



**Response to Comments and Errata
for the
Old Arcata Road Rehabilitation &
Pedestrian/Bikeway Improvements**

SCH #2021010176

Prepared for:



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April 2021
Project Ref#: 11159130



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1. Introduction

1.1 Purpose of this Response to Comment and Errata of the Initial Study/Proposed Mitigated Negative Declaration

This document provides responses to comments received on the circulated Initial Study/Proposed Mitigated Negative Declaration (ISMND) for the proposed Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements Project (Project). The ISMND was circulated between January 20, 2021 and February 22, 2021. The ISMND identified the likely environmental consequences associated with the Project, and recommended mitigation measures to reduce potentially significant impacts. This document, together with the circulated ISMND, constitutes the complete ISMND.

1.2 Environmental Review Process

CEQA requires lead agencies to consult with public agencies having jurisdiction over a proposed project, and to provide the general public and project applicant with an opportunity to comment on the ISMND. This Response to Comments and Errata has been prepared to respond to the comments received on the ISMND, including minor changes to the project description and inclusion of updated supporting documents.

The Notice of Completion and ISMND were filed with the Office of Planning and Research State Clearinghouse on January 15, 2021, and the ISMND was made available for public review on January 20, 2021. The Notice of Intent was submitted to the Humboldt County Clerk-Recorder January 19, 2021 and was published in the Mad River Union on January 20, 2021. The review period ended at 5:00 pm on February 22, 2021. The document was made available for review at the City of Arcata website at <https://www.cityofarcata.org/720/Old-Arcata-Road-Design-Project>. The ISMND was distributed to local, State, and federal responsible and trustee agencies, and a notice of availability was distributed to regional tribal governments. The ISMND was also distributed directly to public agencies and tribal governments with potential interest in the project.

This ISMND will be provided to City of Arcata City Council for their review and consideration as a full disclosure of potential impacts, and mitigation measures. If the Project is approved, the ISMND will be adopted, and the recommended mitigation measures implemented as specified in the City's resolution and an accompanying Mitigation Monitoring and Reporting Program.

The additions made in the Errata of the ISMND do not constitute "significant new information" requiring recirculation pursuant to Public Resources Code section 21092.1 and CEQA Guidelines Section 15088.5. The Final ISMND merely clarifies, amplifies, and makes insignificant modifications to the adequate ISMND, per CEQA Guidelines Section 15088.5(b).



1.3 Document Organization of the Response to Comment and Errata of the ISMND

The Response to Comment and Errata is organized into the following chapters:

Chapter 1 – Introduction. This chapter discusses the use and organization of this Final ISMND, and environmental review process.

Chapter 2 – Comments and Responses. This chapter includes the names of agencies and individuals who commented on the ISMND, reproductions of the letters received from the public on the ISMND, and responses to those comments. The responses to each comment are keyed to the comments which precede them.

Chapter 3 – Errata and Proposed Modifications to the ISMND. This chapter includes proposed insignificant changes to portions of the ISMND. Changes to appendices have not occurred. proposed Modifications to the ISMND. Proposed changes to the ISMND are presented in errata format, which includes excerpts of original text from the ISMND with text proposed for deletion marked with strike through (~~example~~), and text proposed for insertion in bold underline (**example**).



2. Comments and Responses

2.1 Comments Received

During the public comment period for the ISMND, the City received 39 sets of comments, including those received by email and voicemail. Five individuals commented more than once. Comments received are shown below in Table 2-1.

This Chapter includes two additional sections:

- **Section 2.2 - Master Responses:** This section addresses issues that were frequently cited in the comments on the ISMND.
- **Section 2.3 - Comment Letters and Responses to Comments:** This section includes copies of the comment letters received during the 30-day public review period for the ISMND. Responses to each comment are provided after each letter.

Table 2-1 Comments Received on the ISMND

Comment Number	Agency, Organization, or Individual	Last Name	First Name	Date
1	Individual	Klingonsmith	April	Jan. 26, 2021
2	Humboldt County Dept. of Public Works	Bronkall	Bob	Feb. 29, 2021
3	Bayside Community Hall Board of Directors	Jones	Carolyn	Feb. 22, 2021
4	Individual	Ingold	Doug	Feb. 22, 2021
5	Individual	Stockwell	Diana and Richard	Jan. 21, 2021
6	Individual	Ziegler	Denise	Feb. 22, 2021
7	Individual	Inkeles	Gordon	Feb. 15, 2021
8	Individual	Inkeles	Gordon	Voicemail Feb. 22, 2021
9	Individual	Mellon	Greg	Feb. 21, 2021
10	Individual	Wood	Georgianna	Feb. 22, 2021
11	Individual	Schencke	Iris	Feb. 22, 2021
12	Individual	Childs	Jim	Feb. 20, 2021
13	Individual	Dedini	Jill	Feb. 22, 2021
14	Individual	Finney-Krull	Janet	Feb. 21, 2021



Comment Number	Agency, Organization, or Individual	Last Name	First Name	Date
15	Individual	McIntosh	Jim	Feb. 22, 2021
16	Individual	Moore	Jim	Feb. 22, 2021
17	Individual	Power	Jude	Feb. 18, 2021
18	Individual	Stanton	Kathleen	Feb. 19, 2021
19	Individual	Stanton	Kathleen	Feb. 22, 2021
20	Individual	Dedini	Lee	Feb. 21, 2021
21	Individual	Dedini	Lee	Feb. 21, 2021
22	Individual	Palmrose	Linda	Feb. 22, 2021
23	Individual	Delaney	Mark	Jan. 18, 2021
24	Individual	Delaney	Mark	Jan. 18, 2021
25	Individual	Delaney	Mark	Jan. 18, 2021
26	Individual	Delaney	Mark	Jan. 21, 2021
27	Individual	Delaney	Mark	Feb. 22, 2021
28	Individual	Delaney	Mark	Feb. 22, 2021
29	Bayside Corners, Inc.	Gainer	Margaret	Feb. 22, 2021
30	Individual	Ehrlich	Rob	Feb. 22, 2021
31	Individual	McPherson	Robert	Feb. 22, 2021
32	Individual	Sanborn	Richard	Feb. 21, 2021
33	Individual	McPherson	Susan	Feb. 12, 2021
34	Individual	McPherson	Susan	Feb. 22, 2021
35	Individual	Moore	Sue	Feb. 22, 2021
36	Individual	Moore	Sue	Feb. 22, 2021
37	Jacoby Creek School District	Parisi	Tim	Jan. 27, 2021
38	Individual	Driscoll	Uri	Feb. 21, 2021
39	Individual	Palmrose	Wayne	Feb. 22, 2021

2.2 Master Responses

Review of the written and oral comments made on the ISMND indicated that some comments were made frequently (type of comment), demonstrating a common concern. To allow presentation of a response that addresses all aspects of these related comments, select Master Responses have been prepared. Master



Responses are intended to allow a well-integrated response addressing all facets of a particular issue, in lieu of piece-meal responses to each individual comment, which may not have portrayed the full complexity of the issue. The use of a Master Response is in no way intended to minimize the importance of the individual comments.

2.2.1 Master Response 1 – Statements of Opinion for or Against Project and Project Planning and Statements Unrelated to Environmental Issues as Defined Under CEQA

In several cases, comments include an opinion on the project, questions about the project planning process, and requests that the project be eliminated from consideration. Such comments provide valuable input to the City of Arcata's process of considering approval of a project, and the comment letters will be submitted to the City Council as part of the approval process. Where the comments address the merits of the project and do not necessarily pertain to environmental issues, no further response to comments is provided. Such comments are not comments on the ISMND, but comments on the approval of the project, a process that will occur after CEQA documentation is considered for adoption. Nevertheless, if CEQA documentation is adopted for the project, the City of Arcata will consider the recommendations in these comment letters as well as the information presented in the CEQA documentation or elsewhere in the record, and make its decision regarding approval of the project and or consideration of project alternatives.

2.2.2 Master Response 2 – Parking

A number of commentors expressed concern about changes to existing parking on Hyland Street and at the Mistwood School/Bayside Community Hall area. The loss of parking as a result of a project is not considered an environmental impact under CEQA. While parking and transportation projects may have an impact on the environment, the addition or deletion of parking is not an environmental factor analyzed in the CEQA Appendix G checklist and is not cited elsewhere in the Public Resources Code (PRC) or CEQA guidelines. As such, a loss of parking for the proposed project is not considered an environmental impact under CEQA. Comments pertaining to parking are not comments on the ISMND, but comments on the approval of the project, a process that will occur after CEQA documentation is considered for adoption.

Commentors raised comments about parking in three primary locations: Mistwood School, Hyland Street, and near Jacoby Creek School. Changes to parking for these three areas are described below.

Mistwood School Parking

A portion of the existing parking at Mistwood School is informally located within the public right of way. The portion of Mistwood School parking area located



within the public right of way would be reduced as a result of project implementation.

Hyland Street Parking

The proposed sidewalk on Hyland Street would provide pedestrians connectivity to the crosswalks at Hyland Street and Old Arcata Road. The sidewalk is proposed to be situated so as not reduce the existing roadway width. Parking on both sides of the road would remain.

Parking Near Jacoby Creek School

A portion of the raised landscaped island in front of the school would be replaced with paved parking stalls. The raised landscape island is narrow in width and currently separates the school parking lot from diagonal street parking. Maintaining existing parking near the school was determined to be a priority over retaining the entirety of the raised landscape island without resulting in substantial changes in use, as the general area will remain dedicated to parking before and after the project is implemented.

The project proposes to formalize on-street parallel parking on the west side of Old Arcata Road for approximately 850 feet north of Jacoby Creek School. The ground surface in designated parking areas would be improved with compacted gravel, a permeable paver system, or similar design.

While neighborhood concerns regarding parking are not environmental concerns as analyzed under CEQA, the City Council should consider comments related to reductions or changes to parking during their consideration of approval of the project.

2.2.3 Master Response 3 – Noise

Potential impacts related to noise are considered environmental issues under CEQA. Environmental impact analysis related to noise is addressed in Section 3.13 of the ISMND. A number of commentors expressed concern regarding the potential for increased operational noise at the Mistwood School, as a result of shifting the roadway closer to the building. As concluded in Section 3.13 (a) of the ISMND, operational noise would decrease due to a quieter, smoother roadway surface and traffic calming measures such as speed humps and improve signage. The proposed roundabout at the Jacoby Creek Road intersection would further decrease operational noise by reducing the amount of acceleration and braking associated with stopping, turning, and reaccelerating at the current intersection, including near the Mistwood School. The roundabout would remain consistent with the City of Arcata Noise Element. Projected noise contours in the Noise Element show the highest level of anticipated noise along and adjacent to the immediate roadway of Old Arcata Road where the Mistwood School is located. However, as a conclusion of noise-related impact analysis in Section 3.13 (a) of this ISMND, noise levels were determined not to exceed the threshold of significance for sensitive receptors,



including the Mistwood School. Therefore, noise-related mitigation was not determined to be necessary.

2.2.4 Master Response 4 – Drainage

Potential impacts related to drainage that could result in an impairment to water quality are considered environmental issues under CEQA. Environmental impact analysis related to drainage is addressed in Section 3.10 (c) of the ISMND. The project includes facilities to control and convey runoff from paved areas. Runoff from the roundabout and roadway areas adjacent to Mistwood and Bayside Hall would be directed to new drainage inlets and underground piping. The drainage would then be conveyed through a network of existing underground piping that extends south along Old Arcata Road and ultimately discharges to an open channel on the west side of Old Arcata Road.

Under existing conditions, roadside drainage near the intersection of Jacoby Creek Road and Old Arcata Road is an ad-hoc system of ditches and driveway culverts. The project would upgrade existing drainage into a formal, sub-surface system to improve roadside drainage. The existing drainage along the north side of Jacoby Creek Road is comprised of an open ditch, driveway culverts and drainage inlets. Jacoby Creek Road's approach to the roundabout would be realigned over a portion of the existing roadside ditch. A portion of the existing ditch is also proposed to be filled to accommodate additional on street parallel parking just east of Bayside Hall. In order to continue to convey the drainage, new inlets and underground piping would be extended.

Drainage improvements to the north side of Jacoby Creek Road will not improve drainage or reduce flooding at the Bayside Hall or Mistwood parking areas. However, the roadway and roundabout drainage facilities will better convey and direct roadway drainage away from these areas and not exacerbate existing issues. As analyzed in Section 3.10 (b) and (c) of the ISMND, the project would not substantially alter existing drainage, change the rate of surface runoff, or result in on- or off-site flooding. Changes in impervious surfaces would be small in scale and would not result in a substantive increase surface runoff.

Between Hyland and Jacoby Creek Road, the roadway would be crowned with the western half draining to the landscape/swale located between the road and walkway. New inlets and underground piping would then convey the runoff to discharge points. There is an existing storm drain system (inlets and pipes) on the east side of the road currently. Drainage would be directed to existing inlets or potentially new inlets that are connect to the existing system.

To ensure that the project would not negatively impact drainage conditions, a drainage analysis would be prepared prior to final design. The drainage analysis would compare the peak runoff from existing and proposed conditions and analyze the conveyance capacity of drainage system. If warranted, the existing and proposed drainage facilities would be modified to ensure that adjacent properties are not negatively impacted by the project. To ensure the drainage study is completed and



associated recommendations from the drainage study are fully incorporated into the project, as included in Mitigation Measure HWQ-1 (see Section 3.2 for updated text.) Through the drainage study, the project is obligated to demonstrate existing drainage issues in the area would be not compounded, specifically those hydrologically connected to Jacoby Creek flood conditions. Formal incorporation of drainage study recommendations into Mitigation Measure HWQ-1 does not result in any additional or unanalyzed environmental impacts.

2.2.5 Master Response 5 – Evaluation of CEQA Pathway/EIR and Unsubstantiated Statements

If, as a result of the Initial Study, the lead agency determines that there is a substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency shall prepare an Environmental Impact Report (EIR) (CEQA Guidelines Section 15063 (b)). The Initial Study for the project did not find substantial evidence of an adverse impact to the environment as a result of the project. Any potentially significant impacts were mitigated to be less than significant.

Thus, per CEQA Guidelines Section 15063 (b) (2), the lead agency shall prepare a negative declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment. Furthermore, economic and social changes resulting from a project shall not be treated as significant effects on the environment (CEQA Guidelines Section 15064 (e)). Additionally, the existence of public controversy over the environment effects of a project will not require preparation of an EIR if there is no substantial evidence before the lead agency that the project may have a significant effect on the environment. Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions, predicated upon facts, and expert opinion supported by facts (CEQA Guidelines Section 15604 (f)(4) and (5)).

The project would not result in any potentially significant impacts to the environment and thus an EIR is not required.

2.2.6 Master Response 6 – Community Engagement Process

The project is a direct result of input received from a community outreach and planning process led by the City of Arcata. The need for improvements was substantiated during a City-led community design charrette process, which included the identification of deficiencies and potential improvements. The results of the community design charrette led to the development of a Project Study Report, and the City Council selection of a preferred alternative in November 2017. Community outreach completed for the project is summarized in Table 2-2.



Table 2-2 Public Outreach Summary

Date	Meeting Type/Topic
September 12, 2016	Community Charrette Event #1 – Kickoff Workshop
September 26, 2016	Community Charrette Event #2 – Walk Audit
October 18, 2016	Community Charrette Event #3 – Pop-Up Demonstration
October 19, 2016	Community Charrette Event #4 – Open House
October 20 - November 4, 2016	Online Community Survey
November 15, 2016	Arcata Transportation Safety Committee Meeting – Project Presentation
December 6, 2017	City Council Meeting – Project Presentation & Selection of Preferred Alternative
August 15, 2019	Community Meeting – Project Update & Preliminary Design



2.3 Comment Letters and Response to Comments

From: [April Klingonsmith](#)
 To: [COM DEV](#)
 Subject: Bayside Improvements
 Date: Tuesday, January 26, 2021 1:40:17 PM

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

I am writing to show my support for improving Old Arcata Road from Buttermilk to Jacoby Creek Road. This will make it so much safer for my kids and all children traveling to and from school. When my children are able to have playdates again, these improvements will make it safer for them to travel on their own to friend's houses. I appreciated all the community meetings you had, different modalities for providing feedback, and how open your staff was to hearing everyone's different perspectives and ideas. Thank you for following through with this.

Sincerely, April Klingonsmith

1-1



Response to Comment Letter 1

Response 1-1 – Support for Project

Please see Master Response 1 regarding statements for or against the project.

From: Bronkall, Bob <BBronkall@co.humboldt.ca.us>

Comment Letter 2

Sent: Friday, February 19, 2021 2:52 PM

To: Netra Khatri <nkhatri@cityofarcata.org>

Subject: FW: IS/MND for Old Arcata Rd.

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

Netra-

As you begin to finalize your response to comments, it would be a good idea to circle back to Humco PW to confirm that what you are ultimately proposing can be issued an Encroachment Permit. That way you are ensured that the project that you present to the City Council for approval is something that has 100% support of PW and can be permitted.

We continue support the City's project and based upon our review and comments on earlier draft documents we didn't see anything that couldn't be resolved. Feel free to contact me if you have any questions or concerns.

-Bob

2-1

From: Kathleen Stanton <kathleenjstanton@gmail.com>

Sent: Friday, February 19, 2021 2:10 PM

To: comdev@cityofarcata.org

Cc: Michael Winkler <mwinkler@cityofarcata.org>; Paul Pitino <ppitino@cityofarcata.org>; Brett Watson <bwatson@cityofarcata.org>; spereira@cityofarcata.org; Karen Diemer <kdiemer@cityofarcata.org>; nkhatri@cityofarcata.org; jneander@cityofarcata.org; efennell@co.humboldt.ca.us; Wilson, Mike <Mike.Wilson@co.humboldt.ca.us>; Bohn, Rex <RBohn@co.humboldt.ca.us>; Bass, Virginia <VBass@co.humboldt.ca.us>; Madrone, Steve <smadrone@co.humboldt.ca.us>; Mattson, Tom <TMattson@co.humboldt.ca.us>; Bronkall, Bob <BBronkall@co.humboldt.ca.us>; Seemann, Hank <HSeemann@co.humboldt.ca.us>; baysidecommunityhall@gmail.com

Subject: IS/MND for Old Arcata Rd.

2/19/21

City of Arcata Community Development Dept.
736 F St.
Arcata, CA 95521

RE: IS/MND for Old Arcata Rd. Project

Dear City of Arcata,

I continue to oppose this project as I have communicated to the City at public hearings and in writing since it's inception. I have also met with City Council Members, our County Supervisor, several members of the City's planning and engineering staff and concerned neighbors to voice my concerns. To date, these concerns have not been adequately addressed in the Initial Study/Mitigated Negative Declaration that is scheduled for your approval.

My objections are as follows and I would like to see them properly addressed in an EIR that addresses PROJECT ALTERNATIVES including, No Project:

1. **The community controversy over this project remains and therefore, requires an EIR.** (See attached letter objecting to the Roundabout dated 9/18/19 & signed by 40 neighbors including myself.)
2. **This project is only 35% designed** and you are asking the community, the County and the State to sign off on the environmental document as if the project planning was substantially developed!
3. The proposed **CROSSWALK** across Old Arcata Rd. at the Pumphouse/Lift Station is **on a Blind Corner and is a Dangerous location.** This needs to be moved further north where there is a clear and straight sightline for Pedestrians to see oncoming traffic and for Drivers to see people. This has not been addressed and needs to be REDESIGNED with ALTERNATIVES in an EIR.
4. The proposed **CROSSWALK** across Jacoby Creek Rd. from the Post Office is not located where the school, immediate neighbors and residents have requested it be located so students and neighbors can cross the street and be out of the path of the existing intersection or proposed roundabout. This has not been addressed and needs to be REDESIGNED with ALTERNATIVES in an EIR.
5. There will be a **significant loss of parking** for the school & Bayside Community Center by roundabout construction. Approximately 26 cars can now park on County property and we would lose about 18 spaces with the proposed “mitigation”. This is unacceptable and will lead to people parking all along Jacoby Creek Rd. which is narrow and will create an UNSAFE situation.
6. The parking problem has not been addressed adequately and needs to be RECONSIDERED with ALTERNATIVE parking plans in an EIR. Currently there is land for sale next to the County property (AP #501-012-008) that needs to be considered for purchase to provide sufficient parking as a proper “mitigation” measure.

There are many other CONTROVERSIAL ISSUES that have been brought up over the years that have been ignored or inadequately addressed in the IS/MND. Attached is my letter to the city dated 1/13/2020 that was cc'd to the County and never answered! Never addressed. I include all my documentation in attachments for the record.

I respectfully request that the City deny the IS/MND as inadequate based on this documentation and the public controversy and require an EIR that will provide PROJECT ALTERNATIVES that would be more than 35% designed and engineered as currently proposed.

Thank you,
Kathleen Stanton, Bayside Resident
P.O. Box 542
Bayside, CA 95524



Response to Comment Letter 2

Response 2-1 – Encroachment Permit

The City will further coordinate with the Humboldt County Department of Public Works regarding the Humboldt County Encroachment Permit process.

**Bayside
Community Hall**
incorporated 1949

Address:
P.O. Box 31
2297 Jacoby Cr Rd.
Bayside, CA 95524

Email:
baysidecommunityhall@
gmail.com

Website:
baysidecommunityhall.org

Message Phone:
(707) 822-9998

Board of Directors:
Brian Curtis
Calista LaBolle
Carolyn Jones
Denise Jones
Erin Rowe
Gregg Moore
Peter Barker
Rachael Patton
Sue Moore

***Our mission is to
foster social and
community life for
residents of Bayside
and Humboldt county.***

*Our historic community
center is an affordable
venue for social and
cultural gatherings,
entertainment and
activities that support
local organizations and
community causes.*

**501c3 nonprofit
tax ID 23-7529744**

February 22, 2021

To: Netra Khatri

From: Bayside Community Hall
Board of Directors

RE: Comments on the Proposed Mitigated Negative Declaration for
Old Arcata Road Rehabilitation and Pedestrian/Bikeway
Improvements, SCH 2021010176

Bayside Community Hall has long been interested in improving road
safety through our neighborhood. We are pleased that Hall
representatives were participants in early planning for this project.
And we thank the City of Arcata, and the County for taking it on.

We are excited about the formal bike lanes, paved sidewalk and road
re-paving that are included in the project. All three will be positive
contributions to both the safety and the ambience of this stretch of
roadway. We recognize that there are a variety of impacts that must be
addressed (including some likely not yet spelled out), but to us they
seem relatively minor and a fair trade-off for the benefits of these
aspects of the project.

However, we have major concerns about the proposed roundabout at
the junction of Old Arcata Road and Jacoby Creek Road. The more that
we examine the (as yet incomplete) details of the roundabout, and
walk the ground where it is proposed to sit, the less convinced we are
that this is the best solution for improving safety at this intersection.
As community members who walk and drive this intersection every
day, our thoughts are informed by real, on-the-ground, experience.
Those thoughts are:

- 1) Though it is a small roundabout compared with the others on
Old Arcata Road, the roundabout is simply too large for the land
area that it is to occupy. To make sufficient space, the following
sacrifices are made:
 - a. Loss of a large area, admittedly on public-right-of-way,
that is crucial parking for Mistwood School and Bayside
Community Hall, with no plan for mitigation.
 - b. Movement of the roadway much closer to Mistwood
School, (the Temperance Hall), which will increase noise
and the possibility of traffic damage to the oldest building
in the area.
 - c. Adding the roundabout does not seem to improve access
to the post office, which even now is problematic for
anyone who is southbound on OAR (requiring crossing of
a double yellow line). In the current design, that access
appears to become more difficult for both directions of
traffic.

3-1

3-2

3-3

- 2) The primary problem at this intersection is the speed of the northbound traffic entering it, not the need to manage a high volume of traffic. There is not a large number of vehicles. Vehicles are not left waiting long times to turn from one road onto the other. They simply drive too fast along Old Arcata Road. And while we agree that a roundabout would force traffic to slow, we feel that there must be other, less invasive, and far less expensive, strategies that could be implemented to slow vehicles to a reasonable speed as they enter the area. The roundabout seems a costly solution for a problem that doesn't really exist. 3-4
- 3) Construction of the roundabout will increase the complexity of drainage issues which already impact the structures on the southwest corner (Mistwood and Bayside Hall), which lay directly adjacent to wetlands 3-5

It is also clear that the other parts of the project, the paving and bike lanes and sidewalk, will impact dozens of properties, and that every stretch of roadway poses specific challenges, be it losing trees or shrubbery, taking back portions of yards, dealing with ditches and drainage and driveways, etc. It seems only fair that landowners be able to understand the impacts on their properties. We are asking many of them to make sacrifices to their current situation to help build a good for the greater community, but the extent of those sacrifices is unclear. 3-6

The construction of this project will be hugely impactful on the community for the extended period of time that it will take to complete. Unlike the stretches of Old Arcata Road closer to town, this stretch is densely populated on both sides of the street, and contains two schools. The period of construction will be messy, noisy and inconvenient. Again, the greater good demands that we all put up with it, but that is going to go a lot better if there is widespread buy-in on the project benefits. We just don't think you have that buy-in. We hope that you eventually will. 3-7

In our view, this MND should not be approved. However, we don't feel that an EIR is necessary at this time either. It is not our goal to stop or delay the project, but to get it right. 3-8

In our view, what would be most helpful in moving this project forward with the community would be a fuller design so that we could better understand its impacts. In our view, the roundabout should be eliminated and a variety of traffic calming measures be applied to the current 3-way intersection. Those could include speed reductions and warning signals, attractive landscaping and other signage that signals drivers that they are entering the community of Bayside. A more complete design could be shared with impacted property owners along the route. They need to understand which trees and shrubs will be removed, what parts of their property will disappear, what possibilities they will have for on street parking once bike lanes and sidewalks are in place. 3-9

Finally, the vast majority of these issues were raised during the last round of discussions about this project, well over a year ago. We hoped that more answers would now be available, but the current MND document does not address any of those ongoing concerns in detail. 3-10

Again, we appreciate your hard work and look forward to seeing what comes next. Sincerely,



Carolyn Jones, President (for Bayside Community Hall)



Response to Comment Letter 3

Response 3-1 – Loss of Parking

Please see Master Response 2 regarding parking.

Response 3-2 – Noise and Potential for Traffic Damage

Please see Master Response 3 regarding noise. Note while CEQA does evaluate transportation design features that could result in an increase in hazards due to a geometric design feature and emergency access (see Section 3.17 (c) and (d)), CEQA does not evaluate roadway speed. Vehicle speeds will slow as they approach and navigate the roundabout. Thus, vehicles would not be expected to careen off the roundabout roadway and into the Mistwood School or any other building. Additionally, the Mistwood School will be separated and buffered from the roadway by a concrete curb and vegetated and six foot walkway.

Response 3-3 – Post Office Access

While neighborhood concerns regarding post office access are not environmental concerns as analyzed under CEQA, the City Council should weigh these comments during their consideration of approval of the project.

The roundabout would not significantly alter vehicular access patterns to the Bayside Post Office. Access to the Post Office would be maintained from both Old Arcata Road and Jacoby Creek Road.

The roundabout is expected to result in reduced vehicle speeds in both the north- and south-bound direction on Old Arcata Road. The reduced speed in the northbound direction should result in improved access to the Post Office from southbound Old Arcata Road. Regarding the existing and proposed double yellow lines in Old Arcata Road and Jacoby Creek Road, it should be noted that the California Vehicle Code (Section 21460) permits left turns across double yellow lines at intersections and driveways.

The roundabout and associated facilities would significantly improve access for cyclists and pedestrians. Under existing conditions, there are no dedicated bicycle or pedestrian facilities that connect to the Post Office. The project includes walkways and crosswalks around the roundabout, and a new sidewalk connection to Jacoby Creek Road to better accommodate non-motorized users.

Response 3-4 – Traffic Calming

While CEQA does evaluate transportation design features that could result in an increase in hazards due to a geometric design feature and emergency access (see Section 3.17 (c) and (d)) of the ISMND, CEQA does not



evaluate roadway speed. The goal of a roundabout is to achieve number of improvements at the intersection of Jacoby Creek Road and Old Arcata Road, in addition to addressing traffic speeds and calming. The roundabout will improve traffic flow, increase safety for pedestrians and bicyclists, and enhance roadway-related drainage in the area. These improvements could not be realized by measures limited to reducing only traffic speed, such as speed warning signs, speed humps, or increased police enforcement.

