report, Phase II Arcata Rail with Trail Connectivity Project,” City of Arcata, Humboldt County, California, 2014; SHPO concurred in this evaluation on October 29, 2015 (Reference No. FHWA\_2015\_0928\_002).

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

Name	Address / Location	County	OHP Status Code	Map Reference
Segment of the Northwestern Pacific Railroad	Eureka Slough to intersection of Y & 1 <sup>st</sup> streets in Eureka	Humboldt	6Z	1
Former Arcata Redwood Company	5151 N. US Highway 101, Eureka	Humboldt	6Z	2

- Historical resources for the purposes of CEQA: **None**
- 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:

Name	Address / Location	County	OHP Status Code	Map Reference
Segment of the Northwestern Pacific Railroad	Gannon Slough, Arcata (Vicinity) to Eureka Slough to intersection of Y & 1 <sup>st</sup> streets in Eureka	Humboldt	6Y	1
Former Arcata Redwood Company	5151 N. US Highway 101, Eureka	Humboldt	6Z	2
Eucalyptus tree row	N. US Highway 101, Eureka	Humboldt	6Y	3
Bracut Industrial Park	4051-4065 N. US Highway 101, Eureka	Humboldt	6Z	n/a

Heather Miller, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as a Historian, has determined that all other properties present within the APE, including state-owned resources, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation). These include Property Type 1: Minor, ubiquitous, or fragmentary infrastructure elements (including billboards), Property Type 3: buildings and structures that are so altered that they appear less than 30 years old, and Property Type 4: buildings and structures that are 30 to 50 years old.

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## **6. PREPARERS' QUALIFICATIONS**

This HRER was conducted under the general direction of Christopher D. McMorris (M.S., Historic Preservation, Columbia University, New York), a Partner at JRP with over 19 years of experience conducting these types of studies. Mr. McMorris provided overall project direction and guidance; conducted research; and reviewed and edited this report. Based on his level of experience and education, Mr. McMorris qualifies as an architectural historian and historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP Staff Historian Heather Miller (M.A., Public History, California State University, Sacramento) conducted fieldwork and research, and prepared this report and DPR 523 forms. Ms. Miller has seven years of experience and qualifies as a historian and architectural historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61). She also meets Caltrans' Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as a Principal Architectural Historian.

Research Assistant Shelby Kendrick (M.A., Public History, California State University, Sacramento), assisted in fieldwork, research, and preparation of DPR 523 forms.

**APPENDIX A**

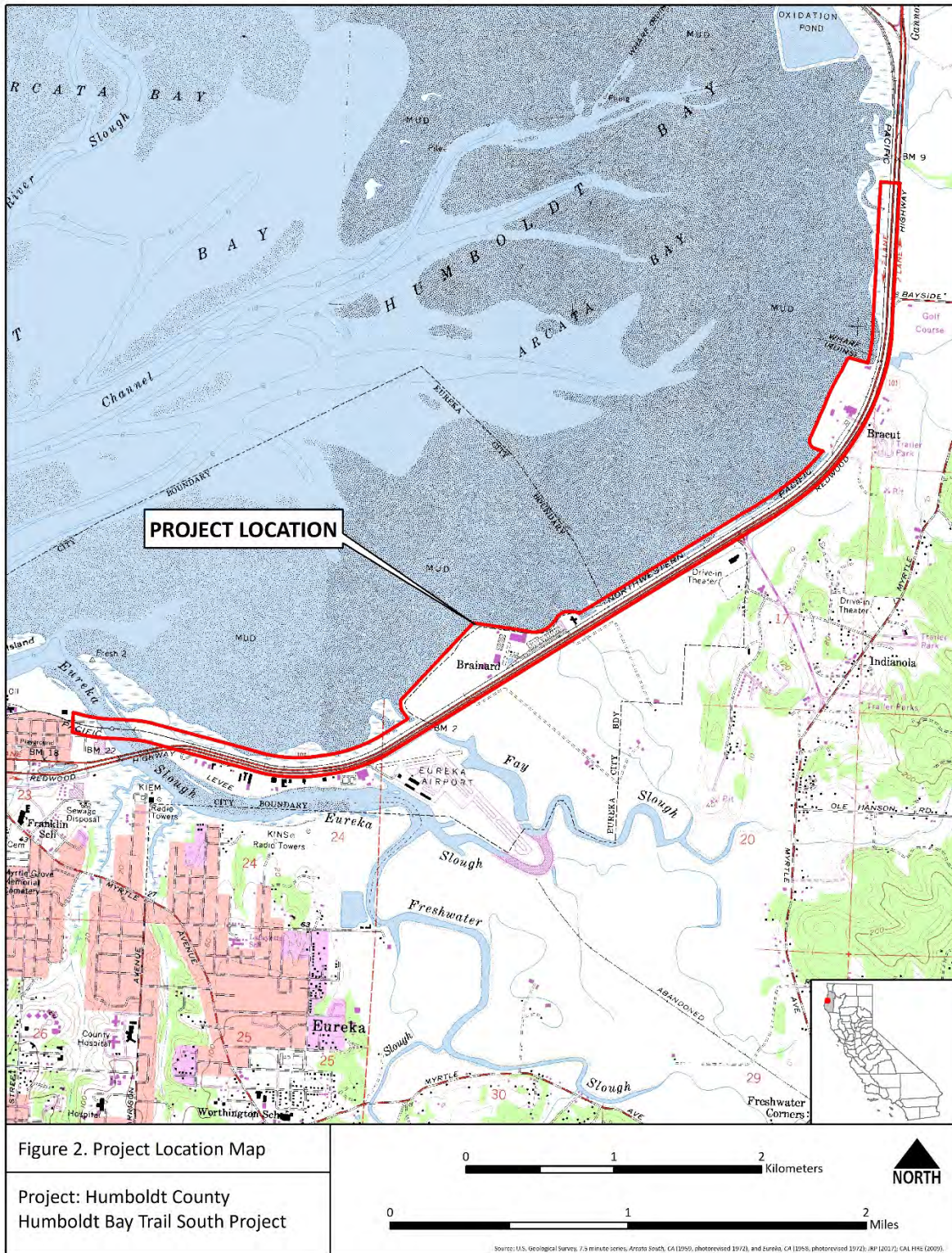
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**Maps**



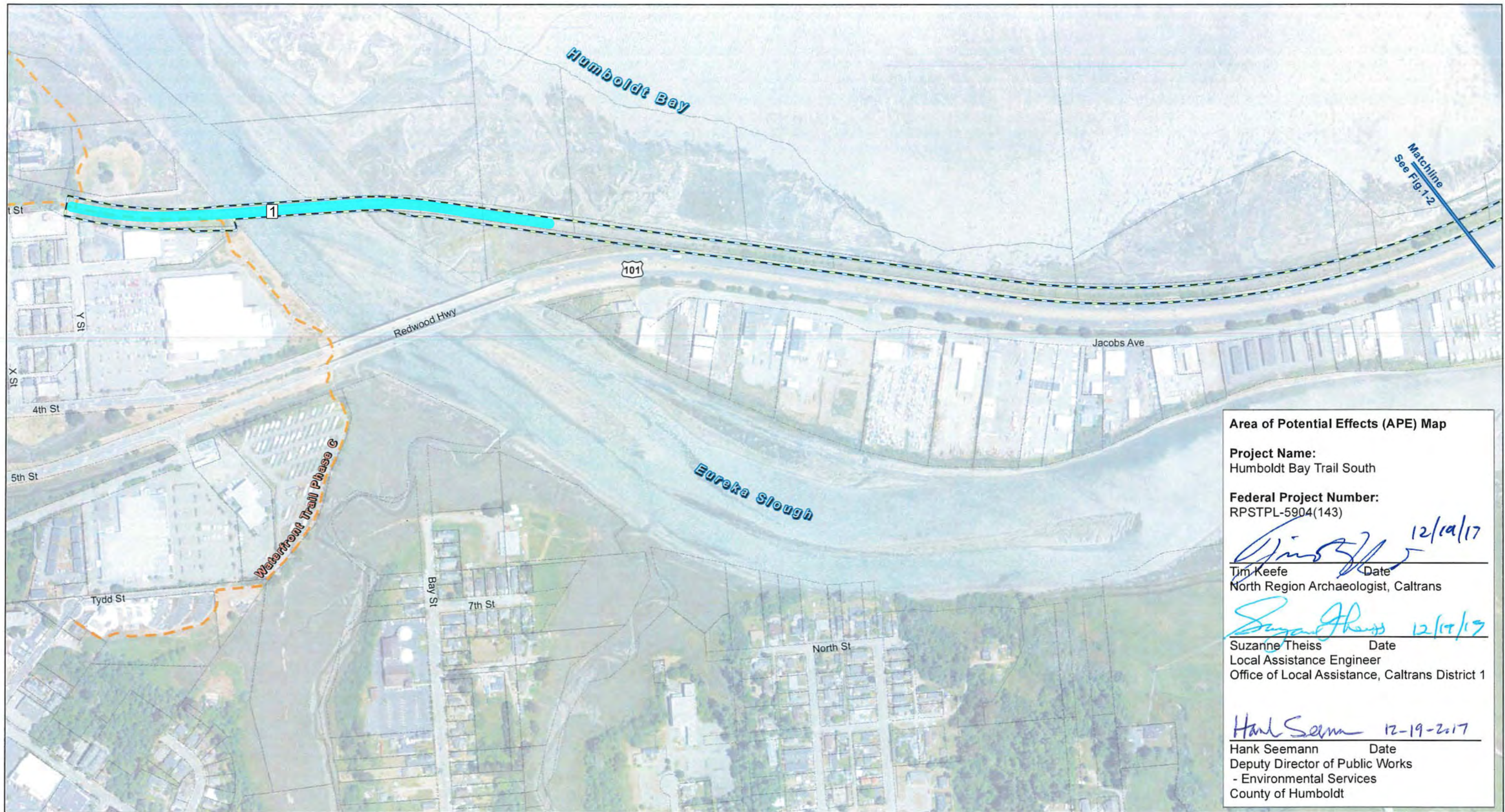
<p>Figure 1. Project Vicinity Map</p>	
<p>Project: Humboldt County Humboldt Bay Trail South Project</p>	<p>Source: RP120375-CAL-HRS (2/2003)</p>

**Figure 1. Project Vicinity Map**



**Figure 2. Project Location Map**

**Figure 3. APE Maps**



**Area of Potential Effects (APE) Map**

**Project Name:**  
Humboldt Bay Trail South

**Federal Project Number:**  
RPSTPL-5904(143)

*Tim Keefe* 12/19/17  
 \_\_\_\_\_ Date  
 Tim Keefe  
 North Region Archaeologist, Caltrans

*Suzanne Theiss* 12/17/17  
 \_\_\_\_\_ Date  
 Suzanne Theiss  
 Local Assistance Engineer  
 Office of Local Assistance, Caltrans District 1

*Hank Seemann* 12-19-2017  
 \_\_\_\_\_ Date  
 Hank Seemann  
 Deputy Director of Public Works  
 - Environmental Services  
 County of Humboldt

Paper Size 11" x 17" (ANSI B)  
 Reference Scale (1:4800)  
 0 400 800  
 Feet  
 Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California I FIPS 0401 Feet



- Area of Potential Effect
- Approx. Parcel Boundary
- Humboldt Bay Trail North
- Eureka Waterfront Trail Phase C

Map Reference Number  
 Current Survey



Humboldt County Public Works Department	Job Number	11110166
Humboldt Bay Trail - Bay Trail South (Eureka to Bracut)	Revision	B
	Date	18 Dec 2017

**Area of Potential Effect Figure 3A**

G:\11111110166 Humboldt Bay Trail South PA&ED PS&E\08-GIS\Maps\Figures\11110166\_01\_APE\_MB\_Signatures\_RevB.mxd  
 © 2016. While every care has been taken to prepare this map, GHD (and DATA CUSTODIAN) make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason.  
 Data source: Aerial: NAIP USDA. Created by: gldavidson



**Area of Potential Effects (APE) Map**

Project Name:  
Humboldt Bay Trail South

Federal Project Number:  
RPSTPL-5904(143)

*Tim Keefe* 12/19/17  
 Tim Keefe Date  
 North Region Archaeologist, Caltrans

*Suzanne Theiss* 12/19/17  
 Suzanne Theiss Date  
 Local Assistance Engineer  
 Office of Local Assistance, Caltrans District 1

*Hank Seemann* 12-19-2017  
 Hank Seemann Date  
 Deputy Director of Public Works  
 - Environmental Services  
 County of Humboldt

Paper Size 11" x 17" (ANSI B)  
 Reference Scale (1:4800)

0 400 800  
 Feet

Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California I FIPS 0401 Feet



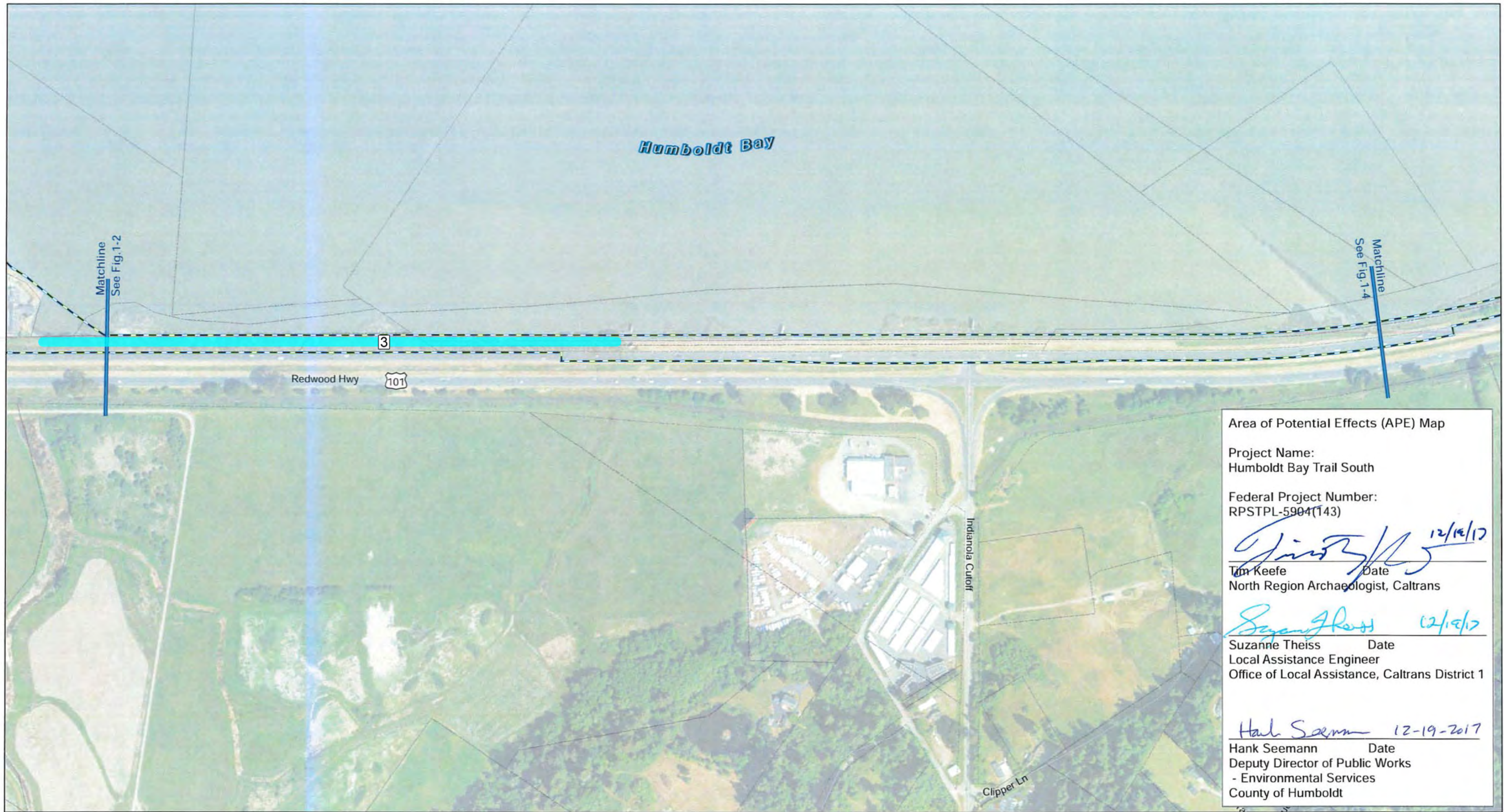
- Area of Potential Effect
- Approx. Parcel Boundary
- Humboldt Bay Trail North
- Eureka Waterfront Trail Phase C

Map Reference Number Current Survey



Humboldt County Public Works Department Job Number 11110166  
 Humboldt Bay Trail - Bay Trail South (Eureka to Bracut) Revision B  
 Date 18 Dec 2017

**Area of Potential Effect Figure 3B**



**Area of Potential Effects (APE) Map**

Project Name:  
Humboldt Bay Trail South

Federal Project Number:  
RPSTPL-5904(143)

*Tim Keefe* 12/16/17  
Date  
North Region Archaeologist, Caltrans

*Suzanne Theiss* 12/19/17  
Date  
Local Assistance Engineer  
Office of Local Assistance, Caltrans District 1

*Hank Seemann* 12-19-2017  
Date  
Deputy Director of Public Works  
- Environmental Services  
County of Humboldt

Paper Size 11" x 17" (ANSI B)  
Reference Scale (1:4800)

0 400 800  
Feet

Map Projection: Lambert Conformal Conic  
Horizontal Datum: North American 1983  
Grid: NAD 1983 StatePlane California I FIPS 0401 Feet



- Area of Potential Effect
- Approx. Parcel Boundary
- Humboldt Bay Trail North
- Eureka Waterfront Trail Phase C
- Map Reference Number Current Survey



Humboldt County Public Works Department  
Humboldt Bay Trail - Bay Trail South  
(Eureka to Bracut)

Job Number 11110166  
Revision B  
Date 18 Dec 2017

**Area of Potential Effect** **Figure 3C**



Area of Potential Effects (APE) Map

Project Name:  
Humboldt Bay Trail South

Federal Project Number:  
RPSTPL-5904(143)

*Tim Keefe* 12/19/17  
 Tim Keefe Date  
 North Region Archaeologist, Caltrans

*Suzanne Theiss* 12/19/17  
 Suzanne Theiss Date  
 Local Assistance Engineer  
 Office of Local Assistance, Caltrans District 1

*Hank Seemann* 12-19-2017  
 Hank Seemann Date  
 Deputy Director of Public Works  
 - Environmental Services  
 County of Humboldt

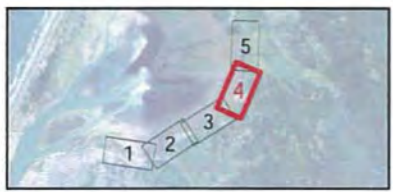
Paper Size 11" x 17" (ANSI B)  
 Reference Scale (1:4800)

0 400 800  
 Feet

Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California I FIPS 0401 Feet



- Area of Potential Effect
- Humboldt Bay Trail North
- Eureka Waterfront Trail Phase C
- Map Reference Number Current Survey
- Approx. Parcel Boundary



Humboldt County Public Works Department Job Number 11110166  
 Humboldt Bay Trail - Bay Trail South (Eureka to Bracut) Revision B  
 Date 18 Dec 2017

Area of Potential Effect Figure 3D



Area of Potential Effects (APE) Map

Project Name:  
Humboldt Bay Trail South

Federal Project Number:  
RPSTPL-5904(143)

*Jim Keefe* 12/18/17  
Date  
North Region Archaeologist, Caltrans

*Suzanne Theiss* 12/19/17  
Date  
Local Assistance Engineer  
Office of Local Assistance, Caltrans District 1

*Hank Seemann* 12-19-2017  
Date  
Deputy Director of Public Works  
- Environmental Services  
County of Humboldt

Paper Size 11" x 17" (ANSI B)  
Reference Scale (1:4800)

0 400 800  
Feet

Map Projection: Lambert Conformal Conic  
Horizontal Datum: North American 1983  
Grid: NAD 1983 StatePlane California I FIPS 0401 Feet



- Area of Potential Effect
- Humboldt Bay Trail North
- Humboldt Bay Trail South
- Eureka Waterfront Trail Phase C
- Map Reference Number Current Survey
- Approx. Parcel Boundary



Humboldt County Public Works Department  
Humboldt Bay Trail - Bay Trail South  
(Eureka to Bracut)

Job Number 11110166  
Revision B  
Date 18 Dec 2017

Area of Potential Effect Figure 3E

G:\11111110166 Humboldt Bay Trail South PA&ED PS&E\08-GIS\Maps\Figures\11110166\_01\_APE\_MB\_Signatures\_RevB.mxd  
© 2016. While every care has been taken to prepare this map, GHD (and DATA CUSTODIAN) make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason.  
Data source: Aerial: NAIP USDA, Created by: gldavidson

**APPENDIX B**

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**DPR 523 Forms**

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 \_\_\_\_\_

**P1. Other Identifier:** Northwestern Pacific Railroad

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

\*b. USGS 7.5' Quad Arcata South 1959 photorevised 1972 T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ ¼ of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address \_\_\_\_\_ City Arcata Zip 95521

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)

See Linear Feature Records

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

This form inventories an approximately 0.43-mile portion of the former Northwestern Pacific Railroad (NWPRR) located in Eureka between the intersection of Y and 1<sup>st</sup> streets on the west and approximately 925-foot east of the eastern approach of the modern Eureka Slough railroad bridge, on the east. The railroad line recorded (three points) consists of a single set of tracks with rails, which are both at grade and elevated, and a modern bridge. Additionally, no railroad service buildings (e.g., stations, line shacks, or towers) are located along this stretch of tracks. The railroad is no longer in service and much of the track is covered in heavy vegetation.

**P3b. Resource Attributes:** (List attributes and codes) (HP39) Railroad grade

\*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:** (View, date, accession #)

Photograph 1: Point 2, railroad track and modern bridge, crossing over Eureka Slough, camera facing northeast, October 25, 2017.

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
1901, Fred A. Stindt and Guy L. Dunscomb, *The Northwestern Pacific Railroad: Redwood Empire Route*

\*P7. Owner and Address:  
North Coast Rail Authority  
419 Talmage Road, Suite M  
Ukiah, CA 95482

\*P8. Recorded by: (Name, affiliation, address)  
Heather Miller & Shelby Kendrick  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618

\*P9. Date Recorded: October 25, 2017

\*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, Humboldt Bay Trail South, City of Eureka, Humboldt County, California," prepared for Humboldt County Public Work and Caltrans District 1, 2018.

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

B1. Historic Name: Northwestern Pacific Railroad

B2. Common Name: Northwestern Pacific Railroad / North Coast Railroad

B3. Original Use: Railroad B4. Present Use: Railroad

\*B5. Architectural Style: None

\*B6. Construction History: (Construction date, alteration, and date of alterations) Rail line constructed 1901; Replacement bridge constructed in 1976; other alterations unknown date(s).

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

\*B8. Related Features: \_\_\_\_\_

B9. Architect: n/a b. Builder: California & Northern Railway

\*B10. Significance: Theme Railroad Area Humboldt Bay

Period of Significance n/a Property Type railroad Applicable Criteria n/a

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

Portions of the NWPRR have been previously recorded and evaluated (see evaluation below for full discussion). This recordation and evaluation of this 0.43-mile section is a continuation of those previous efforts.

The portion of the NWPRR evaluated on this form does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor as an eligible property on the City of Eureka Local Register of Historic Places, and it does not appear to be a historical resource for the purposes of CEQA. 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 form does not record or evaluate the entire NWPRR, instead, for the purposes of the proposed project cited in field P11, it records and evaluates only the approximately 0.43-mile portion of the line in the City of Eureka. (See Continuation Sheet.)

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

\*B12. References: Fred A. Stindt and Guy L. Dunscomb, *The Northwestern Pacific Railroad: Redwood Empire Route* (Redwood City and Modesto, CA: Fred A. Stindt and Guy L. Dunscomb, 1964); *Northwestern Pacific Railroad, Re-Driving of the Golden Spike: Northwestern Pacific Rail Service Restored After 1964 Flood Damage* (Northwestern Pacific Railroad Company, 1965), n.p; and see footnotes.

B13. Remarks:

\*B14. Evaluator: Heather Miller

\*Date of Evaluation: November 2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet.

**L1. Historic and/or Common Name:** Northwestern Pacific Railroad

**L2a. Portion Described:**  Entire Resource Segment  Point Observation **Designation:** Point 1

**\*b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 10; 403997 mE/ 4517877 mN

**L3. Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This point of the NWPRR is a single track, set above grade on a three-foot berm with a gravel ballast and timber ties (**Photograph 2**). The point is on the east side of Eureka Slough where the railroad stops running parallel to Highway 101. The tracks are visible from across a ditch that runs parallel to the tracks, but ditch conditions prevented a close view (**Photographs 2 & 3**)

**L4. Dimensions:** (in feet for historic features and meters for prehistoric features)

**L5. Associated Resources:**  
None

**L4e. Sketch of Cross-Section** (include scale) Facing: \_\_\_\_\_

See Photograph 2.

**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

This section of the railroad is located north of Highway 101 and northwest from light industrial area located along Jacob Avenue.

**L7. Integrity Considerations:**  
None

**L8a. Photograph, Map, or Drawing.**



**L8b. Description of Photo, Map, or Drawing:**

**Photograph 2:** Northwestern Pacific Railroad abandoned track at Point 1, camera facing northwest, October 26, 2017.

**L9. Remarks:**

**L10. Form prepared by:** (Name, affiliation, address)

Heather Miller and Shelby Kendrick  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618

**L11. Date:** October 25, 2017

Page 4 of 15

\*Recorded by H. Miller & S. Kendrick \*Date October 25, 2017

\*Resource Name or # (Assigned by recorder) Map Reference 1

Continuation  Update

**L8a. Photograph (continued):**



**Photograph 3:** Northwestern Pacific Railroad abandoned track at Point 1, camera facing northeast, October 26, 2017.

**L1. Historic and/or Common Name:** Northwestern Pacific Railroad

**L2a. Portion Described:**  Entire Resource Segment  Point Observation **Designation:** Point 2

\*b. **Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 10; 403535 mE/ 4517941 mN

**L3. Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This point of the NWPRR is where the western approach of the modern lift-bridge with concrete pillars over Eureka Slough meets the above grade, three-foot berm (**Photograph 4 & 5**). The single track sits on a gravel ballast and has timber ties. It is accessed by the parking lot located directly north of the Target property at 2525 4th Street in Eureka (**Photograph 6**).

**L4. Dimensions:** (in feet for historic features and meters for prehistoric features)

At-grade single railroad track.

**L4e. Sketch of Cross-Section** (include scale) **Facing:** \_\_\_\_\_

See Photograph 4.

**L5. Associated Resources:**

None.

**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

This section of railroad crosses Eureka Slough and meets the west bank just north of Target in Eureka, located in a mixed-use commercial, light-industrial, and residential area.

**L7. Integrity Considerations:**

The current bridge was constructed in 1976.

**L8a. Photograph, Map, or Drawing.**



**L8b. Description of Photo, Map, or Drawing:**

**Photograph 4:** Modern lift-bridge and elevated track over Eureka Slough in relation to Highway 101, camera facing east, October 25, 2017.

**L9. Remarks:**

**L10. Form prepared by:** (Name, affiliation, address)

Heather Miller & Shelby Kendrick  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618

**L11. Date:** October 25, 2017

**L8a. Photograph (continued):**



**Photograph 5:** Western approach of modern NPRR lift-bridge over Eureka Slough, camera facing north.



**Photograph 6:** Eastern approach of modern lift-bridge and elevated track over Eureka Slough in relation to Highway 101, camera facing east, October 25, 2017.

**L1. Historic and/or Common Name:** Northwestern Pacific Railroad

**L2a. Portion Described:**  Entire Resource Segment  Point Observation **Designation:** Point 3

**\*b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 10; 403334mE/ 4517952 mN

**L3. Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This point of the NWPRR is located at the northern terminus of Y Street in Eureka. The line is a single track, built at-grade level with gravel ballast and timber ties. To the west of the point, grass and weeds have grown up to the tracks, obscuring much of the ties and ballast (**Photograph 7**). To the east, the wooden ties are not visible as the tracks have been almost entirely covered with dirt due to current construction (**Photograph 8**).

**L4. Dimensions:** (in feet for historic features and meters for prehistoric features)

**L5. Associated Resources:**  
None

**L4e. Sketch of Cross-Section** (include scale) Facing: \_\_\_\_\_

See Photograph 7.

**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

This section of railroad passes just south of the site of Blue Ox Mill. South of the railroad is a mixed-use commercial, light-industrial, and residential area.

**L7. Integrity Considerations:**  
None

**L8a. Photograph, Map, or Drawing.**



**L8b. Description of Photo, Map, or Drawing:**

**Photograph 7: Northwest Pacific Railroad Point 3, camera looking northwest, October 25, 2017.**

**L9. Remarks:**

**L10. Form prepared by:** (Name, affiliation, address)

Heather Miller & Shelby Kendrick  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618

**L11. Date:** October 25, 2017

### L8a. Photograph (continued):



**Photograph 8:** Northwest Pacific Railroad Point 3, camera looking east, October 25, 2017.

### B10. Significance (continued):

#### Historic Context

This form inventories a portion of the Northwestern Pacific Railroad line that runs through the city of Eureka. This line dates to 1901 and was closed for operation in 1998, having served mostly as a freight line with some passenger service.

The railroad system that developed around Humboldt Bay, and later connected Humboldt County to the San Francisco Bay area, was formed through the development and consolidation of a number of smaller lines and their eventual combination with a major line running north from Marin County. The logging industry's initial horse-drawn railcars used to transport redwood logs from the forests to the mills surrounding Humboldt Bay became insufficient, and logging companies found it necessary to construct short-line railroads in order to transport the lumber from the logging camps to the mills centered in Eureka and Arcata. Local entrepreneur and mill owner John Vance of Eureka opened the area's first railroad in 1875 along the Mad River Slough to Essex, north of Arcata. A private enterprise, Vance's Mad River Railroad was purchased by his nephews, Edgar and John Vance in 1891. In 1892, the Humboldt Bay & Trinidad Lumber & Logging Company purchased this line and incorporated it as the Eureka & Klamath River Railroad (E&KRR) in 1896. The E&KRR soon began work on a line connecting Eureka and Arcata.<sup>1</sup>

In 1901, the California & Northern Railway (C&N) incorporated with the intent to build a railroad line from Eureka to Crescent City, ninety miles to the north. The C&N sought to purchase the two and half miles of graded road already constructed by the E&KRR south from Arcata, but its offer was declined. In 1901, the two companies agreed to share a joint line along the waterfront, and the C&N took over the rail line construction of the Eureka to Arcata segment. During

<sup>1</sup> Fred A. Stindt and Guy L. Dunscomb, *The Northwestern Pacific Railroad: Redwood Empire Route* (Redwood City and Modesto, CA: Fred A. Stindt and Guy L. Dunscomb, 1964), 38.

construction of the line around Humboldt Bay, the C&N utilized horses and later steam shovels to cut through Brainards Point, approximately one-half mile south of Jacoby Creek between Arcata and Eureka. This was called Brainards Cut, which was later shortened to Bracut. The hillside was later leveled and used for dike fill to create the Bracut Lumber Company property, located north of the former Arcata Redwood Company (now California Redwood Company) in the early 1950s.<sup>2</sup>

The line from Eureka to Arcata was completed on October 30, 1901, including the segment recorded for this report (Map Reference 2, see **Plate 1**). This line left the northern outskirts of Eureka and traveled east along the southeastern stretches of Humboldt Bay, turning generally northeast around to Bracut and traveled north into Arcata. Because the C&N did not have the money to begin operations, the Eel River & Eureka Railroad, a small line connecting the bay with the mills at Scotia (to the south), leased the C&N's line and in December 1901 and began passenger and freight service between Eureka and Arcata, using the segment of railroad recorded in this report.<sup>3</sup>

Although multiple companies had built local lines by 1900, planning for rail service to link the region with the rest of California did not begin until 1903, when the Santa Fe Railway incorporated the San Francisco & Northwestern Railway Company (SF&NW), intending to connect its California lines with the Humboldt Bay lines. The SF&NW soon purchased the Eel River & Eureka Railroad, the C&N, and several other local lines. By 1905, the Santa Fe Railway owned over fifty miles of track from Arcata to Scotia.<sup>4</sup>

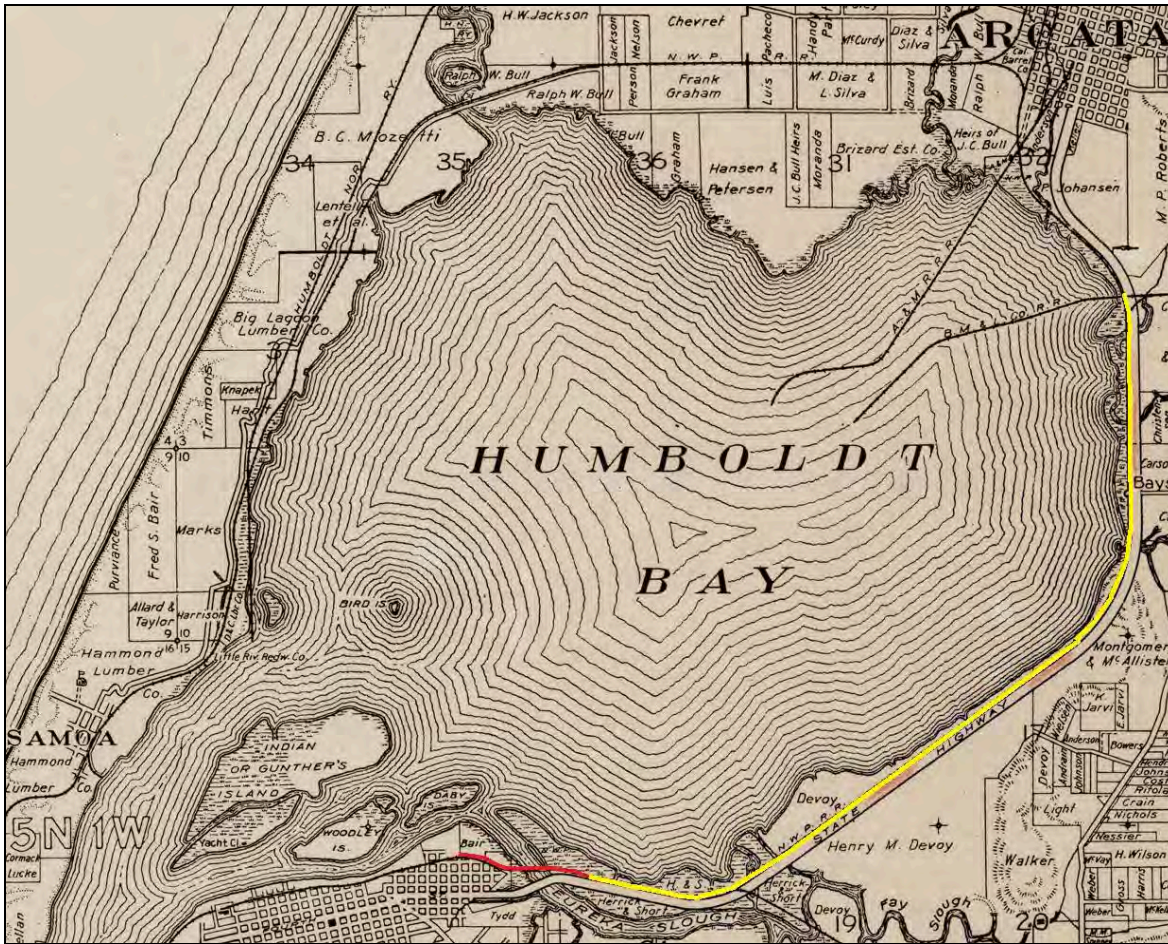
The Southern Pacific Railroad (SPRR) also desired to extend its services into the Eureka and Arcata area and began construction of 200 miles of track between Willits (Mendocino County) and Eureka as the San Francisco and Eureka Railway Company. By 1905 the SPRR and the Santa Fe realized the cost of constructing two competing lines into the Humboldt Bay region would be too high to make a profit. In January 1907, the two companies incorporated the Northwestern Pacific Railroad Company (NWPRR), which consolidated the lines of the Santa Fe's SF&NW and the SPRR's San Francisco and Eureka Railway Company. The NWPRR also received ownership of the E&KRR, the C&N, and other north coast railroads, including those in Mendocino and Sonoma counties. The NWPRR completed the line from Willits north to Eureka in 1914. This railroad line ended at Eureka, and the portion of the railroad heading north from Eureka became known as the Trinidad Branch, extending to Trinidad in the northern portion of Humboldt County. Date stamps on the former NWPRR rails show that rails were replaced in 1914, 1926, 1936, and 1944, indicating that much of the original tracks and ties laid by the C&N in 1901 were replaced by the NWPRR. Additional alterations on the line in Arcata included the construction of a NWPRR depot at 9<sup>th</sup> and L Streets between 1908 and 1919, which was removed in the early 1970s, and various sidings that have been removed in recent decades.<sup>5</sup>

<sup>2</sup> "Bayside-Indianola-Walker's Point: Suburbs Between Two Cities Enjoy Woodland Setting," *The Humboldt Times*, January 30, 1949.

<sup>3</sup> Stindt and Dunscomb, *The Northwestern Pacific Railroad*, 41, 46; Northwestern Pacific Railroad, *Re-Driving of the Golden Spike: Northwestern Pacific Rail Service Restored After 1964 Flood Damage* (Northwestern Pacific Railroad Company, 1965), 40.

<sup>4</sup> Stindt and Dunscomb, *The Northwestern Pacific Railroad*, 40. Note: E&KRR was purchased by the Southern Pacific Railroad in 1903. Lynwood Carranco, *Redwood Lumber Industry* (San Marino, CA: Golden West Books, 1982), 138.

<sup>5</sup> JRP Historical Consulting Services, "HRER Route 101 Eureka-Arcata Corridor Highway Improvement Project," October 2003; JRP Historical Consulting, "HRER Waterfront Drive Extension Project, Eureka, Humboldt County, California," February 2005; Sanborn Map Company, *Arcata, Humboldt County, California* (New York, NY: Sanborn Map Company, December 1908 and September 1919); Humboldt County Public Works Department, Environmental Resources Division, Aerials Collection, 1970 and 1974.



**Plate 1:** 1921 map showing portion of NWPRR recorded herein highlighted in red and five-mile segment of the NWPRR located immediately east of the segment recorded herein, previously evaluated and found ineligible for listing in the National Register of Historic Places (NRHP) by JRP Historical Consulting (JRP) in 2003 (Reference No. FHWA061012A, date of concurrence November 29, 2006) in yellow.

The development of the NWPRR line into Eureka and Arcata helped further open the region’s growing lumber industry to markets in Central California and contributed to growth in other local commercial enterprises. The railroad also promoted the line to tourists, which encouraged people to visit redwood country, albeit with limited success. During the 1920s, increased use of automobile contributed to the limited use of this line by passengers. Heavy annual losses caused Santa Fe to sell out to SPRR, and in 1929 the SPRR purchased the Santa Fe’s interest in the NWPRR, making the railroad solely a subsidiary of the SPRR.<sup>6</sup> Increased auto travel in the decades following completion of the NWPRR line, along with the economic shifts brought on by the Great Depression and World War II, contributed to a decline in the use of the line between Willits and Arcata for passenger service and by 1958, a small passenger train came through the Eel River Canyon to Eureka only three times a week. The lumber industry continued its use of the lines and spurs in Arcata until the mills were closed in the latter half of the twentieth century. In 1963 SPRR submitted an application to California Public Utilities Commission (CPUC) to reduce its NWPRR service to only once a week, but the application was denied. The regional flood of December 1964 destroyed much of the NWPRR line between Willits and Eureka, causing so much damage that the line was not fully repaired until June 1965, further reducing the line’s profitability. The railroad applied to the CPUC again in

<sup>6</sup> Stindt and Dunscomb, *The Northwestern Pacific Railroad*, 48, 54; Gilbert H. Kneiss, *Redwood Railway: A Story of Redwoods, Picnics, and Commuters* (Berkeley, CA: Howell-North, 1956), 134; Northwestern Pacific Railroad, *Re-Driving of the Golden Spike: Northwestern Pacific Rail Service Restored After 1964 Flood Damage* (Northwestern Pacific Railroad Company, 1965), n.p.

1970 to reduce passenger service to only twice a week between Willits and Eureka, and the last passenger service train ran in April 1971. In 1983, SPRR requested to permanently abandon the line that had been closed for more than a decade, but this was denied by the CPUC and the Interstate Commerce Commission.<sup>7</sup>

Despite SPRR's attempts to abandon the Willits-Eureka line, the old railroad's days were not over. Entrepreneur Brian Whipple bought the line in 1984 for his planned Eureka Southern railroad, which opened in May 1985 for passenger excursions. Whipple's enthusiasm outpaced his pocketbook, however, and in December 1986 the Eureka Southern filed for bankruptcy. The state legislature passed bills to fund railroad rehabilitation and authority in December 1989. The North Coast Railroad Authority (NCRA) bought the Eureka Southern out of bankruptcy in August 1991, and in May of the following year, NCRA took over the old Eureka Southern line and renaming it the North Coast Railroad. Through the 1990s the NCRA struggled financially to support its passenger excursion railway system. Finally, in November 1998 the Federal Railroad Administration closed the entire line. The portion of the former NWPRR rail line recorded herein has not been used since 1998, although NCRA retains control of the line.<sup>8</sup>

### Evaluation

Four portions of the former NWPRR have been previously evaluated within and near the segment recorded herein. A five-mile segment of the NWPRR immediately to the north along US 101 on Humboldt Bay was previously surveyed and evaluated by JRP for the "HRER Route 101 Eureka-Arcata Corridor Highway Improvement Project" in 2003. SHPO concurred that this segment was not eligible for listing the NRHP on November 29, 2006 (Reference No. FHWA061012A). An approximately 2.5-mile segment of the NWPRR along Humboldt Bay was previously surveyed and evaluated by JRP for the "HRER Eureka Waterfront Trail Project A and B, City of Eureka" in 2014. SHPO concurred that this segment was not eligible for listing the NRHP on October 22, 2014 (Reference No. FHWA\_2014\_0902\_001) either individually, or as a contributor to a larger resource or historic district. An approximately 0.75-mile segment of the NWPRR in Arcata between 17<sup>th</sup> Street and Samoa Boulevard was previously surveyed and evaluated by JRP for the "HRER Phase I Arcata Rail with Trail Connectivity Project" in 2014. SHPO concurred that this segment was not eligible for listing the NRHP on March 18, 2017 (Reference No. FHWA 2014\_0214\_001). The last portion is an approximately 0.43-mile segment of the NWPRR in Arcata between Samoa Boulevard and US Highway 101/G Street intersection was previously surveyed and evaluated by JRP for the "HRER Phase II Arcata Rail with Trail Connectivity Project" in 2014." SHPO concurred that this segment was not eligible for listing the NRHP on October 29, 2015 (Reference No. FHWA\_2015\_0928\_002).<sup>9</sup> The approximately 0.43-mile portion of the former Northwestern Pacific Railroad (NWPRR) recorded on this form, located in Eureka between the intersection of Y and 1<sup>st</sup> streets on the west and approximately 925-foot east of the eastern approach of the modern Eureka Slough railroad bridge, on the east, was recorded as a continuation of the five-mile segment.

Under NRHP Criterion A/CRHR Criterion 1, the segment of the NWPRR inventoried on this form does not have direct important associations with events that made a significant contribution to broad patterns of history at the local, state, or national level. This section of railroad was one of many local railroads built in Humboldt County in operation since the late nineteenth century to serve the lumber industry and to provide passenger service. In general railroads have an impact on their region; however, this line does not have demonstrable historic importance specific to the significant development

<sup>7</sup>North Coast Railroad Authority, "Historical Timeline," <http://www.northcoastrailroad.org/MCRS/Introduction.htm>, (accessed October 2015).

<sup>8</sup>North Coast Railroad Authority, "Historical Timeline," <http://www.northcoastrailroad.org/MCRS/Introduction.htm>, (accessed October 2015); North Coast Railroad Authority, "History," <http://www.northcoastrailroad.org/history.html> (accessed October 2015).

<sup>9</sup> Other portions of the NWPRR line from Sausalito to Eureka have also been evaluated. Segments of the NWPRR listed in the Directory of Properties in the Historic Properties Data File for Mendocino County (2/5/2009) are both status code 2S2 (Reference No. FHWA000713D, date of concurrence 7/27/2000 and Reference No. FHWA000717A, date of concurrence 8/17/2000). A portion of the NWPRR listed in the Directory of Properties in the Historic Properties Data File for Sonoma County (6/11/2007) is status code 6Y, Reference No. COE951226A, date of concurrence 2/15/1996.

and growth of Eureka. It also was not the first in Humboldt County and does not appear to be significant for its contribution to the development of either the lumber industry or the tourist industry in Eureka or Humboldt County.