Response 3-5 – Drainage

Potential environmental impacts related to drainage as it pertains to water quality and protection of wetlands are considered environmental issues under CEQA. Impact analysis related to drainage is included in Section 3.10 of the ISMND, and impact analysis related to wetlands is included in Section 3.4 of the IMSND. Please see Master Response 4 regarding drainage. Under Mitigation Measure BIO-2, existing wetlands located within the project corridor would be protected. Additionally, under Mitigation Measure BIO-3, any potential impacts to wetlands would be required to be fully mitigated, as regulated by the North Coast Regional Water Control Board and the U.S. Army Corps of Engineers under the Clean Water Act.

Response 3-6 – Private Property Impacts

While neighborhood concerns regarding private landscaping and driveways are not environmental concerns as analyzed under CEQA, the City Council should consider comments related to such issues during their consideration of approval of the project. Private landowners would not lose portions of yards or landscaping, suffer impacts to driveways, or experience impaired drainage as a result of the project. With few exceptions, the proposed project improvements are located within existing public right-of-way (City of Arcata or County of Humboldt). The City will coordinate with individual property owners if the project requires removal or relocation of landscaping, fencing or other features that are encroaching in the public right-of-way. The City will work with property owners to obtain permissions for any work that extends beyond the public right-of-way.

The project includes paved driveway conforms, which will blend the repaired roadway surface with existing driveway elevations and widths. In order to provide for a smooth transition between the new roadway surface and existing driveways, the project will include re-paving portions of private driveways. If the extent required to provide for a smooth transition extends beyond the public right-of-way, the City will work to obtain necessary permissions from property owners.

The project will be improving drainage along the roadway, and drainage impairment to private property as a result of the project would not occur.



Please see Master Response 5 for project additional information about drainage.

Response 3-7 – Construction Impacts

Information pertaining to project construction is included in Section 1.5.1 of the ISMND. Construction duration and timing is considered in environmental impact analysis related to noise, located in Section 3.13 of the ISMND. Construction is expected to require six to eight months; however, the project is approximately one mile long and constant construction in any one area for extended duration of time (e.g. multiple months) would not occur. Hours of construction would be limited to 8:00 a.m. to 7:00 p.m. on Monday through Friday and from 9:00 a.m. to 7:00 p.m. on Saturdays. The construction contractor would be required to prepare a Traffic Control Plan. As part of the Traffic Control Plan, the Project would be required to keep at least one lane open in each direction of travel on Old Arcata at all times during the construction process. Work performed on the segment adjacent to Jacoby Creek Elementary School would be scheduled to avoid work coincident with the school's start and end times, when traffic congestion is typically high.

Response 3-8 – Elimination of Roundabout

Please see Master Response 1 regarding statements for or against the project. Please also see Response to Comment 3-4 regarding traffic calming.

Response 3-9 – Impacts to Private Trees and Shrubs

While neighborhood concerns regarding private landscaping are not environmental concerns as analyzed under CEQA, the City Council should consider comments related to such issues during their consideration of approval of the project. Private landowners would not lose portions of their yards or landscaping as a result of the project. The project has been designed to remain within the existing City and County right of ways. In some cases, hedgerows and shrubbery in private yards that extend onto the right-of-way may need to be trimmed back to the property line to support construction activities. In such instances, the City would outreach to affected landowners prior to construction to coordinate any need trimming. Tree removal within the project corridor would be limited to one or two locations near the roundabout. These trees are located within the public right of way only and would not affect any landscaping on private property.

Response 3-10 – Issues Previously Raised

Thank you for your continued engagement on this project. The need for improvements was substantiated during a City-led community design charrette process, which included the identification of deficiencies and



potential improvements. The results of the community design charrette led to the development of a Project Study Report, and the City Council selection of a preferred alternative in November 2017. Please see Master Response 6 regarding the Community Engagement Process.

From: [Doug Ingold](#)
To: [COM DEV](#)
Subject: Old Arcata Road Project
Date: Monday, February 22, 2021 8:32:56 AM

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

Dear Reader: I am writing to express my support for the Old Arcata Road Improvement Project. As a resident of Arcata outside of Bayside, I support this project and urge that the work begin as soon as practical. I am a driver, a walker, a cyclist and the father of an adult son who attended Jacoby Creek School a number of years ago. The proposed changes would improve conditions for every driver, pedestrian and cyclist and would ease the worries of every parent. Thanks for your consideration, and for performing the work you do on behalf of all of us.

4-1

Doug Ingold, 165 Myrtle Court, Arcata.

Doug Ingold, 165 Myrtle Court, Arcata.

--

Doug Ingold, Writer
Author of ROSYLAND, A novel in III Acts

Writer Doug is at dougingold.com



Response to Comment Letter 4

Response 4-1 – Support for Project

Please see Master Response 1 regarding statements for or against the project.

From: [Diana Stockwell](#)
 To: [COM DEV](#)
 Subject: Old Arcata Road improvement project
 Date: Sunday, February 21, 2021 5:06:03 PM

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

Dear City of Arcata,

I sent this email on January 21, 2021 and have received no response. As the deadline for comments is tomorrow, I'm resubmitting my question. I am disappointed that nobody has responded thus far.

Diana Stockwell

From: [Diana Stockwell](#)
 To: [COM DEV](#)
 Subject: Question regarding Old Arcata Road paving/improvement project
 Date: Thursday, January 21, 2021 11:01:03 AM

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

Hello,

We live at 1418 Old Arcata Rd and have been examining your online plans for improvements/developments for our section of the road. I have a question about mail boxes. I see from your plans that "paved" parking begins roughly directly across the street from our house (where the City of Arcata pump station and bright orange road bumpers are currently located) or approximately there, and I'm wondering what happens to our mail box? And those of our neighbors to the south? All mail is delivered on the west side of the road by the mail man and I'm sure his job is hard enough on days when school is letting out and cars are parked all up and down, blocking the boxes. But where are you planning to locate the mail boxes if you are paving over there for parking?

5-1

Thanks,
 Diana & Richard Stockwell



Response to Comment Letter 5

Comment 5-1 – Impediment to Mailboxes

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

From: [De Zig](#)
 To: [COM DEV](#)
 Subject: Old Arcata/Jacoby Creek Round about???
 Date: Monday, February 22, 2021 9:09:45 AM

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

Just read that you are proposing yet another round about. This time Old Arcata and Jacoby Creek Rds. Ridiculous. Not needed. Not enough traffic. Perhaps the city would better use funds to upkeep the existing signage and street markings. I will not even go into repaving our dilapidated roads and bike lanes.

As a cyclist and driver, both the roads and the bike lanes are falling apart. THose very election cycle there is a new tax to repair/replace them. THe city has a fiduciary responsibility to the community to do so. In dismissing their responsibility is gross negligence

Dont waste money on a round about Fix the roads

Denise Ziegler

6-1



Response to Comment Letter 6

Comment 6-1 – Elimination of Roundabout and Preference to Narrow Project to Street Repair

Please see Master Response 1 regarding statements for or against the project. The project also includes repair and resurfacing of Old Arcata Road, including striping and signage upgrades.

From: [Gordon Inkeles](#)
To: [COM DEV](#)
Subject: Old Arcata Road Improvement project
Date: Monday, February 15, 2021 12:01:30 PM
Attachments: [OAR improvement project ADDENDUM.pdf](#)

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

Jude, I woke up with this thought. I'm going to leave it there. GI

GORDON INKELES
Publisher



Monday, February 15, 2021

Re: OLD ARCATA ROAD IMPROVEMENT PROJECT ADDENDUM

Attention Community Development Department:

Regarding the proposed roundabout at the intersection of Old Arcata Road and Jacoby Creek Road:

This **roundabout is the most important part of the Old Arcata Road renewal project**. The intersection is fraught with danger for drivers, cyclists and pedestrians. Traffic often accelerates through the intersection in both directions ignoring the electric speed sign at the Bayside Post Office. **Pedestrians—especially school children—have no safe way to cross the intersection** which is a sea of cement with random markings that are easily ignored. We aren't going to fix any of this by painting lines and directions on the pavement or putting up cones.

7-1

This intersection has already seen several serious accidents. A drunk accelerating down Jacoby Creek Road ended up in an Old Arcata Road backyard, narrowly missing a home. **It's only a matter of time before someone is killed here. The City of Arcata has significant liability exposure in case of an accident or death.**

A roundabout will add essential traffic moderation. Its center could be planted to compliment the beauty of the area. **Under no circumstances should it be abandoned.**

7-2

Sincerely,

Gordon Inkeles

arcata@mac.com • <http://www.arcata-arts.com>

POB 800 • 1641 HYLAND ST. BAYSIDE, CA 95524 • TEL 707 822 5839 • FAX 707 826 2002



Response to Comment Letter 7

Response 7-1 – Support for Roundabout

Please see Master Response 1 regarding statements for or against the project.

Response 7-2 – Traffic Moderation

The City agrees the roundabout would improve traffic circulation.

From: [Mitel Voice Mail](#)
To: [Keala Roberts](#)
Subject: Mitel voice message from INKELES GORDON, +17078262002 for mailbox 5955
Date: Monday, February 22, 2021 11:25:31 AM
Attachments: [F0SRLE9HU.wav](#)

You have received a voice mail message from INKELES GORDON, +17078262002 for mailbox 5955.
Message length is 00:00:50. Message size is 395 KB.

[Transcription of G. Inkeles voicemail](#)

Hi this is Gordon Inkeles in Bayside with a message for Mr. Khatri. Mr. Khatri, we continue to support the old Arcata Road renewal project as it's shown with the roundabout at Jacoby Creek Road. We don't want to see any changes and I'm speaking for myself, my wife, and just about all the neighbors that I have here. So I hope that it goes through as planned and I want to thank you for your efforts on behalf of the community so far you've done a fabulous job on this thing and we really look forward to having it thank you.

8-1



Response to Comment Letter 8

Response 8-1 – Support for Roundabout

Please see Master Response 1 regarding statements for or against the project.

From: [Greg Mellon](#)
To: [COM DEV](#)
Subject: Bayside roundabout
Date: Sunday, February 21, 2021 9:10:28 PM

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

As a 40 year resident of Brookwood Drive I support a roundabout at the intersection of old Arcata Road and Jacoby Creek Road. BTW what kind of infrastructure is located on that island and building just directly south of the Bayside post office?

9-1

Sent from my iPhone. Namaste'

Greg Mellon DDS
3940 Brookwood Drive
Bayside, CA 95524
707-822-4177 land line
707-845-4177 cell
707-839-3262 work



Response to Comment Letter 9

Response 9-1 – Support for Roundabout

Please see Master Response 1 regarding statements for or against the project. The referenced City infrastructure on the island is a sewer lift station.

From: [Georgianna Wood](#)
To: [COM DEV](#)
Subject: OAC and Jacoby Creek Rd
Date: Monday, February 22, 2021 6:43:10 AM

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

Hello.

I just heard about the proposed round-about at the OAC & Jacoby Creek Road intersection. I'm a motorist and a bicyclist, and don't see the need for this project at all - especially as it negatively impacts the property where Mistwood School is. I have never seen traffic backed up on Jacoby Creek, even at peak traffic hours. It just doesn't seem necessary.

The single most important thing that can be done to improve safety for bicyclists is to pave the stretch from Jacoby Creek Rd to Buttermilk. My wrists are killing me from riding on that bumpy pavement.

Thanks for considering this.

— —

-Georgianna Wood
2045 Margaret Lane

[illegible]

10-1



Response to Comment Letter 10

Response 10-1 – Elimination of Roundabout and Preference to Narrow Project to Street Repair

Please see Master Response 1 regarding statements for or against the project. The project also includes repair and resurfacing of Old Arcata Road, including striping and signage upgrades.

Keala Roberts

From: Iris Schencke <ischencke@gmail.com>
Sent: Monday, February 22, 2021 5:00 PM
To: COM DEV
Cc: Josh Wolf
Subject: comment on Initial Study and draft mitigated Negative Dec.Old Arcata Road Rehab. et.

Follow Up Flag: Follow up
Flag Status: Flagged

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

IN DEFENSE OF A TRAFFIC CALMING ROUND-A-BOUT

My husband and I live on the quiet Hyland Street. We moved here 30 years ago so that our son could attend to Jacoby Creek Elementary School. We are very happy about living here.

We are now shockingly old at 79 and 77. We are very pleased with the TRAFFIC CALMING measures implemented on Old Arcata road, especially the **round-a-bouts**.

Regarding the much delayed central Bayside road improvement plan, *I strongly believe the most important safety improvement will be adding a **round-a-bout** to the poorly defined crossroads by the post office and the Bayside Community Hall.*

I sat down and drew lines showing all the possible comings and goings at it this many limbed juncture. I find it dangerous to cross there by foot, my husband who cycles a lot, avoids it too, and there have been car accidents there. The post office is always busy, the Bayside Community Hall will be busy when the pandemic is under control.

I'd be happy to work on the design of such a round-a-bout. I am certain it can be made attractive.

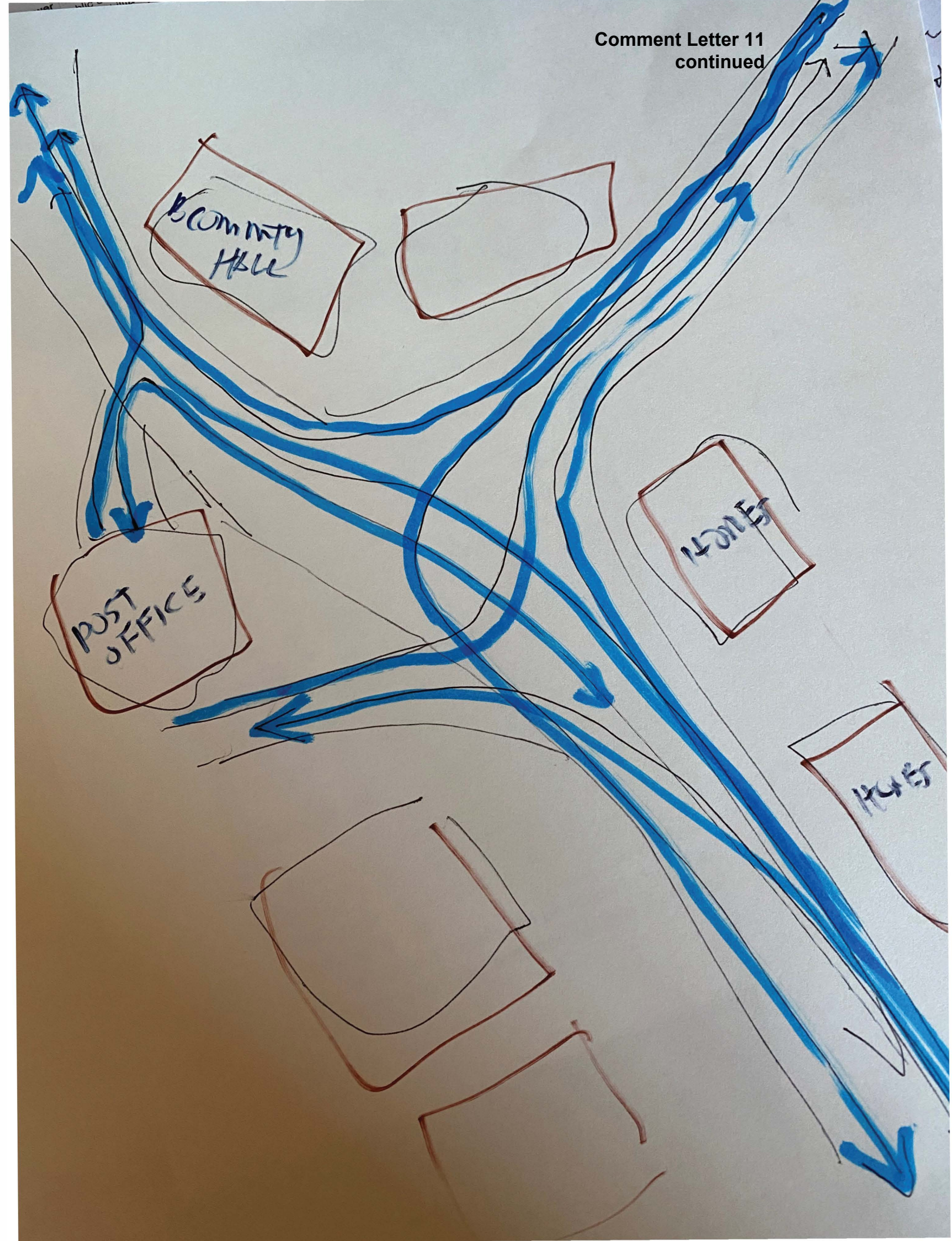
Lets get this done!
 Many thanks to all who are continuing to work on this project.

Sincerely,

Claire Iris Schencke

PS: It is also possible that the traffic on Old Arcata Road will increase because of flooding of 101 during king tides in the not so distance future. A round about is the forward looking solution.

Below, a quickly scribbled image of all the possible routes across this multi limbed, poorly described junction. I apologize for the rough look!





Response to Comment Letter 11

Response 11-1 – Support for Roundabout

Please see Master Response 1 regarding statements for or against the project.

Response 11-2 – Future Increased Use Due to Flooding

Old Arcata Road is already a local alternative to US 101 for a variety of reasons. For this reason, proposed improvements are viewed necessary for current and long-term transportation needs along the project corridor.

From: [jim.childs](#)
To: [COM.DEV](#)
Subject: Eyesore
Date: Saturday, February 20, 2021 8:16:19 PM

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

The artist rendering of the proposed roundabout is a joke. The landscaping never will ever look that good. The horrible condition of the roundabouts in Arcata and medians are pathetic. Stop spending money building things that are never maintained.

Jim Childs

Arcata

12-1



Response to Comment Letter 12

Response 12-1 – Vegetation Maintenance in Roundabout

As part of the visual appearance of the project, landscaping in the center of the roundabout was considered in environmental impact analysis related to aesthetics, including in Section 3.1 of the ISMND. The center of the roundabout will be mounded to a height of approximately three to five feet above grade and landscaped with appropriate vegetation species. Plantings would be consistent with other City roundabouts and public right of ways. The City anticipates using grasses and/or other drought tolerant species to minimize maintenance requirements. All new plantings would be designed to maximize connectivity with existing landscaping and mature trees. The City would welcome community participation to maintain the center median landscaping.

From: [Jill Dedini](#)
To: [COM DEV](#)
Subject: Old Arcata Road/Jacoby Creek Road
Date: Monday, February 22, 2021 7:33:51 AM

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

To those responsible for planning this project:

I just want to add my encouragement for proceeding with the roundabout placement at this intersection. I think it is exactly what is needed. It would calm traffic there while still keeping it moving. This would make the intersection so much safer while also taking fuel economy into account (unlike stop and go). I do bike through this intersection many times every week. Thank you for the work you are doing to make it better.

13-1

Jill Dedini

Sent from my iPhone



Response to Comment Letter 13

Response 13-1 – Support for Roundabout

Please see Master Response 1 regarding statements for or against the project.

From: [Janet R Finney-Krull](#)
 To: [COM DEV](#)
 Cc: [Janet Finney Krull](#); [janet Krull](#)
 Subject: Proposed roundabout at Jacoby Creek and Old Arcata Rd junction
 Date: Sunday, February 21, 2021 4:26:17 PM

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

To: Community Development, City of Arcata

Feb 21, 2021

I am urging you not to build a roundabout at Jacoby Creek Rd and Old Arcata Rd.
 I oppose this project and do not think it is necessary in that location. I do not think that the intersection is dangerous. I feel that a new roundabout will be inconsistent with the rural nature of the intersection and surrounding neighborhood. I feel funds would be better allocated for road repairs which are numerous in Arcata rather than building another roundabout at the junction of Jacoby Creek and Old Arcata Rd. I have been a resident of Sunny Brea for 20 years and collect my mail daily at the Bayside Post Office. I am aware of the traffic in that location. The proposed roundabout will come within 45 feet of the Mistwood School doubling the traffic noise to those students and staff.

14-1

Please consider another project going forward.

I am writing this letter in opposition to the roundabout project on February 21, 2021 and asking that my letter be read by the Community Development team at the City of Arcata.

14-2

Thank you very much!

Janet Finney Krull
 P O Box 402
 Bayside, CA 95524



Response to Comment Letter 14

Response 14-1 – Noise Impacts to Mistwood School and Need for Road Repairs in Other Locations

Please see Master Response 2 regarding noise. The project also includes repair and resurfacing of Old Arcata Road, including striping and signage upgrades.

Response 14-2 – Opposition to Roundabout

Please see Master Response 1 regarding statements for or against the project.

From: [jim.mcintosh](#)
 To: [COM DEV](#)
 Subject: Old Arcata Rd project comments
 Date: Monday, February 22, 2021 3:11:01 PM

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I wanted to submit a comment for the future Old Arcata Rd improvement project. This project is really needed, but I am bummed there won't be a separate bike/pedestrian facility, but that's not my comment.

15-1

I am a biologist and I wanted to comment on the dates for the nesting bird period. In the IS/MND the dates for nesting are March 14 to August 15. This is not consistent with the advertisements the city is promoting on radio stations and in the media. Actual nesting dates for migratory bird protection as accepted by USFWS and CDFW are February 1 until September 15. By the dates mentioned in the document, many birds are already nesting. This needs to be changed and if vegetation is to be removed during the true nesting period a qualified biologist should survey for nesting birds within 5 days of vegetation removal. In the document it says within 7 days, but this increases the risk of nesting occurring between survey and veg removal.

15-2

That is my only comment.

Jim McIntosh
 Bayside resident



Response to Comment Letter 15

Response 15-1 – Statement of Project Need

Please see Master Response 1 regarding statements for or against the project.

Response 15-2 – Nesting Bird Periods

The Project Description and ISMND has been modified to reflect an updated nesting bird period consistent with the City's guidelines, commencing February 1 and continuing through August 31. Please see Section 3.1 for modified language . Nesting bird surveys occurring within one week (7 days) of vegetation removal remains standard practice. Adjustment of the dates to be consistent with the City's existing policy does not result in any additional or unanalyzed environmental impacts.

From: [Jim Moore](#)
 To: [COM DEV](#)
 Subject: Comments on IS/MND "Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements"
 Date: Monday, February 22, 2021 4:02:33 PM

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To Whom It May Concern

My name is Jim Moore; I've lived at 2866 Jacoby Creek Rd. (JCR) for about 10 years. During this time I've had children at both Jacoby Creek School and Mistwood; I drive or bike JCR and Old Arcata Rd (OAR) frequently and for the last 3 years or so have walked my dog from JCR almost to the OAR/Buttermilk intersection about 320 days/year. I know the area well.

The stretch of OAR scheduled for rehabilitation and improvement can surely use some work, and I thank the City for taking it on. Many aspects of the project seem great – especially fixing the pavement (e.g. the stretch just south of Anderson Lane, which is "repaired" every year or so) and enhancing bike lanes. As is the way of public feedback, I focus here on the problems I see, but I do thank and commend the City for all the good parts.

I have used Google Earth Pro for measurements.

HYLAND SIDEWALK:

Section 1.3 cites "a lack of pedestrian facilities on Hyland Street" but I don't see where the need for such facilities is laid out. Hyland is about 1,700' long, and the proposed sidewalk-to-nowhere would be along just 375'. A sidewalk is not in itself a bad thing, but the street is about 40' wide; removing 6' for a sidewalk would essentially remove parking from one side of the street (which as is can accommodate about 15 cars). These parking places are often used, both for local businesses and by parents/volunteers going to Jacoby Creek Elementary School (JCES). Note that for parents arriving with young children, parking on a low-volume side street can be preferable to parking on OAR for safety reasons. With no need established, and since it would remove c. 6-8 safer parking spaces, I ask that you reconsider the need for this sidewalk.

JCR STORMDRAIN:

Not mentioned at all in section 1.3, and as far as I could tell not addressed anywhere, is the need for a storm drain along JCR: "While drainage improvements on Jacoby Creek Road would terminate approximately 600 feet east of the roundabout" (apparently on the N side of the road, Figure 3). What function would these "improvements" serve? This is important to be clear about, because there have been stormwater runoff problems nearby on the SOUTH side of JCR, where water runs over the inadequate curb and into the Bayside Community Hall (BCH) parking lot, contributing to flooding both behind BCH and around/under Mistwood (I have indicated the spot with "H2O" and an arrow on the accompanying figure). During heavy rains water pours down Fairview and crosses JCR, where it flows along the curb on the south side of JCR. A while ago two cutouts were added to the curb, which are a great help, but when these get clogged by debris runoff flows past them down the S side of JCR and into BCH/Mistwood. The proposed storm drain would replace an open ditch on the NORTH side of JCR, which functions just fine as is and rarely if ever contributes to the problem on the SOUTH side. Furthermore, that stretch of ditch retains water much longer into the dry season than the rest of it running east along JCR; it is ecologically distinct. Another thing: the MND states "It is anticipated that less than five single trees greater than 16 inches in diameter may need to be removed. Single trees are located in the jurisdiction of Humboldt County." There aren't very many such trees, so one suspects this may include the row of pines at 2332 OAR; if the plan is to remove that entire row (few of which are >16" diameter) while digging the drain – please NO. We don't need to lose more trees for so little benefit.

16-1

16-2

I don't suggest that the future of red-legged frogs or wildlife looking for drinking water in May/June depends on this stretch, but given that the storm drain will not address the only need in the area, it seems like a needless expense that has a slight negative ecological impact and possibly a major negative visual one (the trees).

16-2
cont

I think the drainage problem on the south side of JCR at BCH/Mistwood could be fixed with a judiciously applied bag of coldpatch, and if authorized I would be happy to do the work gratis.

ROUNABOUT:

There is indeed a problem with northbound traffic on OAR not slowing from 45 (or higher) to 25 (or thereabouts) until long past the Post Office. I am not at all against roundabouts in principle; in fact, all else equal this would be my preferred solution. However all else is PROFOUNDLY not equal in this case.

The difficulty is that there is no way to install a roundabout without encroaching into the parking area just west of Mistwood. I was having trouble visualizing exactly what is proposed, given that the MND coyly (and, at this stage, deceptively) states only that "some encroachments onto private property may be necessary and may require acquisitions or easements." "May be" indeed. So I overlaid the relevant portion of Figure 3 from the MND onto a Google Earth Pro image of the intersection – see accompanying figure.

16-3

The proposed roundabout would move the northbound lane of OAR from about 97' from Mistwood's classroom to about 42'. This would have two separate but serious consequences.

First, halving the distance would approximately double the volume of traffic noise heard in this SCHOOLROOM. Mistwood's building is the old Bayside Community Hall, an historical resource (MND, Historical Resource Report). As such, it is not especially soundproof, nor can it easily be soundproofed without altering its character. I shouldn't think that any real argument is needed to establish that dramatically increasing noise levels inside a SCHOOL is undesirable.

16-4

The second consequence is that parking spaces in the area will be drastically reduced. The Bayside Community Hall – which hosts various public and private events for the community – has about 25 parking places in the lot east of the building and along the front of it; the parking area at risk from the roundabout holds 20+ cars (see the accompanying photograph "BCHParkingAtRisk.jpg"). So the proposed roundabout would cut available parking at BCH nearly in HALF. I shouldn't think that any real argument is needed to establish that dramatically reducing available parking for a COMMUNITY HALL is undesirable.

16-5

This of course invites the question, what alternative? This is just a partial list; if the goal is to solve the safety problem economically and with the least collateral damage, one of these (or something else) will be much preferable to a roundabout.

- Stop signs/lights have the disadvantage of being annoying and wasting energy, but they do work and signs at least are inexpensive.
- Move the existing radar speed display, and transition to 25mph, from the Post Office to south of the intersection, perhaps as far as the entry to the Jacoby Creek Land Trust (~1,800'). This would encourage people to get down to "city speeds" well before entering the pedestrian/bike zone.
- Install a speed hump south of the intersection, with rumble strips further south to make sure drivers are aware of it. The Project is already planning to add two speed humps to OAR, so a third would not be a major change in policy.
- Speed cameras, with the enforcement algorithm based on public input (e.g., how much buffer above the limit is allowed, whether there's a warning and/or monthly/annual allowance etc). If the camera isn't triggered unless the car is speeding, objecting on privacy grounds amounts to saying "I want privacy when I break the law", and I'm pretty sure that's not really a thing.