Under NRHP Criterion B/CRHR Criterion 2, this segment of the NWPRR does not have important and direct association with persons who made significant contributions at the local, state, or national level. Research did not reveal that any such individuals were involved with the design, building, or operation of the C & N line in Eureka.

Under NRHP Criterion C/CRHR Criterion 3, no special engineering or construction techniques were known to be used in the construction of this rail segment. Rather, it is a line of typical construction, similar to hundreds of miles of similar light-duty tracks. Thus, this segment of railroad is not significant for its type, period, and method of construction, nor does it appear to be the design of a master and it does not possess high artistic value.

Under NRHP Criterion D/CRHR Criterion 4, this resource is not significant as a source (or likely source) of important information regarding history. This property type is well documented in the historical records and does not appear to have any likelihood of yielding important information 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 and structures have with the surrounding landscape, is typical for this property type of the period and do not appear to provide important information within the broader economic, social, and cultural setting of the region during its historic-period occupation.

Additionally, this short section of the NWPRR line has diminished integrity that affects its ability to convey a sense of the property's history. The line is located on its original alignment over Eureka Slough and therefore generally retains its integrity of location, setting, and association. The installation of the replacement bridge in 1976 has affected this short section of rail line's integrity of design, materials, workmanship, and feeling. As such, the segment of railroad track under evaluation in this form do not appear to have the potential to be a contributor to any larger historic property, nor does the segment appear to meet the criteria for eligibility as an individual property.

**Sketch Map:**



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 \_\_\_\_\_

**P1. Other Identifier:** 5151 N. US Highway 101

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

\*a. County Humboldt

\*b. USGS 7.5' Quad Arcata South, Calif. Date 1959 photorevised 1972 T 5N; R 1E; ¼ of Sec 18 & 19; Humboldt B.M.

c. Address 5151 N. US Highway 101 City Eureka Zip 95503

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 Numbers (APN): 017-081-001, 404-141-004 & 404-141-002

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

This form records an approximately 78-acre property on three parcels that contains 34 buildings and structures, and a 500,000-gallon dirt lined fire reservoir on the former Arcata Redwood Company (now California Redwood Company) property (**Photograph 1**). Based on historical records, aerial photography, county assessor information, and building permit files, the existing buildings on the property date from 1950 to 2001. For descriptive purposes for this form, they are designed as Buildings 1 through 34 and Fire Reservoir (see **Site Map** and **Table 1**). This property developed over time with a construction of a dike in the late 1890s and subsequent reclamation in the mid-twentieth century create the current property on the eastern shore of Humboldt Bay just north of Eureka. The property is accessed by two gated driveways that cross over the tracks formerly operated by the Northwestern Pacific Railroad (NWPRR). (See Continuation Sheet.)

\*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building; (HP8) Industrial Building

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

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



**P5b. Description of Photo:** (View, date, accession #) **Photograph 1: Arcata Redwood Company, camera facing northeast, October 25, 2017**

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
1948 – 2001 (see B6); County Assessor Records; newspapers; County building permit files; aerial photographs

\*P7. Owner and Address:  
California Redwood Company  
1301 5<sup>th</sup> Avenue, Suite 2700  
Seattle, WA 98101

\*P8. Recorded by: (Name, affiliation, address)  
Heather Miller & Shelby Kendrick  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618

\*P9. Date Recorded: October 25, 2017

\*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, Humboldt Bay Trail South, City of Eureka, Humboldt County, California," prepared for Humboldt County Public Works and Caltrans District 1, 2018.

\*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) Site Map

B1. Historic Name: Arcata Redwood Company (1949-2013)

B2. Common Name: California Redwood Company (2013-present)

B3. Original Use: Drying Yard B4. Present Use: Drying Yard & Remanufacturing Plant

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) See Continuation Sheet.

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

\*B8. Related Features: \_\_\_\_\_

B9. Architect: Building 1: William Van Fleet; Buildings 2-34: unknown b. Builder: Building 1: Ole Antonsen; Buildings 2-34: unknown

\*B10. Significance: Theme Post WWII Lumber Industry Area Eureka-Arcata

Period of Significance n/a Property Type Industrial Applicable Criteria n/a

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

The property at 5151 N. US Highway 101 does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), and it does not appear to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). 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.

### Historic Context

The historic context for the property at 5151 N. US Highway 101 is the lumber industry around Humboldt Bay during the mid to late twentieth century. The property is also located on reclaimed land in the bay. (See Continuation Sheet.)

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

\*B12. References: Humboldt County Assessor; Humboldt County Public Works Department; Shuster Collection, Humboldt Room Photograph Collection, Humboldt State University Humboldt Room Special Collections; and see footnotes.

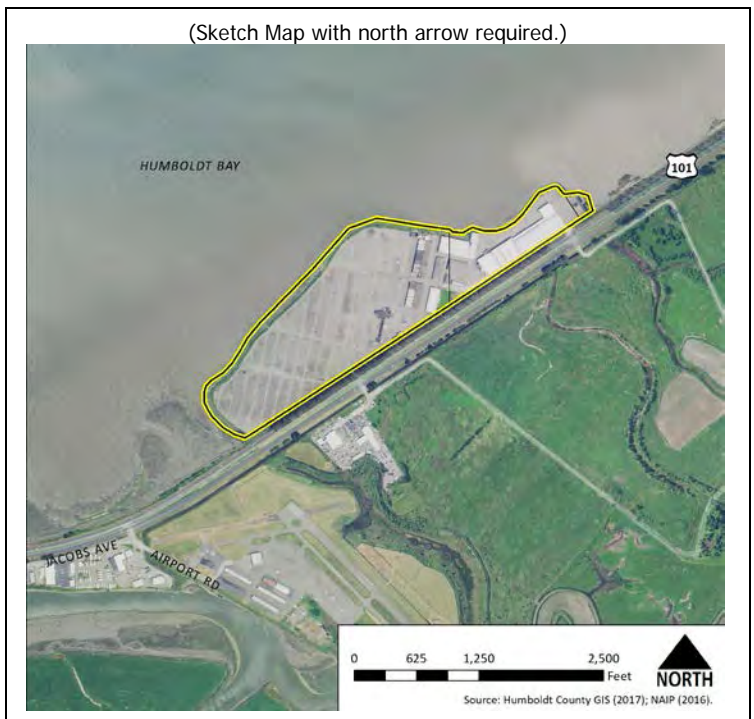
B13. Remarks:

\*B14. Evaluator: Heather Miller

\*Date of Evaluation: November 2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



**P3a. Description (continued):**

**Table 1: Building Naming Conventions**

JRP Assigned Building Numbers/Names	Built Date*	Building Names/Use
1	1959	Main Office
2	1988-2001	Generator Building
3	1950-1960	Planing Mill & Crane Shed/ Planing Mill & Dressed Lumber Shed
4	1951-1961	Rough Dry Shed
5	1972-1989	Fuel Pump Building
6	1958-1965	Fire Pump
7	1950	Boiler House
8	1965	Boiler House
9	1968	Wood Storage Building/Compost Plant Bldg.
10	1965	Infeed Chute/Chip Bin
11	1966	Wood Fuel Silo
12	1989-2001	n/a (shed)
13	1951-1953	n/a (water pump building)
14	1953	Dry Kiln & Cooling Sheds
15	1958-1965	Dry Kiln & Cooling Sheds
16	1989-2001	Oil House
17	1972-1989	n/a (canopy)
18	1960	Mechanic's Shop/Garage
19	1958-1965	n/a (tank shelter)
20	1989-2001	n/a (canopy)
21	1989-2001	n/a (storage shed)
22	1956	Edge & End Glue Plant
23	1989-2001	Transformer 2
24	1951	Dry Sorter
25	1973	Storage Shed/Lumber Storage
26	1940s/1950s	Guard Shack
27	1951	Office
28	1950	Repair Shop & Pipe Shop/Electrician & Carpenter's Shop/Garage
29a	1952	Fire Pump House
29b	1952	Fire Pump House
30	1972-2001	n/a (water pump building)
31	1951	Oil House/Water Pumping & Treatment Building
32	1972-2001	Water Tank
33	1958-1965	Paint Storage Building
34	Ca.1950	Power House & Transformer 1
Fire Reservoir	Ca.1950	Fire Reservoir

\*Note: Built dates obtained from County Assessor records, newspaper articles, County building permit files, and historic aerials.

The buildings and structures are clustered together on the eastern half of the property (**Photograph 1**). Building 1, located at the eastern edge of the property, is a Contemporary-style, main office building with an irregular plan and gable roof. The building is clad with vertical redwood panels on the northern, western, and southern elevations and with horizontal redwood panels on the eastern elevations. The non-gabled elevations have alternating fixed and single-hung ribbon windows (**Photograph 2**). Beneath many of the ribbon windows are window plant boxes. The north-facing gable has a narrow, single fixed floor-to-ceiling window centered under the gable (**Photograph 3**). The building has five entrances, all accessed by wood steps and redwood-panel handrails, and either an unadorned wooden or glass door. The roof has wooden shingles and wide overhanging eaves that are boxed without brackets.

Building 2 is a small shed that houses a generator, with a rectangular footprint and gable roof with closed overhanging eaves and wooden shingles (**Photograph 3**). It has board-and-batten siding and a paneled door on the east side. The structure sits on a concrete foundation at the foot of the levee. A small, portable hose box with a shed roof, horizontal wood siding and a door is sited next to Building 2. A number of these portable hose boxes are located throughout the property and because they are portable, were not assigned Building Numbers.

Building 3, sited southwest of Building 1, is a tall, wooden frame structure on a tall concrete base (**Photograph 4**). Originally two separate buildings that were later connected (crane shed on east end and planing mill on west end), the building has an irregular plan and is clad with multiple sizes of horizontal wood siding. There are three later additions: one connecting the four-barrel roof warehouse to the larger single-barrel warehouse to the east, a single-barrel roof addition attached to the north and eastern elevations, and a small shed roof guard shack on the south end of the east side near the main property entrance. The northern addition has a wide truck entrance on the west elevation with two exterior sliding doors and another entrance on the eastern elevation with interior sliding doors. The eastern section of the warehouse has a primary gable roof with a lower, closed shed roof along the entire northwestern elevation. Above the shed roof on the northeast elevation is a series of pairs of fixed, wide yet short, windows (**Photograph 5**). At the ground level of this elevation is a single truck entrance, a wooden door with a single pane window, and a sliding window. The northwest elevation has two sets of aluminum casement windows centered beneath the barrel part of the roof on the top half of the building, two truck entrances, a small sliding door, and a four-by-four paned casement window at the ground level. The connecting addition is largely unadorned save for a gated truck entrance on the east-facing side of the addition (**Photograph 6**). The western half of the building beyond the addition has four sections of barrel roofing. Beneath the northernmost barrel on the north elevation is a bay that has been filled and replaced with a small sliding door. Beneath the second barrel on the north elevation is a set of steps leading to a wooden personnel door. The north elevation of the third barrel has a shed-roof building section with two stories with a fire escape and casement windows (**Photograph 7**). The barrel on the south end is unadorned on the north façade and has a shed roof extension with a wide bay on the southwest elevation. The southeast corner of the building has a modern raised corrugated metal seam and gable roof garage addition (**Photograph 8**). The west side of the barrel roofs serve as open bays, supported on square wood posts.

Building 4 is an L-shaped, wood frame, rough dry lumber shed building with three barrel roofs and horizontal wood siding (**Photograph 9**). The original building is the northwest section with a single barrel roof and two bays. The first addition is a similar size and plan of, and shares its northwestern wall, with the original structure. The southern section of the building is narrower and extends north past the end of the north walls of the other two sections (**Photograph 10**). The only wall opening in this building section is a single square bay on the south side.

Building 5 is a modern prefabricated gable roof fuel pump building made of raised seam corrugated metal with a rectangular footprint on a concrete slab (**Photograph 11**). It is located at the foot of the levee, west of Building 4. It has a set of metal double doors on the south façade, a small porch facing the levee, and no windows.

Building 6 is a small shed roof fire pump building sheathed in horizontal wood siding, on a raised I-beam platform with a concrete foundation (**Photograph 12**). The building has one door on the south side with horizontal wood panels. It also has a small wooden deck with large X-shaped wooden handrails. The structure is located just west of Building 5 at the foot of the levee.

Building 7 is a corrugated metal boiler house with a gable roof that has a sliding door and a four-by-four panel casement window on the north façade (**Photograph 13**). The building is sited southwest from Building 6 and south of Building 8.

Building 8 is a tall corrugated metal house building with a flat roof, rectangular footprint, a large metal sliding door at the ground level of the north side, and a set of metal double doors on the west side approximately eight feet above the ground (**Photograph 13**). The building appears to have several patches and is related to the water tower on its western side.

Building 9 is a wood storage building with a rectangular plan, gable roof with composition shingles, and metal frame (**Photograph 14**). It is sited just north of Building 10 and 11, set on concrete piers, and clad with fascia board and metal and plywood panels on the exterior.

Building 10 serves as an infeed chute for Building 11 and is sited directly south of Building 9 (**Photograph 14**). The building has rectangular plan, wood frame, and a gable roof. The building has board-and-batten siding, several patches, a large bay on the west elevation, and two smaller doorways that appear to have been cut out of the siding on the east elevation. A small shed-roof addition on the north elevation on the east side (**Photograph 15**).

Building 11 is a wood fuel silo located between Buildings 8, 9, and 10 (**Photograph 14**). The metal silo rests on a raised metal base on a circular, raised concrete foundation (**Photograph 15**). The cylindrical silo is comprised of small panels, has a flat top, and a conical feeder at the base. External metal ladders are affixed to the base and side of the silo and a walkway is located where the silo and feeder meet.

Building 12 is a small shed with a gable roof that has overhanging eaves and horizontal wood siding. The majority of the building was obscured by trucks during the survey (**Photograph 16**). It is sited north of Building 14 and west of Building 10.

Building 13 appears to be a small pump house with a shed roof, sited northwest of Building 15 (**Photograph 17**). The building is sheathed with horizontal wood boards and rests on a concrete foundation. Access is gained through a wood panel door on the east side and a double hung wood window is located on the west side.

Building 14 is a large dry kiln & cooling shed with a wooden frame and mixed roofline that includes flat, shed, and gable roofs, sited south of Building 11 (**Photograph 18**). The original building is composed of the southern half of the existing structure; the northern half is an addition that occurred within five years of the original construction according to Assessor records. The east side is entirely composed of open bays supported by post-and-beam construction (**Photograph 19**). The northwest quadrant of the building is composed of six medium-pitch gables, each with a set of two garage doors. The southwest section has a flat roof, two open bays, and two personnel doorways. The entire building is clad with horizontal wood siding and exterior wooden posts and beams.

Building 15, sited south of Building 14, is also a large dry kiln & cooling shed with a wooden frame with a mixed roofline and has horizontal wooden siding (**Photograph 20**). The west half of the building is composed of seven gables with two bays under each gable. The east half has a single shed roof and consists entirely of open bays facing east (**Photograph 21**). The north and south facades are largely unadorned with a personnel door on the second story with a set of open wooden staircase.

Building 16 is a small oil house with a low-pitched gable roof that has wide, closed overhanging eaves and wood shingles, sited east of Building 17 (**Photograph 22**). It has horizontal wood panel siding and a set of wooden shutters on the southern elevation.

Building 17 is a canopy, just west of Building 16, that is rectangular plan, has a flat corrugated metal roof, and metal posts (**Photograph 22**).

Building 18 is the former mechanics shop, sited south of Buildings 16 and 17, and consists of two gable roof building sections (**Photograph 23**). The exterior is sheathed in wood board-and-batten siding, with raised seam metal roofs. The east side has three garage doors, two of which are oversize, and a small shed-roof addition on the southern end. A shed-roof addition with horizontal wood siding and two aluminum sash sliding windows is located on the north side of the northern

building section. The north side of the southern building section two large open bays. The west and south sides of the building lacks wall openings.

Building 19 is the remnant of a tank planform and cover, sited northeast from Building 18 (**Photograph 24**). All that remains are portions of the bottom half of the concrete foundation. The tanks, and the wood frame shelter with a flat corrugated roof were removed within the year.

Building 20 is a wood frame shelter with a corrugated metal gable roof, sited between Buildings 19 and 21 (**Photograph 24**). The shelter has a concrete foundation, vertical wood siding in the gable ends, and two cross beams at each gable end that form an "X."

Building 21 is a small storage shed with a shed roof, sited northeast from Building 20 (**Photograph 24**). The wood frame building has vertical wood panel siding and a set of wooden panel double doors on the north elevation.

Building 22 is the former Edge & End Glue Plant and is sited east from Building 15. The wood frame building is rectangular in plan with a bow truss roof and flat edges on the east and west sides (**Photograph 25**). The building is sheathed in horizontal wood siding. The south side has a small wooden door with wooden steps leading to it. The west side has a set of two short sliding cargo doors on the northern end and a large gated bay on the southern end. This elevation also has a wooden door and three small windows near the door. The north side is largely unadorned with a single bay and a small shed roof addition (**Photograph 26**). The east side and a has a small building section with a dogleg roof.

Building 23, sited on the north side of Building 22, is a small, square plan, wood frame shed with a gable roof that has wooden shingles and closed overhanging eaves (**Photograph 26**). It has horizontal wooden siding, a set of wooden narrow double doors on the north façade and a floor to ceiling vent on the east side.

Building 24 is a rectangular plan, former dry sorter building, with a half barrel roof and board-and-batten siding, sited between Buildings 14 and 25 (**Photograph 27**). The west side has a set of two large overhead garage doors, five pairs of nine-paned casement windows and two sets of three ribboned casement windows with sixteen panes each. The north side has a single six-paned casement window. The east side has four large open bays, a nine-paned casement window, one sliding garage doorway, and a small open bay with a shed-roof awning. The south side has a single, large open bay and three open wooden vents.

Building 25, sited southwest of Building 4, is a large wooden frame, former dry storage lumber shed, on concrete piers with a half-barrel roof (**Photograph 28**). It has large open bays on the north, east, and west sides and a fire escape on the south side.

Building 26, is a small, gable roof, former guard shack sited just south of Building 25 (**Photograph 29**). The building has a rectangular plan, a composition shingle covered roof, and is sheathed in vertical wood boards. A glazed wood door is located on the south side that is flanked by two small, one-over-one wood windows. The three other sides of the building are lined with pairs of four-light, wood frame windows.

Building 27, which served as the original office building, is sited southeast of Building 24. The building is rectangular in plane plan with a composite shingle covered hipped roof, concrete foundation, and closed overhanging eaves (**Photograph 30**). The primary façade is the east side, which consists of a small integral concrete slab porch with a replacement door. Beneath the porch is a pair of two wooden double hung windows facing east and a single, wide double hung window facing south. The southern edge of the east side has a set of four fixed, long and narrow wooden ribbon windows. To its right is a modern vinyl sliding replacement window, followed by a wooden door, a double-hung window, two more wooden doors, a pair of double-hung windows, and another modern vinyl sliding replacement window at the northern end. The south side is lined with four large, fixed ribbon windows. The west side contains three double-hung windows, five pairs of double-hung windows, and a wooden door with a small set of concrete steps (**Photograph 31**). The north elevation was obscured by a large recreational vehicle and could not be recorded.

Building 28 is the former electrician & carpenter shop, sited east of Building 27, is a large corrugated metal building with a gable roof at two different heights, and open overhanging eaves with exposed rafters (**Photograph 32**). The east side has a

single story shed roof extension and a boarded window. On the northeast corner is a plywood visitor sign above a corrugated metal door. In addition to the metal door, the north side has three open bays and another bay with a sliding door on the eastern half of the building. The western half has one large bay with a sliding door. The south side has a single window, otherwise, the south and west sides lack wall openings (**Photograph 33**).

Buildings 29a and 29b are two fire pump buildings associated with the 500,000-gallon dirt lined Fire Reservoir, all sited south of Building 26 and southeast of Building 22 (**Photograph 34**). The identical buildings have raised seam metal gable roofs, corrugated metal siding, and rest on concrete foundations. Building 29a has a shed roof extension on the west side. Each building has a set of wooden steps leading up to a simple wooden door, as well as a large pipe running through the building. The Fire Reservoir has grass planted along its bank and is surrounded by a wood rail fence.

Buildings 30 and 31, sited to the south of Building 28, are both small sheds with gabled roofs that have wooden shingles (**Photograph 35**). They have horizontal wood siding and wooden frames. Building 30 has a set of narrow wooden double doors on the north elevation. Building 31's north side has a large wooden grate that covers nearly the whole side.

Building 32 is a wood cylindrical water tank on a concrete foundation, sited adjacent to Building 30 (**Photograph 35**).

Building 33 is a former paint storage building, sited east from Building 27. The building has a rectangular plan, corrugated metal gable roof with open overhanging eaves, a wooden frame, and board-and-batten siding (**Photograph 36**). The north side has two wooden sliding doors and two, four-by-four pane casement windows. The west side is unadorned except for a modern replacement door and a simple wooden deck. The eastern side is obscured by a small shed with vertical wooden siding and a shed roof.

Building 34 is a small transformer yard and an associated wood frame building, sited northeast of Building 33 (**Photograph 36** and **Photograph 37**). The building is topped with a composite shingle covered gable roof, which has overhanging open eaves. The exterior is sheathed in vertical groove replacement siding and has replacement doors on the north and east elevations. Each door is accessed by a set of wooden steps with wooden railing. The adjacent transformer yard is surrounded by a tall wood fence with an integrated gate.

Situated southwest of the southernmost buildings on the property the was the 8,608-square foot resaw/sorter building that was built in 1961 and underwent additions as late as 2001, and was demolished in 2016. All that remains of the building are concrete footings (**Photograph 38**).