16-6

BALANCING PARKING, SIDEWALKS AND BIKE LANES

The MND's Parking section, page 1-5, notes in its entirety that "The five paved diagonal parking spaces on Old Arcata Road in front of Jacoby Creek School would be eliminated in order to accommodate the proposed improvements." This is fine as far as it goes, but it IGNORES non-designated parking. I've already noted the issues at Hyland and the proposed roundabout, but it is important to realize that when JCES is in (non-COVID) session, there is a daily need for parking along OAR north of the school during pickup/dropoff times, and when there are school events parking is at a premium along both sides of the road both north and south of the school.

16-7

The existing sidewalk just north of JCES is about 4' wide; then there is a grass/gravel strip of about 9', followed by a bike lane of about 5'. The grass/gravel strip allows people to park between the bike lane and the sidewalk. Allowing 25'/car for parallel parking, there is room for about 32 cars between JCES and the driveway to 1415 OAR, so there is a considerable number involved.

My concern is that widening the sidewalk could narrow the space available for parking, pushing cars into the bike lane – which is not desirable. I would urge the City to look closely at this, and consider NOT widening the 4' sidewalks which are fine as is. North of Anvick Rd. the sidewalk narrows, and if it is possible to widen them a bit without impacting parking/bike lanes, that would be welcome.

ODDS AND ENDS

Page 1-7: "If feasible, vegetation clearing would occur during the non-bird nesting season, between August 16th and March 14th." First, raptors may begin nesting before March 14; more to the point, how is "feasible" determined? If I were to say "If feasible, I will pay my taxes", would I be able to use that as a loophole?

16-8

Page 3-14: "North of Jacoby Creek Elementary School, between a fence line and the sidewalk, there are two mature redwood trees and a small (<5 feet. tall) sapling located between the two larger trees." It is not clear to me why these trees are mentioned; if it is simply "see these large, popular, beautiful landmark trees? We're leaving them alone" then fine. But if pointing out that they are not special-status trees and therefore "[t]here would be no impact" is providing the basis for removing them, there will be significant blowback. Please don't consider taking them out! I apologize if I'm simply misinterpreting formulaic 'documentspeak'; on the other hand, if this is deliberately cryptic in order to conceal a deeply unpopular plan, well ... something else.

16-9

Page 3-52: "Traffic counts were most recently obtained at select location along Old Arcata Road in 2005 and 2006, resulting in an Average Daily Traffic (ADT) of less than 3,000 vehicles. While this data was collected more than ten years ago, it is assumed that the region is unlikely to add new development that would result in a significant increase in traffic volumes (SHN and Omni Means 2017)." I remember seeing official-looking people counting cars/pedestrians and there being car-counter strips on OAR within the project area, within the last roughly 6 years (possibly much more recently). I do not know which entity collected the data (City, CALTRANS, ???) but I strongly believe, based on what I have seen, that more recent data do exist. So why use the old data?

16-10

As noted above, I've attached two figures, filenames "BCHParkingAtRisk.jpg" and "BCHParkingRoundaboutFigure.jpg" to illustrate/clarify some of my points.

Finally – again, I thank the City of Arcata for its efforts to address the needs of our community, and apologize for carping about some of the details. But details are, of course, important.

Respectfully yours,

Jim Moore

2866 Jacoby Creek Rd

Bayside 95524

707 826 0836

Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements
Response to Comments and Errata | Page 50

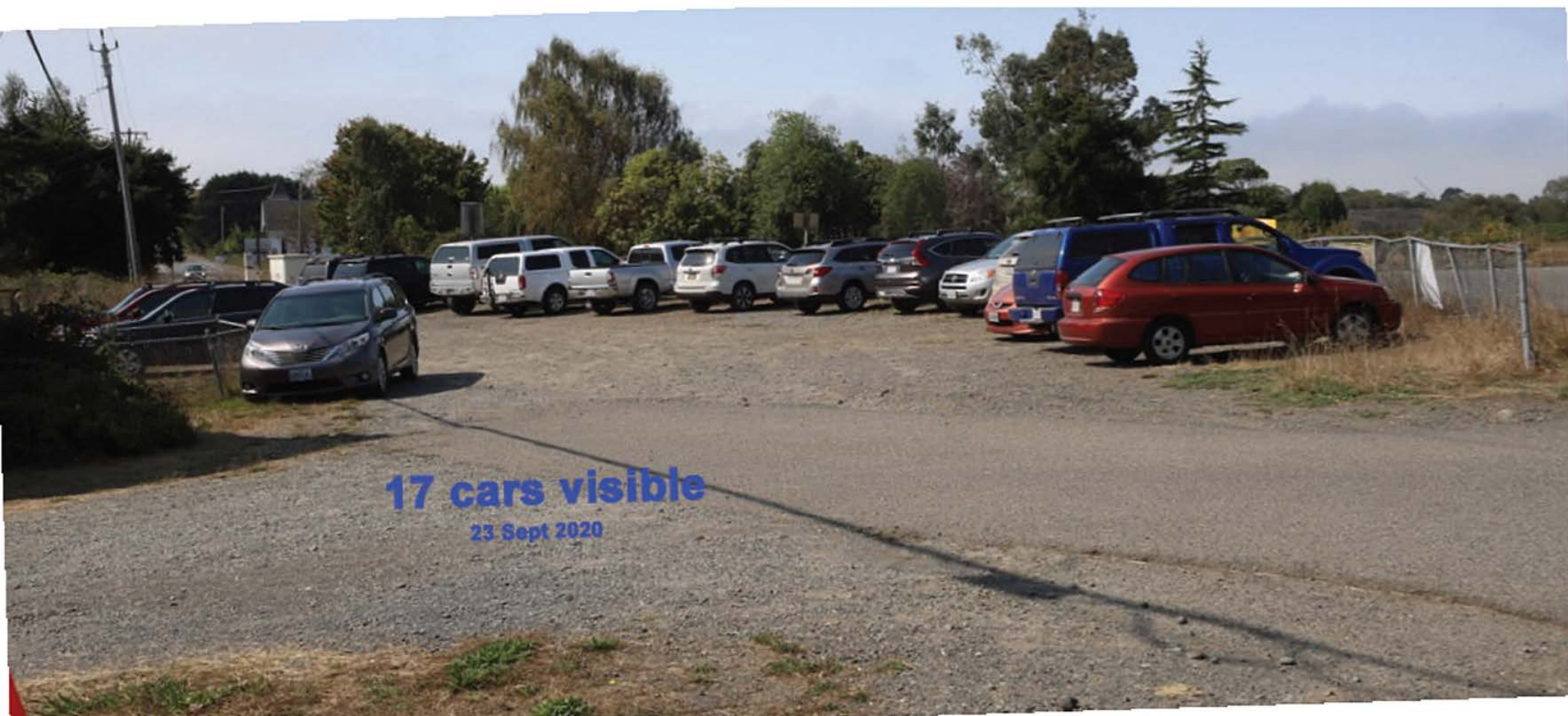
--

Jim Moore "Debugging is twice as hard as writing the code in the
first place. Therefore, if you write the code as
cleverly as possible, you are, by definition, not smart
enough to debug it." Brian Kernighan

Website: <http://pages.ucsd.edu/~jmoore/>
SoCal Primate Research Forum: <http://scprf.ucsd.edu/>
African Ape Study sites: <http://pages.ucsd.edu/~jmoore/apesites/>
Greater Mahale Ecosystem
Research & Conservation
(formerly Ugalla Primate Project): <http://gmerc.org/>

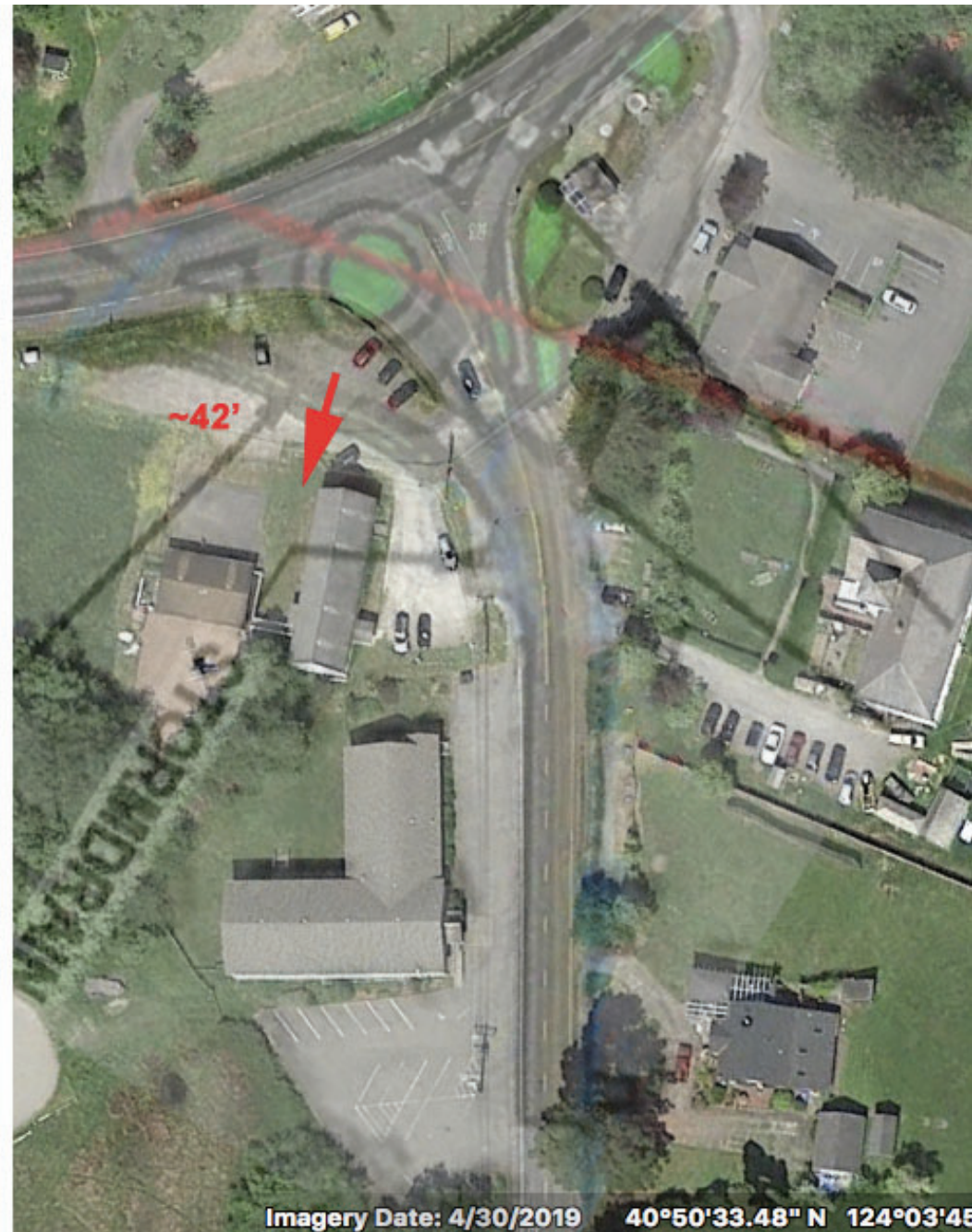
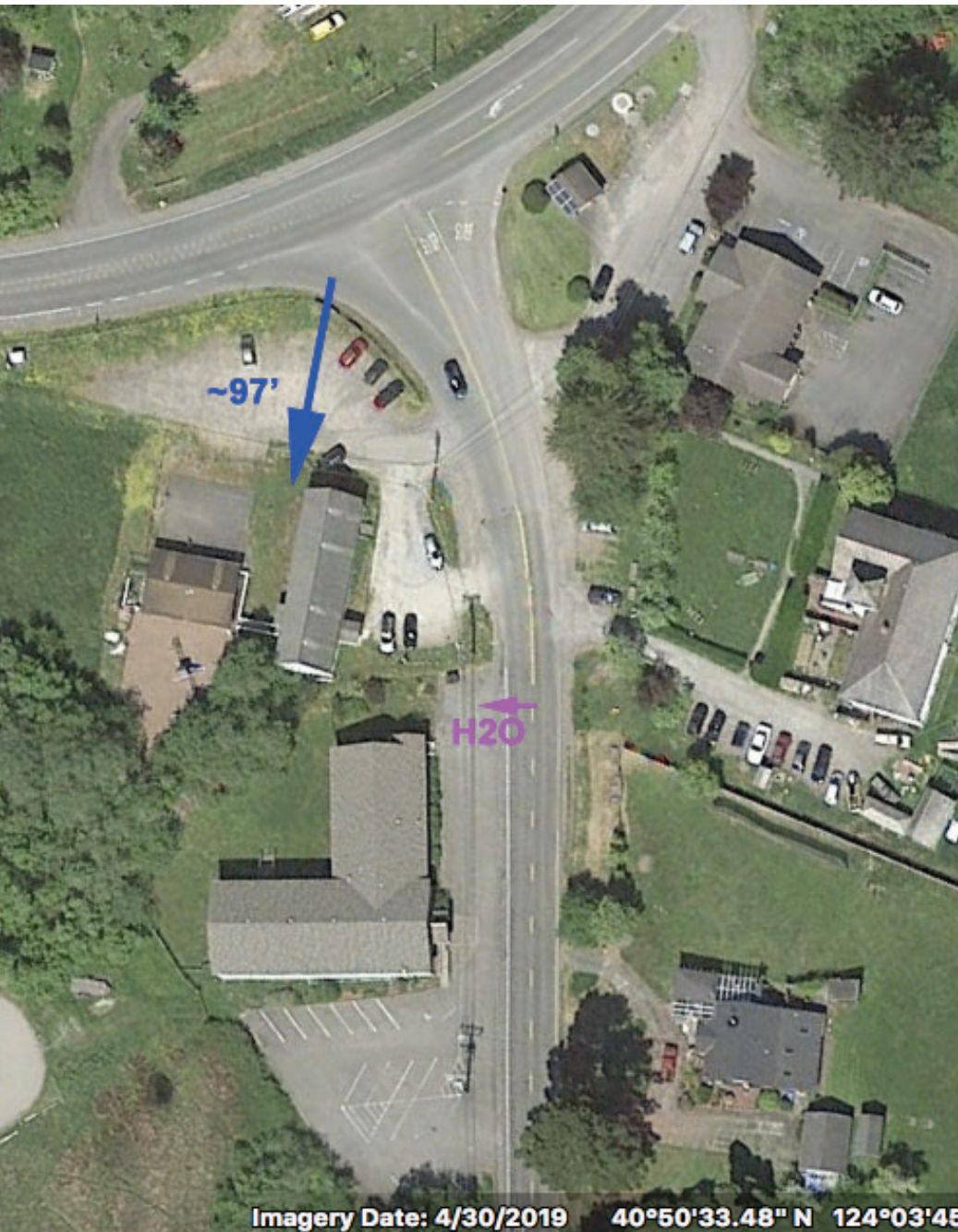
Support recovery and rebuilding at Cayo Santiago, Puerto Rico:
<https://www.projectmonkeyisland.org/>

Commercial consumption of wildlife & pandemics - <https://endthetrade.com/>



17 cars visible

23 Sept 2020





Response to Comment Letter 16

Response 16-1 – Hyland Street Sidewalk

Note comments related to the Hyland Street sidewalk are not environmental concerns as analyzed under CEQA but could be considered by the City Council during their consideration of approval of the project. The proposed sidewalk on Hyland Street will provide pedestrians connectivity to the crosswalks at Hyland Street and Old Arcata Road. This section of Hyland Street is frequently used for school parking and student pick/up and drop off. In its current configuration (without sidewalks) pedestrians are forced to walk in the roadway between parked cars and vehicular traffic. The sidewalk on Hyland Street is proposed to be 4.5 feet wide, plus a 6-inch wide curb (5 feet total width). The sidewalk is proposed to be situated so as not reduce the existing roadway width. Parking on both sides of the road would remain.

Response 16-2 – Drainage

Please see Master Response 4 regarding drainage.

Response 16-3 – Roundabout

Construction of the roundabout would extend into the public right of way area informally used as parking near the Mistwood School.

Response 16-4 – Mistwood Noise Issues

Please see Master Response 3 regarding noise.

Response 16-5 – Parking

Please see Master Response 2 regarding parking.

Response 16-6 – Alternative Traffic Calming Measures

Note while CEQA does evaluate transportation design features that could result in an increase in hazards due to a geometric design feature and emergency access (see Section 3.17 (c) and (d)), CEQA does not evaluate roadway speed or speed enforcement. The goal of roundabout is to achieve number of improvements at the intersection of Jacoby Creek Road and Old Arcata Road, in addition to addressing traffic speeds and calming. The design for the safety improvements was selected by the City Council after public scoping and several public design meetings, as summarized in Master Response 6. The City recognizes there are those in the neighborhood and community at large that do not agree with the design decision. These are relevant concerns to raise for consideration of approval but are not environmental issues as analyzed under CEQA.



The roundabout will improve traffic flow, increase safety for pedestrians and bicyclists, and enhance roadway-related drainage in the area. These improvements could not be realized by measures limited to reducing only traffic speed, such as speed warning signs, speed humps, or increase police enforcement.

Response 16-7 – Parking

Please see Master Response 2 regarding parking.

Response 16-8 – Nesting Bird Period

The Project Description and ISMND has been modified to reflect an updated nesting bird period consistent with the City's guidelines, commencing February 1 and continuing through August 31. Please see Section 4.1 for modified language. Adjustment of the dates to be consistent with the City's existing policy does not result in any additional or unanalyzed environmental impacts.

Response 16-9 – Tree Removal Near Jacoby Creek School

The redwood trees just north of Jacoby Creek School are not proposed to be removed. Special status species, including botanical species, are defined under the federal Endangered Species Act, the California Endangered Species Act and CNPS listed 1,2 and 3. Biological evaluation of special status species potentially affected by the project met the requirements of both federal and state regulations. Special status plants were not found to be present within the project footprint. Please see Section 3.4 of the ISMND for environmental impact analysis pertaining to biological resources.

Response 16-10 – Traffic Counts

The 2016 Caltrans Eureka-Arcata Rout 101 Corridor Improvement Project EIR/S states the daily traffic volume on Old Arcata Road is 7,600 vehicles in 2013, although the exact location of the counts was not specified. The 2005 and 2006 traffic count data are the most current data obtained by the City. The referenced observations of groups touring the project area" included City staff, Caltrans staff, and design consultants during the design charrette process. Traffic data was not obtained at that time. The purpose of the August 15, 2019 meeting was to provide a project update and seek additional community input.

From: [Jude Power](#)
 To: [COM DEV](#)
 Subject: Old Arcata Road Design Project comments
 Date: Thursday, February 18, 2021 10:45:20 AM
 Attachments: [221_OAR_project_comments.docx](#)

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

Community Development Dept.,

I have attached my comments on the Old Arcata Road Design Project below. I've also copied the comments into this email to ensure they make their way into your final decision. This is an important project that my neighborhood has been wishing for over many years. Please keep the plan intact!

Thank you,
 Jude Power

February 18, 2021

To: Arcata Community Development Department

Re: OLD ARCATA ROAD REHABILITATION AND PEDESTRIAN/BIKEWAY
 IMPROVEMENT PROJECT

An essential element of the above Project is the proposed roundabout at the intersection of Old Arcata Road (OAR), Jacoby Creek Road (JCR) and the Bayside Post Office (PO).

There is currently no safe way for pedestrians to cross the street at the complicated JCR/OAR/PO intersection. I know because I walk to the PO from Hyland St., where I've lived for 28 years, on a regular basis when the weather's good. Vehicles converging there can be intimidating when I cross the road to walk home on the west side (to face oncoming vehicles).

17-1

In contrast, I feel safe when crossing OAR at Buttermilk Ln. and Union St., because the roundabouts provide reduced vehicle speeds and clear crosswalks passing through raised refuge islands.

OAR-to-JCR is a popular bicycling route for adults and families. In addition to pedestrians in peril, these alternative users are also at risk for the same reasons, and they are even more vulnerable if they have to stop in the middle of the road before turning left onto JCR.

Driver safety would be improved by the roundabout as well. I was passed by a fast northbound car again last month, and the roundabout would force northbound drivers to reduce speed, which they often don't do even with speed limit signs and the illuminated speed indicator.

I understand that this well designed traffic-calming project will eliminate some trees and unpermitted parking. Clients of a private, commercial enterprise like to park on the County right-of-way. I believe it would be unethical to prioritize the convenience of a small operator over public safety. The business is situated on an ample parcel which could accommodate client parking. It also seems that public safety should take priority over three mid-size trees that are, I believe, situated on County right-of-way and will be replaced nearby (Env. Analysis 3.1).

17-1
cont.

Traffic traversing the OAR/JCR/PO interchange will naturally grow over time, as it has since I've lived here. The closure of Bayside Cutoff and the possibility of public transit through Bayside in the future could further add to congestion. If the proposed roundabout is not installed and accident frequency increases, the City will be culpable. As I'm sure you're aware, the Federal Highway Administration actively promotes roundabouts as a Proven Safety Countermeasure.

For the sake of public safety, please do not compromise the purpose of this community-supported project by eliminating the roundabout! It had overwhelming approval at public input meetings! We need all the help we can get at this fraught intersection.

Thank you,

Jude Power

1632 Hyland St.

February 18, 2021

To: Arcata Community Development Department

Re: OLD ARCATA ROAD REHABILITATION AND PEDESTRIAN/BIKEWAY IMPROVEMENT PROJECT

An essential element of the above Project is the proposed roundabout at the intersection of Old Arcata Road (OAR), Jacoby Creek Road (JCR) and the Bayside Post Office (PO).

There is currently no safe way for pedestrians to cross the street at the complicated JCR/OAR/PO intersection. I know because I walk to the PO from Hyland St., where I've lived for 28 years, on a regular basis when the weather's good. Vehicles converging there can be intimidating when I cross the road to walk home on the west side (to face oncoming vehicles).

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I understand that this well designed traffic-calming project will eliminate some trees and unpermitted parking. Clients of a private, commercial enterprise like to park on the County right-of-way. I believe it would be unethical to prioritize the convenience of a small operator over public safety. The business is situated on an ample parcel which could accommodate client parking. It also seems that public safety should take priority over three mid-size trees that are, I believe, situated on County right-of-way and will be replaced nearby (Env. Analysis 3.1).

Traffic traversing the OAR/JCR/PO interchange will naturally grow over time, as it has since I've lived here. The closure of Bayside Cutoff and the possibility of public transit through Bayside in the future could further add to congestion. If the proposed roundabout is not installed and accident frequency increases, the City will be culpable. As I'm sure you're aware, the Federal Highway Administration actively promotes roundabouts as a Proven Safety Countermeasure.

For the sake of public safety, please do not compromise the purpose of this community-supported project by eliminating the roundabout! It had overwhelming approval at public input meetings! We need all the help we can get at this fraught intersection.

Thank you,
Jude Power
1632 Hyland St.

17-2



Response to Comment Letter 17

Response 17-1 – Support for Project

Please see Master Response 1 regarding statements for or against the project.

Response 17-2 – Improvements to Safety and Other Project Elements

The City agrees the project would improve pedestrian safety while crossing Old Arcata Road and Jacoby Creek Road. The City also agrees that traffic will continue to grow and change into the future.

From: [Kathleen Stanton](#)
To: [COM DEV](#)
Cc: [Michael Winkler](#); [Paul Pitino](#); [Brett Watson](#); [Sofia Pereira](#); [Karen Diemer](#); [Netra Khatri](#); [Julie Neander](#); [efennell@co.humboldt.ca.us](#); [mike.wilson@co.humboldt.ca.us](#); [rbohn@co.humboldt.ca.us](#); [vbass@co.humboldt.ca.us](#); [smadrone@co.humboldt.ca.us](#); [tmattson@co.humboldt.ca.us](#); [bbronkall@co.humboldt.ca.us](#); [hseemann@co.humboldt.ca.us](#); [baysidecommunityhall@gmail.com](#)
Subject: IS/MND for Old Arcata Rd.
Date: Friday, February 19, 2021 2:11:06 PM
Attachments: [11320 Letter to City & County.pdf](#)
[83119 Letter & Petition.pdf](#)
[21921 Letter to City.pdf](#)

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2/19/21

City of Arcata Community Development Dept.
 736 F St.
 Arcata, CA 95521

RE: IS/MND for Old Arcata Rd. Project

Dear City of Arcata,

I continue to oppose this project as I have communicated to the City at public hearings and in writing since it's inception. I have also met with City Council Members, our County Supervisor, several members of the City's planning and engineering staff and concerned neighbors to voice my concerns. To date, these concerns have not been adequately addressed in the Initial Study/Mitigated Negative Declaration that is scheduled for your approval.

My objections are as follows and I would like to see them properly addressed in an EIR that addresses PROJECT ALTERNATIVES including, No Project:

1. **The community controversy over this project remains and therefore, requires an EIR.** (See attached letter objecting to the Roundabout dated 9/18/19 & signed by 40 neighbors including myself.)
2. **This project is only 35% designed** and you are asking the community, the County and the State to sign off on the environmental document as if the project planning was substantially developed!
3. The proposed **CROSSWALK** across Old Arcata Rd. at the Pumphouse/Lift Station is **on a Blind Corner and is a Dangerous location.** This needs to be moved further north where there is a clear and straight sightline for Pedestrians to see oncoming traffic and for Drivers to see people. This has not been addressed and needs to be REDESIGNED with ALTERNATIVES in an EIR.
4. The proposed **CROSSWALK** across Jacoby Creek Rd. from the Post Office is not located where the school, immediate neighbors and residents have requested it be located so students and neighbors can cross the street and be out of the path of the existing intersection or proposed roundabout. This has not been addressed and needs to be REDESIGNED with ALTERNATIVES in an EIR.

18-1

18-2

5. There will be a **significant loss of parking** for the school & Bayside Community Center by roundabout construction. Approximately 26 cars can now park on County property and we would lose about 18 spaces with the proposed “mitigation”. This is unacceptable and will lead to people parking all along Jacoby Creek Rd. which is narrow and will create an UNSAFE situation.
6. The parking problem has not been addressed adequately and needs to be RECONSIDERED with ALTERNATIVE parking plans in an EIR. Currently there is land for sale next to the County property (AP #501-012-008) that needs to be considered for purchase to provide sufficient parking as a proper “mitigation” measure.

18-3

There are many other CONTROVERSIAL ISSUES that have been brought up over the years that have been ignored or inadequately addressed in the IS/MND. Attached is my letter to the city dated 1/13/2020 that was cc'd to the County and never answered! Never addressed. I include all my documentation in attachments for the record.

18-4

I respectfully request that the City deny the IS/MND as inadequate based on this documentation and the public controversy and require an EIR that will provide PROJECT ALTERNATIVES that would be more than 35% designed and engineered as currently proposed.

Thank you,
Kathleen Stanton, Bayside Resident
P.O. Box 542
Bayside, CA 95524

1/13/2020

City of Arcata
736 F St.
Arcata, CA 95521

RE: Proposed Roundabout at Old Arcata Rd. & Jacoby Creek Rd, Bayside, CA

Happy New Year! I'd like to follow up on a few issues that have been brought up recently at our neighborhood meetings with the City of Arcata & Humboldt County representatives regarding the proposed Roundabout in Bayside. Recent neighborhood meetings have included the following staff & officials: Netra Khatri, Julie Neander, Brett Watson, Paul Patino & Mike Wilson. We've met at the Bayside Hall in August; at the Old Jacoby Creek School in September. & again at the Bayside Hall in November.

Many are aware that the City is proposing a Roundabout "project". Consultants have been hired to initiate a number of community outreach "charettes" in years past and have reported their findings to the City Council. The outcome of these efforts was a vote to support a roundabout project by the Council; the hiring of consultants to produce an Initial Study (which has not yet been made public); the hiring of consultants to do archaeological testing in the project area; and the hiring of consultants to initiate a Mitigated Negative Declaration.

18-5

The City has said that there is NO project until the Roundabout Design is more than 35% completed. Currently, a number of questions remain about the proposed project and process.

1. How far is the design completed at this time?

2. Will the City and County consider doing the following community minded changes whether or not a Roundabout is approved?

WALKING PATH WITH BENCHES: The community has asked the City to extend the existing sidewalk (in front of the Post Office) to continue north in front of AP# 501-011-025 (1814 Old Arcata Rd.) to create a footpath with benches where there is now a ditch & curb bulb-out.