**\*B6. Construction History (continued):**

**Table 2: Construction History of Extant Buildings**

JRP Assigned Building Numbers/Names	Built Date*	Historic Building Use	Alterations*
1	1959	Office	Southern addition built 1974
2	1988-2001	Generator Building	
3	1950-1960; 1989-2001	Planing Mill & Crane Shed/ Planing Mill & Dressed Lumber Shed	West half built in 1950; East half built in 1954; Connector built in 1958; Addition on north side of east half built in 1960. Addition on west side of west half 1989-2001.
4	1951-1961	Dry Lumber Sheds	Identical shed built 1957, long addition on east end built 1961.
5	1972-1989	Fuel Pump Building	
6	1958-1965	Fire Pump	
7	1950	Boiler House	
8	1965	Boiler House	
9	1966	Wood Storage Building/Compost	

JRP Assigned Building Numbers/Names	Built Date*	Historic Building Use	Alterations*
		Plant Bldg.	
10	1966	Infeed Chute/Chip Bin	
11	1966	Wood Fuel Silo	
12	1989-2001	n/a (shed)	
13	1951-1953	Pump House	
14	1953	Dry Kiln & Cooling Sheds	
15	1960-1965	Dry Kiln & Cooling Sheds	
16	1989-2001	Oil House	
17	1972-1989	n/a (canopy)	
18	1960	Mechanic's Shop/Garage	
19	1958-1965	n/a (tank shelter)	Wood posts and roof removed 2016-2017
20	1989-2001	n/a (canopy)	
21	1989-2001	n/a (storage shed)	
22	1956	Edge & End Glue Plant	
23	1989-2001	Transformer 2	
24	1951	Dry Sorter	
25	1973	Storage Shed/Lumber Storage	
26	1940s/1950s	Guard Shack	Probably built in 1940s or 1950s, moved to this location after 1973 when Building 25 was constructed
27	1951	Office	Replacement doors and windows installed at unknown date(s)
28	1950	Repair Shop & Pipe Shop/Electrician & Carpenter's Shop/Garage	
29a	1952	Fire Pump House	
29b	1952	Fire Pump House	
30	1972-2001	Water Pump building	
31	1951	Oil House/Water Pumping & Treatment Building	
32	1972-2001	Water Tank	
33	1960-1965	Paint Storage Building	
34	Ca.1950	Switch House & Transformer	Replacement siding and doors added at unknown date(s)
Fire Reservoir	Ca.1950	Fire Reservoir	

\*Note: Built dates obtained from County Assessor records, newspaper articles, County building permit files, and historic aerials.

## B10. Significance (continued):

utting into Humboldt Bay, the land on which subject property sits was originally swamp & overflow land that was reclaimed in 1897 through a system of dykes. The property was used as a dairy until 1949 when it was purchased by local lumberman Howard A. Libbey. Reclamation of the former marshes along the edge of Humboldt Bay was part of a trend during the late nineteenth century in this region, and elsewhere in California, in which federal and state government policies and laws encouraged farmers, investors, and land developers to purchase and reclaim swamp and overflow land. This began in Humboldt Bay in the early 1890s to form what became Arcata Bottom (west of Arcata). In 1891, Samuel Davis patented 525 acres of swamp and overflow land in Humboldt Bay that included what became the subject property. He sold this property to a group that formed Reclamation District (RD) 683 in 1897 to construct dykes and floodgates that reclaimed the land. RD 683 was one of 15 such districts formed in Humboldt County between 1874 and 1915. The land was part of a 1100-acre property that passed through a series of real estate deals to Henry Devoy.<sup>1</sup>

Devoy leased portions of his ranch to individuals, while maintaining a home ranch on Devoy Road, located south of the Project Area. It appears that the property where 5151 US Highway 101 is located was leased and there was a small dairy operation on the property that had its driveway located near the south end of the property at the point that still serves as an access point for the current property owners (**Plate 1**). Devoy retired by 1920 and his three children continued to run the ranch. Devoy and his wife Ella moved to Alameda in 1925 where Henry died in 1933. Upon his death, their property, including the ranch went to Ella who used a deed of gift to distribute the property to their children and grandchildren in 1939.<sup>2</sup> The Devoy heirs sold the "Henry Devoy Ranch" in 1943, which then consisted of approximately 750-acres to Charles L. and Dorothy N. East. Four years later the Easts sold approximately 109-acres, including the current location of 5151 N. US Highway 101, to local mill owner Howard A. Libbey.<sup>3</sup>

At the time of the sale, Libbey ran a lumber mill and retail yard near the heart of Arcata called Arcata Redwood Company, which he had owned and operated since 1939. It was reported in the newspaper that Libbey intended to use the newly purchased land, often referred to as the "Brainard Yard,"<sup>4</sup> as a drying yard for lumber produced at the Arcata mill location, with immediate plans to construct dry kilns, a planning mill, and dry sheds, followed by an office, lunch room, power plant, and other auxiliary buildings within two or three years. Immediate improvements to the property took place in late 1948 when 10-acres of pavement was poured for the drying yard on the east end of the parcel.<sup>5</sup>

<sup>1</sup> Aldaron Laird, *Humboldt Bay Shoreline Inventory, Mapping, and Sea Level Rise Vulnerability Assessment*, prepared for the State Coastal Conservancy, January 2013, 49-50, 120-121, 155; State of California, *Statutes of California* (Sacramento: State Printing Office, 1861), Ch. 352: 355; Harmon Bonte, *Irrigation, Reclamation, and Other Public Districts in California*, California Division of Water Resources Bulletin No. 37 (Sacramento: State Printing Office, 1931), 115; Humboldt County Recorder, Deeds Vol. 263, page 81; Harmon Bonte, *Irrigation, Reclamation, and Other Public Districts in California*, California Division of Water Resources Bulletin No. 37 (Sacramento: State Printing Office, 1931), 120-131; Humboldt County Recorder, Book of Patents 15, page 632; Humboldt County Recorder, Deeds Vol. 94, pages 86-91; "Creamery and Dairy News," *Dairy & Produce Review* 9, No. 2, 25 December 1902, 7.

<sup>2</sup> US Census, 1920, Population Schedule, California, Humboldt County, Eureka City, Supervisor's District No. 146, Enumeration District No. 187, Sheet 5B; US Census, 1930, Population Schedule, California, Alameda County, Alameda City, Enumeration District No. 1-223, Supervisor's District No. 8, Sheet 11A; *Humboldt Standard*, "Henry M. Devoy, Pioneer Resident of County, Dies," November 21, 1933; Humboldt County Recorder, Deeds Vol. 241, pages 208-209.

<sup>3</sup> Humboldt County Recorder, Deeds Vol. 264, pages 255-256; Humboldt County Recorder, Official Records Vol. 2, pages 338-339; Charles F. Metsker, *Metsker's Humboldt County Atlas, Humboldt County, California* (Portland, OR: Chas. F. Metsker), 1949.

<sup>4</sup> *Brainard* is a shortening of *Brainards Point*, located between Arcata and Eureka, named after property owner T. Brainard. C&N cut the railroad alignment through *Brainards Point*, which was called *Brainards Cut*, and was later shortened to *Bracut* (Dennis W. & Gloria H. Turner, *Place Named of Humboldt County, California: A Compendium, 1542-2009* (Orangevale, CA: Dennis W. & Gloria H. Turner, 2010), 35.

<sup>5</sup> *Humboldt Times*, "Expansion of Facilities Well Along," December 19, 1948; *Times-Standard*, [advertisement], May 24, 1954; United States, *Redwood National Park: Hearings Before the Subcommittee on National Parks and Recreation of the Committee on Interior and Insular Affairs, House of Representatives, Ninetieth Congress, Second Session, on H.R. 1311, and Related Bills., Part II* (Washington, D.C.: U.S. Government Printing Office, 1968), 454.



**Plate 1:** 1941 aerial showing location of Map Reference 1 with dairy buildings.<sup>6</sup>

Libbey's purchase of the former Devoy Ranch property occurred during a period of resurgence in the lumber industry in Humboldt County and around Humboldt Bay. The lumber industry in this region has its origins in the 1850s and 1860s after a brief period when mining had dominated the local economy. Lumber became the central part of Humboldt County's economy during the late nineteenth century and into the 1920s before the Great Depression stalled the industry's growth. War production during World War II and the post-war economic growth in California and elsewhere led to major shifts in the lumber industry in Humboldt County during the 1940s and 1950s. Production focused on Redwood, but Douglas fir also became more profitable during this period. The number of active sawmills in Humboldt County nearly doubled in 1945 and 1946 from 49 to 99, and by the early 1950s, 70 percent of all jobs in the county were directly or indirectly involved with the lumber industry, an increase from 50 percent in 1930.<sup>7</sup> Between 1942 and 1952, multiple small mills began to appear in clusters around Arcata, Bridgeville (in eastern Humboldt County), and Garberville (in southern Humboldt County). Arcata alone had nearly two dozen mills operating in the early 1950s, many situated along the NWPRR including Arcata Redwood Company. Of the post-war Redwood products made in Humboldt County, 25 percent was secondary manufacturing that produced tanks and cooling tower components, along with other specialized products such as caskets, furniture, and custom millwork. As a remanufacturing plant, Arcata Redwood's plant along Highway 101 was part of this trend. Redwood from Humboldt County was shipped all over the state, throughout the U.S., and to other parts of the world. Although post-war growth brought many new mills to the county, by 1951 less than twenty percent of mills produced Redwood as their principal output, with the largest mills produced nearly 70 percent of the county's redwood lumber. Douglas fir production reached 810 million board feet, far out pacing Redwood at 394 million board feet.<sup>8</sup>

Three years later, in 1952, the new ARCO facility was completed with construction of dry kilns (southern half of Building 14), a planing mill (west half of Building 3), dry sheds (westernmost section of Building 4), boiler house (Building 6), an

<sup>6</sup> Humboldt County aerial, CVL-6B-007, November 23, 1941, on file at the Humboldt County Department of Public Works.

<sup>7</sup> Vaux, *Timber in Humboldt County*, 5-6, 8-11, 44-45; Farnsworth, *Gypso Logging in Humboldt County*, 4, 47-48, 52-54; Melendy, *One Hundred Years of the Redwood Lumber Industry*, 217-218, 248;

<sup>8</sup> Vaux, *Timber in Humboldt County*, 9-11.

office (Building 27), dry sorting shed (Building 24), repair shop (Building 28), a teepee burner (no longer extant), and auxiliary buildings (Buildings 28, 29a, 29b & 34). The facility, most often referred to as the “Remanufacturing Plant.” Remanufacturing in the lumber industry is the process of using smaller pieces of wood to create finished wood products like shingle siding, interior and exterior moldings, cigar boxes, caskets, and laminated beams.<sup>9</sup> The drying yard was also expanded over time to air dry green lumber produced by Mill A and Mill B, kiln dry air-dried redwood, and mill green, air dried, and kiln dried lumber. That same year ARCO constructed a new mill just outside of Orick to supplement production, and added another larger mill nearby in 1960, which were called Mill B and Mill A, respectively. When the second new mill was completed, all milling and sales at the Arcata location ceased.<sup>10</sup>

Within the decade the company added more dry kilns & cooling sheds (northern half of Building 14), a new office (Building 1), more dry sheds (middle section of Building 4), an edge & glue plant (Building 22), and a crane shed (east half of Building 3) (**Plate 2**, **Plate 3** and **Plate 4**). Between 1954 and 1957 the dairy buildings demolished and drying yard expanded (**Plate 3**) and between 1958 and 1960 additional land was reclaimed on the north and east sides of the eastern end of the parcel in order to construct more buildings (**Plate 5** and **Plate 6**).<sup>11</sup>

A few more buildings and structures were added to the remanufacturing plant in the 1960s. This includes with northern addition on east half of Building 3 and easternmost addition on Building 4 that were built on the newly reclaimed land, a resaw/sorter building that was built in 1961 (no longer extant), another dry kiln & cooling shed (Building 15), as well as a wood fuel silo (Building 11) and its associated wood storage buildings and boiler house (Buildings 8, 9, & 10). By 1965, the remainder of the west end of the property was asphalted to expand the drying yard to its full capacity.<sup>12</sup>

The post-war lumber boom in Humboldt County was short lived. While there was dramatic increase in Douglas fir logging and milling in the 1940s and early 1950s, by the end of the 1950s a lumber recession hit Humboldt County because of a variety of factors. Mills were running out of timber after rampant harvesting when trees were plentiful and the market demand was high. Some mills also lacked sufficient funds to repair or upgrade milling equipment. Clear cutting Redwood in the 1930s before selective cutting was adopted and unwise cutting practices of Douglas fir in the 1940s resulted in millions of acres of unstocked or poorly stocked timberlands. Reforestation obstacles such as fires, animal damage to new tree growth, and continued mismanagement of timber harvesting practices depressed the lumber and local economy of Humboldt County. Of the 380 mills operating in 1956, only 166 were operating a year later. From the 1960s and onwards, there was a general downward trend across the lumber industry from logging to sawmills and millwork.<sup>13</sup> By 1961, mill closures, either

<sup>9</sup> United States, *Redwood National Park: Hearings Before the Subcommittee on National Parks and Recreation of the Committee on Interior and Insular Affairs, House of Representatives, Ninetieth Congress, Second Session, on H.R. 1311, and Related Bills.*, Part II (Washington, D.C.: U.S. Government Printing Office, 1968), 454-455; Arcata Redwood Company, *The ARCO Story* (n.p.: n.p., no date), Lumber Companies – Arcata Redwood Co., Hum. Co. Collection to 1979, Humboldt Room, Humboldt State University, Arcata, CA.

<sup>10</sup> *Humboldt Standard*, “Byron B. Miller Named Arcata Redwood Manager,” December 21, 1962: 11; *Humboldt Standard*, [advertisement], February 5, 1959: 19; United States, *Redwood National Park*, Part II, 454; *Humboldt Standard*, “New Arcata Redwood Mill at Orick Near Completion,” March 17, 1960: 3; *Times-Standard*, “Arcata Redwood Co. Abandons Old Sawmill,” April 17, 1960.

<sup>11</sup> *Times-Standard*, “Arcata Redwood Man to Retire Sept. 30,” September 12, 1972: 7; *Times-Standard*, [advertisement], August 4, 1989: 5; *Humboldt Times*, “Howard A. Libbey Honored at Banquet,” March 31, 1967: 16; Shuster, “Airport to Boat Basin,” Photo ID 2001.01.1954, March 1953, Shuster Collection, Humboldt Room Photograph Collection, Humboldt State University Library, Arcata, California; Humboldt County aerial, CVL-13N-84, August 3, 1954, on file at the Humboldt County Department of Public Works; Sanborn Map Company, *Eureka, Humboldt County, California* (New York, NY: Sanborn Map Company, 1957); Humboldt County aerial, HU10-23, September 14, 1958, on file at the Humboldt County Department of Public Works; Humboldt County aerial, CVL-19FF-47, August 29, 1965, on file at the Humboldt County Department of Public Works; Humboldt County Assessor, Property Characteristics Report for APN 017-081-001 [note: the addition on the north side of the eastern half of Building 3 was constructed on newly reclaimed land, which was not in a 1958 aerial photograph of the property, so it was reclaimed between 1958 and 1960.

<sup>12</sup> Humboldt County Assessor, Property Characteristics Report for APN 017-081-001 & APN 404-141-004; Humboldt County aerial, HU10-23, September 14, 1958, on file at the Humboldt County Department of Public Works; Humboldt County aerial, CVL-19FF-47, August 29, 1965, on file at the Humboldt County Department of Public Works; *Humboldt Times*, “Arcata Redwood In Unique Conversion for Lumber Drying,” January 23, 1966.

<sup>13</sup> Farnsworth, *Gyppo Logging in Humboldt County*, 92-94.

temporary or permanent, was a primary factor in the nearly 17% unemployment rate in the county. Improvements in automated mill technology made it possible to process lumber with a smaller workforce, and many of the larger mills that existed after the closure of many small mills, began consolidation. By the 1980s only there were only four major lumber processors in the county and by 2008 only two were active, Sierra Pacific and the Simpson Timber Company.<sup>14</sup>

Only a few more additions were made to the remanufacturing plant after the 1960s. In 1973 another lumber storage shed was constructed (Building 25), an addition was built on the south end of the main office in 1974 (Building 1), and an addition on the south side of Building 3 between 1989 and 2001, and additions on the resaw/sorter building in 2001 (no longer extant) (**Plate 7**).<sup>15</sup>

### *William Van Fleet*

The only known architect or engineer for any of the buildings and structures on the former Arcata Redwood Company property is architect William Van Fleet who designed the main office building (Building 1). Van Fleet was born in Point Richmond, California in 1915 and graduated from UC Berkeley's School of Architecture in 1938. After graduating, and marrying fellow architecture graduate Colette Sims, Van Fleet worked for the San Francisco firm E.J. Kump. During his time at the firm, Van Fleet honed his skills in school design. In 1952, Van Fleet moved to Eureka to join residential architect C. Raymond Hudson to establish the firm of Hudson and Van Fleet. At the new firm, Van Fleet worked primarily on residential designs, but left the partnership in 1954.<sup>16</sup> Once Van Fleet was on his own, he hit the ground running designed a number of school and civic buildings including the Del Norte County Courthouse (1955), Freshwater Elementary School (1955), Big Lagoon Elementary School (1957), Arcata Methodist Church (1957), and ARCO's new office building (1959). All of these designs featured redwood siding, most often as board-and-batten, gable roofs with exposed rafters, fixed ribbon windows, and many also had redwood finishes on the interior. The design of the Methodist Church and ARCO's office were strikingly similar with implementation of the same board-and-batten redwood siding, low-pitched gable roofs, fixed ribbon windows, as well as a tall, fixed wood window below one gable end (**Plates 8 and 9**).<sup>17</sup> Van Fleet was a strong advocate for the use of redwood in construction. In a 1958 article, he noted that when he arrived in the area he was surprised that it was used so little, in the very region where it is produced, which he realized was due to the high cost of the materials. Recognizing the increased price in the initial outlay, Van Fleet argued that the quality and longevity of the material would equate to savings over the lifetime of the building and continued to use redwood in his designs throughout his career in public and private designs.<sup>18</sup>

<sup>14</sup> J. Dwight O'Dell, "An Editor Looks at the Main Resource of His Region-Timber!" speech given to the Society of American Foresters, Northern California Section, May 26, 1961, on file at the Humboldt Room Special Collections, Eureka Branch, Humboldt County Public Library; *Times-Standard*, "Congress May Act on Strike: Administration Seeks Quick End to Railroad Dispute," September 21, 1982; George Draffan, *Profile of Sierra Pacific Industries*, Foundation for Deep Ecology, August 2014, 43-45.

<sup>15</sup> Humboldt County Assessor, Property Characteristics Report for APN 017-081-001 & APN 404-141-004; *Times Standard*, "Notice of Public Hearing," November 12, 1974: 15; HistoricAerials.com, 5151 N. US Highway 101, Eureka, CA, aerial photography [1989, 1993, 2001]; Penfold Engineering Inc., "Simpson (3) Metal Building Foundations: Site Plan/Foundation (sorter chain cover)," Job 2001113, November 9, 2001 on file at the Humboldt County Planning & Building Department, permit files.

<sup>16</sup> Legacy.com, "William Marby Van Fleet," <http://www.legacy.com/obituaries/times-standard/obituary.aspx?n=william-mabry-van-fleet&pid=122518768> (accessed November 2017); *Times Standard*, "William Van Fleet," May 9, 1952: 6; *Humboldt Standard*, "Exhibit By Eureka Architect Opens at Humboldt State," May 6, 1955: 2.

<sup>17</sup> *Times Standard*, "Del Norte Okays New Courthouse," February 7, 1965: 13; *Humboldt Standard*, "Architect Urges Greater Use of Redwood in This Region," April 24, 1968: 14; *Times Standard*, "Modern New Nine-Room Freshwater School Opened," April 1, 1955: 9; *Humboldt Standard*, "&160,000 Big Lagoon School Nearing Completion," April 23, 1958: 22; *Humboldt Standard*, "Local Woods, Glass Featured in Big Lagoon School," November 13, 1958: 19.

<sup>18</sup> *Humboldt Standard*, "Architect Urges Greater Use of Redwood in This Region," April 24, 1968: 14.

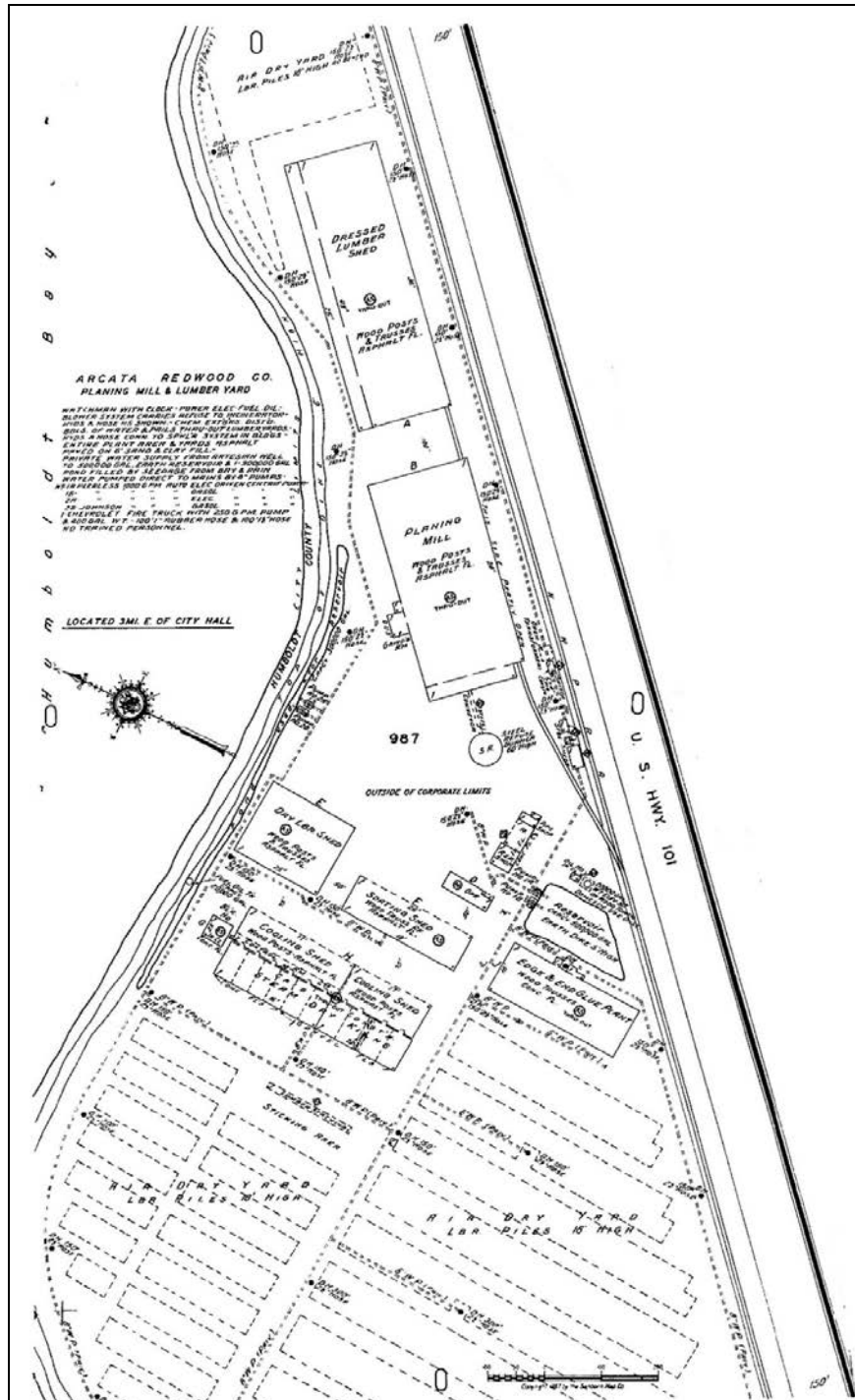


**Plate 2:** 1953 aerial showing paved drying yard, new buildings, and dairy buildings still extant.<sup>19</sup>



**Plate 3:** 1957 aerial showing removal of the dairy buildings and expansion of the paved drying yard.<sup>20</sup>

<sup>19</sup> "Airport to Boat Basin," Photo ID 2001.01.1954, March 1953, Shuster Collection, Humboldt Room Photograph Collection, Humboldt State University Special Collections.