18-6

NEW SAFETY/SPEED ZONES: At the September neighborhood meeting with City & County representatives, we asked for the implementation of several safety measures including **digital speed signs; road humps & reduced speed zones** similar to what the County constructed in front of the Old Garfield School in Freshwater. These safety zones could be put on the Old Arcata Road heading north (on the straight-away) before the intersection with Jacoby Creek Rd. and also on Jacoby Creek Rd. near Fairview and in front of the Bayside Community Hall.

18-7

ADDITIONAL CROSSWALKS: Many neighbors including parents and teachers at Mistwood School have asked for additional crosswalks to be put in between the Old Bayside School (on the north) and the Community Hall & Mistwood School on the south side of Jacoby Creek Rd. An additional crosswalk on Old Arcata Rd. in the vicinity of AP #501-011-025 would allow pedestrians the ability to cross Old Arcata Rd. to avoid the BLIND CURVE where the City proposes a crosswalk in front of the Lift Pump Station. This area is a dangerous location for a crosswalk that has been traditionally avoided by pedestrians and is not supported by many neighbors.

18-8

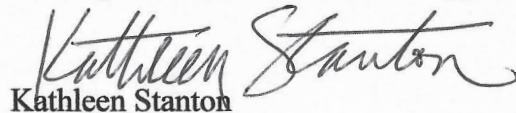
PARKING: Car counts were presented to the City for the Sat. in December (12/14/19) when the Community Hall had their Holiday Craft Fair. There were 26 cars parked in the area owned by the County in front of Mistwood School.

Currently, the City has proposed reducing this parking area to accommodate only 7-8 cars per the current 35% Roundabout design which is a loss of approximately 18 parking spaces. The City has proposed a plan to create 7-8 more parking spaces on the north side of Jacoby Creek Rd. opposite the Community Hall by filling in a drainage ditch and paving the area.

18-9

This is insufficient mitigation for the loss of 18 existing parking spaces in front of the Mistwood School. The neighborhood needs more parking, not less. CEQA requires that the City mitigate to a level less than significant which the 35% plan does not accomplish with respect to parking.

Thank you for your time and I'd appreciate hearing any thoughts anyone might have.



Kathleen Stanton

P.O. Box 542, Bayside, CA 95524

kathleenjstanton@gmail.com

707-826-9000

Cc: Michael Winkler, Mayor, Arcata City Council, mwinkler@cityofarcata.org
Paul Pitino, Vice Mayor, Arcata City Council, ppitino@cityofarcata.org
Brett Wilson, Councilmember, bwatson@cityofarcata.org
Sophia Pereira, Councilmember, spereira@cityofarcata.org
Susan Ornelas, Councilmember, sornelas@cityofarcata.org
Karen Diemer, City Manager, citymgr@cityofarcata.org
Netra Khatri, City Engineer & Project Manager, nkhatri@cityofarcata.org
Julie Neander, Environmental Services, jneander@cityofarcata.org

Estelle Fennell, Chair, Humboldt Co. Board of Supervisors, efennell@co.humboldt.ca.us

Mike Wilson, Vice Chair, Humboldt Co. Board of Supervisors, 3rd District
mike.wilson@co.humboldt.ca.us

Rex Bohn, County Supervisor, rbohn@co.humboldt.ca.us

Virginia Bass, County Supervisor, vbass@co.humboldt.ca.us

Steve Madrone, County Supervisor, smadrone@co.humboldt.ca.us

Thomas Mattson, Public Works Director, Humboldt Co., tmattson@co.humboldt.ca.us

Bob Bronkall, Land Use Deputy Director, Humboldt Co., bbronkall@co.humboldt.ca.us

Hank Seemann, Deputy Director, Environmental Services, hseemann@co.humboldt.ca.us

Carolyn Jones, President, Bayside Community Hall, baysidecommunityhall@gmail.com

Maggie Gaynor, President, Bayside Comers, Inc (Bayside Pride), 2297 Jacoby Creek Rd.

Rebecca Nordquist, Mistwood Education Center, 1928 Old Arcata Rd.

Melanie Nannizzi, Superintendent/Principal, Jacoby Creek School, 1617 Old Arcata Rd.

Marc Delany, Bayside Resident, 2212 Jacoby Creek Rd.
Kiriki Delany, Bayside Resident/Business Owner, Streamguys, 2212 Jacoby Creek Rd.
Jennifer Wiest, Bayside Resident, 1211 Abbey Rd.
Bob McPherson, Bayside Resident, 1666 Old Arcata Rd.
Susan McPherson, Bayside Resident, 1666 Old Arcata Rd.
Jan O'Neil, Bayside Resident, 1658 Old Arcata Rd.
Dallas Huston, Bayside Resident, 1814 Old Arcata Rd.
Abigail Munro-Proulx, Bayside Resident, 1275 Old Arcata Rd.
Gilan Bourne, Bayside Resident, 1922 Golf Course Rd.
Linda Palmrose, Bayside Resident, 1708 Noga Ln.
Wayne Palmrose, Bayside Resident, 1708 Noga Ln.
Ginny Ellis, Bayside Resident, 1895 Old Arcata Rd.
Robert Ellis, Bayside Resident, 1895 Old Arcata Rd.
Susan Hefever, Bayside Resident, 2260 Jacoby Creek Rd.
Lenore Anvick, Bayside Resident, 1246 Anvick Rd.
Alice Flocchini, Bayside Resident, 1673 Hyland St.
Angela Koken, Bayside Resident, 1870 Golf Course Rd.
Ray Glover, Bayside Resident, 1870 Golf Course Rd.
Mary Biehn, Bayside Resident, 4122 Jacoby Creek Rd.
Lorelie Mitchell, Bayside Resident, 3800 Jacoby Creek Rd.
Gary Mitchell, Bayside Resident, 3800 Jacoby Creek Rd.
Chris Morse, 2584 Jacoby Creek Rd.
Barbara Cole, Bayside Resident, 4024 Jacoby Creek Rd.
Claudia Paliaga, Bayside Resident, 2458 Jacoby Creek Rd.
Peter Jermyn, Bayside Resident, 2458 Jacoby Creek Rd.
Kurt Povirk, Bayside Resident, 2535 Jacoby Creek Rd.
Shelly Wells, Bayside Resident, 2535 Jacoby Creek Rd.
Simcha Mendle, Bayside Resident, 2681 Jacoby Creek Rd.
Kevin Johnson, Bayside Resident, 1365 Old Arcata Rd.
Lisa Brown, Bayside Resident, 1365 Old Arcata Rd.
Richard Sanborn, Bayside Resident, 1751 Old Arcata Rd.
Calista Sullivan, Bayside Resident, 1751 Old Arcata Rd.

From: Friends of Bayside Corners

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

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

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

18-10

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

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

18-11

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

18-12

8/31/2019

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

18-13

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

18-14

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

18-15

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

Thank you,

*Kathleen Stanton, 2584 GACOB/CREEK RD. / BOX 512 / Bayside 95524
Resident, Historic Consultant, Realtor, Residential Appraiser*

<u>NAME</u>	<u>DATE</u>	<u>ADDRESS</u>
Dallas E. Huston	8-31-19	1814 Old Arcata Rd.
Dallas E. Huston		Bayside, CA 95524
Aligail Munro-Proulx	8-31-19	1275 Old Arcata Rd.
Aligail Munro-Proulx		Arcata, CA 95521
RC McPherson	8-31-19	1666 Old Arcata Rd
MARC DELANY	8-31-19	2212 JACOBY CREEK RD.
Susan McPherson	31-8-2019	1666 Old Arcata Road
Gilann Bourne	9-1-2019	1922 Golf Course Rd.
Linda Palmrose	9-1-2019	78 HUCKLEBERRY LANE
Linda PALMROSE		AND 1708 NOGA LANE
Wayne A. Palmrose	9-1-2019	AND 1687 OLD ARCATA ROAD
Wayne A. Palmrose		SAME as Above 5
Murray Ellis	9-1-19	1895 Old Arcata Rd, Bayside
Robert Elli	9-1-2019	1895 Old Arcata Rd, Bayside
Robert Ellis		95524
ESAN E. LEFEVER	9/1/19	2260 JACOBY CREEK RD BAYSIDE
Lenore Anwick	9/2/19	1246 ANWICK RD. Arcata
Alice H. Fleckhorn	9/2/19	1623 Highland St. Bayside
Angela Ruth Glover	2 Sept 2019	1870 Golf Course Rd., Bayside
Lin Glover	9/2/2019	1870 Golf Course Rd, Bayside
Ray Glover	9/2/2019	1870 Golf Course Rd Bayside
Janet Wood (burdett)	9/2/2019	2021 Kent CT Arcata CA
Margi Burt	9/2 2019	4122 Jacoby Creek Rd.
Lois M. Mitchell	9/2/2019	3800 Jacoby Creek Rd.
	9/2/2019	3800 Jacoby Creek Rd.

NAME

ADDRESS

Chris Morse 8/31/19 2584 JACOBY CREEK RD

Barbara Cole 9/02/19 4024 Jacoby Creek Rd.

Rebecca L. Nordquist & Alice Jinen 9/5/19 1928 Old Arcata Rd
(Mistwood Educational Center)

C.P. Hing 9/5/19 2458 JACOBY CRK RD

Claudio Palazzi 9/5/19 2458 Jacoby Rd.

Kurt Poville 9/5/19 2535 Jacoby Creek Rd

aa well 9/5/19 2535 Jacoby creek
Shelley Wells 9/5/19 " " "

Simcha Mendle 9.5.2019 2681 Jacoby Creek Rd

One Moore 9.7.2019 2866 Jacoby Creek Road,

Margaret Gainer 9/7/2019 2290 Graham Rd., Bayside

Kevin Johnson 9/7/19 1365 Old Arcata Rd Arcata
Kevin Johnson

Lisa a brown 9/14/19 1365 Old Arcata Rd.
Arcata

Jan O'neil 9/14/19 1658 OLD ARCATA Rd.

Richard Sanborn 9-18-19 Bayside
1751 OLD ARCATA RD. BAYSIDE

Calista Sullivan 9-18-19 1751 Old Arcata Rd. Bayside

9/6/19
You can add me,

Kiriki Silkiss-Delany, 1211 Abbey Rd, Bayside CA

Also add

Jennifer Wiest, 1211 Abbey Rd, Bayside CA

Thank you,

Kiriki Delany
President
www.streamguys.com
kiriki@streamguys.com
1.707.667.9479 x251
1.707.826.1349 fax



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

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

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

Round-About Concerns:

1. The Roundabout is too BIG with a 40' Center, 13' Ring, & 21' Roadway. This amounts to 74 feet of pavement at the current intersection of Old Arcata Rd. & Jacoby Creek Rd. historically known as the Bayside Corners. 18-16
2. 21 feet of roadway and an 8 ft. Walking Path to Nowhere on the south circle will replace an existing parking lot and play area at Mistwood Elementary.
3. The loss of 18 - 25 parking spaces at the Mistwood School impacts the Old School across the street & the Community Hall. These businesses rely on adequate parking for employees, staff & community members who work in these buildings and attend public venues. 18-17
4. A Roundabout will destroy a portion of the Old Bayside Road (now known as the Old Arcata Road) which is an historic feature of Bayside Corners. A massive, urban solution to traffic calming will negatively impact the historic setting of the intersection which includes 4 local landmarks: Grange Hall, Temperance Hall, Old School & Old Post Office. Bayside Corners is the historic civic center for the community. 18-18
5. Too many Signs, Road Markings, Flashing Crosswalk Lights are incompatible with the rural agrarian setting and the look, feel and association of an Historic Country Road that neighbors want to keep.
6. Five Streetlights impact the neighbors & viewing the night sky. 18-19
7. Two 8' wide Cement Walkways are proposed with curbs and gutters. Neighbors have asked for 4' footpaths like the scenic sidewalk north of Jacoby Creek Elementary School (with no curbs or gutters) that extends from Hyland to Buttermilk and beyond.
8. A proposed North Crosswalk leads directly into the Pump House & should be moved further north to provide direct access to the sidewalk at the Post Office. 18-20
9. An 8' Walkway on the North side of the Circle is unnecessary if the 4' sidewalk in front of the Post Office was expanded north for pedestrians. An 8' Walkway only provides more pavement & is not how people use that area.

10. Three large, raised, concrete medians are visually intrusive & if replaced with painted lines could help shrink the size of the roundabout.

18-21

11. Nothing is planned for the south side of the project on County property to slow northbound traffic on Old Arcata Rd. from 45 MPH to 25 MPH. Speed Humps have worked well to slow driving speed on the City side of the project and should be proposed.

12. If the Speed Zone for Old Arcata Rd. on the County side of the project were reduced, the size of the Roundabout could be reduced.

18-22

13. The large size of the Roundabout is proposed as a 101 Alternate Route in anticipation of Sea Level Rise impacting Hwy 101. Are neighbors informed that the proposed Roundabout is intended to add traffic along Old Arcata Rd. & impact the neighborhood of Bayside?

14. The City of Arcata is preparing an Initial Study to comply with the California Environmental Quality Act (CEQA) and proposing a Mitigated Negative Declaration that there will be no adverse effects as a result of this Roundabout Project.

Given the controversy the proposed Roundabout has created in the community, people are still very divided about the Roundabout Project and many residents want to see other Alternatives designed and discussed.

18-23

Instead, the City Council of Arcata has decided that the Roundabout Alternative #2 is the best solution which is not compatible with CEQA law which requires an Environmental Impact Report with several proposed Alternatives including No Project. The Pros & Cons for each Alternative would be discussed in the EIR and several public hearings would be held for the community to inform the City what Alternative they think is best and want for Bayside.

If you're concerned about any of these issues, contact the Arcata City Council (736 F St., Arcata 95521) with a letter requesting an EIR for the project so other Alternatives are explored. Copy your letter to David Loya, Director of Community Development so your opinion becomes part of the record for the project.

Regards,
Kathleen Stanton
Bayside Resident



Response to Comment Letter 18

Response 18-1 – EIR Required

Please see Master Response 5 regarding the need for an EIR as the appropriate CEQA pathway.

Response 18-2 – Crosswalk Near Post Office

While neighborhood concerns regarding post office access are not environmental concerns as analyzed under CEQA, the City Council should weigh these comments during their consideration of approval of the project. The proposed crosswalk has been located to meet the minimum standards for sight distance, and the location is consistent with roundabout design guidance. To further enhance visibility, the crosswalk would be outfitted with a pedestrian activated flashing beacon system. An alternatives analysis related to the crosswalk location or design is not warranted.

Response 18-3 – Parking

Please see Master Response 2 regarding parking and Master Response 5 regarding evaluation of the appropriate CEQA pathway.

Response 18-4 – Controversial Issues Require EIR

Please see Master Response 5 regarding the need for an EIR as the appropriate CEQA pathway.

Response 18-5 – Design Status

The project's 30% design is now complete.

Response 18-6 – Walking Path with Benches

While neighborhood comments regarding a pathway extension and benches are not environmental concerns as analyzed under CEQA, the City Council should weigh these comments during their consideration of approval of the project. The pathway has been extended on the west side of Old Arcata Road only. A sidewalk extension with benches has not been included on the east side of Old Arcata Road, from the realigned post office driveway and fronting 1814 Old Arcata Road because encroachment out of the public right of way and onto private property would be required.

Response 18-7 – New Safety and Speed Zones

Note while CEQA does evaluate transportation design features that could result in an increase in hazards due to a geometric design feature and emergency access (see Section 3.17 (c) and (d)), CEQA does not evaluate



roadway speed or speed enforcement. The City determined that referenced speed measures such as digital safety zones, speed signs, road humps, and reduced speed zones would not improve traffic flow or pedestrian and bicycle facilities. Please see Response to Comment 3-4 regarding traffic calming measures and limitations thereof.

Response 18-8 – Additional Crosswalks

While neighborhood comments regarding crosswalks are not environmental concerns as analyzed under CEQA, the City Council should weigh these comments during their consideration of approval of the project. The current 30% design does include a crosswalk east of the roundabout, providing connectivity across Jacoby Creek Road near the Bayside Community Hall and Mistwood School. The proposed crosswalk has been located in accordance to design standards and in order to provide for pedestrian connectivity through the intersection. To enhance visibility, the crosswalk would be outfitted with a pedestrian activated flashing beacon system. An alternatives analysis related to the crosswalk location or design is not warranted.

Response 18-9 – Parking

Please see Master Response 2 regarding parking.

Response 18-10 – Preferred Community Alternative

Please see Master Response 6 regarding the Community Engagement Process.

Response 18-11 – 30% Design and CEQA

CEQA ISMNDs are commonly prepared relative to a 30% design. A 30% design is sufficient to determine the footprint of the project, proposed construction methods, principal project elements, and other factors required for environmental impact analysis.

Response 18-12 – New Alternatives

Please see Master Response 5 regarding preparation of an EIR and alternatives therein. Given this comment was made two years prior (2019), technical studies and design progress has since been made regarding the proposed project.

Response 18-13 – Guided Walking Tour

The City will continue to outreach to the community regarding the project.



Response 18-14 – Bayside Community Hall Parking

Please see Master Response 2 regarding parking.

Response 18-15 – Common Goals and Opposition to the Roundabout

The project would result in enhanced traffic safety, in addition to improved facilities for pedestrians and bicyclists. Technical studies by historical experts did not find the project to conflict with historic resources along the project corridor, as noted in Section 3.5 of the ISMND and Appendix C. Please see Master Response 1 regarding statements for or against the project and Master Response 2 regarding parking.

Response 18-16 – Size of Roundabout

The roundabout has been designed to contemporary design standards. Required dimensions for roadway width, curvature, and other design standards determine the necessary total size of the facility.

Response 18-17 – Loss of Parking and Play Area

Please see Master Response 2 regarding parking. Examination of aerial imagery does not indicate there is a play area associated with the Mistwood School that would be impacted by the project.

Response 18-18 – Historic Resources

This comment was previously submitted to the City in 2019, ahead of preparation of the ISMND and completion of related technical studies pertaining to historic resources. Following submission of this comment in 2019, potentially historic resources along the project corridor were evaluated by a leading technical expert, JRP Historical Consulting. This evaluation is summarized in Section 3.5 (a) of the ISMND, and the full analysis is available as Appendix C of the ISMND. JRP concluded the project would not result in the physical demolition, destruction, relocation, or alteration of any of the built and potentially historic resources addressed in the report or any other building along the project route, including Old Bayside Road.

JRP further concluded no historic district has been identified along the project route, and there does not appear to be sufficient concentration, linkage, or continuity of historic buildings that are united historically or aesthetically along Old Arcata Road to constitute a potential district. While the area includes multiple old buildings that date to a possible late nineteenth / early twentieth century period of significance, and the area's rural character generally remains, there are many mid to late twentieth century / early twenty-first century properties, as well as renovated and/or



altered buildings, along the project route that diminish the potential for establishing a historic district.

Under CEQA guidelines 15063 Section (b) (2), a lead agency shall prepare a negative declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment. Given Comment 18-18 does not provide any substantial evidence as to why Old Bayside Road or the referenced buildings are both historic and would be significantly impacted, results of technical studies, completed subsequent to receipt of Comment 18-18, constitute the best available technical evaluation of potential environmental impacts to the specific aspects of the built environment in question.

Response 18-19 – Streetlights

Following submission of this comment in 2019, evaluation of potential glare that could potentially affect nighttime views was evaluated in Section 3.1 (d) of the ISMND and found to result in a less than significant environmental impact. Lighting would be designed to meet City standards and would protect wildlife and nighttime views, including views of the night sky. Specific dark sky compliant design elements that would be applied to Project lighting include: fixture types, cut off angles, shields, lamp arm extensions, and pole heights. Specific design preferences include directing light downward and away from other properties, avoiding brightly illuminated vertical surfaces where feasible, such as walls and lamp poles, and directing lighting away from sensitive habitat areas.

Response 18-20 – Preference for Narrower Walkways

Neighborhood concerns regarding the width of walkways are not environmental concerns as analyzed under CEQA, the City Council should weigh such comments during their consideration of approval of the project. foot wide walkways around roundabouts are preferred over a footpath, as they can accommodate both pedestrians and cyclists. A narrow walkway may be considered by the City as the design progresses.

Please see response to Comment 18-2 and Comment 18-8 regarding the two crosswalks at the roundabout. The walkway in front of the Mistwood School would support pedestrian connectivity around the roundabout, including crossings to the other side of Old Arcata Road and across Jacoby Creek Road near the post office, discussed in Comment 18-2 and Comment 18-8. At the north end, the walkway would connect across Jacoby Creek road via a crosswalk. At the south end, the walkway would connect to the shoulder of Old Arcata Road.



Response 18-21 – Medians

The medians at the roundabout would help to distinguish between travel lanes and support pedestrian access via the crosswalks. New concrete for sidewalks and walkways will be colorized to improve visual connectivity to maintain consistency with the existing rural setting of the community. Stamped and colored concrete will be applied to roadway dividing medians.

Response 18-22 – Speed Humps South of Jacoby Creek Road

The roundabout would sufficiently slow traffic through the intersection of Old Arcata Road and Jacoby Creek Road such that speed humps south of the intersection would not be necessary. While speed humps may slow traffic, they would not improve traffic flow or pedestrian and bicycle facilities. Please see response to Comment 3-4 regarding traffic calming measures and limitations thereto with regard to other project benefits.

The roundabout is not sized relative to the approaching speed, as suggested. Please see response to Comment 18-17 regarding criteria that informs sizing a roundabout.

Response 18-23 – Requirement for an EIR and Alternatives Analysis

Please see Master Response 5 regarding the required CEQA pathway.

From: [Kathleen Stanton](#)
To: [COM DEV](#)
Cc: [Karen Diemer](#); [Sofia Pereira](#); [Brett Watson](#); [Stacy Atkins-Salazar](#); [Emily Goldstein](#); [Sarah Schaefer](#); [mike.wilson@co.humboldt.ca.us](#)
Subject: IS/MND for Old Arcata Rd.
Date: Monday, February 22, 2021 11:26:55 AM

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

2/22/21

City of Arcata Community Development Dept.
 736 F St.
 Arcata, CA 95521

RE: IS/MND for Old Arcata Rd. Project
 Proposed Sidewalk Development on Hyland St.

Dear City of Arcata,

I have learned that this project proposes building sidewalks on Hyland St. in front of my three houses at: 1584 Old Arcata Rd.; 1617 Hyland St.; and 1621 Hyland St.

My husband and I have NEVER been contacted by the City regarding this development nor consulted. Why not? We have invested 30 years into developing our mature “hedgerow” along the corner of Old Arcata Road and down the block on Hyland St. What will happen to this privacy hedge that we planted along our property line?

19-1

Furthermore, for years I have advocated against sidewalks with curbs and gutters in Bayside because they don’t fit the existing cultural landscape where we have paved “footpaths” instead. This is an “URBAN” development that is incongruent with the rural residential look and feel of our neighborhood as is your proposed “roundabout” :(

This sidewalk is unnecessary in our opinion and a major change to the roadway and the look or our neighborhood. It’s also inconsistent with the City’s policy in past years regarding sidewalks on this street.

About 10 years ago we applied for a building permit to build a bungalow at 1617 Hyland St., Bayside. We were told at that time that we needed to construct a sidewalk and we objected then as we do now. We reminded the City that there are no other “sidewalks to nowhere” in the neighborhood and that the development of a “footpath” on the west side of Old Arcata Road was sufficient so that there was no sidewalk ever installed or required for the east side of the road.

19-2

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

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

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

Regards,

Kathleen Stanton and Chris Morse, Property Owners
 P.O. Box 542
 Bayside, CA 95524



Response to Comment Letter 19

Response 19-1 – Hyland Street Hedgerow

While neighborhood concerns regarding private landscaping are not environmental concerns as analyzed under CEQA, the City Council should weigh such comments during their consideration of approval of the project. The hedges in question encroach into the public right-of-way and would need to be trimmed back to the property line or removed.

Response 19-2 – Hyland Street Sidewalk

While neighborhood concerns regarding the Hyland Street sidewalk are not environmental concerns as analyzed under CEQA, the City Council should weigh such comments during their consideration of approval of the project. At-grade walkways without a distinguishable buffer between vehicular areas do not conform to accessibility standards. An at-grade walkway and buffer (typically 5 foot wide) would have resulted in the elimination of parking on one side of Hyland Street, and therefore was not pursued.

A raised sidewalk is also consistent with other facilities in the area, including the approximately 50 foot long section of sidewalk on the north-west corner of the Old Arcata Road and Hyland Street intersection, and the approximately 80 feet long section of sidewalk on Hyland Street directly east of Old Arcata Road.

Please see the response to Comment 16-1 for additional information about the Hyland Street sidewalk.

From: [Lee Dedini](#)
To: [COM DEV](#)
Subject: Old Arcata Rd. improvements
Date: Sunday, February 21, 2021 4:55:15 PM

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

Hi, I am submitting comments for the Old Arcata Rd. improvements.

I am very supportive of the round about by the the Post Office. I think it is the best and most sensible way to slow traffic at this intersection. I realize the traffic coming into Bayside from South is in a section of County jurisdiction for speed and a flashing sign after the turn is too late for the intersection speed. A round about automatically slows and yet keeps traffic flowing at reduced speed.

There is controversy over the round about taking space from the school on corner. Please be exact on your required measurements into their parking area and then be in direct conversation with people to eliminate tensions in the community on this issue.

My wife and I are very familiar with incidents seen on this road since we have lived in Bayside for 37 years.

Thank you, Lee Dedini, Bayside

20-1



Response to Comment Letter 20

Response 20-1 – Support for Roundabout

Please see Master Response 1 regarding statements of support for or against the project. The City will continue engagement with parties that may feel affected by the encroachment of the roundabout into the existing public right of way. With few exceptions, the proposed project improvements are located within existing public right-of-way (City of Arcata or County of Humboldt). The City will coordinate with individual property owners if the project requires removal or relocation of landscaping, fencing or other features that are encroaching in the public right-of-way.

From: [Lee Dedini](#)
To: [COM DEV](#)
Subject: Striping, Signage and Vehicle Control. Pg 1-6 in report
Date: Monday, February 22, 2021 1:49:27 PM

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For Old Arcata Road improvements please consider using the style of enlarging horizontal strips on the road which appears to make the road narrower and causes motorist to slow down. An example of this, is approaching the community of Manila from the West. These could be applied coming into the new round about from the south and approaching JC School from The North.

Lee Dedini, Bayside

21-1



Response to Comment Letter 21

Response 21-1 – Center Striping

As the design progresses, the City will examine opportunities to utilize unique pavement striping opportunities to enhance driver awareness.

From: [Linda Palmrose](#)
 To: [COM DEV](#)
 Subject: Roundabout, sidewalks and bike lanes
 Date: Monday, February 22, 2021 2:14:52 PM

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February 22, 2021

City of Arcata Community Development Department

736 'F' Street

Arcata, CA 95521

To Whom it May Concern:

I have lived in Bayside 70 years and can tell you there is no need for five foot wide bike lanes on both sides of Old Arcata Road, a paved six foot walkway along the west side of the road and a traffic circle at the junction of Old Arcata Road and Jacoby Creek Road. The area is rural.

22-1

Placing an unnecessary roundabout at the junction of Old Arcata Road and Jacoby Creek Road could put someone's life in jeopardy or result in the loss of one's home (fire) due to the inability of emergency personnel being unable to respond in a timely manner. I remember in year 2015, Kathy Goodman's house caught on fire on Dubeault Road in Bayside and rumor has it that the fire department had to take an alternate route to the fire all as the response vehicles would have been considerably slowed down due to the numerous speed bumps and roundabouts along Old Arcata Road. As seconds count in an emergency, ambulances, fire departments and police need unobstructed roads of which to navigate. As I mentioned above, I have lived in Bayside 70 years and there is no need for a roundabout, sidewalks and bike lanes. Why doesn't the City just enforce the speed limit. It is so simple.

22-2

As the owner of three parcels between Jacoby Creek School and Jacoby Creek Road (1708 Noga Lane ; 1698 Noga Lane and 1687 Old Arcata Road), I want to be able to access and develop my parcels without encumbrances. As we bring a riding lawn mower to the vacant parcel at 1687 Old Arcata Road, how in the world are we going to continue mowing our field if there is a sidewalk and bike lane in front of the parcel where we park our equipment? Also, is the City going to reimburse me for my loss of property?

22-3

Please do not ruin Bayside with these costly and totally unnecessary proposals. As someone once said, "A penny saved is a government oversight." Why spend millions of dollars when a simple solution would be enforcement of speed limits. Leave Bayside as it is. RURAL.

22-4

Linda Palmrose

PO Box 113

Bayside, CA 95524



Response to Comment Letter 22

Response 22-1 – Project Features Inconsistent with Rural Area

The project is primarily located within the City limits of Arcata. Bicycle lanes are common and desired features within the City. Including improvements to bicycle facilities along Old Arcata Road is consistent with the City policy outlined in the Transportation Element and the Arcata Pedestrian and Bicycle Master Plan. The walkway would be a continuation of the existing walkway along the northern portion of Old Arcata Road and thus consistent with the character of the area. These upgrades will promote pedestrian and bicycle use within the project corridor and provide an alternative to vehicular travel. Similarly, the roundabout would improve traffic flow, reduce traffic speeds through the intersection, integrate with pedestrian and bicycle safety, and improve local drainage. All hardscaped and landscaped features would be designed to blend in with the existing visual setting of the community. Please also see Master Response 1 regarding statements for or against the project.

Response 22-2 – Impediments to Emergency Access

Maintaining emergency access is an environmental issue as considered under CEQA. Information pertaining to emergency access can be found in Section 3.17 (d) of the ISMND. Roundabouts are common features in numerous communities and have not been found to detrimentally impede emergency access. The roundabout serves additional benefits beyond speed reduction, including improved traffic flow, drainage, pedestrian safety and community walkability, and bicycle facilities.

Response 22-3 – Access for Mowing and Maintenance

The project would not prevent access to private property or Noga Lane. For 1687 Old Arcata Road, a driveway apron/connection would be provided at the existing gate that serves the parcel. On-street parking would not be permitted on the west side of Old Arcata Road adjacent to the subject parcel. Improvements to the public right-of-way have no direct impacts to the property in question.

Response 22-4 – Statement of Opposition to the Project

Please see Master Response 1 regarding statements for or against the project.

From: [Delo Freitas](#)
To: [David Loya](#)
Cc: [Netra Khatri](#); [Keala Roberts](#)
Subject: RE: OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE
Date: Wednesday, February 17, 2021 2:01:43 PM
Attachments: [image001.png](#)
[image005.png](#)

Yes. Keala has been doing so and I am cc'ing her here.

From: David Loya <dloya@cityofarcata.org>
Sent: Wednesday, February 17, 2021 1:06 PM
To: Delo Freitas <dfreitas@cityofarcata.org>
Cc: Netra Khatri <nkhatri@cityofarcata.org>
Subject: FW: OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE

Delo, can you add this to the record?

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

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

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

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



From: Netra Khatri <nkhatri@cityofarcata.org>
Sent: Wednesday, February 17, 2021 11:48 AM
To: Marc Delany <mldelany@gmail.com>
Subject: RE: OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE

Hi Marc

Hope all is well on your side.

The 100% design drawings for the project are not complete yet and will be uploaded to the project website when complete.

Currently we anticipate they will be available by end of this year.

Preliminary drawings prepared to complete the environmental documents are available at the project website

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

Also want to ensure that you received the attached email regarding notice for public comments on the project Initial Study and draft Mitigated Negative Declaration prepared for the project.

Please phone/email if you need additional information.

Regards

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



From: Marc Delany <mldelany@gmail.com>
Sent: Monday, January 18, 2021 8:00 AM
To: Netra Khatri <nkhatri@cityofarcata.org>; Woodward, Lucinda <lwoodward@parks.ca.gov>
Cc: Kiriki Delany <kiriki@streamguys.com>; Kathleen Stanton <stepeel@manx.net>; Kathleen Stanton <kathleenstanton@gmail.com>; Jan O'Neill <humjoneill@gmail.com>; Bob Mcpherson <bob.mcpherson@humboldt.edu>; Kent Sawatzky <kentsawatzky@hotmail.com>; Uri Driscoll <HumboldtHorse@yahoo.com>; Alex Stillman <alexnacv@gmail.com>
Subject: Re: OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE

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I'd like the 100% plan, before decisions.. Thanks

I'd also appreciate a copy of the draft Neg Dec... ignoring all previous comment, direction and decisions Arcata and the community in Bayside has made. CA archeological site 365? Combined recently? As the only registered historic property in Bayside we officially object.

<https://noehill.com/humboldt/nat1985000353.asp>

The viewscape is an important consideration... The tower on the school is specifically noted in the record Arcata has tried so hard to ignore. Please don't drag the county into another unnecessary legal battle.

Why is county land being programed by Arcata in violation of federal consent decree on ADA?.. Caltrans records are clear, as is Arcata general plan.. and all other planning docs.

Marc Delany

On Thu, Jan 14, 2021 at 2:34 PM Netra Khatri <nkhatri@cityofarcata.org> wrote:

Hello and Happy New Year!

We received few inquiries on the status of the Old Arcata Road Improvements projects so decided to include you all in this email.

Since our last update in late 2019, we have been working on various technical and environmental documents necessary to complete the environmental phase of the project.

Currently we are at the final stages of completing those documents and plan to release the Initial Study for circulation by January 20, 2021.

Below is the summary of task completed to date and tentative schedule for the project.

Sr No.	Studies and Documents/TASK	Document/Target Date	Status
1	Preliminary Environmental Study	12/19/2018	Reviewed and Approved by City and Caltrans
2	Begin Environmental Phase	1//20/2018	In Progress
3	Area of Potential Effect Map	1/29/2020	Reviewed and Approved by City and Caltrans
4	Special Status and ESHA Mapping	1/25/2019	Reviewed and Approved by City and Caltrans
5	Wetland Delineation	1/25/2019	Reviewed and Approved by City and Caltrans
			Reviewed and Approved by City and

23-1

23-2

23-3

23-4

6	Natural Environmental Study	9/2/2020	Caltrans
7	Initial Site Assessment	9/30/2019	Reviewed and Approved by City and Caltrans
8	Visual Resources Technical Memorandum	3/13/2020	Reviewed and Approved by City and Caltrans
9	Preliminary design	8/9/2019	35% complete
10	Archeological Survey Report/Historic Property Survey Report	1/15/2021	In Progress
11	End Environmental Phase (CEQA & NEPA) and Begin Final Design Phase	4/1/2021	In Progress
12	End Design Phase	10/15/2022	NA
13	Bidding/Advertising for construction	3/22/2022	NA
14	Begin Construction Phase	6/1/2022	NA
15	End Construction	12/23/2023	NA

Additional project related documents can be viewed at <https://www.cityofarcata.org/720/Old-Arcata-Road-Design-Project>

Please phone/email if you need additional information.

Regards

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



From: Netra Khatri
Sent: Friday, September 13, 2019 3:37 PM
Subject: RE: OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE

Hello

City staff will provide an update to the City Council on the Old Arcata Road Improvements Project on Wednesday, September 18 at 6 p.m. in Council Chamber.

Please feel free to join us and phone/email if you need additional information.

Regards

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



From: Netra Khatri
Sent: Tuesday, August 27, 2019 3:49 PM
Subject: RE: OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE

Thank you all for attending the Old Arcata Project update meeting/workshop on 8/16/19.
The project information presented at the workshop are available at : <http://www.cityofarcata.org/720/Old-Arcata-Road-Design-Project> and a tentative project schedule is depicted below:

<u>Project Milestone</u>	<u>Target Date</u>	<u>Status</u>
Project Planning and Outreach	2016	Complete
Alternative Selection	2017	Complete
Prepare Project Report	2018	Complete
Begin Environmental & Preliminary Design Phase	2018	In Progress
End Environmental Phase and Begin Final Design (PS&E) Phase	2019	In Progress
End Design Phase	2020	In Progress
Bidding/Advertising for construction	2020	NA
Award the project for construction	2020	NA
Begin Construction Phase	2021	NA
End Construction	2022	NA

As stated during the meeting, currently we are in the Environmental and Preliminary Design phase of the project.

This phase of work started late last year and as a part of this phase we are preparing following documentations:

- Geotechnical investigation and study report
- Historic property and archeological surveys/reports
- Necessary engineering and environmental studies
 - Preliminary Environmental Study
 - Area of Potential Effect (APE), both horizontal and vertical
 - Historic Property Survey Report & Archaeological Survey Report
 - Special Status Plant Surveys and Environmentally Sensitive Habitat Area (ESHA) Evaluation
 - Wetlands Delineation
 - Initial Site Assessment (ISA)
 - Drainage and Stormwater Evaluation
 - Preliminary Right-of-Way Evaluation
- California Environmental Quality Act (CEQA)
- National Environmental Policy Act (NEPA) documentation &
- Preliminary design (30% Design).

Next Steps:

- Finalize above documents, target date October 15, 2019
- Continue to work on design, specifications and cost estimate documents, complete by March 2020
- Advertise and bidding , target date August 2020
- Construction, target date April 2021.

As always please do not hesitate to contact me if you need additional information regarding the project.

Regards

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



From: Netra Khatri
Sent: Sunday, July 21, 2019 12:04 PM
Subject: OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE

Good morning,

Please join us at a neighborhood meeting for an update and discussion about the Old Arcata Road Improvements Project.

Old Arcata Road is a significant travel route for Arcata and the Bayside community. The road acts as an alternative route and an oversized load route for Highway 101, provides access to important facilities including Sunny Brae Middle School, Jacoby Creek School, the Bayside Post Office and it provides access to unincorporated areas.

Currently, Old Arcata Road regularly experiences motorists travelling at high speeds, a large portion of the pavement within the project area is in poor condition, and there are limited pedestrian and bicyclist facilities making it a challenging road to travel.

The Old Arcata Road Improvements Project has been in the works since 2016, and we are looking forward to providing an update on the project progress and future plans.

The public meeting will take place on **Thursday, August 15 at 5:30 p.m. at the Bayside Community Hall, located at 2297 Jacoby Creek Road in Bayside.** All interested community members and neighborhood residents are welcome to attend.

For more information about the Old Arcata Road Improvements Project, visit <http://www.cityofarcata.org/720/Old-Arcata-Road-Design-Project>

Phone/email if you need additional information.

Regards

Netra Khatri, P.E.
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nkhatri@cityofarcata.org





Response to Comment Letter 23

Response 23-1 – Request for 100% Design

The project design is currently at the 30% design level. A 100% design will not be completed until approximately 2022. Completion of the 100% is not necessary or required to evaluate potential environmental impacts associated with the project under CEQA. The basis of the environmental determination requires the potential impact area be sufficiently broad as to evaluate potential environmental impacts that would result from the 100% design, once completed. Final design adjustments related to the completion of 100% design are de minimus relative to the environmental impact analyzing scope already completed, provided the final design does not result in an expansion of the project footprint such that additional impact analysis would be required.

Response 23-2 – Archaeological and Historical Resources

The City has completed extensive review of existing archaeological and historical resources present in and near the project area. Archaeological sites have not been combined. As discussed in Section 3.5 of the ISMND, studies completed by technical experts determined, in cooperation with tribal representatives, cultural and historical resources would not be significantly impacted by the project. Lastly, under Mitigation Measure CR-1, the City is obligated to develop a MOU with consulting tribes to further ensure significant impacts to cultural resources do not occur. The MOU will detail obligations on the part of the City to be implemented before and during construction, including but not limited to:

- When and where tribal and or archaeological monitors will be needed
- Potential Preconstruction guided investigation needs that would occur prior to construction
- Inadvertent discovery protocols and plans

Further note, unsubstantiated statements do not constitute comments regarding environmental impact analysis pursuant to CEQA, as discussed in Master Response 5. Comment 23-2 has not provided a justification for insufficient impact analysis as it relates to cultural and historic resources potentially affected by the project and associated levels of significance as established under CEQA.

Response 23-3 – Visual Changes

As discussed in Section 3.1 of the ISMND, a visual resource evaluation was completed for the project. The visual resource evaluation integrated conclusions from the historic resource evaluation. Project elements are low



in elevation and would not significantly obstruct or alter existing visual resources, such as the referenced school tower. The City acknowledges the referenced school tower is a local landmark; however, the viewshed associated with the school has not been identified as a visual or historic resource. Unsubstantiated statements do not constitute comments regarding environmental impact analysis pursuant to CEQA.

Response 23-4 – ADA Compliance

The project is being designed in accordance with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.

From: [Marc Delany](#)
To: [Netra Khatri](#)
Subject: Re: OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE
Date: Monday, January 18, 2021 8:01:12 AM
Attachments: [image005.png](#)

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

Not a happy new year Netra.. very low blow.. I'll try and ensure all NEPA and CEQA provisions are 150% in place as soon as Trump is out... That's who's side you are on? I knew you would proceed as soon as he took tall protections and requirements off..
Wow.
Why?
Lets see how the new city council feels.

24-1

On Thu, Jan 14, 2021 at 2:34 PM Netra Khatri <nkhatri@cityofarcata.org> wrote:



Response to Comment Letter 24

Response 24-1 – CEQA and NEPA

The project will be fully compliant with CEQA and NEPA, as required by City and Caltrans policies and procedures.

From: [Marc Delany](#)
To: [Netra Khatri](#); [Karen Diemer](#); [Nilsen, Amy](#)
Subject: Re: OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE
Date: Monday, January 18, 2021 8:01:38 AM
Attachments: [image005.png](#)

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No Round about

Thank you very much

Better get in there quick while Trump's NEPA changes prevent any real opposition.. ummm next month or so they will be removed.. so proceed at your own risk... sheesh.. You'd think you'd give this up already.. The community does not want, not ADA requirements met.

You keep pushing projects based on funding vs need. CALTRANS studied intersection at OAR and JCR and said no changes needed, proposed or desired... through 2031... Stop.. I'd vote you out but the work is in the county and I have no representation in Arcata... Kinda odd, don't you think???

Thanks

Everyone BCC... better spread the word again.. Wild.. County property.. not ADA standards.. on cross walks for children... a dozen better designs.. while a consent decree is in effect.. Arcata must think county is stupid, or blind and deaf.

25-1



Response to Comment Letter 25

Response 25-1 – Statement of Opposition to the Project and ADA Standards

The project is a direct result of input received from a community outreach and planning process led by the City of Arcata. Please see Master Response 6 regarding the Community Engagement Process. Project funding was secured following the completion of the planning process. The project was not developed based on availability of funding as suggested. As required, the project is being designed in accordance with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design. Please also see Master Response 1 regarding statements for or against the project.

The referenced 2016 Caltrans EIR for the Eureka-Arcata Route 101 Corridor Improvement Project evaluated impacts to Old Arcata Road as a result of proposed improvements on US 101 and does not include a statement for or against the adequacy of the existing intersection. The document solely evaluates current and future Level of Service at the intersection. Level of Service is a standard to measure operating level (e.g., wait time for turning and maneuverability) and does not evaluate other safety conditions, such as speed, collisions, or pedestrian safety and access. The Caltrans EIR does, however, note Old Arcata Road experienced increased collision rates following the implementation of the Safety Corridor on US 101, further emphasizing the need for the proposed project.

The 2016 Caltrans DEIR includes an evaluation of the anticipated change in Level of Service for the Jacoby Creek Road and Old Arcata Road intersection for both 2013 and 2041. While the 2013 Level of Service meets current standards, the 2041 Level of Service, especially for turning left onto Old Arcata Road from Jacoby Creek, was found to be very poor (Level of Service C for AM Peak Hours and Level of Service F for PM Peak Hours). Thus, based on the Caltrans EIR, a roundabout is an essential long-term solution to avoiding significant traffic delays in twenty years. Additionally, the Caltrans EIR noted that in 2008, a roundabout was installed at Indianola Cutoff and Old Arcata Road, which substantially reduced traffic speeds in the vicinity of this intersection. (Source: Caltrans District 1, 2012 Eureka-Arcata Safety Corridor Ninth/Tenth-Year Report).

From: [Marc Delany](#)
To: [Kiriki Delany](#); [Kathleen Stanton](#); [Bob Mcpherson](#); [Jan O'Neill](#); [Heather Sorter](#); [Sue Moore](#); [Greta Montagne](#); [Karen Diemer](#); [Wilson, Mike](#); [Madrone, Steve](#); [Janet Eidsness](#); [Janet Eidsness](#); [Woodward, Lucinda](#); [COM DEV](#); [Delo Freitas](#); [Senator McGuire](#); [Congressman Jared Huffman](#); [Dallas Huston](#); [Sofia Pereira](#); [Netra Khatri](#);
Date: Thursday, January 21, 2021 10:42:26 PM
Attachments: [image001.png](#)
Subject: Re: Notice of Public Comment Period: Initial Study and draft Mitigated Negative Declaration prepared for the City of Arcata's Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project

2nd Draft...

Basic tools definitions, standards:

<https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-35-initial-study-negative-declaration>

https://en.wikipedia.org/wiki/California_Environmental_Quality_Act proposed-negative-declaration-or-mitigated-negative-declaration

<https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-for-implementation-of-the-california-environmental-quality-act/article-6-negative-declaration-process/section-15073-public-review-of-a>

<https://www.westerncity.com/article/practical-advice-minimizing-ceqa-liability-your-city>

Dear Elected Officials,

The City of Arcata, is lead agency of a project with significant impacts outside of Arcata's city limits, onto lands controlled by, and represented by county supervisors. Arcata staff has submitted, (again) a "35% complete" proposed plan that includes a "roundabout" directly impacting or eliminating a registered CA archaeological Wyott village site (*See Enthogeography and Archaeology of the Wyott Territory - Llewellyn L. Loud Plate 1*), recently confirmed to the Arcata City Council. in chambers, publically presentation by Wyott Elders, circa 2010, et seq. of record). An historic village, located precisely, (and described as entirely) at the junction of Old Arcata Road and Jacoby Creek Road where portions of the proposed project's construction would entirely consume this irreplaceable historic resource forever. This proposal is opposed for good reason by many community stakeholders, beyond Wyott Elders, including the lumber industry, for which Arcata has a fiduciary responsibility to the community affected potentially as custodians of forested tracts with THPs.

Many times the community has simply asked for a more complete plan, and explanation of the need for, and value of unavoidable impacts (despite calling this a Mitigated Negative Declaration... a "declaration" does not imply consultation or consideration of the communities clearly expressed concerns. Over and over Arcata said.. no Environmental Impact Report..no EIR because??? ('we don't have to?... you all cannot vote for Arcata officials , so go suck an egg???) ... we are not doing any EIR.. and 35% is all anyone is going to get to see... We can do whatever we want, and if the community or county, or lumber industry does not like... 'Well that's what courts are for...' That is an irresponsible attitude. Bayside community members and others think there is no EIR because Arcata would have to show more than just 35%, and would have to actually have taken stock and consideration of the residents in the areas most affected (we don't know exactly what yards, walks, rights of way will be taken because it's only "35%" complete as Arcata continues to define it....) We are asking for an EIR as advised best practises above there. We would like a real opportunity to discuss, suggest, improve, and inform Arcata new staff of what was decided by the community decades ago, to start. This is in the best interest of all of Humboldt County, CA and as national landmarks are affected, the nation**.

<https://www.westerncity.com/article/practical-advice-minimizing-ceqa-liability-your-city>

Trump says and Arcata seems to agree:

<https://www.jdsupra.com/legalnews/trump-signs-executive-order-allowing-13677/>

CEQA is not NEPA and Trump is gone. If Arcata intends to follow this lead I hope the CC will stop the city manager, before wasting a lot of city funds defending the indefensible. The anti environmentalist in the Arcata Government should reconsider supporting the decimation of Richardson Grove and all other toxic projects that power mad leadership seems to have convinced some that this is "normal". It's not normal.

The community is preparing a defense and I am requesting an extension of time for this comment period **due to Covid -19 restrictions on responsible meetings and organizing. I humbly request a minimum of 90 days comment period or until Arcata City Government resumes normal public meetings. We will need a chance to notify the new Federal Government.**

Thank you for your consideration, and reconsideration of this dreadful proposal's cynical timing, and minimal comment period. Karen Diemer. Please give the newly elected national and statewide responses to federal law alterations sufficient time to safely react in the entire communities best interest. Please, once again, in the meantime, consider best practises, and prepare a reasonable Environmental Impact Report (EIR) for us all to consider, as previously requested on numerous occasions.

Sincerely,

Marc Delany

Note: There will be a 5 day comment period for Arcata elected officials to respond in writing, before final draft and or complaint..... or we will assume you agree, and to halt project in perpetuity. (ya, we prob. can't expect that to be binding... we can't even vote for Arcata elected officials or peramnent staff... but that's what you and staff are doing.. right?)

**

<https://noehill.com/humboldt/nat1985000353.asp>

On Thu, Jan 21, 2021 at 9:06 PM Marc Delany <mldelany@gmail.com> wrote:

Hey all

Guessing you all saw.

Arcata is taking advantage of a window of opportunity carved out by Trumps' removal of some NEPA and CEQA environmental legal protections and tools to advance this 5 year old , pre Covid-19 project on county land..and an assault on CA, and Bayside's Historical resources, views, Arcata and County's General Plans and other prior public planning processes *.... If the 5 million goes 100% to safety and pedestrian improvements and drops the roundabout and renewed excavation on former Wyott Village as noted in a CA registered Archaeological site record, it might be a good, conforming project, even if inappropriate at this time for its lack of focus on pedestrian safety, ADA requirements on the county, bike path enthusiasts bias, lack of representation of affected residents impacts, wishes and rights of the Friends of Downtown Historic Bayside... or the 250 million deferred maintenance of county roads that should have priority, and last but not least CALTRANS and ARCATA General Plan's findings and studies showing that nothing is necessary or desired at OAR and JCR until after 2034... I'm drafting up some info, facts and such.... Imagine the progressives joining in Trump's draining of swamp!!!

Marc Delany

https://books.google.com/books?id=kuw0AQAAAJ&pg=PA357-IA31&lpg=PA357-IA31&dq=Notice+of+intent+101+arcata+caltrans&source=bl&ots=PTe1VRWajT&sig=ACfU3U2ygd0rTL9sI1A6MIBsR0muFb4byw&hl=en&sa=X&ved=2ahUKEwjmmn6_rXIhUDZKwKHdvlDE0Q6AEwAnoECAkQAQ#v=snippet&q=jacoby%20creek%20road&f=false

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

From: Delo Freitas <dfreitas@cityofarcata.org>

Date: Tue, Jan 19, 2021 at 10:05 AM

Subject: Notice of Public Comment Period: Initial Study and draft Mitigated Negative Declaration prepared for the City of Arcata's Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project

To: COM DEV <comdev@cityofarcata.org>

Good morning,

This email is to provide advance notice of the upcoming review and comment period for the Initial Study and draft Mitigated Negative Declaration prepared for the City of Arcata's Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvement Project. This email is being sent directly to individuals who have expressed interest in receiving project updates. Notice will also be provided through publication in the *Mad River Union*

(print date January 20th) and by direct mailing to adjacent property owners and residents.

An Initial Study is an environmental document prepared per the California Environmental Quality Act (CEQA) that analyzes potential environmental impacts of a proposed project. This Initial Study is now available on the city's website at the link below, under the heading titled "Environmental Review".

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

The public comment period of the draft document begins tomorrow, January 20th, and will end 5 p.m. on Monday, February 22nd. Please address (comdev@cityofarcata.org). Submittal of written comments via e-mail will greatly facilitate the response process. Other methods of submitting comment and further project details can be found in the attached notice. Substantive comments raising environmental concerns not adequately addressed in the draft document will be incorporated into the final document.

The proposed Mitigated Negative Declaration, along with any comments, will be considered by the City Council when hearing the project. The date of this hearing will be identified after closing the public comment period and evaluating comments received. You will receive notice of the date of the City Council hearing by email in advance of the meeting.

We appreciate the community's interest and involvement in this project. Summaries of community input gathered to date can be also found on the City's website at the link listed above.

Sincerely,

Delo Freitas | Senior Planner

City of Arcata Community Development Department

Planning | Housing | Economic Development

p. 707.825.2213 e. dfreitas@cityofarcata.org

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



Response to Comment Letter 26

Response 26-1 – Archaeological Resources and Need for EIR

Regarding archaeological resources, please see response to Comment 23-2. The City has been working very closely with local Tribes and technical experts to ensure that significant impacts to archaeological do not occur.

As discussed in Section 3.5 of the ISMND, studies completed by technical experts determined, in cooperation with tribal representatives, cultural and historical resources would not be significantly impacted by the project. Lastly, under Mitigation Measure CR-1, the City is obligated to develop a MOU with consulting tribes to further ensure significant impacts to cultural resources do not occur. The MOU will detail obligations on the part of the City to be implemented before and during construction, including but not limited to:

- When and where tribal and or archaeological monitors will be needed
- Potential Preconstruction guided investigation needs that would occur prior to construction
- Inadvertent discovery protocols and plans

Further note, unsubstantiated statements do not constitute comments regarding environmental impact analysis pursuant to CEQA, as discussed in Master Response 5. Comment 23-2 has not provided a justification for insufficient impact analysis as it relates to cultural and historic resources potentially affected by the project and associated levels of significance as established under CEQA. Please also see Master Response 5 regarding evaluation of the appropriate CEQA pathway.

Response 26-2 – Period of Public Notification

The 30-day public review period for the ISMND is consistent with current state and City requirements. While the Governor has implemented various Executive Orders related to changes in agency requirements related to the COVID 19 global pandemic, the Governor or other governing body has not extended the length of the public review period under CEQA.

Response 26-3 – Appeal Period

Decisions made by the City Council pursuant to CEQA are final and thus not appealable.

From: [David Loya](#)
To: [Dele Freitas](#)
Cc: [Netra Khatri](#); [Keala Roberts](#)
Subject: Old Arcata Rd. FW: My 2 cents worth
Date: Monday, February 22, 2021 2:35:13 PM
Attachments: [image002.png](#)

For the record

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

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

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

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



From: Marc Delany <mldelany@gmail.com>
Sent: Monday, February 22, 2021 1:11 PM
To: Karen Diemer <kdiemer@cityofarcata.org>; David Loya <dloya@cityofarcata.org>; Madrone, Steve <smadrone@co.humboldt.ca.us>; Wilson, Mike <mike.wilson@co.humboldt.ca.us>
Subject: Fwd: My 2 cents worth

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

Dear Karen Diemer, David Loya,

Two more letters for comment to be included with all my previous comments, into the project file for your proposed changes to OAR and JCR, thank you... in addition to my comment to extend this required comment period, once again, without any response. During this time of Covid, the governor has made numerous changes to the public comment process and public meeting requirements. As of this date I am not aware of any public meeting, electronically or otherwise updating the project in the past year.... The public comment process as asked by the Governor, that all state (county, local) governments also do so. This would include things like extending comment, particularly to people otherwise not represented in Arcata's elections... which is also a complaint to be answered.

27-1

Thank you for including all this into the official records.
Sincerely,

Marc Delany

cc County BOS

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

From: <kiriki@streamguys.com>

Date: Mon, Feb 22, 2021 at 11:07 AM

Subject: RE: My 2 cents worth

To: Sue Moore <jcsgardensue@gmail.com>, Robert C McPherson

<robert.mcpherson@humboldt.edu>

Cc: Marc Delany <mldelany@gmail.com>, Kathleen Stanton <kathleenjstanton@gmail.com>,

Jan O'Neill <humjoneill@gmail.com>

Some of my thoughts

Will try to pair it down

City of Arcata Community Development Department
736 F Street
Arcata, CA 95521

To whom it may concern:

Regarding the proposal to build a roundabout at the intersection of Old Arcata Road and Jacoby Creek.

I am Kiriki Delany, a property owner at the corner of Old Arcata Rd and Jacoby Creek at the project site. I am property owner of a commercial building at 2212 Jacoby Creek, the old historic Jacoby Creek Schoolhouse. I am also a resident a bit further up Jacoby Creek Rd, at 1211 Abbey

I am opposed to the project for a variety of reasons.

ECONOMIC IMPACT:

There will be immediate economic harm to my property if parking is eliminated.

There will also be economic harm to my neighboring Bayside properties. The proposed plans

27-2

will reduce parking for neighboring commercial properties, the Mistwood School, the Post Office, and the Bayside Grange.

**27-2
cont.**

BYPASSING CEQA ENVIRONMENTAL REVIEW:

Why does the City intend to bypass environmental review? I understand that Trump rolled back the requirements for CEQA. It seems as if the City of Arcata is exploiting a Trump loophole. I bet that the council is not aware that the planners are trying to bypass environmental review

I encourage the city to take a strong stance on protecting the environment. You should do a full CEQA study. The project is being proposed to NOT do a CEQA and required environmental review. This is very disturbing because there are numerous drainage concerns which already impact the properties in the lower zones. This lack of environmental review will likely lead to serious damages to properties in the area. There have been other roundabouts installed, like on Buttermilk, which also failed to address the watersheds adequately and are harming properties there. There is a pattern in failures to properly plan roundabouts.