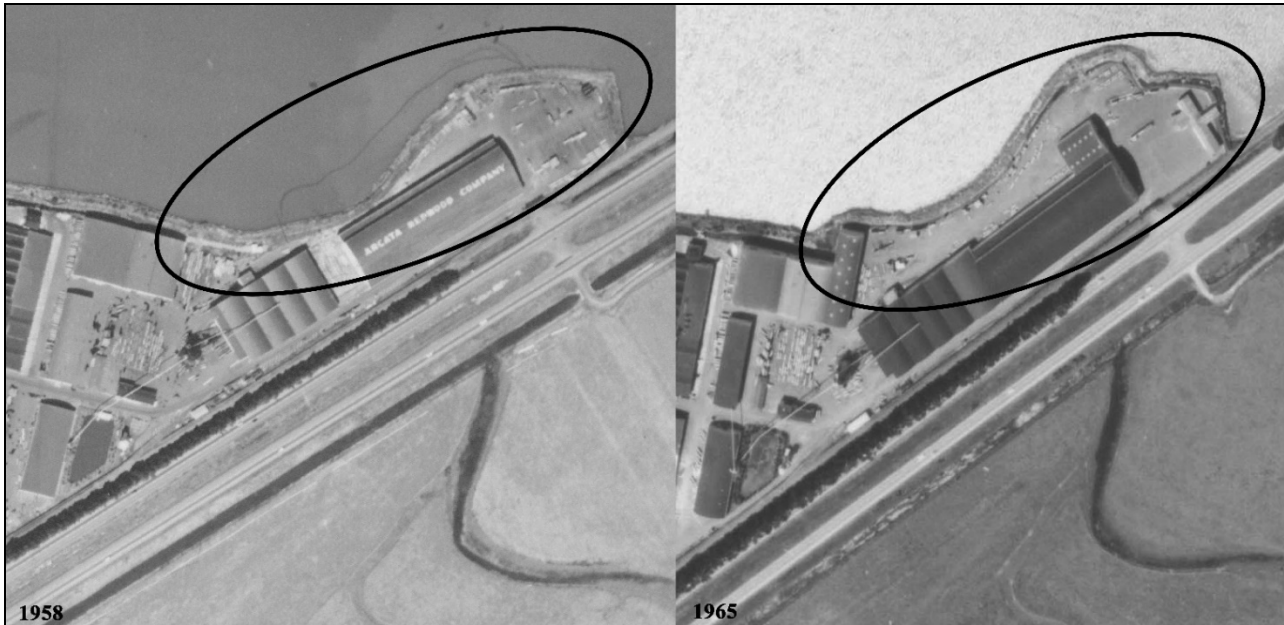
**Plate 4:** 1957 Sanborn map showing locations of remanufacturing buildings.  
 Note the teepee burner below the planning mill (demolished 1969-1972).<sup>21</sup>

<sup>20</sup> Cartwright Aerial Surveys, Flight ID CAS-1957, Frame Eureka-3, June 6, 1957.

<sup>21</sup> Sanborn Map Company, *Eureka, Humboldt County, California* (New York, NY: Sanborn Map Company, 1957); CH2M Hill, Flight ID CH2M-1969-HC, Frame 16-10, August 25, 1969; HistoricAerials.com, 5151 N. US Highway 101, Eureka, CA, aerial photography [1972].



**Plate 5:** 1960 oblique aerial photograph of remanufacturing plant with newly reclaimed land in red circle. Note the teepee burner below the planning mill (demolished 1969-1972).<sup>22</sup>



**Plate 6:** Comparison aerial views of reclamation at the northeast section of the property that took place between 1958 & 1960. Note the formation of part of the new dike on the left.<sup>23</sup>

<sup>22</sup> Arcata Redwood Company, *The ARCO Story* (n.p.: n.p., no date), Lumber Companies – Arcata Redwood Co., Hum. Co. Collection to 1979, Humboldt Room, Humboldt State University, Arcata, CA.

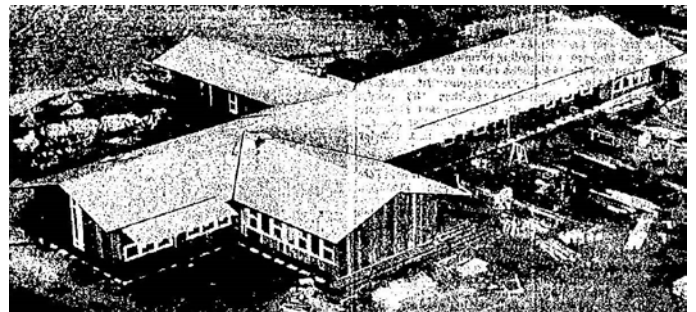
<sup>23</sup> Humboldt County aerial, HU10-23, September 14, 1958, on file at the Humboldt County Department of Public Works; Humboldt County aerial, CVL-19FF-47, August 29, 1965, on file at the Humboldt County Department of Public Works.



**Plate 7:** 2003 aerial with 1973-2001 additions marked in red circles.<sup>24</sup>



**Plate 8:** Van Fleet's 1957 design for the Arcata Methodist Church.<sup>25</sup>



**Plate 9:** Van Fleet's 1959 design for ARCO's new, main office (Building 1).<sup>26</sup>

Van Fleet received awards for two of his designs during his career, both in the 1960s. The first was the private residence for Dr. and Mrs. Lee Burns in the Bayside Heights neighborhood in Arcata which garnered him the "Honor Award for Superior Design" from the Federal Housing Administration. The second was the Public Housing Authority's Award of Merit for Design Excellence for his design for a multi-site, 60-unit, low-cost housing development for the Eureka Housing Authority. This same project was also awarded the Governor's Design Award in the "Social Improvement" category on 1966. Van

<sup>24</sup> Google Earth Pro, "5151 N. US Highway 101, Eureka, CA," aerial imagery [2003].

<sup>25</sup> *Humboldt Standard*, "Office Expansion," May 27, 1957: 5; *Humboldt Standard*, "'Do-It-Yourself' Way," April 23, 1960: 6.

<sup>26</sup> *Humboldt Standard*, "Arcata Redwood Company's New Office to Serve 'Dual Purpose,'" July 27, 1959: 16; *Humboldt Standard*, "Builders' Bids Called On 60 Low Rent Housing Units." May 17, 1963: 1; *Humboldt Standard*, [caption on photograph of new Wells Fargo bank building], July 3, 1963: 9; *Times Standard*, "Trinidad Home Frames Views," October 23, 1970: 38.

Fleet continued to work with the Eureka Housing Authority into the 1980s in addition to his other commissioned works which included schools, churches, residences, as well as two phases of remodeling of the Humboldt County courthouse, often with the help of Colette. Van Fleet died in 2009.<sup>27</sup>

The contractor who built Van Fleet's design for ARCO's new office was local building contractor Ole Antonsen. Born in Norway in 1899, Antonsen eventually moved to Oregon and ran a farm with his wife Helen. In 1948 the couple moved to Eureka and Ole started a job in construction and eventually ran his own construction company. It appears that Antonsen stayed busy in his approximately 20 years of construction with a wide variety of building projects, from room additions, houses, a barbershop, the Ocean View Cemetery mausoleum, numerous restaurants, schools, and churches, including to a \$248,000 Catholic church on Myrtle Avenue in Eureka.<sup>28</sup>

### Evaluation

Under NRHP Criterion A/CRHR Criterion 1, the property at 5151 N. US Highway 101 does not have important associations with events that made a significant contribution to broad patterns of history at the local, state, or national level. This property was originally developed through swampland reclamation, later used as a dairy, and then developed into a lumber drying yard and remanufacturing facility beginning in 1948. The site was one of many mills built in Arcata / Eureka area in the region's lumber boom during the post-World War II period, but this was not one of the major lumber mills in the area and its remanufacturing facility was a secondary lumber process that does not have specific historic significance within the context of the lumber industry during this period.

Under NRHP Criterion B/CRHR Criterion 2, the property at 5151 N. US Highway 101 does not have associations with a person or persons who made significant contributions to history at the local, state, or national level. ARCO owner and president Howard A. Libbey purchased the property in 1948 and retired in 1967. He was an active member of local civic clubs and lumber related associations, he does not appear to have risen to demonstrable distinction within the lumber profession or made significant contributions to the lumber industry. None of the buildings on the parcel can be directly associated to Libbey.

Under NRHP Criterion C/CRHR Criterion 3, the extant buildings at 5151 N. US Highway 101 are not significant because they do not embody distinctive characteristics of a type, period, or method of construction, they are not the work of a master, and they do not possess high artistic values. All of the lumber processing buildings are of utilitarian design, and some of the buildings are modular design. The buildings and structures on the property do not feature important or innovative design qualities that might make them significant under this criterion. They are modest and architecturally unexceptional examples of a utilitarian building type that was used throughout the state and country at the time they were built. The main office building (Building 1) was designed by local architect William Van Fleet. Redwood proponent Van Fleet seemed an obvious choice for ARCO's desire to showcase redwood both inside and out of the new office. The implemented design for the office building appeared to be a reconfiguration of a recent church design by Van Fleet and did not vary from his somewhat formulaic designs that most often utilized redwood siding, most often as board-and-batten, gable roofs with exposed rafters,

<sup>27</sup> *Humboldt Times*, "Two Accolades for Architect Van Fleet," November 8, 1964: 17; *Humboldt Standard*, "Eureka Architect Wins Governor's Design Award," January 5, 1967: 8; *Times Standard*, "Progress Helped By Weather," April 26, 1974: 29; *Times Standard*, "EHA Running Out of Space," February 15, 1980: 1; *Times Standard*, "Architect Feels Planning is the Answer," September 8, 1974; *Times Standard*, "Remodeling," February 9, 1977; *Press Democrat*, "County Courthouse," October 23, 1977; *Times Standard*, "Proposed Cyprus School Pool Project Reactivated," January 21, 1976; *Times Standard*, "Van Fleet First Woman Architect in Area," October 26, 1978: 17; *Times Standard*, "Mattole School Building Slated For June Completion," October 27, 1983: 3.

<sup>28</sup> FindAGrave.com, "Ole Johan Antonsen," <https://www.findagrave.com/memorial/122719838> (accessed November 2017); FindAGrave.com, "Helen Marie Wagner Antonsen," <https://www.findagrave.com/memorial/120592989/helen-marie-antonsen> (accessed November 2017); *Times Standard*, [advertisement for Elite Barber Shop], July 2, 1954: 2; *Times Standard*, [advertisement for Deb's Drive-In], March 29, 1956: 15; *Times Standard*, [advertisement for Ocean View Cemetery], February 4, 1956: 20; *Humboldt Times*, "Dedication Set Sunday For Chapel," December 14, 1956: 15; *Humboldt Standard*, [advertisement for Humboldt National Bank], June 26, 1964: 10; *Humboldt Standard*, "First 'New' Catholic Church Here," November 28, 1964: 6; *Humboldt Standard*, [advertisement for Stanton's Barn], March 10, 1966: 11; R.L. Polk, *Polk's Eureka City Directory* (Monterey Park, CA: R.L. Polk & Co., 1967, 1970).

and fixed ribbon windows. Van Fleet garnered two design awards in his decades long career, but the ARCO office building was not one of them, and these two minor awards do not render him a master. Additionally, the two eras of dikes (ca. 1897 & 1958-1960) are also not significant under this criterion.

Under NRHP Criterion D/CRHR Criterion 4, none of the buildings at 5151 N. US Highway 101 are significant as a source (or likely source) of important information regarding history. None of these buildings appear to have any likelihood of yielding important information 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 and structures have with the surrounding landscape, is typical for this property type of the period and do not appear to provide important information within the broader economic, social, and cultural setting of the region during its historic-period occupation.

Although some buildings on the property have undergone alterations since their original construction, these changes do not substantially diminish the potential historic integrity of the buildings or the property as a whole. Building 3 was originally constructed as two separate buildings in 1950 and 1954 and joined with a connector in 1958 with an addition on the eastern half in 1960 and another on the west side of the western half between 1989 and 2001. Building 4 is a series of dry lumber sheds built between 1951 and 1961. An addition was constructed in 1974 on the south side of the Main Office building (Building 1) that was originally constructed in 1959, replacement doors and windows have been installed in Buildings 27 and 34, and the 1961 constructed resaw/sorter building was demolished in 2016. Most of these alterations took place during the period of significance, 1948-1988, and do not substantially diminish the individual buildings, or the property's integrity of design, workmanship, materials, feeling, and association. The property also retains integrity of location, as well as setting. Although the property has integrity, it lacks sufficient significance to be NRHP / CRHR eligible.

**Photographs (continued):**



**Photograph 2:** West side of Building 1, camera facing northeast, October 25, 2017.



**Photograph 3:** North side of Building 1 at right, Building 2 and portable hose box at left, camera facing southeast, October 25, 2017.



**Photograph 4:** East and south sides of Building 3, camera facing northwest, October 25, 2017.



**Photograph 5:** North side of the eastern half of Building 3, camera facing southeast, October 25, 2017.



**Photograph 6:** Barrel roof connector addition that joined the crane shed (extreme left) to the planing mill (four barrel roofs on the extreme right), camera facing southeast, October 25, 2017.



**Photograph 7:** Two-story shed-roof building section on the north side of the west end of Building 3 (former planing mill), camera facing southeast, October 25, 2017.



**Photograph 8:** West end of Building 3, camera facing north, October 25, 2017.



**Photograph 9:** West and south sides of Building 4, camera facing northeast, October 25, 2017.



**Photograph 10:** Eastern addition on Building 4, camera facing southwest, October 25, 2017.



**Photograph 11:** South and east sides of Building 5 in foreground, Building 6 in background, camera facing northwest, October 25, 2017.



**Photograph 12:** West and south sides of Building 6 in foreground, Building 5 at right, Building 4 at far right, camera facing northeast, October 25, 2017.



**Photograph 13:** North and west sides of Building 7 at left, and Building 8 at right, camera facing southeast, October 25, 2017.



**Photograph 14:** North side of Building 9 in foreground west side of Building 10 at far right, Building 11 (silo) at center, camera facing southeast, October 25, 2017.



**Photograph 15:** West and north sides of Building 10 with base of Building 11 (silo) in foreground, camera facing southwest, October 25, 2017.



**Photograph 16:** South side and roof of Building 12 at right, camera facing north, October 25, 2017.



**Photograph 17:** North and west sides of Building 13, Building 15 in background, camera facing southeast, October 25, 2017.



**Photograph 18:** West and south sides of Building 14, camera facing northeast, October 25, 2017.



**Photograph 19:** South and east sides of Building 14, camera facing northwest, October 25, 2017.



**Photograph 20:** South and west sides of Building 15, Building 22 at right, camera facing northeast, October 25, 2017.



**Photograph 21:** North and east sides of Building 15, camera facing southwest, October 25, 2017.



**Photograph 22:** North and east sides of Buildings 16 & 17 at right, east side of Building 18 at right, camera facing south, October 25, 2017.



**Photograph 23:** East and north sides of Building 18, camera facing south, October 25, 2017.



**Photograph 24:** Building 21 at far left, Building 20 at center, Building 19 at right, and Building 18 at far right, camera facing south, October 25, 2017.



**Photograph 25:** South and west sides of Building 22, camera facing northeast, October 25, 2017.



**Photograph 26:** North and east sides of Building 22, Building 23 in foreground, camera facing southwest October 25, 2017.



**Photograph 27:** North and east sides of Building 24, camera facing southwest, October 25, 2017.



**Photograph 28:** North and west sides of Building 25, Building 26 at right, camera facing south, October 25, 2017.



**Photograph 29:** East and south sides of Building 25 with Building 26 near corner, camera facing northwest, October 25, 2017.



**Photograph 30:** South and east sides of Building 27, camera facing northwest, October 25, 2017.



**Photograph 31:** West and north (obscured) sides of Building 27, camera facing southeast, October 25, 2017.



**Photograph 32:** North and east sides of Building 28, camera facing southwest, October 25, 2017.



**Photograph 33:** West and south sides of Building 28, camera facing northeast, October 25, 2017.



**Photograph 34:** North and west sides of Buildings 29a & 29b at left, Fire Reservoir at right, camera facing southeast, October 25, 2017.



**Photograph 35:** Building 30 at right, Building 31 at center, and Building 32 at left, camera facing southeast, October 25, 2017.



**Photograph 36:** North and west sides of Building 33 in foreground, Building 34 in background, camera facing northeast, October 25, 2017.



**Photograph 37:** North and west sides of Building 34, camera facing east, October 25, 2017.



**Photograph 38:** Concrete footings of former resaw/sorter building, demolished in 2016.  
Building 18 at left, camera facing south, October 25, 2017.

**Site Map:**



**P1. Other Identifier:**

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

\*P2 e. Other Locational Data: Located 0.33-miles east of the intersection of US Highway 101 and Jacobs Avenue, just north of Eureka, to approximately 0.25-miles west of the intersection of US Highway 101 and the Indianola Cutoff.

\*P3a. Description: The primary change to this resource since its last recordation in 2003 is the removal of seven trees on the west end of the west section, near Murray Field County Airport in 2012.<sup>1</sup>

\*P3b. Resource Attributes: (HP 30) Trees/Vegetation

\*P8. Recorded by: Heather Miller & Shelby Kendrick, JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA 95618

\*P11. Report Citation: JRP Historical Consulting, LLC, "Historical Resources Evaluation Report, Humboldt Bay Trail South, City of Eureka, Humboldt County, California," prepared for Humboldt County Public Works and Caltrans District 1, 2018.

\*B10. Significance: This form is an update of a discontinuous eucalyptus tree row located along US Highway 101 just north of Eureka (**Photograph 1**). The 1.25-miles long row contains approximately 600 mature eucalyptus trees with a 650-foot break at the entrance of the former Arcata Redwood Company property (now California Redwood Company), which creates west and east sections of the tree row (**Photographs 1-3**). The trees are *Eucalyptus globulus*, also referred to as Tasmanian blue gum or blue gum. The tree row was previously recorded and evaluated in 2003 by JRP Historical Consulting (see attached). JRP concluded that the row was not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The California State Historic Preservation Officer (SHPO) concurred with this conclusion on November 29, 2006 (Reference No. FHWA20150925002). This update recordation and evaluation of the property was undertaken because of historical information that has emerged since 2006 about the origin of the tree row and to reevaluate the resource within this new context.

Historic Context

The previous recordation estimated that the trees were planted between 1919 and 1925 by the California Division of Highways as part of construction of the new highway connecting Eureka and Arcata and were sourced from a Division of Highways nursery. In September 2007, the Eureka Heritage Society sent a letter to Caltrans office in Eureka in as part of the environmental compliance process for the Eureka-Arcata Route 101 Corridor Improvement Project stating that the trees were planted before construction of the highway as a windbreak for ranch properties.<sup>2</sup> On November 16, 2008, the *Times-Standard* printed an article about the tree rows that cited a 1925 *Humboldt-Standard* article that stated the trees were planted by Henry M. Devoy without the highway commission's consent and were mature when the Division of Highways threatened to cut them down in 1925. The article also stated that the trees were sourced as seedlings from the Cottage Gardens Nursery located in Eureka.<sup>3</sup> An article published by *North Coast Journal* on January 8, 2009 confirmed that Devoy planted the trees citing a statement by Devoy's 96-year old granddaughter that Henry Devoy planted the tree row as a windbreak for three dairies he owned in the vicinity.<sup>4</sup> The historical record does not provide an exact date of when the trees were planted, but it is estimated they were planted between 1914 and 1919 between the time Devoy acquired the property to when construction of the highway began. The entire tree row was cut down in 1933 after a hard frost that swept through Northern California and killed many eucalyptus in the Eureka area. The trees were taken down to stumps, but grew back to the trees that stand today. A photograph from 1933 taken after the damaged tree row was cut down shows that the tree row was originally

<sup>1</sup> California Coastal Commission, Staff Report: Regular Calendar, W16b, Application No. 1-11-046, Filed March 11, 2012, available at <https://documents.coastal.ca.gov/reports/2012/4/W16b-4-2012.pdf>.

<sup>2</sup> U.S. Department of Transportation, et al. *Eureka-Arcata Route 101 Corridor Improvement Project, Humboldt County, District 1 – HUM – 101, PM 79.9/86.3, State Clearing House Number: 200109035, Final Environmental Impact Report/Statement, Volume I of IV, December 2016*, 219.

<sup>3</sup> Kathy Dillon for *Times-Standard*, "A Changing Landscape," November 16, 2008, 1.