27-3

BYPASSING ADA REQUIREMENTS:

The county is required to conform to ADA standard when building, but by having the City of Arcata be the lead agency, they are bypassing their requirements for ADA.

27-4

BYPASSING THE COMMUNITY. NOTICES & PROCESS:

It's not clear what goals are being accomplished by this project. I attended all of the meetings the city had with the community about the project. It was about 4 years ago that we were presented with possible options to safety issues at the intersection. A round-about was one proposed idea. It was not a complete plan. At that time, we were told a complete traffic study would be done, and proper planning on proposals completed. To date, this has not happened.

27-5

The community members affected by the project are not being notified. Many of the proposed plans will include changes to properties border with the street. Old Arcata Road has no room to modify the roadways without taking some of the property owners existing land. Weather that be from the hedges, or from the interface to the road. There's not room for a sidewalk w/out considerable modifications across properties. But the notices haven't even gone out to these property owners

27-6

The community of Bayside is only very partially governed by the City of Arcata. Most of the property is in the county. It doesn't make sense that Arcata is the lead agency for this intersection. I don't know why Arcata thinks Bayside is represented by the City of Arcata. Instead, I would ask that you modify the borders and stop managing the intersection at OAR and JC. Let Caltrans, which has to maintain the 101 corridors, to state environmental standards be the project lead. They are held to a higher degree of accountability and quality of work.

27-7

Please stop the project and process now. Reject the mitigated negative declaration. The City of Arcata should step back as lead agency. It seems like it is a City of Arcata agenda item, that is being rammed down the throats of the Bayside community.

27-8

The Bayside community was promised that the results of the traffic study and environmental and CEQA process to be completed, and those findings to be presented to the community.

27-9

Another workshop to inform the community about the results of the planning, and the options they can vote on was the next steps the community was promised. Instead, the project was planned and decided by the City of Arcata unilaterally. This is not what the community discussed at the workshops 4 years ago. The workshop that was held was at the very beginning of the process, before any formal proposals on solutions were put forth. The community has never been engaged again. That level of outreach and communication to the Bayside community is extremely poor.

27-10

I also suggest waiting until after COVID, as it's also very difficult to get the community members together for a hands-on meeting. The community is being left out of this project.

HISTORIC PRESEVATION:

Many of the property owners at this intersection maintain historic buildings, the economy of these buildings must be preserved. This is fundamental to preserve historic buildings, and property owners have a right not to have their properties value taken away.

27-11

LOGGING ACTIVITIES:

There is significant logging activities all along Jacoby Creek Road, by the City of Arcata, as well as by private property owners. Where is the economic analysis to all of these activities? Logging trucks cannot turn around a roundabout with a planting in the middle of it.

27-12

Sincerely,

Kiriki Delany, President StreamGuys Inc, historic property owner, and resident of Bayside.

Kiriki Delany
President
www.streamguys.com
kiriki@streamguys.com
1.707.667.9479 x251
1.707.826.1349 fax



From: Sue Moore <jcsgardensue@gmail.com>
Sent: Monday, February 22, 2021 10:22 AM
To: Robert C McPherson <robert.mcpherson@humboldt.edu>
Cc: Marc Delany <mldelany@gmail.com>; Kathleen Stanton <kathleenjstanton@gmail.com>; Kiriki Delany <kiriki@streamguys.com>; Jan O'Neill <humjoneill@gmail.com>
Subject: Re: My 2 cents worth

Absolutely to the point!

Sue

On Feb 22, 2021, at 9:46 AM, Robert C McPherson
<robert.mcpherson@humboldt.edu> wrote:

FYI

To Community Development Department, City of Arcata,

As a taxpayer, paying hundreds of thousands the past 5 years of my share to government, I make it my business to see how our tax dollars are spent. I am of the opinion this whole project, as I have opined in every meeting from the outset, is a waste of taxpayer money, when safety can be achieved without any disruptive and ill-conceived project.

We all agree safety is an issue, and we all want the Bayside corridor to be as safe as possible. The most efficient way to make Bayside corridor safe is to enforce the 25mph speed limit, and slow down incoming northbound traffic to 35mph along the straightaway. As I watch the cars entering Bayside and their speed displayed by a K-funded indicator (well spent taxes), it is obvious that no one enters Bayside at 25 mph : THE PROBLEM!!!

It's simple. Enforce existing laws, save us all millions of dollars of needless taxpayer spending, and don't disrupt our hedges, paths, fences, lawns, trees, parking, property rights, and community identity for your short term and poorly conceived plan. Leave the community of Bayside as is.

Regards,

Bob McPherson

Over 50 years, Bayside resident



Response to Comment Letter 27

Response 27-1 – Period of Public Notification

Please see the response to Comment 26-2 regarding the period of public notification.

Response 27-2 – Parking

Please see Master Response 2 regarding parking.

Response 27-3 – Environmental Review

Please see Master Response 5 regarding evaluation of the appropriate CEQA pathway and level of required environmental review. CEQA is a state act not a federal act, and thus the federal government does not control CEQA law.

Response 27-4 – ADA Requirements

The project is being designed in accordance with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.

Response 27-5 – Community Input

The project is a direct result of input received from a community outreach and planning process led by the City of Arcata. The need for improvements was substantiated during a City-led community design charrette process, which included the identification of deficiencies and potential improvements. The results of the community design charrette led to the development of a Project Study Report, and the City Council selection of a preferred alternative in November 2017. Please see Master Response 6 regarding the community engagement process.

Response 27-6 – Notifications to Property Owners

Per Arcata Land Use Code Section 9.74.020 (B), a notice of intent to adopt a Mitigated Negative Declaration is required to be published in a newspaper of general circulation at least 21 days before the hearing, as well as the County Clerk, and all responsible agencies.

Per Arcata Land Use Code Section 9.74.020 (B), notices of public hearing shall be mailed or delivered at least 10 days before the hearing to the following affected properties:

- Site Owners. The owners of the property being considered in the application, or the owner's agent, and the applicant.



- Nearby Property Owners. All owners of real property as shown on the latest County equalized assessment roll, within a radius of 500 feet of the exterior boundaries of the parcel that is the subject of the hearing; and any other person whose property might, in the judgment of the Zoning Administrator, be affected by the proposed project.
- Nearby Residents. Residents of each dwelling unit within 100 feet of the exterior boundaries of the parcel that is the subject of the hearing.

Response 27-7 – Determination of Lead Agency

The City of Arcata was determined to be the most appropriate lead agency under CEQA because the vast majority of the project area is located in City limits, the City is the project sponsor, and the City is the recipient and agency responsible for administration of project funding via Caltrans Local Assistance funds. As stated in Section 15051 under Criteria for Identifying the Lead Agency where two or more public agencies will be involved in a project, if the project will be carried out by a public agency, the agency shall be the lead agency even if the project would be located within the jurisdiction of another public agency.

Response 27-8 – Opposition to Project

Please see Master Response 1 regarding statements for or against the project.

Response 27-9 – Sharing of Studies with Community

Public review of the CEQA ISMND is the process by which results of environmental studies are shared with the community.

Response 27-10 – Public Engagement

Public engagement will continue as the project's design is finalized and preparations for construction commence. As noted, the current COVID 19 global pandemic has drastically altered standard face to face methods of gathering and community outreach. Please see Master Response 6 for a summary of the project's community engagement process.

Response 27-11 – Historic Preservation

Please see response to Comment 18-18 regarding historic resources. The project would not impede the historic preservation of any building nor result in adverse impacts to historic properties.



Response 27-12 – Logging

Logging activities in the Jacoby Creek watershed are outside the scope of this project and were not analyzed in the ISMND. Furthermore, economic impacts are not in themselves environmental impacts as considered under CEQA. Please see Master Response 1 regarding statements unrelated to environmental issues as defined under CEQA.

From: [David Loya](#)
To: [Delo Freitas](#)
Cc: [Keala Roberts](#); [Netra Khatri](#)
Subject: Old Arcata Rd. FW: FW: HEDGEROWS and Cultural Landscape Features :)
Date: Monday, February 22, 2021 2:36:36 PM
Attachments: [image002.png](#)

For the Record

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

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

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

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



From: Marc Delany <mldelany@gmail.com>
Sent: Monday, February 22, 2021 1:28 PM
To: Karen Diemer <kdiemer@cityofarcata.org>; David Loya <dloya@cityofarcata.org>; Wilson, Mike <mike.wilson@co.humboldt.ca.us>; Madrone, Steve <smadrone@co.humboldt.ca.us>; Erin.Chalmers@coastal.ca.gov; Catherine.Holloway@coastal.ca.gov; times /marc valles <mvalles@times-standard.com>; caltrans@mycusthelp.ne
Subject: Fwd: FW: HEDGEROWS and Cultural Landscape Features :)

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

More last minute comments for the file. We'd like the comment period extended. Far too short for a 5 year old project to be resurrected and put out to part of the public for a controversial project..

28-1

RE: Public Records Request of January 21, 2020, Reference # R005214-012120

Dear Marc Delany,

On *January 21, 2020*, the California Department of Transportation (Caltrans) received your request for records under the Public Records Act (PRA) wherein you requested the following:
RE: Jointy County Arcata roundabout on county land, in Bayside, (at OAR and JCR) opposed by majority of affected county residents...

Since our last joint meeting, I understand the city has been having meetings and selectively inviting people to a discussion for unknown purposes, support or deal?... These should be public meetings....(Brown Act stuff). I would like to review the files again, at this point. I would like a copy of the reports shared with others and all correspondence with Caltrans and the county. If the court's inspector for the county's ADA consent decree has not been advised of this project I would like a copy of the MOU, or MOA between the city and county. I understand that the lead agency, Arcata has separated CEQA responsibilities between 4 entities, the County, the City, Caltrans and GHD (Could be precedent! Very creative!!!) and no agency has issued preliminary notice required for NEPA CEQA, as detailed in Caltrans documents, as well as other guidance documents available from Caltrans, (e.g. Caltrans 2016 EIR for 101 bypass included this intersection and found no changes needed.).... Arcata CC.has approve proceeding with the project despite not having any project, or project impact report as required under CEQA and NEPA to inform decisions. Impacted areas of Bayside are outside of Arcata, and are represented by county BOS. Arcata is seeking an encroachment permit from the county for a project portion that the majority of affected owners and commenter's oppose. The project does not come close to meeting ADA requirements or the ADA requirements under the consent decree. Separation of a project to avoid CEQA and NEPA is a fundamental warning and red flag.

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

From: **Jonathan Speaker** <jspeaker@streamguys.com>

Date: Mon, Feb 22, 2021 at 9:18 AM

Subject: FW: HEDGEROWS and Cultural Landscape Features :)

To: Marc Delany <mldelany@gmail.com>, Kiriki Delany <kiriki@streamguys.com>

Wait... the same city that made you have a cultural inspector and archeologist to dig a trench to the corner? Arcata never ceases to amaze me.

From: Kathleen Stanton [mailto:kathleenjstanton@gmail.com]

Sent: Sunday, February 21, 2021 12:21 PM

To: Sue Moore

Cc: marc Delany; Kiriki Delany; Susan Mcpherson; Bob Mcpherson; Heather Sorter; Dallas Huston; John Speaker; Jason Osburn

Subject: Re: HEDGEROWS and Cultural Landscape Features :)

Hi Sue,

I like that you use the word “hedgerows”! So British :). I take that as a real compliment, thank you!

I grew up in a neighborhood where there were so many hedges between houses instead of fences that it just seemed natural to me when we bought the property 30 years ago and were very exposed to the road and the street to plant hedges on the property line. I started with 1 gallon plants and have cut them WAY back SO Many times over the years. They represent quite an investment for us, especially the maintenance and consider it a positive contribution to the community. Kind of a cultural landscape feature which the City has completely ignored especially when evaluating the historic connection of the Bayside Corners with the road, fences, tree lines, buildings, openspaxce etc. They’ve never addressed how they will destroy all this or how they intend to relandscape.

Years ago, when we built the Bungalow in the middle of the block on Hyland, the City (now retired Dobie Class from Public Works) wanted us to put in a sidewalk to nowhere :(. We resolved the issue by showing that there was an existing sidewalk on Old Arcata Rd. that was built only on one side of the road. Also, because the City required the Cafe years ago to put in extensive and extra wide sidewalks with curb and gutter, we argued that continuing a sidewalk on that side of Hyland would make more sense. Doby agreed and we got our building permit with that understanding. Something Netra knows nothing about.

And to think that he and the City NEVER reached out to us to discuss the sidewalk plans they had for our property is really negligent to say the least. If he had contacted us we could have given him the institutional knowledge about our agreement so he could have redesigned the sidewalk. Instead, he arrogantly moved ahead without sufficient consultation thinking he had a blank slate to work with .

Kathleen

On Feb 21, 2021, at 5:54 AM, Sue Moore <jcsgardensue@gmail.com> wrote:

Thank you Kathleen, I am writing about natural resources, wildlife corridors, hedgerows and residential buffers so it’s perfect for my letter. Failure to provide affected home and business owners about changes to their properties is arrogant and negligent, but it actually assists our position about inadequate notice and lack of data.

Noise, light, child and animal privacy and buffers are personal and important. As a four year old my life was saved when a car careening down a road was stopped by a tree in front of the house where I sat on the window ledge.

I hope we’ve all protested the short MND response period, and if not, always worth an additional one line email.

There are so many ‘cut and paste’ sections with errors of ownership, business names, etc., that this fails the due diligence test.

Take care,
Sue

On Feb 20, 2021, at 8:55 PM, Kathleen Stanton <kathleenjstanton@gmail.com> wrote:

Good point, Sue & it should certainly be raised!

Unfortunately, I didn't think about it in time when I was writing my letter. There's SO MANY point of contention with this project that it's hard to keep track of it all!

Anyway, my husband and I own the two parcels on Hyland that the city plans to put a sidewalk in front of.

The corner parcel on Old Arcata Rd. and the adjacent parcel to the east that continues down the street on Hyland to the corner.

We've developed a very mature hedge along both streets for privacy and I don't know how much will be removed because we have NEVER been notified by the City about their plans to build a sidewalk and haven't seen anything "concrete" (ha-ha) about survey lines etc.

Would you or Marc put that in your letters?

Thank you,

Kathleen Stanton

On Feb 20, 2021, at 3:47 PM, Sue Moore <jcsgardensue@gmail.com> wrote:

Sorry to bother everyone, but yet again I cannot understand the City's drawings. Is ALL of the vegetation going to be removed on the east side of Old Arcata Road just north of Hyland to the City Farm? That is prime bird and wildlife habitat, yet I can't see how the 5 feet wide bike lane, and the expanded sidewalk on west side can possibly be accommodated without extensive destruction to habitat. I can never get a clear answer from Staff at meetings.

Maybe Susan and Robert can answer this: Have all of the homeowners on Old Arcata Road and Hyland Street who will be affected by eminent domain, and/or taking back the encroachment of driveways and hedges been officially notified by the City?

I ask because a friend asked me about a house on the corner of Golf Course Rd and OAR. She was interested in buying it. I asked her if the realtor and owner had disclosed the City of Arcata's plans, and the potential for reclaiming the area on the property in which she was interested that would be part of the new design. The realtor denied all knowledge of anything happening. There are two properties that have sold in 4 months on OAR that will be affected by the eminent domain based on my recollection of the design meetings, but I am not sure the new owners have a clue about this project. I really doubt that all affected homeowners are really aware of the implications of this plan for their properties and quality of life. Those aren't my main MND issues, but on review I think I will insert them.

Sue

On Feb 20, 2021, at 1:08 PM, Kathleen Stanton <kathleenjstanton@gmail.com> wrote:

Hi Marc,

I got your comments below via an email from Sue.

Thanks for getting so much info. put together for the record!
Here are my comments/edits IN BOLD TYPE and email contact addresses.
I'm sure Susan can improve on grammatical issues & there should probably be a couple of summary sentences at the end.

2) To reduce cost, we write the letter the attorney revises, sends and signs on behalf of "Friends of Historic Downtown Bayside"

I LIKE TO THINK THAT BAYSIDE ISN'T AS URBAN AS ARCATA, BUT MORE A RURAL RESIDENTIAL NEIGHBORHOOD SO I'D LIKE TO REMOVE "DOWNTOWN" AND INCLUDE THE LOCAL PLACE NAME FOR THE INTERSECTION WHICH IS "BAYSIDE CORNERS". WHAT DO YOU THINK OF NAMING THE GROUP AS "FRIENDS OF HISTORIC BAYSIDE CORNERS" ?

THE CITY OF ARCATA
kdiemer@cityofarcata.org

Council Members
SPereira@cityofarcata.org
BWatson@cityofarcata.org
SAtkinsSalazar@cityofarcata.org
EGoldstein@cityofarcata.org
sschaefer@cityofarcata.org

HUMBOLDT COUNTY
Third District Supervisor, Mike Wilson:
Mike.Wilson@co.humboldt.ca.us

There is a CA Coastal Commission Office in Arcata for the NORTH COAST DISTRICT
Phone #707-826-8950
Address: 1385 8th St. #130, Arcata, CA 95521
Email address: NorthCoast@coastal.ca.gov

Below is the info. they recommend you submit with your comments: COPY OF YOUR LETTER

Project Name and Application Number: [HTTPS://WWW.CITYOFARCATA.ORG/720/OLD-ARCATA-ROAD-DESIGN-PROJECT](https://www.cityofarcata.org/720/OLD-ARCATA-ROAD-DESIGN-PROJECT)

Nature of Communication (In Person, Telephone, Other): NEIGHBORHOOD LETTER IN OPPOSITION TO THE DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE OLD ARCATA ROAD IMPROVEMENT PROJECT, BAYSIDE, CA.

Date and Time Requested: 2/22/2021

Full Name: MARC DELANEY, CONTACT PERSON

Email:

On Behalf Of: FRIENDS OF HISTORIC BAYSIDE CORNERS

Comments: (POST A COPY OF YOUR LETTER TO THE CITY HERE)

Public comments submitted to the Coastal Commission are public records that may be disclosed to members of the public or posted on the Coastal Commission's website. Do not include information, including personal contact information, in comments submitted to the Coastal Commission that you do not wish to be made public. Any written materials, including email, that are sent to commissioners regarding matters pending before the Commission must also be sent to Commission staff at the same time.

CC: YOUR LETTER TO THE FOLLOWING CA COASTAL COMMISSION STAFF.

From the 14 pgs. of staff contacts, I picked mostly the ones with 707 area codes.

All the email addresses end with coastal.ca.gov (my cut & paste cut it off :(

Here they are:

- **Chalmers, Erin**

Senior Attorney	(415) 904-5220	Erin.Chalmers@coastal.ca.gov	• Gedik, Tamara
Coastal Program Analyst	(707) 826-8950	Tamara.Gedik@coastal.ca.gov	• Holloway, Catherine
Coastal Planner	(707) 826-8950	Catherine.Holloway@coastal.ca.gov	• Kenyon, Cristin
District Supervisor	(707) 826-8950	Cristin.Kenyon@coastal.ca.gov	• Kraemer, Melissa
District Supervisor	(707) 826-8950	Melissa.Kraemer@coastal.ca.gov	• Leavitt, Amber
Transportation Program Analyst	(707) 826-8950	Amber.Leavitt@coastal.ca.gov	• Levine, Joshua
North Coast Enforcement Analyst	(707) 826-8950	Joshua.Levine@coastal.ca.gov	•
• Merrill, Bob			
District Manager	(707) 826-8950	Bob.Merrill@coastal.ca.gov	• Metz, Vanessa
Water Quality Program Analyst	(707) 826-8950	Vanessa.Metz@coastal.ca.gov	• Robinson, Aurora
Administrative Staff	(707) 826-8950	Aurora.Robinson@coastal.ca.gov	• Targ, Sylvia
			Coastal Planner
	(707) 826-8950	Sylvia.Targ@coastal.ca.gov	•

Here are my minor editorial comments IN CAPS to your good letter.

Please break up your points with a double space & # so it's easy to follow.

I also like 14 point type so it's EASY to read :)

FEBRUARY 22, 2021

HONORABLE ARCATA CITY COUNCIL MEMBERS,

THE FRIENDS OF HISTORIC BAYSIDE CORNERS HAVE REVIEWED THE DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED

ROADWAY PROJECT ALONG Old Arcata Road IN BAYSIDE. WE OPPOSE THE PROJECT FOR THE FOLLOWING REASONS AND WE RESPECTFULLY REQUEST AN EXTENSION FOR THE PUBLIC COMMENT PERIOD DUE TO THE COVID PANDEMIC.

1) The Arcata 2020 GENERAL Plan DOES NOT SUPPORT DEVELOPMENT at thE intersection OF OLD ARCATA RD. (OAR) AND JACOBY CREEK RD (JCR) where the roundabout is PLANNED. IN ADDITION, Arcata did no road study,

2) CALTRANS did STUDY THE OAR & JCR INTERSECTION when proposing changes TO THE BAYSIDE CUTOFF AND concluded THAT, "No changes through 2034" ARE required, desired, requested, or expected. Safety improvements are widely supported SUPPORTED BY THE PUBLIC, requested, AND desired but are NOT CERTAIN with ONLY A LIMITED 35% plan.

3) ADA requirements are indicated on THE DRAWINGS FOR THE 35% PLAN, BUT ARE inadequate, dangerous AND DO NOT comply with UFAS, (SPELL THIS OUT) or CA state requirements.

4) THE CITY OF ARCATA, AS The Lead agency, has segmented the project bETWEEN THE CITY OF ARCATA AND THE COUNTY OF HUMBOLDT. SUCH jurisdictionAL SEGMENTATION IS PROHIBITED BY CEQA and NEPA regulations.

5) A portion OF THE PROJECT is on county land AND THE County of Humboldt is under a "Consent Decree " that requires PUBLIC EVALUATION AND REVIEW. THE BOARD OF SUPERVISORS HAS NOT OFFICALLY SUPPORTED THIS PROJECT OR HELD PUBLIC HEARINGS FOR COMMUNITY INPUT.

6) The 35% DESIGNED plans been NOT BEEN PROPERLY reviewed BY the STATE ADA SPECIALIST.

7) THE WIYOT ETHNOGRAPHIC AND archaeological VILLAGE site, CA-HUM-365, lays beneath the entire roundabout areA AND BEYOND. Significant ground disturbANCE will OCCUR AND The entire design cannot be evaluated as presented due to THE LIMITED 35% plans. THE DESIGN IS severely deficient REGARDING THE DEPTH OF GROUND DISTURBANCE ANTICIPATED AS qualified civil engineers HAVE TESTIFIED AT previous NEIGHBORHOOD meetings.

8) The entire plan for bicycle and pedestrian pathways requires “THE TAKING” OF privately owned LAND along OLD ARCATA RD. Questions regarding this and all land to be “taken” by the City of Arcata must be detailed prior to THE PUBLIC RELEASE OF proposed plans. This has not been fulfilled TO date.

9) THE PROJECT IS within the JURISDICTION OF THE CALIFORNIA coastal commission. WHAT ARE THEIR COMMENTS? ARE THEY AWARE OF THE CONTROVERSY SURROUNDING THIS PROJECT AND THE LIMITED DESIGN AT 35% OF PLANS?

11) Public commentS to date ARE not accurately incorporated into this IS/MND. The concerns for safety improvements for pedestrians (school children at two schools in the project area) have not been addressed IN the 35% plan available at this date.

12) The historic AREA LOCALLY KNOWN AS "BAYSIDE CORNERS" INCLUDES THREE REGISTERED CALIFORNIA STATE LANDMARKS and A National REGISTER Landmark. THESE PROPERTIES ARE IN THE IMMEDIATE AREA OF POTENTIAL IMPACT AND CONTRIBUTE SIGNIFICANTLY TO THE CULTURAL LANDSCAPE OF OUR SMALL COMMUNITY. THE PROPOSED URBAN INTRUSION OF A MASSIVE ROUNDABOUT HAS NOT BEEN ADEQUATELY ADDRESSED IN THIS CONTEXT. IN FACT, no *mitigation* has been proposed, discussed, or accepted by affected property owners TO DATE. THIS IS WHY WE REQUIRE AN EIR FOR THE PROJECT SO THAT PROJECT ALTERNATIVES, INCLUDING NO PROJECT, CAN BE PUBLICLY REVIEWED AND INPUT RECORDED AT PROPERLY NOTICED CITY COUNCIL MEETINGS AND PUBLIC HEARINGS. CURRENTLY, the City of Arcata, AS LEAD AGENCY, is MOVING forward ON THEIR OWN with a proposed project that IS ONLY 35% DESIGNED AND rejected NUMEROUS TIMES by the majority of NEIGHBORHOOD stakeholders IN RECENT YEARS.

THANK YOU FOR YOUR THOUGHTFUL CONSIDERATION OF THESE IMPORTANT MATTERS.

RESPECTFULLY SUBMITTED,
THE FRIENDS OF HISTORIC BAYSIDE CORNERS:
MARC DELANEY
KIRIKI DELANEY
SUSAN MCPHERSON
BOB MCPHERSON
KATHLEEN STANTON
CHRIS MORSE
SUE MOORE

DALLAS HUSTON
ETC. ETC.

This letter is sent to all elected officials and the lead agency... Karen Diemer, Nestra. City of Arcata and CALTRANS... the funding source, and at Kathleen's suggestion... the Coastal Commission.. along with hand delivered to everyone on Old Arcata Rd that may, or may not have been notified by Arcata as required.

A copy of this letter will be placed in every mailbox on Old Arcata Road between here and Buttermilk by Monday night.

ALL GOOD WITH THE ABOVE?

YEAs?

NAYs?

Edit anything you disagree with, I would like a consensus document for all who sign. But please get this bak to me before Sunday nigh. I will try to engage an attorney by Monday, noon.

Thank you all.

Sorry this took so long.

Marc
928 899-8531

On Fri, Feb 19, 2021 at 9:58 PM Kathleen Stanton
<kathleenjstanton@gmail.com> wrote:

I'm done with my letter as submitted today.
Yes we should tell the newspapers about our concerns and see if they'll cover the public hearing.
I hope you're successful finding an attorney.
Nite,
K

On Feb 19, 2021, at 9:55 PM, Marc Delany <mldelany@gmail.com> wrote:

You write the city people
I'm going to print up and put all into mailboxes monday... anything you write be sure to show addresses and phone numbers so they can call them and write.
I'll include everyone's letters.

Let's do a job on Arcata and coastal commission? Sure... State reps, senators and congressional reps.. Let them know they are fucking over a giant block of votes and that arcata said they have support when they don't.. Arcata;s credibility needs to be put into reality... the state reps don't want people that hate them..They think they are doing good... Arcata tells them so.. backed by papers.. and web.. Lets tell Eye, NCJ, Times

On Fri, Feb 19, 2021 at 9:27 PM Kathleen Stanton
<kathleenjstanton@gmail.com> wrote:

Yes. Reach out to as many good candidates as you can :)

It sounds like we'll have three, maybe four good letters objecting to the project. That should be sufficient :)
Now you just need to find an attorney who will challenge the City's decision to adopt the IS/MND probably within 30 days from the time they do that.

I'm also thinking that the City will have a public hearing on the matter?
Maybe the attorney could be hired to attend and speak into the record on our behalf?
K

On Feb 19, 2021, at 9:16 PM, Marc Delany <mldelany@gmail.com> wrote:

We are generating the letter.. so issues will be there no matter what.

Attorney is backup.. to ask for an extension of time for comment period...
You all can echo that. Time has been added to every government process in past year. Every judge would grant... Very reasonable in time of Covid...
Arcata should be ashamed. AND to make sure the form is ok..

No one answers questions asked.. Who is 2nd choice attorney?

Alison Black
Christine.. who we used before.

or?
I will pick one tomorrow.

On Fri, Feb 19, 2021 at 9:09 PM Kathleen Stanton
<kathleenjstanton@gmail.com> wrote:

Hi Marc,
I think it's most important to get our letters in by Monday so we have ALL THE ISSUES addressed in the record should you be able to hire an attorney. I know that in my business I need LOTS of lead time (2-4 weeks) before I can work for anyone. I would assume the same for an attorney. She may not be replying because there was no way she could talk with you and write a letter by 2/21/21.
So don't give up. Get your letter in and let Cindy know there's still time to

file suit if she would have the time to read our letters and give you an idea as to whether or not you have a case she could win.