<sup>4</sup> Heidi Walters for *North Coast Journal*, "O, Eucalyptus! Should They Stay or Should They Go?" January 8, 2009, available at <https://www.northcoastjournal.com/humboldt/o-eucalyptus/Content?oid=2128713>.

planted in two parallel rows, which was a common planting style for windbreaks (**Plate 1**). When the tree row grew back, it only grew as a single row.<sup>5</sup>

Henry Devoy purchased a 1100-acre property that fronted Humboldt Bay between Eureka and Arcata in 1914, which includes the property that is the site of the former Arcata Redwood Company (currently owned and referred to as California Redwood Company) along which most of the tree row is planted. This property had been swamp land that was reclaimed in the late nineteenth century. During his active management of the property in the 1910s, Devoy leased portions of his ranch to various individuals while maintaining a home ranch on Devoy Road (approximately 1.4 miles south of the tree row). One of the leased properties was a small dairy operation that was located on what would later become the Arcata Redwood Company. Devoy held large tracts of land throughout northern California, including 120-acres of Redwoods along the South Forth of the Eel River, near Cooks Valley, that he purchased in the early 1900s and named it “Henry Devoy Grove.” Devoy used the location as a summer retreat and leased the land to Ed Freeman who built a cookhouse, cabins, tent platforms, and later a store and dining room. In 1922 the Save-the Redwoods League was concerned about plans to cut a highway through the area and convinced Devoy to transfer his 120-acres to the State to operate as a park. This initial 120-acre State park was dedicated in 1922 as Richardson Grove and would eventually grow to its current size of 1800-acres. Devoy retired from ranching by 1920 and his three children continued to run the home ranch north of Eureka. Devoy and his wife Ella moved to Alameda in 1925 where Henry died in 1933. Upon his death, their property, including the ranch north of Eureka transferred to Ella who used a deed of gift to distribute the property to their children and grandchildren in 1939. The Devoy heirs sold the “Henry Devoy Ranch” in 1943, which then consisted of approximately 750-acres to Charles L. and Dorothy N. East. Four years later the Easts sold approximately 109-acres to local mill owner Howard A. Libbey who later established a drying yard and remanufacturing plant as part of the Arcata Redwood Company.<sup>6</sup>

The choice of eucalyptus – and particularly *Eucalyptus globulus* – for windbreaks had a long history in California by the time the trees were planted on the Devoy ranch in the 1910s. Interest in and importing of eucalyptus trees from Australia to California as both an ornamental and commercial specimen began in the 1850s during the period the tremendous growth and business enterprise that accompanied the Gold Rush. Eucalyptus were attractive for their rapid growth and shade, as well as for their potential to counteract widespread deforestation that had already begun at the time. A eucalyptus tree industry developed in California starting in the 1870s, which expanded widely by the early twentieth century. Up to 150 species of eucalyptus had been tested by state forestry experiment stations by 1900 in an attempt to find the types that would grow well and serve as timber in California. The trees adapted well to coastal areas of the state and they were planted extensively. While the fast-growing blue gum Eucalyptus continued to be used for windbreaks, by the early twentieth century they

<sup>5</sup> Humboldt County Recorder, Deeds Vol. 123, pages 444-451; Local contracting firm Mercer-Frazer won the 6.2-mile highway contract for the section between Eureka and Arcata. “California Highway Contracts,” *Western Highways Builder* 1, No. 2 (February 15, 1919): 26; Sean David Dexter, URS Corporation, Historic photograph in Department of Parks and Recreation Primary Record for “Timber Bridge ruins at Brainard,” for the *Positive Archaeological Survey Report, US Highway 101 Eureka-Arcata Corridor Improvement, Arcata to Eureka, Humboldt County, California, District 1, 2006*.

<sup>6</sup>Charles F. Metsker, *Metsker’s Humboldt County Atlas, Humboldt County, California* (Portland, OR: Chas. F. Metsker), 1949; Peter Fimrite, “Suit Says Highway 101 Plan Threatens Redwoods,” SFGate, June 19, 2010, available at <https://www.sfgate.com/green/article/Suit-says-Highway-101-plan-threatens-redwoods-3185088.php>; Save Richardson Grove, “About: The History of Richardson Grove,” Save Richardson Grove, <http://www.saverichardsongrove.org/about/> (accessed February 2018); 1933 dated photograph from personal collection of Barry Douglas at Caltrans District 1, showing the two rows of stumps cut down after the severe frost, California Department of Parks and Recreation, “Richardson Grove State Park,” California Department of Parks and Recreation, [https://www.parks.ca.gov/?page\\_id=422](https://www.parks.ca.gov/?page_id=422) (accessed February 2018); Heidi Walters for *North Coast Journal*, “O, Eucalyptus! Should They Stay or Should They Go?;” Dana Bowers, “Frost Bitten Trees Along Roadsides Show Signs of Life,” *California Highways and Public Works* (May 1933), 14; US Census, 1920, Population Schedule, California, Humboldt County, Eureka City, Supervisor’s District No. 146, Enumeration District No. 187, Sheet 5B; US Census, 1930, Population Schedule, California, Alameda County, Alameda City, Enumeration District No. 1-223, Supervisor’s District No. 8, Sheet 11A; *Humboldt Standard*, “Henry M. Devoy, Pioneer Resident of County, Dies,” November 21, 1933; Humboldt County Recorder, Deeds Vol. 241, pages 208-209; Humboldt County Recorder, Deeds Vol. 264, pages 255-256; Humboldt County Recorder, Official Records Vol. 2, pages 338-339.

proved not to be a useful source of timber, and in California the lumber harvested from these trees tended to crack, shrink, warp, and rot.<sup>7</sup>

Like other parts of the State, Humboldt County citizen started planning eucalyptus in the 1870s. Local botanist and creator of the Ettersburg Experimental Place, Albert F. Etter, wrote a letter to the editor in *Pacific Rural Press* in 1906 about the history of planting eucalyptus trees in Humboldt County. In it, Etter describes trees that are 25 and 30 years old could be found in many parts of the county. Etter also recounted his personal experience with sprouting, transplanting, growing, and transporting nearly 1500 young eucalyptus trees along the Salt River and Perry Slough near Ferndale in the Eel River Valley. After clearcutting much of the valley, local farmers and dairymen lamented the decreased productivity of their fields. Eucalyptus was chosen to plant in the valley to serve as windbreaks, bank protection, fuel supply, and ornament the landscape. A dense concentration of eucalyptus was planted along the bend in the Salt River that is currently bisected by State Route 211 and follows Port Kenyon Road. Although many of these trees are no longer standing, the remaining trees that were planted in the mid-1890s, still dot the landscape in disrupted rows and can be seen from State Route 211.<sup>8</sup>

### Evaluation

Although the new information regarding the origin of the planting of the tree row changes the previous context in which the trees were planted, it does not change the previously concurred upon evaluation that the trees are not eligible for listing in the NRHP or CRHR. While the trees have an aesthetic presence along US 101 between Eureka and Arcata, they lack historical significance and historic integrity as established under NRHP and CRHR criteria. Thus, this update evaluation concludes that the previous finding for this resources is still valid.

Under NRHP Criterion A and CRHR Criterion 1, the eucalyptus tree row still is not associated with important events or trends that made a significant contribution to the patterns of history. The trees were planted by a private land owner, not the California Division of Highways as previously reported. Many private land owners planted eucalyptus tree rows as windbreaks throughout California in the late nineteenth century and early twentieth century. There are many examples in coastal areas of the state. For example, large-scale windbreaks were undertaken by the Salinas Land Company and California Orchard Company in the Salinas Valley in Monterey County where over 6,000 eucalyptus trees were planted between 1918 and 1919 along land holdings near US Highway 101 to serve as windbreaks for their agricultural lands.<sup>9</sup> The California Orchard Company grew its own eucalyptus trees in a nursery on the property, with as many as 170,000 in cultivation at any given time. By 1924 nearly 85,000 eucalyptus trees raised by California Orchard Company were planted in long rows on the roughly 8,000 acres of irrigable Salinas Land Company property, spaced at roughly 800-foot intervals along lot lines of the subdivision, and along the western side of the state highway.<sup>10</sup> In comparison to these larger designed landscapes, the tree row recorded here is not significant within the context of privately planted windbreak tree rows. Also, this tree row is not the only, or the oldest tree row in Humboldt County. As discussed above, private citizens began planting eucalyptus trees in Humboldt County in the 1870s and nearly 1500 trees were planted near Ferndale along waterways in the 1890s. The tree row recorded on this form grew back after being cut down in 1933, making the Ferndale tree rows nearly forty-years older, and they are still situated in their agricultural and rural setting.

Under NRHP Criterion B or CRHR Criterion 2, these eucalyptus trees still are not associated with the lives of persons important to history. The trees were planted by private land owner Henry Devoy, not the California Division of Highways as

<sup>7</sup> Robin W. Doughty, *The Eucalyptus: A Natural and Commercial History of the Gum Tree* (Baltimore and London: Johns Hopkins University Press, 2000), 66-67, 71-72, 76-78, 81-82; see also Section 1 of Robert L. Santos, *The Eucalyptus of California: Seeds of Good or Seeds of Evil?* Available at [http://library.csustan.edu/sites/default/files/Bob\\_Santos-The\\_Eucalyptus\\_of\\_California.pdf](http://library.csustan.edu/sites/default/files/Bob_Santos-The_Eucalyptus_of_California.pdf).

<sup>8</sup> Albert F. Etter, "The Eucalyptus in Humboldt County, Cal.," *Pacific Rural Press*, March 10, 1906, 150; Erwin G. Gudde, *California Place Names: The Origin and Etymology of Current Geographical Names* (Berkeley, CA: University of California Press, 1998), 126; Clyde Sunderland, Flight ID CVL-1954, Frame No. 1N-033, July 21, 1954.

<sup>9</sup> R.E. Hodges, "Large Land Development by Pumps," *Pacific Rural Press*, January 25, 1919, 118.

<sup>10</sup> PAST Consultants, LLC, "Agricultural Resources Evaluation Handbook, Monterey County, California," prepared for Monterey County Parks Department, September 2011, 115; California Orchard Company, "Developing Nineteen Hundred & Five Acres of Fruit and Farm Land in Monterey County, California," 12-13.

previously reported. Devoy was a large, local landholder and rancher, but he does not appear to have made significant contributions to the ranching industry. If Devoy was historically significant, it may also be more appropriate to recognize his house as having more association with his productive life, rather than a tree row that served as a windbreak to one of his leased properties. Furthermore, as discussed above, Devoy is associated with the initial creation of Richard Grove State Park when he donated his 120-acre redwood landholding to the State to use as a park in 1922. Under this association, the State Park would serve better as a representation of his contribution to the State Park system, not the tree row recorded on this form. Criterion B is generally restricted to properties that illustrate, rather than commemorate, a person's important achievements.

Under NRHP Criterion C or CRHR Criterion 3, this update agrees with the previous evaluation that the row of Eucalyptus trees is not associated with the productive careers of significant figures in American landscape architecture as defined by Criterion C, nor is the design plan (a row of trees lining a road) of these trees the first of its type or represent an innovative design plan. Research for this project did not indicate that any significant person in the history of landscape gardening or architecture was involved in the decision to plant the trees. The common nature of tree lined roads does not suggest that planting suggests that it was influential or significant in the theory or practice of landscape architecture. Rural tree-lined roads are common and were often simply the installations of landowners wishing to beautify, provide shade, protect from wind, and/or provide privacy. Additionally, several of the trees have been removed or were cut back by the State Highway Department in 1933 after a severe frost and the integrity of this row (discussed below) has been compromised, eliminating any potential for a historic landscape.

Finally, this resource does not appear to be significant as a source (or likely source) of important information regarding history. The practice of planting of eucalyptus trees as windbreaks is documented in a broad body of contemporary and historical literature. Also, the property's land use and the layout of the tree row, and its relationship the built environment around it, is typical for rural properties of the period and do not appear to provide important information within the broader economic, social, and cultural setting of the region during its historic-period occupation. Therefore, the tree row does not have any likelihood of yielding important information about historic landscape design or planting techniques (NRHP Criterion D or CRHR Criterion 4).

In addition to lacking significance under any of the NRHP or CRHR criteria for evaluation, this resource has lost integrity of setting, feeling, and association. The tree row was planted at some point between 1914 and 1919 by private land owner Henry Devoy to serve as a windbreak for three dairies he owned in the vicinity. Unlike the original pastoral bay setting, the area around the tree row has changed dramatically. The dairy property on the north side of the tree row was transformed into a drying yard and remanufacturing plant as part of the Arcata Redwood Company beginning in the late 1940s. Murray Field Airport, located southwest from the tree row, was initially constructed in the late 1930s, Mid-City Auto World was developed in 1955, the Mid-Way Drive In, now an RV storage facility, was built in 1952, the Cash & Carry was built between 1954 and 1956, a storage facility was built in 1970, and commercial construction along Jacobs Avenue began in the early 1950s and continued into the 1980s (**Plate 2**).<sup>11</sup> Additionally, the highway along which the tree row was planted was expanded from a the original two-lane highway (**Plate 3**) into a major four-lane highway with a large grassy median in the mid-1950s.<sup>12</sup> While the tree row generally retains integrity of location, design, workmanship, and materials, the changes to setting, feeling, and association have substantially diminished the tree row's historic integrity as an agricultural windbreak in a rural setting. The resource does not meet the NRHP or CRHR significance criteria, nor does it retain integrity, and it is not

<sup>11</sup> Judy Tordoff, et al., *Supplemental Historic Resources Evaluation Report, Eureka to Arcata Route 101 Corridor Improvement Project, Humboldt County, California, PM 79.9/86.3 (KP 128.6/138.9), EA 01-363300, 01-366000*, July 2006, 7, 10; *Times-Standard*, "East Ranch North of Eureka Sold to Businessmen, June 29, 1955, 1; Fairchild Aerial Surveys, Flight ID C-19180, Frame 2-6, June 3, 1953; HistoricAerials.com, Eureka, CA, aerial photography [1956]; Clyde Sunderland, Flight ID CVL-1954, Frame No. 12N-137, August 3, 1954; unknown photographer, Flight ID CH-70, Frame No. 17B-77 – Roll 18, August 7, 1970; Cartwright Aerial Surveys, Flight ID CAS-1957, Flight No. Eureka-3, June 6, 1957; CH2M Hill, Flight ID CH2M-1969-HC, Flight No. HC-16-10, August 25, 1969; unknown photographer, Flight ID CDF-ALL-EU, Frame No. 10-16, June 15, 1981.

<sup>12</sup> Photograph courtesy of Caltrans District 1 Photo Archive; *California Highways and Public Works*, "Burns Memorial Freeway Rededicated," (Sacramento, CA: Division of Highways, November-December 1954), 37.

eligible for listing in the NRHP or CRHR. It also does not appear an eligible for the City of Eureka Local Register of Historic Places,<sup>13</sup> and it is not a historical resource for the purposes of the California Environmental Quality Act (CEQA). 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.

\*B14. Evaluator: Heather Miller

\*Date of Evaluation: February 2018

<sup>13</sup> This property technically falls outside the corporate City limits, but JRP considered it for the Eureka Local Register of Historic Places.  
DPR 523L (1/95)

**Photographs:**



**Photograph 1:** Full length of tree row with est end of west section in foreground, camera facing north, October 25, 2017.



**Photograph 2:** Break in tree rows at former Arcata Redwood Company entrance, camera facing north, October 25, 2017.



**Photograph 3:** West end of east section of tree row, camera facing north, October 25, 2017.



**Plate 1:** 1933 photograph showing two rows of stumps where the trees were cut down after a damaging frost.<sup>14</sup>

<sup>14</sup> Caltrans District 1, HUM-1-H- #16, ID 806, Object File Name img00762, 1933.  
DPR 523L (1/95)



**Plate 2:** 1941 aerial (top) showing dairy just north of tree row (west and east sections bound in red boxes) and pasture land to the south, 2016 aerial (bottom) showing California Redwood Company where dairy used to be, airport, and post WWII commercial development in former open pasture land.



**Plate 3:** 1949 view of west section of tree row. Note the two-lane US 101 Highway. Field on right is current location of Mid-City Auto World.<sup>15</sup>

<sup>15</sup> Caltrans District 1, HUM-1-H- #79, ID 4909, Object File Name img04841, 1949  
DPR 523L (1/95)

### Previous Historic Resources Inventory

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>PRIMARY RECORD</b>	Primary # _____ HRI # _____ Trinomial _____ NRHP Status Code <u>6</u>
Other Listings _____ Review Code _____	Reviewer _____ Date _____

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\*Resource Name or # (Assigned by recorder) Map Reference #14

**P1. Other Identifier:** \_\_\_\_\_

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

\*a. County Humboldt

\*b. USGS 7.5' Quad Eureka Date 1959 T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ ¼ of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address \_\_\_\_\_ City Eureka Zip \_\_\_\_\_

d. UTM: (give more than one for large and/or linear resources) Zone 10: 406380mE/ 4518177mN; Zone 10: 407050mE/ 45186244mN

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

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

These eucalyptus trees are located on the western side of Highway 101, separating the highway from the Northwestern Pacific Railroad tracks, serving as a windbreak and light screen. The trees are spaced approximately five feet apart in a single row lining the highway. They are approximately 30 feet tall and extend from Fay Slough near the Eureka Airport to just southwest of the Indianola Cutoff, a distance of approximately one and half miles.

**\*P3b. Resource Attributes:** (List attributes and codes) (HP 30) Trees/Vegetation

**\*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.)

See continuation sheet.

P5b. Description of Photo: (View, date, accession #) See continuation sheet.

**\*P6. Date Constructed/Age and Sources:**  
 Historic  Prehistoric  Both  
Planted in circa early 1920s.

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded by:** (Name, affiliation, address)  
Amanda Blosser & Courtney Chambers  
JRP Historical Consulting Services  
1490 Drew Ave, Suite 110  
Davis, CA 95616

**\*P9. Date Recorded:** February 18, 2003

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

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting Services. HRER Route 101 Eureka-Arcata Corridor Highway Improvement Project, October 2003.

**\*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**

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

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\*NRHP Status Code 6  
 \*Resource Name or # (Assigned by recorder) Map Reference #14

B1. Historic Name: \_\_\_\_\_  
 B2. Common Name: \_\_\_\_\_  
 B3. Original Use: \_\_\_\_\_ B4. Present Use: \_\_\_\_\_

\*B5. Architectural Style: \_\_\_\_\_

\*B6. Construction History: (Construction date, alteration, and date of alterations) Trees planted in circa mid-1920s

\*B7. Moved?  No  Yes  Unknown Date: n/a Original Location: n/a

\*B8. Related Features: none

B9. Architect: none b. Builder: none

\*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

These eucalyptus trees do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. Although the date they were planted is unknown, the trees were most likely planted between 1919 and 1925 when the highway along the bay between Arcata and Eureka was built. The reclaimed tidal marsh along Humboldt Bay was sparsely settled prior to the improvements of Highway 101 and consisted mainly of two small settlements, Brainard and Bayside, located north of the current Jacobs Avenue near the old state highway. State Highway 101 was laid out in 1919 along the western edge of Humboldt Bay to serve as a connector between Eureka and Arcata and became a major artery with the volume of traffic steadily increasing into the 1940s. Road improvements along this five-mile stretch of road became a necessity with the increasing traffic volume and in 1944 this section of Highway 101 was placed on the planning program as high-priority. When funds became available in 1954, construction started on the improvements on the five-mile section between Eureka and Gannon Sloughs. The improvements consisted of reconstruction of the old two-lane road, addition of two more lanes creating a four lane limited access route with channelized intersections at two county roads. (See continuation sheet).

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

\*B12. References: Sanborn Fire Insurance Maps, "Eureka," 1956; City Directories (various years); Building Permits, Eureka Building Department; USGS Quadrangles *Eureka* and *Arcata South* (1959, 1972); "East Highway Subdivision Map," Humboldt County Records Office; Caltrans As-Builts for Highway 101; Caltrans "General Guidelines for Identifying and Evaluating Historic Landscapes," February 1999.

B13. Remarks:

\*B14. Evaluator: Amanda Blosser

\*Date of Evaluation: March 6, 2003

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Location Map

**B10. Significance (continued):**

Jacobs Avenue was also laid out and constructed at this time to accommodate traffic needs and with this improvements, the drainage system became a necessity for carrying water to the Bay. Improvements were completed in the summer of 1955 relieving traffic congestion between the two cities and accommodating local traffic needs, as in the case of this system. The highway also provided improved access for two county roads serving the Humboldt County Airport and the small developing industrial area along the East Highway subdivision.

These eucalyptus trees were most likely planted between 1919 and 1925, as part of construction for the new highway connecting Eureka and Arcata. Although the Division of Highways had to cut the trees to the ground in 1933 after a severe frost, the trees continued to grow alongside the highway. In 1920, the California Division of Highways established a state nursery that enabled the division to plant thousands of trees each year for roadside landscaping. The Division of Highways also employed an arboriculturist to supervise the planting and the care of trees along state highways as early as 1920. Additionally, in the 1920s and 1930s, private groups seeking to enhance roadside beautification planted approximately 130,000 trees along California state highways. After assuming the cost of planting and care of the trees for the first year, the Division of Highways assumed control of the trees. These private groups worked in conjunction with the state arboriculturist, who recommended coast redwood, sycamores, eucalyptus, coast live oak, and silver maple trees for use in the coastal areas of California. Eucalyptus trees were commonly planted as windbreaks along California highways during the 1920s, 1930s, 1940s, and 1950s. In 1948, a row of eucalyptus trees, along a state highway in San Bernardino County were planted specifically to shield drivers from the train headlights on the parallel train tracks. The row of eucalyptus trees lining Highway 101 in Humboldt County may have been planted for the same purposes.<sup>1</sup>

Under Criterion A, these eucalyptus trees do not appear to be importantly associated with significant events or trends in state or national history. Although part of a state-wide effort of roadside beautification, this row of Eucalyptus trees does not appear to be significant within this context. Examples of similar tree-lined highways exist in many towns and areas, including a walnut tree-lined boulevard in Davis, California, and another in rural Yolo County south of West Sacramento; palm tree-lined rural roads in Kern County; olive tree-lined rural routes throughout the Central Valley; or other eucalyptus-lined stretches of state highways. This row of trees also do not appear to be importantly associated with any individuals who made significant contributions to the history at the local, state, or national level under Criterion B. Research for this project did not indicate that these trees were associated with any historical significant persons. Under Criterion C, the row of Eucalyptus trees are not associated with the productive careers of significant figures in American landscape architecture as defined by Criterion C, nor is the design plan (a row of trees lining a road) of these trees the first of its type or represent an innovative design plan. Research for this project did not indicate that any significant person in the history of landscape gardening or architecture was involved in the decision to plant the trees; in fact, the historic record does not indicate whose decision it was to plant them. The common nature of tree lined roads does not suggest that planting suggests that it was influential or significant in the theory or practice of landscape architecture. Rural tree-lined roads are common, and were often simply the installations of landowners wishing to beautify, provide shade, protect from wind, provide privacy. Additionally, several of the trees have been removed or were cut back by the State Highway Department in 1933 after a severe frost and the integrity of this row has been compromised, eliminating any potential for a historic landscape. In rare instances, resources themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this property is otherwise documented and does not appear to be a principal source of important information in this regard. This property has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property does not appear to meet the criteria for listing in California Register of Historic Resources.

<sup>1</sup> L.R. McNeely, "Plantings: Eucalyptus Trees Used for Windbreaks on Freeway," *California Highways and Public Works* (Sacramento: California Department of Transportation, September-October, 1948), 36; "How State Cares for 130,000 Trees Privately Planted Along Highways," *California Highways and Public Works* (Sacramento: California Department of Transportation, December 1931), 34; and "Tree Maintenance," *California Highways and Public Works* (Sacramento: California Department of Transportation, March 1924), 6.