Take care,
Kathleen

On Feb 19, 2021, at 8:19 PM, Marc Delany <mdlalany@gmail.com>
wrote:

Winkler is gone I believe.. Several new Arcata board members. No reply, or answer from Cindy Day wilson.. Plan b attorney choice is?



Response to Comment Letter 28

Response 28-1 – Period of Public Notification

Please see the response to Comment 26-2 regarding the period of public notification. Note the pages following Comment 28-1 were not comments formally submitted on the draft ISMND and are thus not addressed herein.

From: [Netra Khatri](#)
To: [Keala Roberts](#); margaret.gainer@gmail.com
Cc: [DeLo Freitas](#)
Subject: FW: Bayside Corners Letter:OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE
Date: Monday, February 22, 2021 4:40:25 PM
Attachments: [BaysideCorners-LettoCity-2-21.pdf](#)

Received

Thank you

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



From: Margaret Gainer <>
Sent: Monday, February 22, 2021 4:39 PM
To: Netra Khatri <nkhatri@cityofarcata.org>
Subject: Bayside Corners Letter:OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE

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

Hi Netra:
Please accept the attached letter from Bayside Corners for this project.
Maggie Gainer

Bayside Corners, Inc.

P.O. Box 342
Bayside, California 95524
baysidecorners@gmail.com

February 20, 2021

City of Arcata
Community Development Department
736 F Street
Arcata, California 95521

Subject: OLD ARCATA ROAD IMPROVEMENTS PROJECT UPDATE

Attention: Netra Khatri, P.E., City Engineer

Bayside Corners is currently dedicated to fundraising to repair and restore the oldest building in Bayside's historic downtown hub, the Templars Hall. Incorporated in 2007, Bayside Corners' mission is to support community improvements and projects in the Jacoby Creek Valley and surrounding communities. Bayside Corners fosters pride in our youth, senior services, natural and historic resources of the Jacoby Creek Valley by serving as a fiscal agent and fundraising arm for Bayside groups and causes.

In recent years, traffic safety – especially for pedestrians and bicyclists – has been a focus. The unintended consequence of the Jacoby Creek School District Board's decision to expand beyond Bayside to invite students from distances as far as Trinidad and Fortuna, has been the burden of increased traffic in Bayside. We conducted a Bayside Walkability Survey and received grant funding to slow motorists and improve safety for kids walking and bicycling to school. Our research of other small communities with similar conditions has convinced us that the goals of traffic safety and historic preservation can be mutually beneficial.

We want to support projects that slow vehicles driving through Bayside, but do not conflict with our goals of improving the aesthetic beauty and historic character of Bayside's 'downtown' hub. Please assure us that the City's construction of a roundabout will not increase speed, is a legal and safe distance from Templar's hall, where Mistwood Educational Center (school) has resided for over 20 years, and will not hinder our efforts for community-building in Bayside.

29-1

Sincerely,



Margaret A. Gainer, Board Member
Bayside Corners, Inc.
(707)826-2021 or (707)845-5524
Margaret.gainer@gmail.com



Response to Comment Letter 29

Response 29-1 – Requested Assurances

Roundabouts are known to decrease speeds, not increase speeds (DOT 2000). Vehicles would slow through the intersection as the approach and navigate the roundabout. The roundabout would be located a legal and safe distance from the Mistwood School. The project is considered consistent with the community-building of Bayside Corners.

From: [Netra Khatri](#)
To: [Delo Freitas](#); [Keala Roberts](#); [Keala Roberts](#)
Subject: FW: Initial Study and draft Mitigated Negative Declaration
Date: Monday, February 22, 2021 12:31:09 PM

FYI

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



From: rob ehrlich <recumbentrob@yahoo.com>
Sent: Monday, February 22, 2021 11:59 AM
To: Netra Khatri <nkhatri@cityofarcata.org>
Subject: Initial Study and draft Mitigated Negative Declaration

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

Re: OLD ARCATA ROAD IMPROVEMENT PROJECT Initial Study and draft Mitigated Negative Declaration Attention Community Development Department:

The new pavement and striping will be very helpful, but cars blocking the bike lane will remain as it is now, very dangerous for bikes. The best example of this is the intersection at Anderson. There's a no parking in bike lane sign visible, yet there are almost always cars blocking the lane. We do need more signs, but signs and striping will not stop people from parking in the bike lane. People should be informed, and the law enforced. On 10- 17- 2008 Public Works sent a letter to Bayside residents on this subject. It would be helpful to repeat that letter/info more often, maybe include it with the water bill. thank you, Rob Ehrlich, 1655 Old Arcata rd.

30-1



Response to Comment Letter 30

Response 30-1 – Vehicle Parking in Bike Lanes

The City will continue to outreach to the community regarding disallowed parking within bicycle lanes. Improved striping included as part of the project is intended to distinguish the bicycle lanes as separate from parking areas.

From: [Robert C. McPherson](#)
To: [COM DEV](#)
Subject: Against Plan
Date: Monday, February 22, 2021 9:42:07 AM
Attachments: [Letter Road.docx](#)

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

Attached is my letter defining the reasons I am opposed to the Bayside corridor project.

To Community Development Department, City of Arcata,

As a taxpayer, paying hundreds of thousands the past 5 years of my share to government, I make it my business to see how our tax dollars are spent. I am of the opinion this whole project, as I have opined in every meeting from the outset, is a waste of taxpayer money, when safety can be achieved without any disruptive and ill-conceived project.

31-1

We all agree safety is an issue, and we all want the Bayside corridor to be as safe as possible. The most efficient way to make Bayside corridor safe is to enforce the 25mph speed limit, and slow down incoming northbound traffic to 35mph along the straightaway. As I watch the cars entering Bayside and their speed displayed by a K-funded indicator (well spent taxes), it is obvious that no one enters Bayside at 25 mph : THE PROBLEM!!!

31-2

It's simple. Enforce existing laws, save us all millions of dollars of needless taxpayer spending, and don't disrupt our hedges, paths, fences, lawns, trees, parking, property rights, and community identity for your short term and poorly conceived plan. Leave the community of Bayside as is.

31-3

Regards,

Bob McPherson

Over 50 years, Bayside resident



Response to Comment Letter 31

Response 31-1 – Opposition to the Project

Please see Master Response 1 regarding statements for or against the project.

Response 31-2 – Speed Enforcement

Note while CEQA does evaluate transportation design features that could result in an increase in hazards due to a geometric design feature and emergency access (see Section 3.17 (c) and (d)), CEQA does not evaluate roadway speed or speed enforcement. The project would result in many benefits beyond achieving slower vehicle speeds, including roadway repair, improved pedestrian and bicycle facilities, safety improvements such as crosswalks, drainage enhancements, and improved traffic flow patterns. Speed enforcement alone would not improve traffic flow and circulation or pedestrian and bicycle facilities. Speed enforcement would also not result in rehabilitation of the roadway.

Response 31-3 – Opposition to the Project, Part 2

Please see Master Response 1 regarding statements for or against the project.

From: [Richard Sanborn](#)
To: [COM DEV](#)
Subject: Roundabout at OAR and Jacoby Creek Rd.
Date: Sunday, February 21, 2021 8:56:55 PM

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

There's no need for a roundabout at this intersection. Simply make it a three way stop!!
Richard Sanborn
1751 Old Arcata Rd.
822-3726

32-1



Response to Comment Letter 32

Response 32-1 – Replace Roundabout with a Three Way Stop

Please see Master Response 1 regarding statements for or against the project and Master Response 6 regarding the community engagement process.

City of Arcata
Community Development

FEB 17 2021

Planning
Housing / Economic Development

Susan McPherson
P. O. Box 51
Bayside, CA 95524

12 February, 2021

City of Arcata Community Development Department
736 F Street
Arcata, CA 95521

To whom it may concern:

In your addressing the public safety needs through Bayside on Old Arcata Road, I have not seen specific provisions made for garbage days. On Tuesdays, almost every residential inhabitant rolls out two or more trash cans and sets them up next to and/or in the north- and south-bound bicycle lanes.

When driving early mornings on garbage day, I have had suddenly to veer out of my lane and across the center line to avoid hitting a bicyclist who has suddenly and unexpectedly had to veer out of the bike lane to avoid being on a collision course with a trash can. How are bicyclists supposed to navigate this dangerous situation on Tuesday mornings on our main thoroughfare when scattered with trash cans, some of which are toppled, pilfered by corvids and/or overturned by the wind and/or by the garbage trucks themselves? Some residents just leave their trash cans in situ for days at a time.

33-1

Netra told me some time ago that the roadbed is to be moved 2 feet East to facilitate **squishing** not only the north- and south-bound traffic and bike lanes between the PG&E power and telephone poles but also a pedestrian path AND a landscaping strip which we really do not need! As you might know, vehicles driving north then turning onto Golf Course Road already sweep too widely if they are going too fast for the sharp turn and end up across the imaginary center line or narrowly going more slowly and just miss the power pole. If the roadbed were moved 2 feet closer to the PG&E pole, chances are very good the pole will be clipped and often, especially by semis and big rigs. To this Netra told me they would just have the PG&E pole moved up Golf Course Road "a ways". Just to let you know, I will never agree to having what would amount to an easement over our property. If road frontage is reduced, there will be even less room for trash cans on the east side of the road, so residents will most likely place them right in the middle of the east side's bike lane. As to the cornering by vehicles from Old Arcata Road onto Golf Course Road, it would be even tighter than it already is.

33-2

Instead of the grandiose plans you have decided without listening to many residents, why don't you just put the monies into paving our decrepit roadbed as it is, put the rest towards rehabilitating and rejuvenating your aging sewage plant, and have law enforcement enforce the speed limit?

Regards,



Susan McPherson, 49-year resident



Response to Comment Letter 33

Response 33-1 – Garbage Service

Trash and recycling service does impact vehicle lanes on occasion. Thus, users need will need to exercise caution and remain attentive to obstacles in the roadway. Please also see Master Response 1 regarding statements unrelated to environmental issues as defined by CEQA.

Response 33-2 – Relocation of PGE Pole and Limit Project to Roadway Rehabilitation

As the design progresses, the City will work with the utility companies to relocate the pole in question within existing right of way if necessary.

The project does include roadway repair and resurfacing. Project benefits also include improvements to traffic flow, safety for pedestrians and bicyclists, and roadway-related drainage in the area. These benefits could not be realized by roadway repair only.

From: [Susan Mcpherson](#)
To: [COM DEV](#)
Subject: My thoughts
Date: Monday, February 22, 2021 9:50:06 AM
Attachments: [Last Letter.docx](#)

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

To whom it may concern at the City of Arcata's Community Development Department,
Attached is my letter. Thanks, Susan McPherson

City of Arcata Community Development Department
736 F Street
Arcata, CA 95521

To whom it may concern:

There is not a lot of evidence that the City planners have studied Bayside's special needs in their ideas of the improvement project for our thoroughway. Instead, they have steamrolled a signature roundabout and one-size-fits-all project. They have already (or will have):

- quibbled about parking for the Bayside Community Hall when the volunteers are trying to make a "go" of their nonprofit which needs more parking spaces, not fewer. 34-1
- intended to install a crosswalk to a windowless, ugly sewage lift station instead of to the post office where people are much more likely to want and need access. 34-2
- foisted a landscaping strip upon us residents when we do not need one, it will not be taken care of, will be "muddled" by hotrodders, and as if we all do not have our individual and different ideas of landscaping in our own yards. 34-3
- not told my new neighbor of plans to uproot a 50-year's old historic hedge that Paul and Stella Lansbury planted and was already mature when I first lived here 49 years ago. 34-4
- ruined the possibility for parking for our customers who buy our fresh, delicious pears and apples at reduced prices through the fall season.
- ruined the possibility for Linda and Wayne Palmrose to park next to their property in order to mow which they frequently do for good upkeep.
- curtailed the neighbors two doors north at the former Bittner property from parking at all in their front yard. 34-5
- intended to install a sidewalk in the Montessori school's parking lot which goes to nowhere and will probably have one of the dumbest signs ever thought up, "Sidewalk Ends". 34-6
- obviously not conversed with the County on numerous interface issues. 34-7
- ignored for years my own numerous requests for a double yellow line through Bayside on which straightaway some people pass recklessly when some drive at the speed limit (good for them) and cause those driving behind to become too impatient. 34-8

The charm and character of our historic neighborhood is at stake. We do not care for lots of items about your design ideas which make our rural residential region less friendly. You need to talk with all of us so much more. 34-9

Regards, Susan McPherson



Response to Comment Letter 34

Response 34-1 – Incomplete Evaluation of Community Needs

Numerous studies have been completed for the project to support evaluation of the project for purposes of CEQA and to inform the project's design, including a visual resources evaluation, an Initial Site Assessment, Natural Environment Study, and multiple cultural and historical resource evaluations. The project results from a long-term process that began in 2016 with the City's Transportation Safety Committee and subsequent community engagement. The need for improvements was substantiated during a City-led community design charrette process, which included the identification of deficiencies and potential improvements. The results of the community design charrette led to the development of a Project Study Report (PSR), and the City Council selection of a preferred alternative in November 2017. Please see Master Response 6 regarding the community engagement process.

Response 34-2 – Parking at Bayside Community Hall

Please see Master Response 2 regarding parking.

Response 34-3 – Crosswalk Site Near Post Office

Please see responses to Comment 18-2 and Comment 18-8 regarding the cross walks near the Post Office.

Response 34-4 – Landscaping Concerns

Neighborhood concerns regarding private landscaping are not environmental issues as evaluated under CEQA; however, the City Council should weigh such comments during their consideration of approval of the project. The landscaping strip adjacent to walkways throughout the corridor would consist of low maintenance grasses. The landscaped strip is designed to provide a physical and visual buffer between the bikeway and roadway to improve walkability throughout Bayside. The landscaped strip always provides enhanced roadway drainage and stormwater treatment.

The City will coordinate with individual property owners if the project requires removal or relocation of landscaping, fencing or other features that are encroaching in the public right-of-way. The City would work with property owners to obtain permissions for any work that extends beyond the public right-of-way.

Please see response to Comment 22-3 regarding mowing at the Palmrose property. Access for mowing would not be curtailed.

Please see Master Response 2 regarding parking.



Response 34-5 – Elimination of Parking at the Former Bittner Property

Residents at the referenced former Bittner Property could continue to park on their property provided they do not encroach into the public right of way and block the bike lane.

Response 34-6 – Walkway Near Mistwood School

The walkway in front of the Mistwood School would support pedestrian connectivity around the roundabout, including crossings to the other side of Old Arcata Road and across Jacoby Creek Road near the post office. At the north end, the walkway would connect across Jacoby Creek road via a crosswalk. At the south end, the walkway would connect to the shoulder of Old Arcata Road.

Response 34-7 – Coordination with Humboldt County

The City remains engaged with the Humboldt County Department of Public Works and the Humboldt County Planning Department regarding the project.

Response 34-8 – Previous Striping Requests

A need for transportation-related improvements within the project corridor have been expressed by various community members for some time. Please see Master Response 6 regarding the community engagement process. For these reasons, the project was prioritized and advanced by the City and funded by the Caltrans Local Assistance program, which includes federal funding. Implementation of the project would improve the roadway safety for motorists, cyclists, and pedestrians.

Response 34-9 – Risks to Community Character

The project has been designed to be compatible with the existing community character. Walkable communities are highly desirable and visually integral to the surrounding viewscape. Please see Master Response 6 regarding the community engagement process. Please also see Master Response 1 regarding statements unrelated to environmental issues as defined by CEQA.

By significantly improving pedestrian walkways and sidewalks and upgrading bicycle lanes, walkability throughout and across the project corridor will be vastly improved. Safety will also be substantially improved for non-motorized users. These upgrades will result in an improvement in community character and desirability by improving community connectivity, overall safety, and public health (by creating opportunities for increased physical activities). An increased emphasis on alternative non-motorized



transportation will also benefit the character of the affected community, and reductions in motorized transit will also improve the visual character of the project corridor by reducing the number of vehicles traveling on the roadway and parked alongside the roadway. The road adjacent vegetated stormwater buffer strip between Old Arcata Road and the pedestrian walkway will increase safety for non-motorized users and generally improve the aesthetic of the project corridor by integrating highly desirable greenscaping into an otherwise traditional, pavement-only roadway.

From: [Sue Moore](#)
To: [COM DEV](#)
Subject: Response to the City of Arcata MND
Date: Monday, February 22, 2021 4:47:40 PM
Attachments: [MND for MND.docx](#)

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

Please accept my initial draft submission to the IS/Mitigated Negative Declaration for the Old Arcata Road Project.
Thank you,
Sue Moore

Public Comment in response to the: **City of Arcata Old Arcata Road Improvements -
Public Circulation Draft IS/Proposed Mitigated Negative Declaration (IS/MND)**
SCH # 2021010176

Respondent: Susan Moore

2866 Jacoby Creek Road, Bayside, CA 95524

(707) 826 0836

icsgardensue@gmail.com

Submitted via email: Monday, February 22, 2021

Place holder: Due to the restrictions on meetings and gatherings imposed upon Humboldt County residents, I request to add comments and images as the restrictions are eased.

To Whom It May Concern:

Please enter this letter into the record as a response to the IS/MND prepared by the project proponents, the City of Arcata, California.

- | | | |
|------|---|------|
| i. | I would like to enter into the record my request that the public circulation time period for this MND be found insufficient to provide private and public discussion in the community, on the complex content, due to the Purple Tier restrictions imposed by the State of California. | 35-1 |
| ii. | I would like to enter into the record my position that this project, overlapping two jurisdictions (City of Arcata and Humboldt County), requires a complete Environmental Impact Report (EIR) due to the scope and longevity (8 – 12 months) of the construction and rehabilitation process. | 35-2 |
| iii. | I would like to enter into the record that an EIR is required to consider the impacts of a 'No Project Alternative' that was not considered by the City of Arcata. | 35-3 |
| iv. | I would like to enter into the record that an EIR is required due to the omission of analysis of the cumulative impacts on the environment of non conforming uses and | 35-4 |

Code Compliance Violations under review, that potentially negatively impact the integrity of Coastal Zone in which this project partially lies.

**35-4
cont.**

- v. I would like to enter into the record that the City of Arcata and the County of Humboldt have not prepared either an analysis of the impacts to the 100 year flood zone, nor the impact on the project of the scope and timeline of the pending Flood Planning/ Jacoby Creek Enhancement Project.

(During the past week (February, 2021), the flooding on Old Arcata Road entered the 'boundary' of the proposed Old Arcata Road Improvements, yet the City of Arcata and the County of Humboldt have not included in this MND any evidence that the flooding and attendant impacts on the residences, businesses, school and wetland ecosystem have been evaluated.)

35-5

To facilitate clear and concise comments, please find my response to the MND statements in red ink. This is simply to provide a contrast colour. Thank you.

Purpose and Need

1.3 In addition, there is a lack of pedestrian facilities and connectivity between Hyland Street and Jacoby Creek Road, and a lack of pedestrian facilities on Hyland Street.

Response: For ten years I have walked from 2866 Jacoby Creek Road, Bayside, CA 95524 to either the CHP roundabout, or the Buttermilk Road roundabout. There is room to walk on both sides of Old Arcata Road. The only exception is during Jacoby Creek School dropoff and pickup, and /or during special events when the entire road is packed with parked cars and people attempting to find parking spaces at: Mistwood School, Bayside Community Hall, the Bayside Post Office, Spring Hill Road, Hyland Street, and on street in the bike lanes of Old Arcata Road.

The proposed alterations will in fact REMOVE parking at Mistwood School, the Post Office, Bayside Community Hall, Hyland Street, and on all stretches of Old Arcata Road between Jacoby Creek Road and Hyland Street. Such losses will result in parking in the bike lanes. The latter alteration will result in unevaluated and unmitigable impacts to pedestrian flow, safety, and visibility for all users.

35-6

The Jacoby Creek School closure during the Coronavirus - 19 health emergency has confirmed that the expansion of the school population, coupled with removing some of the bus services, and increasing the number of children driven to school, creates bursts of pressure on the road. Working with the school and parents to develop safer driving practices, stagger drop off and pick up, and use park and ride services for large events would remove much of the pressure points. Simply driving at the posted speed limit, avoiding distracted driving, not 'U' turning in traffic in Old Arcata Road, and planning for safe and reasonable travel to school would improve safety and enhance pedestrian facilities.

Between 2008 and 2009 I either walked with my Jacoby Creek School student children to school while they rode their bikes, or they took the bus to and from the house. There was rarely any need to use motorized transportation. From 2009 – 2018 our children primarily used the school bus service to attend JCS and Six Rivers Charter High School/Arcata High School.

Old Arcata Road is the primary backbone for the Bayside (southern Arcata) transportation network and pavement failure would result in significant social and economic impacts to the community (including residents and businesses). The Old Arcata Road acts as an alternative route and oversized load route for Highway 101, provides access to important facilities such as the Sunnybrae Middle School, Jacoby Creek Elementary School, and the Bayside Post Office,

35-7

Simply focus on the problems at hand: Resolve the constant drainage issues and failed re-surfacing on sewer repairs. Maintain the road surface on schedule and resurface it with high quality materials and workmanship. Over-sized loads should be escorted on 101. They have no need to travel on small, 25 mph roads with schools. The pavement failing has nothing to do with a roundabout, it's about effective and expert civic government. Currently the surface is a disgrace, however it does have the interesting impact of slowing down motorized vehicles.

The proposed roundabout at the Jacoby Creek Road intersection, along with its eastern and southern approaches (on Jacoby Creek Road, and Old Arcata Road, respectively) are located within the jurisdiction of Humboldt County. The Coastal Zone boundary is located on the eastern edge of Old Arcata Road (Figure 1-2). The primary permitting jurisdiction resides with the Local Coastal Programs of both the City of Arcata and Humboldt County for their respective portions of the Project. Work would generally occur within the existing City of Arcata or Humboldt County right of ways.

Humboldt County and the City of Arcata should work cooperatively to reduce the speed limit in the Humboldt County section from Bayside Cutoff to 100 feet (approx) south of Mistwood School, to 35 mph, and then to 25 mph northbound. If the two government entities could work more effectively together, and that includes Law Enforcement Partnerships to enforce existing traffic and impairment laws, many of these problems would be resolved. The community has worked so hard over the years to connect the two local governments, but without success.

35-8

1.4

The Project would improve motorized and non-motorized transportation and user safety in Bayside, California.

The City of Arcata's design does not provide any evidence to support this statement. It's a sweeping statement about a community. This project affects a small portion of Old Arcata Road and Jacoby Creek Road, and in so doing removes the majority of the parking for Mistwood School, the Bayside Community Hall, and Streamguys. It increases light and noise, and does not provide any evidence that the perennial flooding and drainage problems that are well documented by both the County of Humboldt and the City of Humboldt will be remediated. The Bayside community will however be affected for 8 - 12 months by the impacts of construction, and a roundabout that the Bayside community rejected.

35-9

User safety would be improved by strict enforcement of existing traffic laws, and the inclusion of speed cameras at the intersection. We know how fast people drive because we see the results on the Radar Speed Signs. A roundabout won't stop people from accelerating away in any direction, just as people accelerate from Buttermilk roundabout south on Old Arcata Road. The Radar Speed Sign at Anderson is pretty clear as to the rate of acceleration ... On days when APD parks locally, there is a noticeable improvement in driving quality. Nothing slows down traffic as effectively as the presence of LEOs. Changing human behavior is the goal.

The project includes improvements to the underground storm drain infrastructure that extends along the length of planned improvements in discrete locations. Improvements include new and upgraded storm drain catch basins, storm drain piping, and storm drain junction boxes.

The project may include the replacement of sanitary sewer laterals and the installation of cleanouts.

Please provide comments by Humboldt County on the drainage and flooding improvements claimed by the City of Arcata. There is no evidence that the primary drainage and flooding problems on the south side of Jacoby Creek Road are being addressed. These include the flooding at Bayside Community Hall and Mistwood School. The storm drain on the north side of Jacoby Creek Road is redundant. There is already a grate system, and a functioning culvert and ditch connection. The problems on the north side are the broken culvert at Streamguys and potentially compromised drains and pipes underneath the intersection and out to the westerly pasture. Humboldt County, in conjunction with the City of Arcata, was supposed to be resolving these problems regardless of this project as far back as 2019. Again, preexisting problems that are not addressed by the responsible governmental entities should not be the pretext for an unwanted, and incredibly expensive project without clear benefits.

35-10

p.1 – 3

A new roundabout would be constructed near the southern terminus of the project at the intersection of Jacoby Creek Road. Crosswalks, signage, lighting, and paved walkways would be integrated into the roundabout. A new retaining wall would extend along the west side of Old Arcata Road adjacent to the roundabout. The total length of the wall would be 200 feet. Modifications and repaving of the roadway that serves the Bayside Post Office may also be required.

The project would terminate approximately 300 feet south of the proposed Jacoby Creek Roundabout along Old Arcata Road. The Jacoby Creek Road pavement improvements would terminate approximately 400 feet east of the proposed roundabout. While drainage improvements on Jacoby Creek Road would terminate approximately 600 feet east of the roundabout.

35-11

Please see my comment above. The drainage problems are due to a design flaw at the private, gated community off Jacoby Creek Road. The road slope and curvature are too steep, and there isn't any drainage system in place on the south side of that stretch of Jacoby Creek Road that doesn't go 'uphill' ... I have met with Mr. Bronkall and others about this problem, and we await action from Humboldt County.

The existing roadway width, alignment, and footprint would generally remain the same between the Buttermilk Road Roundabout and Hyland Street, including 10 feet travel lanes and adjacent 5 feet bikes lanes. A left hand turn lane for northbound traffic is proposed at the Jacoby Creek School parking lot at the Hyland Street intersection. South of Hyland Street, the existing roadway alignment would be shifted east up to 5 feet to accommodate a new 6 feet wide walkway, described below.

35-12

There is insufficient discussion of the impacts to the properties where right of way conflicts (where owners have built hedges/parking into the ROW) exist. Nor is it clear which trees, shrubs and vegetation will be torn out to accommodate (shift?) this section of walkway/storm

drain/bike lane. Simply **describing what will happen** doesn't provide evidence of the complex impacts of the project. There cannot be environmental analysis where there isn't accurate description, then measurement and analysis of the specific impacts. There are complex wildlife and bird ecosystems on both the east and west sides of Old Arcata Road between Buttermilk and Hyland, yet these have not been studied. These are an inseparable part of the City of Arcata's wetlands that extend from the CHP station to the Bayside Cutoff, and boundaried by Old Arcata Road.

35-12
cont.

The CUMULATIVE impacts to the increasingly fragile ecosystem have not been measured and evaluated. They cannot be mitigated because we've pushed the natural world too far already. I walk this area every single day. I lead the Jacoby Creek School Garden (not even listed in the project) and record the ecology of the garden, participate in FeederWatch and the Great Backyard Bird Count, and participate in iNaturalist Citizen Science networks. The City of Arcata should be taking the lead in protecting ecology by planting more trees, native plants and shrubs, and implementing creative traffic calming measures that increase aesthetics and reduce the carbon footprint.

35-13

The existing walkway between the Buttermilk Road Roundabout and Hyland Street would be replaced to a width of approximately 6 feet.

There is no need to tear out and replace this walkway. There is a need to repair it, and make it accessible, but most of the issues are caused by cars parked in the sidewalk, and/or mirrors and parts of larger vehicles encroaching on the sidewalk and the bike lanes. The entire section of Bayside Road to Buttermilk that is buffered by the area to be a mitigation wetland(?) is already safe, and in better condition than most sidewalks. Rather than a mitigation wetland, just plant it with native shrubs, perennials and annuals, to create a native pollinator and bird habitat.

35-14

In front of Jacoby Creek School, a new 6 feet wide sidewalk is proposed on the west side of the road in addition to a left hand turn lane for northbound Old Arcata Road. The on-street diagonal parking would be eliminated to accommodate the sidewalk and turn lane. Some minor modifications to the school parking lot are also proposed, including replacing a portion of the raised landscape island with paved parking stalls. Construction of a new sidewalk along approximately 375 feet of Hyland Street is also included in the Project.

35-15

This proposal was met with concern at design meetings:

- i. the parking is needed for the school, especially since the parking lot modifications resulted in a loss of on-site parking for staff at JCS;
- ii. a sidewalk to replace the diagonal parking would result in children and adults constantly crossing into traffic at the entrance and exit from the parking lots.
- iii. the raised landscape area is a buffer that provides a visual and aesthetic break

p.1 - 5

A new roundabout is proposed for the intersection at Jacoby Creek Road and Old Arcata Road to improve traffic flow and user safety. The roundabout would be configured to be within existing City and County right-of-way to the extent practical, although some encroachments onto private property may be necessary and may require acquisitions or easements.