**Photographs (cont):**



Photograph 1. View of eucalyptus trees, camera facing southwest, February 18, 2003.

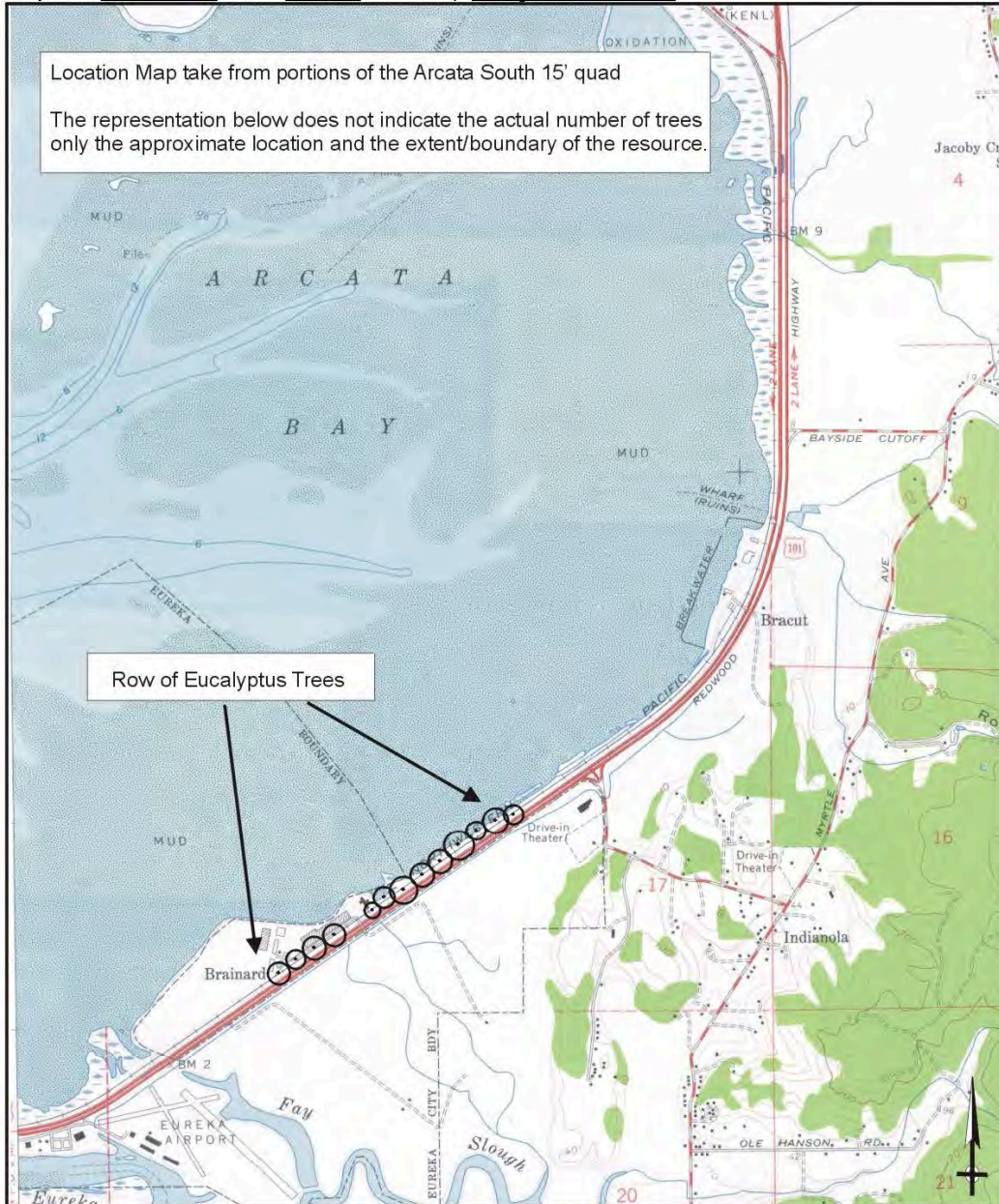
State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**Location Map**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

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\*Resource Name or # (Assigned by recorder) Map Reference #14

\*Map Name Arcata South \*Scale 1:24,000 \*Date of Map 1953 photorevised 1972



**APPENDIX C**

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**Correspondence & Public Meeting Minutes**

**Stephen R. Wee**, Principal / President  
**R. Meta Bunse**, Principal / Vice President  
**Christopher D. McMorris**, Partner  
**Bryan T. Larson**, Partner  
**Scott A. Miltenberger**, Partner

November 6, 2017

RE: Humboldt Bay Trail South Project

To Whom It May Concern:

The County of Humboldt proposes to develop an approximately 4.2-mile bike path to connect the southern terminus of the City of Arcata's Humboldt Bay Trail North with the City of Eureka's Waterfront Trail. This project is part of the overall Humboldt Bay Trail network, which is a collaborative effort between the Humboldt County Association of Governments, City of Eureka, County of Humboldt, City of Arcata, Caltrans, California State Coastal Conservancy, North Coast Railroad Authority, Redwood Community Action Agency, and other community groups. The Humboldt Bay Trail South Project is generally situated along the Highway 101 (Caltrans) and railroad (North Coast Railroad Authority) corridors (see enclosed map for the general project area being considered; note that a final alignment has not been selected).

JRP Historical Consulting, LLC has been retained to conduct a study to survey and evaluate buildings and structures that may be affected by the project for their eligibility to be listed in the National Register of Historic Places (NRHP) and/or the California Register of Historical Resources (CRHR). This study is one part of the environmental studies for the proposed project, and is being conducted to support compliance with Section 106 of the National Historic Preservation Act of 1966 and the California Environmental Quality Act. Properties identified as historically significant and determined eligible for the NRHP or the CRHR are given special consideration during the planning and development of federally-funded projects.

If you or your organization has any information or concerns regarding historic resources in the areas that could be affected by this project, please respond in writing to the address provided above within the next thirty days. Please note this is not a request for research, just for information. You may also respond to me via email at: [cmcmorris@jrphistorical.com](mailto:cmcmorris@jrphistorical.com). A list of organizations receiving this letter is also enclosed for your information. Thank you.

Sincerely,



Christopher McMorris  
Partner/Architectural Historian

Enclosures: List of Recipients  
Project Area Map

## Humboldt Bay South Project

### Organizations Receiving Letter Soliciting Input Regarding Historic Resources

<p><b>Humboldt County Planning and Building Department</b> c/o John H. Ford, Director 3015 H Street Eureka, CA 95501-4484 (707) 445-7541 jford@co.humboldt.ca.us</p>	<p><b>Eureka Historic Preservation Commission</b> c/o City of Eureka 531 K Street Eureka CA, 95501-1165 (707) 441-4160 planning@ci.eureka.ca.gov</p>
<p><b>Eureka Community Development</b> c/o Rob Holmlund, AICP, Director 531 K Street Eureka, CA 95501 (707) 441-4160 rholmlund@ci.eureka.ca.gov</p>	<p><b>Humboldt County Historical Society</b> 703 8<sup>th</sup> Street Eureka, CA 95502 (707) 445-4342 info@humboldthistory.org</p>
<p><b>Eureka Heritage Society</b> PO Box 1354 Eureka, CA 95502 (707) 445-8775 info@eurekaheritage.org</p>	<p><b>Clarke Historical Museum</b> c/o Ben Brown, Director 240 E Street Eureka, CA 95501 (707) 443-1947 admin@clarkemuseum.org</p>
<p><b>Friends of the Arcata Marsh (FOAM)</b> PO Box 410 Arcata, CA 95518 (707) 826-2359 Information@arcatamarshfriends.org</p>	<p><b>Arcata Community Development Department</b> c/o David Loya, Director 736 F Street Arcata, CA 95521 (707) 822-5955 comdev@cityofarcata.org</p>
<p><b>Historical Sites Society of Arcata</b> PO Box 4521 Arcata, CA 95521 (707) 822-4722 <a href="http://www.arcatahistory.org/contact">http://www.arcatahistory.org/contact</a> [contact form]</p>	



**Project** Humboldt Bay Trail South Project

**Project No.** Federal Aid No. RPSTPL-5904(143)

**Subject** Contacting interested parties re: historic resources

**Client** California Department of Transportation (Caltrans) & The County of Humboldt

**Notes Prepared By** Heather Miller, Staff Historian, JRP Historical Consulting, LLC

Participants	Notes
<p><b>Humboldt County Planning and Building Department</b>            c/o John H. Ford, Director            3015 H Street            Eureka, CA 95501-4484            (707) 445-7541            jford@co.humboldt.ca.us</p>	<p>Letter sent via standard US Postal Service on November 6, 2017. Copy of letter sent via email on November 22, 2017. Email forwarded to Supervising Planner Michael Richardson who sent a hyperlink to the December 2016 “Final Environmental Impact Report/Statement for Eureka-Arcata Route 101 Corridor Improvement Project, Humboldt County, California, District 1 – HUM – 101 PM 79.9/86.3” as a source to locate historic resources potentially affected by the project. The HRER JRP prepared in 2003 was used for this EIR.</p>

Participants	Notes
<p><b>Eureka Historic Preservation Commission</b>            c/o City of Eureka            531 K Street            Eureka CA, 95501-1165            (707) 441-4160            planning@ci.eureka.ca.gov</p>	<p>Letter sent via standard US Postal Service on November 6, 2017. Copy of letter sent via email on November 22, 2017. Follow-up phone call made on December 6, 2017 and spoke to Assistant Planner Delo Freitas who asked for another copy of the emailed letter to her email account, to present to the Commission meeting that night. Copy of letter sent via email that day, with confirmation of receipt from Ms. Freitas. Received email response from Ms. Freitas on December 8, 2017 that the Commission asked that the Brainard Mill Site and the Pacific Railway Bridge be evaluated as Historic Resources. JRP thanked Ms. Freitas for the response on December 8, 2017. At the request of Caltrans, another email was sent to Ms. Freitas on February 20, 2018 to update her and the Commission on the two resources mentioned in her December 8th email: the Brainard Mill Site and the Pacific Railway Bridge. The email reported that JRP previously recorded the Brainard Mill Site, a.k.a. Bracut Industrial Park, in 2014 as part of the "Historical Resources Evaluation Report for the Phase II Arcata Rail with Trail Connectivity Project, Arcata, Humboldt County, California" and JRP concluded that the property was ineligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR). The State Historic Preservation Officer (SHPO) concurred in this evaluation on October 29, 2015 (Reference No. FHWA20150925002). In reference to the "Pacific Railway Bridge," it was implied that they meant the Northwestern Pacific Railroad lift-bridge bridge over Eureka Slough. If so, this extant bridge is a replacement that was constructed in 1976 and because it is less than 50 years old, was exempt from recordation, but JRP did record and evaluate a portion of the Northwestern Pacific Railroad north and south of the bridge as part of this project. JRP received an email response on February 26, 2018 thanking JRP for the information.</p>
<p><b>Eureka Community Development</b>            c/o Rob Holmlund, AICP, Director            531 K Street            Eureka, CA 95501            (707) 441-4160            rholmlund@ci.eureka.ca.gov</p>	<p>Letter sent via standard US Postal Service on November 6, 2017. Copy of letter sent via email on November 22, 2017. Received email response on November 22, 2017 that there were no comments.</p>

Participants	Notes
<p><b>Humboldt County Historical Society</b> 703 8<sup>th</sup> Street Eureka, CA 95502 (707) 445-4342 info@humboldthistory.org</p>	<p>Letter sent via standard US Postal Service on November 6, 2017. Copy of letter sent via email on November 22, 2017. Left voicemail on December 6, 2017. Email response received from Archivist &amp; Collections Manager Jim Garrison that there were no questions or concerns.</p>
<p><b>Eureka Heritage Society</b> PO Box 1354 Eureka, CA 95502 (707) 445-8775 info@eurekaheritage.org</p>	<p>Letter sent via standard US Postal Service on November 6, 2017. Copy of letter sent via email on November 22, 2017. Left voicemail on December 6, 2017. Email received from society President Mary Ann McCulloch on December 11, 2017 that the Society's monthly board meeting was that evening and they would ask the board for any comments on the project. Received another email on December 12, 2017 from President Mary Ann McCulloch that stated the board believed "There is no question that the mill site, railroad and mature eucalyptus trees are historic and provide context to the development of Eureka, Humboldt Bay, and the region," but that they thought the project would not negatively impact these resources. The board also requested that the report address bay wildlife. JRP thanked Ms. McCulloch for the response on December 12, 2017. A letter response was sent via email by Hank Seemann at the Humboldt County Department of Public Works to the Eureka Heritage Society on March 26, 2018 that informed the Society that the existing railroad (Northwestern Pacific Railroad), the mill site (California Redwood Company / former Arcata Redwood Company), and the eucalyptus tree rows are all being recorded and evaluated for their potential historic significance and integrity in the Historical Resources Evaluation Report prepared for this project. It also stated that project impacts are addressed in the project's environmental document prepared for compliance with the California Environmental Quality Act and project effects on wildlife are also addressed in the environmental document.</p>
<p><b>Clarke Historical Museum</b> c/o Ben Brown, Director 240 E Street Eureka, CA 95501 (707) 443-1947 admin@clarkemuseum.org</p>	<p>Letter sent via standard US Postal Service on November 6, 2017. Copy of letter sent via email on November 22, 2017. Left voicemail on December 6, 2017 with return call later in the day that there were no comments.</p>
<p><b>Friends of the Arcata Marsh (FOAM)</b> PO Box 410 Arcata, CA 95518</p>	<p>Letter sent via standard US Postal Service on November 6, 2017. Copy of letter sent via email on November 22, 2017. Follow-up phone call made on December 6, 2017 and was</p>

Participants	Notes
(707) 826-2359 info@arcatamarshfriends.org	asked to call back the next day to speak to the Interpretive Naturalist Gretchen O'Brien. Called on December 7, 2017 and spoke to Gretchen who reported that she was unsure if the board received either version of the letter. She requested a copy of the emailed letter to her email account. Copy of letter sent via email that day.
<b>Arcata Community Development Department</b> c/o David Loya, Director 736 F Street Arcata, CA 95521 (707) 822-5955 comdev@cityofarcata.org	Letter sent via standard US Postal Service on November 6, 2017. Copy of letter sent via email on November 22, 2017. Left voicemail on December 6, 2017. Return call made by an employee in the Economic Development Department who reported that they did not receive an email letter. Informed her that I was trying to contact the David Loya at the Community Development Department and she provided his email address. Copy of letter sent via email that day and received an email response from Mr. Loya on December 14, 2017 that he would share the letter with his department and would send a copy to the City's Historic Landmarks Committee for review.
<b>Historical Sites Society of Arcata</b> PO Box 4521 Arcata, CA 95521 (707) 822-4722 <a href="http://www.arcatahistory.org/contact">http://www.arcatahistory.org/contact</a> [contact form]	Letter sent via standard US Postal Service on November 6, 2017. Text from follow-up email submitted on contact form through the organization's website on November 22, 2017. Could not attach copy of letter on their portal. Left voicemail on December 6, 2017.

**From:** [Richardson, Michael](#)  
**To:** [Heather Miller](#)  
**Cc:** [Miller, John](#); [Ford, John](#)  
**Subject:** Humboldt Bay Trail South Project  
**Date:** Wednesday, November 22, 2017 2:43:28 PM

---

Hi Heather,

Based on the information we have from the State Office of Historic Preservation, there are no mapped historic structures or other resources in the project area. Further documentation of the historic resources potentially affected by the project may be found in the 12/16 Final Environmental Impact Report for the 101 highway corridor improvement project. Below is the link to that EIR.

[http://www.dot.ca.gov/dist1/d1projects/eureka\\_arcata/feirs\\_v1.pdf](http://www.dot.ca.gov/dist1/d1projects/eureka_arcata/feirs_v1.pdf)

Please let me know if I can be of any further assistance.

Thanks!

Michael Richardson  
Supervising Planner  
(707) 268-3723  
[mrichardson@co.humboldt.ca.us](mailto:mrichardson@co.humboldt.ca.us)

**From:** [Delo Freitas](#)  
**To:** [Heather Miller](#)  
**Cc:** [Kristen Goetz](#)  
**Subject:** RE: Humboldt Bay Trail South Project  
**Date:** Monday, February 26, 2018 8:48:19 AM

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Great, thank you for the information Heather!

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**From:** Heather Miller [mailto:HMiller@jrphistorical.com]  
**Sent:** Tuesday, February 20, 2018 2:40 PM  
**To:** Delo Freitas <dfreitas@ci.eureka.ca.gov>  
**Subject:** FW: Humboldt Bay Trail South Project

Hi Delo,

I know it's a little late, but I wanted to give you an update on the two resources you mentioned in your December 8<sup>th</sup> email: the Brainard Mill Site and the Pacific Railway Bridge.

My firm (JRP) previously recorded the Brainard Mill Site, a.k.a. Bracut Industrial Park, in 2014 as part of the "Historical Resources Evaluation Report for the Phase II Arcata Rail with Trail Connectivity Project, Arcata, Humboldt County, California." JRP concluded that the property was ineligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR). The State Historic Preservation Officer (SHPO) concurred in this evaluation on October 29, 2015 (Reference No. FHWA20150925002). Additionally, I'm assuming that the "Pacific Railway Bridge" you refer to is the Northwestern Pacific Railroad lift-bridge bridge over Eureka Slough. If so, this extant bridge is a replacement that was constructed in 1976 and because it is less than 50 years old, was exempt from recordation. JRP did record and evaluate a portion of the Northwestern Pacific Railroad north and south of the bridge as part of this project.

**Heather Miller, Staff Historian**  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618  
tel 530.757.2521

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**From:** Heather Miller  
**Sent:** Friday, December 8, 2017 3:10 PM  
**To:** 'Delo Freitas' <dfreitas@ci.eureka.ca.gov>  
**Subject:** RE: Humboldt Bay Trail South Project

Hi Delo,

Thank you for your response.

**Heather Miller, Staff Historian**

JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618  
tel 530.757.2521

---

**From:** Delo Freitas [<mailto:dfreitas@ci.eureka.ca.gov>]

**Sent:** Friday, December 8, 2017 10:25 AM

**To:** Heather Miller <[HMiller@jrphistorical.com](mailto:HMiller@jrphistorical.com)>

**Subject:** RE: Humboldt Bay Trail South Project

Hi Heather,

The Commission has asked that the Brianard Mill Site and the Pacific Railway Bridge be evaluated as Historic Resources.

Please let me know if you have any questions!

Best,

Delo

---

**From:** Heather Miller [<mailto:HMiller@jrphistorical.com>]

**Sent:** Wednesday, December 06, 2017 2:08 PM

**To:** Delo Freitas <[dfreitas@ci.eureka.ca.gov](mailto:dfreitas@ci.eureka.ca.gov)>

**Subject:** Humboldt Bay Trail South Project

Please see attached.

**Heather Miller, Staff Historian**

JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618  
tel 530.757.2521

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**From:** [Rob Holmlund](#)  
**To:** [Heather Miller](#)  
**Subject:** RE: Humboldt Bay Trail South Project  
**Date:** Wednesday, November 22, 2017 9:12:38 AM

---

We received the letter and have no comments.

Best.

R

**Robert Holmlund, AICP**

Director of Development Services

*Economic Development*

*Community Development*

City of Eureka

531 K Street, Eureka, CA 95501

707-441-4160

[rho@ci.eureka.ca.gov](mailto:rho@ci.eureka.ca.gov)

[www.ci.eureka.ca.gov](http://www.ci.eureka.ca.gov)

---

**From:** Heather Miller [mailto:HM@jrphistorical.com]

**Sent:** Wednesday, November 22, 2017 9:11 AM

**To:** Rob Holmlund <rho@ci.eureka.ca.gov>

**Subject:** Humboldt Bay Trail South Project

Hello,

My name is Heather Miller and I work for JRP Historical Consulting in Davis, California. JRP is working with the County of Humboldt and the California Department of Transportation (Caltrans) to develop an approximately 4.2-mile bike path to connect the southern terminus of the City of Arcata's Humboldt Bay Trail North with the City of Eureka's Waterfront Trail, as part of the Humboldt Bay Trail South Project. JRP sent a letter via the US Postal Service to your organization on November 6th regarding information about historic resources in the project area, which was illustrated on a map included with the letter. We are also providing a copy of the letter to your organization via email (see attached).

This communication is to confirm that your organization received our letter and to inquire if your organization has any information or concerns about historic resources in the project area. Please note that this is not a request for research, just information. If you have any questions or concerns, please call me at (530) 757-2521 or reply via email to [h@jrphistorical.com](mailto:h@jrphistorical.com) within 30 days. Likewise, if you do not have any concerns, please let me know via email. Thank you for your time.

Regards,

**Heather Miller, Staff Historian**

JRP Historical Consulting, LLC

2850 Spafford Street  
Davis, CA 95618  
tel 530.757.2521

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**From:** [Jim Garrison](#)  
**To:** [Heather Miller](#)  
**Subject:** Eureka Bike Path  
**Date:** Thursday, December 7, 2017 6:19:50 PM

---

Hi Heather -

My name is Jim Garrison, and I am the Archivist and Collections Manager at the Humboldt County Historical Society. We did receive your letter concerning the bike path connecting Arcata's project with the Eureka waterfront trail. The HCHS has no questions or concerns at this time, but would like to thank you for the opportunity to voice our questions on your project. I look forward to seeing this project completed!

Thank you again!

Jim Garrison  
Humboldt County Historical Society



DEPARTMENT OF PUBLIC WORKS  
**C O U N T Y O F H U M B O L D T**

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579  
AREA CODE 707

ARCATA-EUREKA AIRPORT TERMINAL  
McKINLEYVILLE  
FAX 839-3596

AVIATION 839-5401

PUBLIC WORKS BUILDING  
SECOND & L ST., EUREKA  
FAX 445-7409

ADMINISTRATION	445-7491	NATURAL RESOURCES	445-7741
BUSINESS	445-7652	NATURAL RESOURCES PLANNING	267-9540
ENGINEERING	445-7377	PARKS	445-7651
FACILITY MAINTENANCE	445-7493	ROADS & EQUIPMENT MAINTENANCE	445-7421

CLARK COMPLEX  
HARRIS & H ST., EUREKA  
FAX 445-7388

LAND USE 445-7205

March 26, 2018

Mary Ann McCulloch, President  
Eureka Heritage Society  
PO Box 1354  
Eureka, CA 95502

Subject: Humboldt Bay Trail South Project

Dear Ms. McCulloch:

Thank you for your input on the Humboldt Bay Trail South Project sent in an email to Heather Miller at JRP Historical Consulting, LLC on December 12, 2017.

The existing railroad (Northwestern Pacific Railroad), the mill site (California Redwood Company / former Arcata Redwood Company), and the eucalyptus tree rows are all being recorded and evaluated for their potential historic significance and integrity in the Historical Resources Evaluation Report prepared for this project. Your comments regarding these resources are included in this document, which will be reviewed by Caltrans and the California State Historic Preservation Officer.

I also want to acknowledge your concerns regarding project impacts to the railroad, mill site, eucalyptus trees, and sea wall. We have designed the proposed pedestrian and bike path to minimize physical impacts to these features, as well as to other physical and natural resources along the project route. However, certain impacts have been found to be unavoidable. Project impacts have been analyzed in the environmental document being prepared for compliance with the California Environmental Quality Act, and mitigation measures have been identified where necessary. This document is available at [www.humboldtbytrail.info](http://www.humboldtbytrail.info).

The Humboldt Bay Trail project is nearing the end of the preliminary engineering and environmental review phase. The Board of Supervisors is expected to consider approval of the environmental document on May 8. The County plans to apply for construction funding in July. Refinement of the project design and preparation of engineering plans and specifications will continue through 2019. The goal is to acquire all necessary permits and right-of-way by the end of 2019. The timeline for construction is not firm, and the earliest construction could begin is likely 2021.

Sincerely,

Hank Seemann  
*Deputy-Director (Environmental Services)*

**From:** Heather Miller  
**To:** ["Eureka Heritage Society"](#)  
**Subject:** RE: Humboldt Bay Trail South Project  
**Date:** Tuesday, December 12, 2017 4:14:00 PM

---

Hello Mary Ann,

Thank you for your comments. They will be noted in our report.

**Heather Miller, Staff Historian**

JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618  
tel [530.757.2521](tel:530.757.2521)

**From:** Eureka Heritage Society [mailto:[eurekaheritagesociety@gmail.com](mailto:eurekaheritagesociety@gmail.com)]

**Sent:** Tuesday, December 12, 2017 3:48 PM

**To:** Heather Miller <[HMiller@jrphistorical.com](mailto:HMiller@jrphistorical.com)>

**Subject:** Re: Humboldt Bay Trail South Project

Hello Heather,

The Eureka Heritage Society Board of Directors met last night and have the following comments on the proposed Humboldt Bay Trail South Project:

*Impact on Historic Resources*

There is no question that the mill site, railroad and mature eucalyptus trees are historic and provide context to the development of Eureka, Humboldt Bay, and the region. To that end, the Society believes the project should not negatively impact:

- The structure of the existing railroad, including, but not limited to, the existing bridges and the railroad bed
- The mill site or buildings on the site While modifications have been made over the years to some of the buildings, the Society maintains those modifications do not alter the historicity of the mill site and buildings
- The mature eucalyptus trees along the bay side of Highway 101
- The existing sea wall

In addition, the board requests that the report address the effect of the project on wildlife that lives in and around the bay.

Please let me know if you have any questions or need these comments submitted in writing on letterhead.

Thank you, again, for the opportunity to comment.

Mary Ann McCulloch  
President  
Eureka Heritage Society

On Mon, Dec 11, 2017 at 1:45 PM, Eureka Heritage Society <[eurekaheritagesociety@gmail.com](mailto:eurekaheritagesociety@gmail.com)> wrote:

Good afternoon, Heather. The Eureka Heritage Society has our monthly board meeting this evening, so I will be soliciting the board's comments on the project at that time. I will pass any comments to your firm either tomorrow or Wednesday.

Thank you for reaching out to the Society.

Best regards,

Mary Ann McCulloch  
President

On Wed, Nov 22, 2017 at 9:11 AM, Heather Miller <[HMiller@jrphistorical.com](mailto:HMiller@jrphistorical.com)> wrote:

Hello,

My name is Heather Miller and I work for JRP Historical Consulting in Davis, California. JRP is working with the County of Humboldt and the California Department of Transportation (Caltrans) to develop an approximately 4.2-mile bike path to connect the southern terminus of the City of Arcata's Humboldt Bay Trail North with the City of Eureka's Waterfront Trail, as part of the Humboldt Bay Trail South Project. JRP sent a letter via the US Postal Service to your organization on November 6th regarding information about historic resources in the project area, which was illustrated on a map included with the letter. We are also providing a copy of the letter to your organization via email (see attached).

This communication is to confirm that your organization received our letter and to inquire if your organization has any information or concerns about historic resources in the project area. Please note that this is not a request for research, just information. If you have any questions or concerns, please call me at (530) 757-2521 or reply via email to [hmillier@jrphistorical.com](mailto:hmillier@jrphistorical.com) within 30 days. Likewise, if you do not have any concerns, please let me know via email. Thank you for your time.

Regards,

**Heather Miller, Staff Historian**  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618

Posted on: February 8, 2018

## Completing the Humboldt Bay Trail between Eureka and Arcata

The County of Humboldt will hold a public meeting on Tuesday, February 27, from 5:30 to 7 pm at the Wharfinger Building in Eureka to discuss the plan to complete the Humboldt Bay Trail between Eureka and Arcata. The community is invited to see the current project design, learn about the strategy for completion, and provide suggestions for improvements.

Humboldt County is leading the development of the "Humboldt Bay Trail South" project to construct the 4.2-mile link between the two trail projects recently completed by the cities of Arcata and Eureka. In addition to serving the region's transportation needs, the Humboldt Bay Trail will enhance recreational use and enjoyment around the bay.

Attendees at the meeting will be able to see how the current project design fits within the Highway 101 and railroad transportation corridor. In addition, attendees will learn about how challenges and constraints are being addressed, the steps that lie ahead, and opportunities to help make the project successful.

The meeting will begin with an informal open house at 5:30 pm to view exhibits of the current design and talk with planners and engineers. The main presentation will start at 6:00 pm, followed by a question-and-answer and listening session. Humboldt County is interested to receive feedback from community members on the current design plan. The public will also be invited to review and comment on the environmental study report that was developed for compliance with the California Environmental Quality Act.

"As we design the next segment of the Humboldt Bay Trail, we want to be responsive to community needs and sensitive to the context of the project area," said Hank Seemann, Humboldt County Public Works Deputy-Director. "We're committed to designing the project in a way that integrates with adjacent land use, minimizes environmental impacts, meets transportation safety goals, and maintains resilience to flooding hazards and sea level rise. We also understand the desire to complete the connection between Eureka and Arcata as soon as possible. This is a major infrastructure project and we're working hard to complete the various phases of the project development process."

For more information about the Humboldt Bay Trail, visit: [www.humboldtbytrail.info](http://www.humboldtbytrail.info). The environmental study report for the Humboldt Bay Trail South project will be posted on the website by Tuesday, February 20, 2018.



### Tools

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**Humboldt Bay Trail South Public Meeting**  
**February 27, 2018**  
**Wharfinger Building, Eureka, 5:30-7:00 pm**

**Public Comments**

1. I recommend closing the gate on the existing railroad bridge—trash is building up.

Response: This decision is the responsibility of the North Coast Railroad authority but I would be happy to pass along your concern.

2. I prefer a quiet material for the proposed bridge decks (i.e. concrete instead of aluminum).

Response: The crowd applauded in agreement. (Preference noted.)

3. How will sea level rise affect the Bay Trail? What mitigation strategies have been developed?

Response:

- We are focusing on the most vulnerable segments of the proposed trail by designing for durability and building up eroded areas of the railroad.
- We are also designing for adaptability: the trail is being designed in such a way that will allow it to be raised to accommodate sea level rise.
- A Living Shoreline project, similar to the salt marsh in Arcata, is being considered as one means of absorbing wave energy (and thus damage to the trail) and reducing the overall impacts of sea level rise in low spots. The segment between the old mill site and Bracut would be the most likely site for a project of this kind.

4. I urge the County to revisit the Rails with Trails idea for entire stretch of Bay Trail South. The North Coast Railroad Authority is insisting the County build the Trail adjacent to, rather than on top of, the existing railroad. This is adding significant expense.

Response:

- In 2012, there were a series of County-led community discussions about this topic. The outcome of that community process was a decision to maintain the potential for a revitalized railroad in Humboldt County.
- This community decision has since become a legislative decision and the design of the proposed trail being presented today is in line with those decisions.
- If opinions have since changed, it would be possible to go through the decision-making process again and redesign the trail. However, this would take many years. Eureka and Arcata decided it was worth having the trail as-is now and went ahead with construction.

5. Can motorized wheelchairs access the Trail? Are they prohibited because they are motorized?  
Response: Motorized wheelchairs are welcome on the trail. Generally, only devices with a combustion engine are not allowed. This conversation is sure to evolve as new devices are developed (ex. e-bikes).
6. The Living Shoreline project is an excellent idea. Dredge spoils from dredging projects around the Bay could be used to create the Living Shoreline, thereby integrating two large-scale transportation projects.  
Response: (Comment noted.)
7. Can you clarify how much of the eucalyptus grove on Hwy 101 will be removed and why?  
Response: The eucalyptus trees bordering 101 can be described in two segments: the north segment comprises roughly 40% of the trees, while the southern segment makes up 60%. The proposed trail alignment runs through the northern segment of trees. Their proximity to the trail would pose an unacceptable risk to trail-users. Sixty percent of the trees (southern segment) will remain intact.
8. The new trail resembles a highway and is much less aesthetically pleasing than other trails I've seen because of all the striping. Can the yellow striping be made white instead?  
Response: The proposed trail design is based on mandated design standards. The striping is for safety: it informs trail users of traffic direction etc.
9. The cable barrier between the highway and trail is a great idea but I'm concerned about all of the vegetation that will have to be removed to make way for the trail. Can we plant native shrubs as an aesthetic barrier between the highway and trail in addition to the cable barrier?  
Response: In our current phase we are primarily concerned with the trail alignment. Discussion around vegetation along the trail will occur in the next phase. Maintenance of vegetation along the trail could be challenging, but we will take it into consideration.
10. A number of years ago the community was up in arms over a Cal Trans plan to remove the eucalyptus trees. We still love those trees. Danger is everywhere—I don't feel the trees pose a significant risk to trail-users.  
Response: We considered all feasible alignments for the trail and were unable to find an alternative that would eliminate the hazard. We elected to align the trail with the levy to avoid cutting 60% of the trees.
11. I am concerned about having adequate signage for new intersection at Bracut. Is there a way to give pedestrians the right-of-way?  
Response: We will be reviewing this section with Cal Trans to ensure its compliance with the Highway Design Manual. We do appreciate the potential safety issue.

12. What is the set back from the turn lane to the trail at Bracut?

Response: I encourage you to direct your specific questions about setbacks to the GHD engineer.

13. Is the Living Shoreline cost included in the \$14-\$16 million?

Response: No, it does not. The Living Shoreline project is just an idea at this point.

14. Would the Living Shoreline project be included as part of the required wetland mitigation?

Response: No, wetland mitigation requires that wetland be created where it did not exist previously. The Living Shoreline project would be considered enhancement of an existing wetland.

15. Would it be possible to elongate the trail such that there is a safe distance between the trail and the eucalyptus trees on highway 101, such as a boardwalk over the bay?

Response: This would likely cause negative ecological impacts. With a boardwalk over the bay, there may be an additional hazard posed by high wind.

16. What is the process for gaining the right-of-way on private property?

Response: We are discussing options with all landowners along the affected portion of the bay and are doing our best to be respectful of their future plans. This process is confidential while in progress.

17. Has there been any consideration for tsunamis or earthquakes and how they might affect the trail?

Response: We have not yet taken this under consideration. There is not much we can do in the way of mitigation.

**APPENDIX D**

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**SHPO Concurrence Letters**

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

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November 29, 2006

Reply To: FHWA061012A

Rod Parsons, Chief  
North Region Environmental Management Branch E1  
Department of Transportation  
District 1  
PO Box 3700  
Eureka, CA 95502-3700

Re: Determinations of Eligibility for the Proposed Eureka-Arcata Corridor Projects in Humboldt County, CA

Dear Mr. Parsons:

Thank you for consulting with me about the subject undertaking in accordance with the *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, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Caltrans is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, in its determination that the following properties are not eligible for the National Register of Historic Places (NRHP):

- 2846 Jacobs Avenue
- 3008 Jacobs Avenue
- 3130 Jacobs Avenue
- 3134 Jacobs Avenue
- 3346 & 3348 Jacobs Avenue
- 3324 & 3360 Jacobs Avenue
- 3408 Jacobs Avenue
- 3428 Jacobs Avenue
- 3824 Jacobs Avenue
- 3956 Jacobs Avenue
- 6700 N Highway 101
- 4056 N Highway 101
- Tidegates and ditch
- Eucalyptus Trees
- Portions of Flanigan, Brosnan & Company Railroad
- Portions of Freshwater Railroad
- Portions of the Northwestern Pacific Railroad

**I concur.**

I am presently unable to concur that a portion of the Murray Field Airport, a former World War II Naval Air Station in the undertaking's APE, is eligible for inclusion in the NRHP under criterion C at a local level of significance. I currently do not have sufficient contextual information to make an eligibility determination for this property. I would prefer to suspend consideration of the subject property's NRHP eligibility until such time as a more complete context for the history of the airport and air hangars, as a whole, becomes available. For the purpose of our present consultation, I recommend, in the absence of the availability of such a context, that the FHWA assume the National Register eligibility of the Murray Field Airport.

A portion of the Batini Dump, a refuse dump that dates to the 1930s, is located within the area of direct impact (ADI) for the project. This portion was evaluated as not eligible for the NRHP. The remaining known portion of the dump is located to the east on private property outside of the ADI. Pursuant to Stipulation VIII.C.3. of the PA, Caltrans is considering this portion of the Batini Dump eligible for the NRHP under criterion D for the purposes of the present undertaking without conducting further subsurface testing or surface collection. An environmentally sensitive area will be established and enforced to ensure that there will be no adverse effects to this property as a result of the proposed undertaking pursuant to Stipulation X.B.2.a(ii). **I concur.**

Thank you for considering historic properties as part of your project planning. If you have any questions, please contact Natalie Lindquist of my staff at your earliest convenience at (916) 654-0631 or e-mail at [nlindquist@parks.ca.gov](mailto:nlindquist@parks.ca.gov).

Sincerely,



Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer

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March 18, 2014

Reply To: FHWA\_2014\_0214\_001

Brandon Larsen  
Senior Environmental Planner, Local Assistance Branch  
Caltrans District 1  
PO Box 3700  
Eureka, CA 95502-3700

Re: Determinations of Eligibility for the Proposed Arcata Rail to Trail Project, Humboldt County, CA

Dear Mr. Larsen:

Thank you for your letter of February 12, 2014 regarding the above project. You are consulting with me about the subject undertaking in accordance with 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, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Archival research was conducted which included a records search at the Northwest Information Center in October 2009 and updated on November 20, 2013. The archival research included the Area of Potential Effects for the project and an additional 500 meter radius. No previously recorded archaeological resources were identified in the Area of Potential Effects (APE.) Native American consultation included contact with the Native American Heritage Commission (2009 updated 2013) and Native American tribes and individuals likely to have knowledge of sites of religious or cultural significance to them in the project area (December 2013). No such properties were identified within the APE, through consultation efforts. Some concern was expressed about known sites near Mitigation Areas #3 and #4. Caltrans will continue consultation and notify Native American consulting parties when activities within the mitigation areas are conducted. A Pedestrian surface survey was conducted for the APE and adjacent areas on September 16, October 17<sup>th</sup> and December 13<sup>th</sup> and 14<sup>th</sup> of 2013; utilizing 10 meter wide transects. No archaeological resources were identified.

The *Archaeological Survey Report for the Rail with Trail Connectivity Project Located in Humboldt County, California*. (Roscoe & Associates, January 2014) contains the statement: "*If prehistoric or historic artifacts are inadvertently discovered during post-review construction activities, work will be temporarily halted at the find locality to allow for the rapid assessment and treatment of significant finds by a professional archaeologist, in consultation with local Tribes as appropriate.*" I would like to clarify that inadvertent discoveries should be handled pursuant to CFR §800.13. The assessment of significance and treatment of inadvertent discoveries must be conducted in consultation with the California State Historic Preservation Officer and other

Mr. Larsen  
March 18, 2014  
Page 2 of 2

applicable consulting parties. The “professional archaeologist” must meet the Secretary of Interior’s Standards for prehistoric or historic archaeology as appropriate to the discovery.

In the future please provide copies of correspondence to and from the Native American Heritage Commission and the Information Center in the report Appendix. In addition, although one sample letter is sufficient, also provide a list of contact history with Native American consulting parties including party contacted, dates and type of contact.

In addition Caltrans has determined that the following properties are not eligible for the National Register of Historic Places:

- Northwestern Pacific Railroad segment between 17<sup>th</sup> Street and Samoa Boulevard
- Speier Mill B, 1301 Foster Avenue

Based on review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov) or Kim Tanksley at (916) 445-7035 or [kim.tanksley@parks.ca.gov](mailto:kim.tanksley@parks.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Carol Roland-Nawi, Ph.D." The signature is written in a cursive, flowing style.

Carol Roland-Nawi, Ph.D.  
State Historic Preservation Officer

**OFFICE OF HISTORIC PRESERVATION  
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October 22, 2014

Reply in Reference To: FHWA\_2014\_0902\_001

Brandon Larson, Senior Environmental Planner  
Department of Transportation  
Office of Local Assistance  
District 1, PO Box 3700  
Eureka, CA 95502-3700

**Re: Continuing Section 106 Consultation with the State Historic Preservation Officer (SHPO) on the Determination of Eligibility and Finding of No Adverse Effect with Standard Conditions for the Eureka Waterfront Trail Phase A & B, C to Truesdale Streets Undertaking, Eureka, Humboldt County**

Dear Mr. Larson:

Thank you for your October 2, 2014 letter in which the California Department of Transportation (Caltrans) is continuing SHPO consultation on the above referenced undertaking in accordance with the January 2014 *First Amended Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California*. Caltrans is requesting SHPO concurrence on a determination of eligibility per VIII.C.6 of the PA.

A full description of the undertaking is provided on pages 1 through ten of the Historic Property Survey Report (HPSR) enclosed with your letter. An illustration of the area of potential effect (APE) is enclosed in Appendix A of the HPSR.

Efforts to identify historic properties within the APE included a record search, including a ¼ mile buffer, archival research, consultation with Native American tribes and organizations and an archaeological survey of the APE. As a result of these identification efforts five known cultural resources were identified within the APE and include the following:

- **Historic Bucksport Townsite (ca. 1850-1870):** a historic-era resource identified in consultation with historical maps and records. This is an early American settlement delineated as the town site of Bucksport.
- **Wiyot Village of Kutsuwahlik (ca. 1883-1937):** the ethnographic Wiyot (Wiki division) village identified in consultation with Wiyot tribal groups.
- **CA-HUM-857H:** a large historic-era trash dump known as the Historic Eureka City Dump that was used between the late 1800s and the 1930s.
- **Holmes-Eureka Lumber Company Mill Site:** a historic-era resource associated with Holmes-Eureka Lumber Company and includes four building remnants: Steam Dry Kilns, Boiler House, Machine Shop, Concrete Reservoir, and a Lumber Shipping Wharf.
- **Eel River & Eureka/Northwestern Pacific Railroad:** a historic-era resource that includes a portion of the former Eel River & Eureka and Northwestern Pacific Railroad located in

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October 29, 2015

Reply To: FHWA\_2015\_0928\_002

Brandon Larsen  
Senior Environmental Planner  
Caltrans District 1  
PO Box 3700  
Eureka, CA 95502-3700

Re: Determinations of Eligibility for the Proposed Arcata Rail to Trail Project, Humboldt County, CA

Dear Mr. Larsen:

Thank you for consulting with me about the subject undertaking in accordance with the January 1, 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, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Caltrans, in conjunction with the City of Arcata, is proposing to construct an approximately 3.4 mile long Class 1, ADA accessible, non-motorized trail from Samoa Boulevard in Arcata to the Bracut Industrial Park along a portion of Humboldt Bay in Humboldt County.

Consultation and identification efforts for the project resulted in the identification of four properties within the APE. Caltrans has determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- Segment of the Northwestern Pacific Railroad located between Samoa Boulevard and State Highway 101/South G Street Intersection, Arcata, CA
- California Fabricators, 1355 Samoa Boulevard, Arcata, CA
- City of Arcata Wastewater Treatment Plant, 600 South G Street, Arcata, CA
- Bracut Industrial Park, 4051-4065 N State Highway 101, Eureka, CA

Based on my review of the submitted documentation I concur with the foregoing determinations.

If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014.

Sincerely,

A handwritten signature in blue ink, appearing to read "Julianne Polanco".

Julianne Polanco  
State Historic Preservation Officer

Mr. Larsen  
October 22, 2014

FHWA\_2014\_0902\_001  
Page 2 of 2

Eureka paralleling the waterfront between C Street on the north and Truesdale Street at the south.

The Historic Bucksport Townsite, Wiyot Village of Kutsuwahlik, CA-HUM-857H and Holmes-Eureka Lumber Mill are located within the area of direct impacts (ADI) of the APE and will be avoided through the implementation of Environmentally Sensitive Areas (ESA).

Based on the results of your identification efforts, you have determined that the Eel River & Eureka/Northwestern Pacific Railroad has historical significance at the local level under Criterion A of the National Register of Historic Places (NRHP) for its association with Humboldt County's development and transportation, particularly during the late nineteenth century. However, Eel River & Eureka/Northwestern Pacific Railroad has undergone alterations that have diminished its historic integrity and ability to convey its significance. Caltrans has also determined that the resource is not a contributor to the historic context of the greater Northwestern Pacific Railroad resource or historic district. Based on my review of your letter and supporting documentation, I concur that Eel River & Eureka/Northwestern Pacific Railroad is not individually eligible for listing on the NRHP under Criterion A nor is it a contributor to a larger resource or historic district.

Thank you for seeking my comments and considering historic properties as part of your undertaking. Please be advised that under certain circumstances, such as post-review discoveries or a change in the undertaking description, you may have future responsibilities for this undertaking under the PA and 36 CFR Part 800. If you require further information, please contact Alicia Perez of my staff at 916-445-7020 or at [Alicia.Perez@parks.ca.gov](mailto:Alicia.Perez@parks.ca.gov).

Sincerely,



Carol Roland-Nawi, Ph.D.  
State Historic Preservation Officer