35-16

Please provide **stakes** and **flagging** on all of the County and City properties that will be losing/potentially lose property/have encroached into the Right of Way over time. Please place the **stakes** such that the entire area that might be 'encroached upon/require acquisitions/easements' and post a visual image of the properties online at the City of Arcata website where it can be **readily accessed**. There are property owners along JC Road, Old Arcata Road, and Hyland who have purchased without knowledge of the proposed project.

p.1 – 6

Existing sanitary sewer laterals may be replaced with new cleanouts placed at the edge of the right-of-way. Depth of excavation/trenching for sewer lateral replaced would be approximately 3 feet (6 feet max).

35-17

Please provide the details of the process to dig the trenches, and mitigation procedures for dust, dirt removal, etc. There is a difference between 3 feet and 6 feet.

p.1 - 7

Construction is anticipated to occur over a six to eight month construction window. If feasible, vegetation clearing would occur during the non-bird nesting season, between August 16th and March 14th.

35-18

Please note that the City of Arcata's website advises that Feb 1st is the start of Early nesting season, and August 31st the end of Primary nesting season.

Work near wetlands would only occur during the dry season between May and October. Compliance with the requirements contained in the Arcata General Plan Noise Element (Policies N- 5d and N-5e) and the Arcata Land Use Code (Section 9.30.050[D][2]), will minimize potential noise impacts from short-term construction activities. These requirements place limitations on the days and hours of construction activities to allow construction schedules to take advantage of the weather and normal daylight hours, and to ensure that nearby residents as well as nonresidential activities are not disturbed by the early morning or late night activities. Hours of construction would be limited to 8:00 a.m. to 7:00 p.m. on Monday through Friday and from 9:00 a.m. to 7:00 p.m. on Saturdays.

35-19

Please take into consideration the impacts on Mistwood School and Jacoby Creek School of Monday – Friday construction.

Heavy-equipment related construction activities are not allowed on Sundays. Construction on Sunday or legal and county holidays is not currently anticipated except for emergencies or with prior approval from the City of Arcata Please stipulate that emergencies will be the only reason to allow Sunday activities.

35-20

p.3-3

The Project would be compatible with the existing visual character of the proposed Project alignment and its surroundings,

35-21

The roundabout with the additional signage, lighting, coupled with the Post Office alterations will dramatically alter the quiet, rural character of this entrance to Bayside. It will instead resemble any other urban area and continue to deny the Bayside community the opportunity to maintain its own character.

and would not introduce any elements that would degrade existing visual character or quality. Construction activities along the Project corridor and at off-site staging areas would result in short-term temporary changes in the visual character of the Project Area during and immediately following construction. The Project may have a beneficial effect on the overall visual quality of the Project corridor, including new asphalt pavement, sidewalks, pathways, speed humps, and curbs. These specific features, along with the overall improvements along Old Arcata Road, including repaved bicycle lanes, may improve the overall visual quality of the roadway. With the incorporation of Mitigation Measure AES-1, the impact would be less than significant.

35-22

The loss of verges, stripping out of established hedgerow habitats, and removal of vegetation and trees will destroy the visual character and remove the historic elements of Old Arcata Road. The visual of the roadway isn't really of importance to the wildlife, birds, bees and other organisms that are part of this community.

p.3 - 36

Smith, Norma/La Donna's Rest Home

The Smith, Norma/La Donna's Rest Home (Norma/La Donna's Rest Home) is located at 1972 Old Arcata Road in Arcata, California. SWRCB further identified hazardous materials previously stored onsite. During the ISA, the property was identified as containing a single 1,000 gallon UST, classified as a farm motor vehicle fuel tank, containing diesel fuel. This property is located south of the Project alignment on the west side of Old Arcata Road.

Based on information contained in the SWRCB Geotracker database and the HCDEH files, soil quality was not impacted by a release of petroleum hydrocarbons. UST constituents of concern (COCs) for this property include; petroleum hydrocarbons and leaking UST (LUST) metals.

The Norma/La Donna's Rest Home property (Please update the information for this address.) is located west of, and not included within, the Project alignment. Based on the information available on the SWRCB Geotracker database and contained within the HCDEH file, soil impacts do not extend beyond the property boundaries and groundwater flow direction is to the west, towards Humboldt Bay and downgradient of the Project alignment. It is unlikely that impacts from this property would affect soil and groundwater quality in the vicinity of the Project alignment. As Project construction would likely not impact the Smith, Norma/La Donna's Rest Home property, collection of preconstruction borings are not recommended. The impact would be less than significant.

35-23

c, i) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site? (No Impact)

The drainage pattern of the Project Area is limited to unpaved roadside ditches and underground storm drain infrastructure. Roadway and utilities improvements would not result in a realignment of the existing drainage pattern of the site, and the site does not include a stream or watercourse. Some storm drains and ditches with the Project Area ultimately drain to adjacent agricultural fields on private properties and would continue to do so after construction is complete. There would be no impact.

35-24

Please provide a detailed project plan for the proposed storm drain on Jacoby Creek Road, (2332) the proposed flooding and drainage at Streamguys/Bayside Post Office, and the plans for the flooding and drainage runoff at Bayside Community Hall.

c, ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Less Than Significant Impact)

The Project would be designed to meet NCRQWB storm water requirements to address any changes in the area of impervious surface. The Project would not be expected to cause on- or off- site flooding given that post-construction runoff would be detained on site and limited to pre- construction runoff rates, and that proper installation and long-term maintenance of the storm water controls would be conditionally required. The impact would be less than significant.

35-25

See above and please confirm that impacts, not “The Project would not be expected ...”

c, iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Less Than Significant Impact)

Changes in impervious surface are small in scale and include an extension of the pedestrian pathway, a new sidewalk along Hyland Street, and the new roundabout at the Jacoby Creek Road intersection. Given these Project features are scattered along the Project corridor and not concentrated in a single location, post-Project stormwater runoff is not expected to be significantly different than pre-Project stormwater runoff. The capacity of existing drainage facilities would be analyzed during Project design development. Stormwater system upgrades would be integrated into the overall Project design, as needed. In addition, the Project's SWPPP and NCRWQB CWA

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c, i) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site? (No Impact)

35-26

The drainage pattern of the Project Area is limited to unpaved roadside ditches and underground storm drain infrastructure. Roadway and utilities improvements would not result in a realignment of the existing drainage pattern of the site, and the site does not include a stream or watercourse. Some storm drains and ditches with the Project Area ultimately drain to adjacent agricultural fields on private properties and would continue to do so after construction is complete. There would be no impact.

Please ensure that individual businesses and residences are not impacted by run off and/or stormwater due to unforeseen impacts of the Project, and develop a mitigation plan to assist them should there be future difficulties. Our property on Jacoby Creek Road is affected by the ‘unanticipated’ run off from the gated community ...

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Section 401 permit would both include provisions for managing stormwater runoff and ensuring any changes in impervious surfaces are addressed through bioswales or similar stormwater runoff treatment areas. No additional sources of pollution would be introduced through Project actions. The impact would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation? (Less Than Significant Impact)

35-27

The Project site is not located near a larger isolated body of water that may be affected by a seiche. The Project is also located outside of the FEMA 100-year flood zone. (Please be aware of the impending RFP for the Jacoby Creek Floodplain Project.)

3 – 44

Under existing conditions, there are no cross walks or other safety features at the intersection of Old Arcata Road and Jacoby Creek Road. There is a single stop sign at Jacoby Creek Road, and there is no stop sign along Old Arcata Road, allowing through traffic. Cross walks and signage would be integrated into the proposed roundabout, **improving safety for motorists, bicycles, and pedestrians**. The Project would improve physical linkages and ease of use across Old Arcata Road. There would be no impact.

There aren't any current ADT numbers, or contemporary evaluations of the traffic flow. There is concern that traffic, especially large vehicles heading southbound from Jacoby Creek Road, would face difficulty entering the roundabout when there is continuous northbound traffic during peak school drop off and pickup. Nobody wants to cross Old Arcata Road at the Post Office due to the design of the curve in the road and the vegetation at the houses on the west side of Old Arcata at the Post Office. There are poor designs already that will negatively impact any mitigation efforts.

35-28

Further, the design of the new Post Office 'flow' is causing concern. For those of us who are pedestrians mainly, it's going to be 'too busy' and potentially more dangerous.

Jacoby Creek School has increased its student and staff capacity in recent years, especially those who do not live sufficiently close by to walk or bike. Please access that data for more accurate details. Data needs to be accurate.

Comment:

Please consider re visiting the Bayside Community's long discussed plans for traffic calming - a visually aesthetic entrance to Bayside, and respecting the critical need for the City of Arcata, in cooperation with the County of Humboldt and the California Coastal Commission to take the lead in using known ecological strategies to slow down motorized traffic and encourage non-motorized transportation. These agencies must acknowledge that altering human behavior should be a priority, not forcing our fragile ecology to bear more stresses from our actions. Speeding; using a cell phone or other electronic device while driving; driving under the influence, etc., are the problems, and those can be resolved by enforced speed limits, increased DUI resources, automatic speed cameras, and LEO enforcement.

35-29

This MND is too vague, and does not permit detailed responses. Which trees will/may be removed? Which vegetation will be stripped out? Which properties will lose their hedgerows? Which roosting birds will lose their habitat? Which nesting birds will be driven to distraction by construction up to eleven hours per days, six days a week? What will happen to the wetland frogs when the ditch is removed, the storm drain pipe installed and the ditch covered?

**35-29
cont.**

Please reconsider this Project.

Respectfully,

Sue Moore

In 1879 a Jesuit poet wrote:

O if we but knew what we do

When we delve or hew –

Hack and rack the growing green!

Since country is so tender



Response to Comment Letter 35

Response 35-1 – Period of Public Review

Please see response to comment 27-1 regarding the period of public review.

Response 35-2 – Request for an EIR Due to Jurisdiction

Please see Master Response 5 regarding selection of the appropriate CEQA pathway. Further note that under CEQA, overlapping jurisdictions is common and not a basis for requiring an EIR.

Response 35-3 – Request for Evaluation of a No Project Impact Within an EIR

Please see Master Response 5 regarding selection of the appropriate CEQA pathway. Further note CEQA does not require an alternatives analysis for an ISMND, which was determined to be the appropriate CEQA pathway for the project. Further note cumulative environmental impacts were assessed in Section 3.21 (b) of the ISMND, as required.

Response 35-4 – Request for Evaluation Cumulative Impacts Within an EIR

Please see Master Response 5 regarding selection of the appropriate CEQA pathway. Further note cumulative environmental impacts were assessed in Section 3.21 (b) of the ISMND, as required. Applicable City and County policies were considered and evaluated throughout the impact analysis sections of the ISMND (Section 3.1 through 3.21). The project will be required to obtain a Coastal Development Permit, which will ensure with the consistency with the Coastal Act and avoid impacts to coastal resources.

Response 35-5 – Request for Evaluation of 100-Year Flood Zone

The project is not located within the 100-year floodplain as mapped by FEMA. A drainage study will be completed as the project's design advances. Please see Master Response 4 regarding drainage and updated text included in Section 3.2 regarding the City's obligation to implement recommendations of the drainage study.



Response 35-6 – Purpose and Need

The project has been developed as a result of a community-based planning process. Please see Master Response 6 regarding the community engagement process.

While pedestrians may currently use the roadway shoulder for walking, a separated walkway would improve pedestrian safety. Please see Master Response 2 regarding parking.

Response 35-7 – Narrow Project Elements

Narrowing project elements to improve drainage and road resurfacing would limit other project benefits, including enhanced pedestrian and bicycle safety and improved traffic flow. Drainage improvements and road resurfacing are included elements in the project.

Response 35-8 – Reduce Speed Limit

Reducing the speed limit alone would not achieve all project benefits. Please see response to Comment 3-4 regarding traffic calming measures. Note while CEQA does evaluate transportation design features that could result in an increase in hazards due to a geometric design feature and emergency access (see Section 3.17 (c) and (d)), CEQA does not evaluate roadway speed or speed enforcement.

Response 35-9 – Disagreement with Project Accomplishments

The project corridor is approximately one mile long, extending from the Old Arcata Road intersection with Jacoby Creek Road north toward the intersection with Buttermilk Lane in Sunny Brae.

Please see Master Response 2 regarding parking, Master Response 3 regarding noise, and Master Response 4 regarding drainage.

Construction is expected to require six to eight months; however the project is approximately one mile long and constant construction in any one area for extended duration of time (e.g. multiple months) would not occur. Hours of construction would be limited to 8:00 a.m. to 7:00 p.m. on Monday through Friday and from 9:00 a.m. to 7:00 p.m. on Saturdays.

Stricter enforcement of existing traffic laws would not achieve all project benefits. Please see response to Comment 3-4 regarding traffic calming measures. Note while CEQA does evaluate transportation design features that could result in an increase in hazards due to a geometric design feature and emergency access (see Section 3.17 (c) and (d)), CEQA does not evaluate roadway speed or speed enforcement.



Response 35-10 – Drainage

Please see Master Response 4 regarding drainage.

Response 35-11– Drainage Part 2

Please see Master Response 4 regarding drainage.

Response 35-12 – Private Landscaping

Please note concerns related to private landscaping do not constitute a potential environmental impact as defined by CEQA; however, the City Council should consider such concerns as they evaluate approval of the project. Private landowners would not lose portions of yards or landscaping, suffer impacts to driveways, or experience impaired drainage as a result of the project. With few exceptions, the proposed project improvements are located within existing public right-of-way (City of Arcata or County of Humboldt). The City will coordinate with individual property owners if the project requires removal or relocation of landscaping, fencing or other features that are encroaching in the public right-of-way. The City would work with property owners to obtain permissions for any work that extends beyond the public right-of-way.

Response 35-13 – Cumulative Impacts

Cumulative impacts, including cumulative impacts to biological resources, are evaluated in Section 3.21 (b) of the ISMND. Comment 35-13 does not raise any additional considerations or related evidence regarding potential cumulative impacts to biological resources beyond those already evaluated in the ISMND for environmental issues required to be evaluated under CEQA.

Response 35-14 – Walkway Width and Mitigation Wetland Area

Widening the existing walkway between the Buttermilk Road Roundabout and Hyland Street to a width of six feet would allow pedestrian traffic in both directions. The City has determined that because of the condition of the existing walkway, that it would be more cost effective to replace it as opposed to repairing it.

The wetland mitigation would be limited to the small vegetated island between Old Arcata Road and Bayside Road, at the north end of the project corridor. Wetland mitigation is required by regulatory natural resource agencies through the project's permitting process. Planting the area with native shrubs and other plants would not meet the regulatory requirements of the wetland mitigation area.



Response 35-15 – Changes to Area in Front of Jacoby Creek School

Please see Master Response 2 regarding parking. The crosswalk at the Hyland Street intersection would be upgraded. Children and families entering and exiting Jacoby Creek School from the opposite side of the road would continue to be directed to use the existing sidewalk. A portion of the raised landscaped island in front of the school would be replaced with paved parking stalls. The raised landscape island is narrow in width and currently separates the school parking lot from diagonal street parking. Maintaining existing parking near the school was determined to be a priority over retaining the entirety of the raised landscape island without resulting in substantial changes in use, as the general area will remain dedicated to parking before and after the project is implemented.

Response 35-16 – Clarify Area of Encroachment Near the Roundabout.

Existing property lines are presented in the 30% design plans, which are posted to the City's website. As the design progresses, the City will work with adjacent property owners to ensure that they understand the limits of their property and the extents of proposed improvements within the public right of way. The City will also obtain necessary permissions for any improvements that extend beyond the public right of way.

Response 35-17 – Sewer Lateral Replacement

Sewer laterals replacement would be accomplished using open trench construction techniques. The trenching would be achieved using a track mounted excavator or rubber tire backhoe. Excavated material would be stockpiled onsite and reinstalled following the replacement of the sewer pipe. Dust would be controlled using standard techniques, including applying water and street sweeping.

Response 35-18 – Nesting Birds

The Project Description and ISMND have been modified to reflect an updated nesting bird period consistent with the City's guidelines, commencing February 1 and continuing through August 31. Please see Section 3.1 for modified language. Nesting bird surveys occurring within one week (7 days) of vegetation removal remains standard practice. Updating the nesting bird period to be consistent with the City's existing policy does not result in any new or unanalyzed environmental impacts.



Response 35-19 – Construction Impacts on Mistwood School and Jacoby Creek School

Construction is expected to require six to eight months; however the project is approximately one mile long and constant construction in any one area for extended duration of time (e.g. multiple months) would not occur. Thus, the potential inconvenience to either school would be limited to a short-term window. Both schools will be considered as construction is planned. The construction contractor would be required to prepare a Traffic Control Plan. As part of the Traffic Control Plan, the Project would be required to keep at least one lane open in each direction of travel on Old Arcata at all times during the construction process. Work performed on the segment adjacent to Jacoby Creek Elementary School would be scheduled to avoid work coincident with the school's start and end times, when traffic congestion is typically high.

Response 35-20 – Justification for Sunday Construction

Construction on Sundays is not anticipated but could occur in the case of an emergency or with prior approval from the City of Arcata. Regular Sunday construction (consecutive Sundays) is unlikely. The City is unable to limit potential circumstances to emergency-only at this time.

Response 35-21 – Rural Character

Please see responses to Comment 22-1 and Comment 34-9, which also address these concerns.

Response 35-22 – Visual and Historic Impacts

The project will result in some visual changes. As discussed in Section 3.1 of the ISMND, a visual resource evaluation was completed for the project. The visual resource evaluation integrated conclusions from the historic resource evaluation. Significant visual impacts, including visual impacts to historic resources, were not identified. As discussed in Section 3.5 of the ISMND, studies completed by technical experts determined cultural and historical resources would not be significantly impacted by the project. Please also see response to Comment 18-18 regarding historic resources.

Response 35-23 – Norma/La Donna's Rest Home Property

The physical address for the Norma/La Donna's Rest Home is provided in the first sentence of the first paragraph referenced in Comment 35-23 as 1972 Old Arcata Road. The property is not located within the project boundary.



Response 35-24 – Drainage Near Jacoby Creek Road

Please see Master Response 4 regarding drainage.

Response 35-25 – Drainage Near Jacoby Creek Road, Part 2

Please see Master Response 4 regarding drainage. As discussed in ISMND Section 3.10 (c) (ii), on-site and/or off-site flooding would not occur as a result of the project.

Response 35-26 – Request for Flooding Mitigation Plan

Please see Master Response 4 regarding drainage, which includes information about a drainage study. Please also see updated text included in Section 3.2 regarding the City's obligation to implement recommendations of the drainage study.

Response 35-27 – Jacoby Creek Floodplain Project

Thank you for noting the upcoming RFP for the Jacoby Creek Floodplain Project. The City will consider that as the drainage study is developing, in association with the final design for the project.

Response 35-28 – Roundabout Area and Jacoby Creek School

The roundabout design would support vehicles entering the roundabout from Jacoby Creek Road, even during peak traffic hours, with an improved Level of Service over existing and anticipated future conditions. Please see responses to Comment 18-2 and Comment 18-8 regarding crosswalk designs near the roundabout. Please also see response to Comment 3-3 regarding Post Office access and traffic flow.

As a benefit of project, walkability and bikability to Jacoby Creek School would be improved for those who live near the campus. The City agrees that benefit would not extend to those accessing the campus from outlying communities. Increasing campus parking to accommodate staff or students from outlying communities is not a project goal.

Response 35-29 – Traffic Calming Alternatives and Additional Project Specifics

Speed and cell phone usage enforcement alone would not achieve all project benefits. Please see response to Comment 3-4 regarding traffic calming measures. Note while CEQA does evaluate transportation design features that could result in an increase in hazards due to a geometric design feature and emergency access (see Section 3.17 (c) and (d)), CEQA does not evaluate roadway speed or speed enforcement.



As stated in response to Comment 3-9, private landowners would not lose portions of yards or landscaping that are located on private property. The project has been designed to remain within the existing City and County right of ways. In some cases, hedgerows and shrubbery in private yards that extend onto the right-of-way may need to be trimmed back to the property line to support construction activities. In such instances, the City would outreach to affected landowners prior to construction to coordinate any need trimming. Tree removal within the project corridor would be limited to one or two locations near the roundabout. These trees are located within the public right of way only and would not affect any private landowners. Note comments pertaining to private landscaping are not considered environmental concerns under CEQA but should be weighed by the City Council during their consideration of approval of the project.

Construction that would impact wetlands would occur during the dry season when water is no longer present, and frogs would not be expected. The ditch offers low-quality roadside habitat and is often used as informal parking for vehicles during the year. Pre-construction surveys for Red-legged Frogs are required, as detailed in Mitigation Measure BIO-1.

Please also see Master Response 1 regarding statements for or against the project.

From: [Mitel Voice Mail](#)
To: [Keala Roberts](#)
Subject: Mitel voice message from KHATRI NETRA, 2173 for mailbox 5955
Date: Monday, February 22, 2021 4:35:13 PM
Attachments: [SVM38.wav](#)

You have received a voice mail message from KHATRI NETRA, 2173 for mailbox 5955.
Message length is 00:01:05. Message size is 508 KB.

Transcription of S. Moore voicemail

Hello Netra it's Sue Moore, my phone number is 707- [REDACTED] I just spoke to Bob Bronkall again because I was trying to figure out this whole drainage plan for the Jacoby Creek Road aspect of the roundabout project. So, of course the county doesn't have plans. I was wondering if the MND responses are due at five today and I don't have reports, can someone please let us know what's going to happen with the storm drain starting at 2332 Jacoby Creek Road, the homeowner didn't know about it and we're trying to understand the engineering of that storm drain, the impact on the property and whether or not the city is going to remove trees on that easement. Again my phone number is 707- [REDACTED] thank you.

36-1



Response to Comment Letter 36

Response 36-1 – Drainage Plan and Tree Removal

The storm drain would extend up to 2332 Jacoby Creek Road. Trees at 2332 Jacoby Creek Road would not need to be removed. Please see Master Response 4 for addition information about drainage in the area.

From: [Delo Freitas](#)
To: [Netra Khatri](#)
Cc: [Keala Roberts](#)
Subject: RE: Old Arcata Road Improvements MND Initial Study
Date: Thursday, January 28, 2021 1:29:06 PM

Keala, can you please place this comment with the others coming into comdev for the Old Arcata Road Project? Thanks.

D

From: Netra Khatri <nkhatri@cityofarcata.org>
Sent: Wednesday, January 27, 2021 1:47 PM
To: Delo Freitas <dfreitas@cityofarcata.org>
Subject: FW: Old Arcata Road Improvements MND Initial Study

FYI

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



From: Tim Parisi <tparisi@jcsk8.org>
Sent: Wednesday, January 27, 2021 1:28 PM
To: Netra Khatri <nkhatri@cityofarcata.org>
Cc: Melanie Nannizzi <mnannizzi@jcsk8.org>
Subject: Old Arcata Road Improvements MND Initial Study

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

Dear Netra,

I hope this finds you well.

I have reviewed the Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements, Public Circulation Draft, Initial Study/Proposed Mitigated Negative Declaration, SCH # 2021010176.

37-1

I noticed that the left hand turn lane at Hyland St. into the north end of the Jacoby Creek School parking is described as, "may" be in the project. Can you offer an explanation of what this, "may" means in terms of the likelihood that this turn lane may or may not be included in the project?

I did not find any mention of the following item, which you and I have discussed in the past, in the document:

1. Parallel parking spaces along Old Arcata Road north of Jacoby Creek School.

37-2

Since the document is 91 pages long and the appendices increase its length to 280 pages long, it is possible that I missed this item. Please advise me regarding the status of this item at your earliest convenience.

Best regards,

Timothy Parisi

Consultant

Jacoby Creek School District

707-616-8968

Cc: Melanie Nannizzi



Response to Comment Letter 37

Response 37-1 – Parking Clarifications Related to the Left Hand Turn Lane

The left-hand turn lane for northbound Old Arcata Road at the Jacoby Creek School parking lot is expected to be included in the final project design. Although unlikely, it is possible that this design feature could be eliminated as the project is further developed. Potential environmental impacts associated with the project would be similar for either scenario.

Response 37-2 – Parking Clarifications Related to Parallel Parking

The project proposes to formalize on-street parallel parking on the west side of Old Arcata Road for approximately 850 feet north of Jacoby Creek School. The ground surface in designated parking areas would be improved with compacted gravel, a permeable paver system, or similar design.

From: [Uri Driscoll](#)
To: [COM DEV](#)
Subject: Bayside proposal
Date: Sunday, February 21, 2021 4:14:49 PM

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

Please accept these comments on the proposed round about project in Bayside.

There has not been a described need for this project as has been already noticed in previous communications to the City.] 38-1

This project if completed will adversely impact limited parking and not address the safety for pedestrians.] 38-2

This is a very poorly designed project that would better be designed as a three way stop in order to prevent the loss of parking and better provide for safety.] 38-3

Please reconsider this project.

Uri Driscoll
Arcata



Response to Comment Letter 38

Response 38-1 – Insufficient Need for Project

Please see response to Comment 27-5 regarding justification and need for the project. Please also see Master Response 1 regarding statements for or against the project.

Response 38-2 – Parking and Pedestrian Safety

Please see Master Response 2 regarding parking. The project would enhance pedestrian safety by enhancing existing crosswalks, including new striping, LED or Rectangular Rapid Flashing Beacon signage, and detectable warnings at either end of the crosswalk. In addition, the project includes new crosswalks to improve connectivity across Old Arcata Road as well as Jacoby Creek Road. Extending the walkway south to the Jacoby Creek Road intersection, as well as around the roundabout, will further improve pedestrian safety.

Response 38-3 – Preference for Three Way Stop

Please see response to Comment 32-1 regarding replacing the roundabout feature with a three way stop intersection.

From: [Wayne A Palmrose](#)
To: [COM DEV](#)
Subject: Old Arcata Road project 2021
Date: Monday, February 22, 2021 3:31:09 PM

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

City of Arcata,

Community Development Department February 22, 2021

RE: Old Arcata Road, Bayside area.

This project that has taken much time, effort and input has some unanswered questions I have:

1) I own property along Old Arcata Road one of which is at 1687. This is fenced , vacant and I mow and take care of the parcel. I park along roadway and using a riding mower must park outside on Old

Arcata Road. How am I going to park there and work when you are taking, on the west side, some 11 feet plus a sidewalk? This is Bayside, rural in nature and has always been.

2) As to the speed issue, why don't you (City of Arcata, CHP) just enforce the speed limit--period. Put in a double yellow, no pass strip and leave it at that. Enforce what is currently there.

3) Roundabout at Jacoby Creek Road is not the answer. It takes away parking for both Bayside PO and other parcels close by. Size of this roundabout is completely out of character.

STOP sign is cheaper and would do the job.

Please don't ruin Bayside. it is a jewel and has so much to offer.

These proposals cost too much and as before, Arcata spends way more than they can afford.

Wayne Palmrose

PO BOX 113

Bayside CA 95524

39-1

39-2

39-3

39-4



Response to Comment Letter 39

Response 39-1 – Access for Mowing

As noted in response to Comment 22-3 regarding 1687 Old Arcata Road, a driveway apron/connection would be provided at the existing gate that serves the parcel. On-street parking would not be permitted on the west side of Old Arcata Road adjacent to the subject parcel. Improvements to the public right-of-way have no direct impacts to the property in question

Response 39-2 – Alternatives to Reduce Speed

Please see response to Comment 3-4 regarding traffic calming alternatives and limitations thereto, as they relate to other benefits of the project.

Response 39-3 – Opposition to Roundabout

Please see response to Comment 32-1 regarding replacing the roundabout feature with a three way stop intersection. The roundabout has been designed to contemporary design standards. Required dimensions for roadway width, curvature, and other design standards determine the necessary total size of the facility.

Response 39-4 – Project Cost

The project has been funded with federal and state transportation funding administered by Caltrans, based on the need for the project.



3. Errata and Proposed Modifications to ISMND

The following modifications to the ISMND are displayed below:

3.1 Nesting Bird Period

Project Description - Section 1.5.1 of ISMND

Construction is anticipated to occur over a six to eight month construction window. If feasible, vegetation clearing would occur during the non-bird nesting season, between ~~August 16th and March 14th~~ **February 1st through August 31st**.

Biological Resources - Section 3.4 of ISMND

Mitigation Measure BIO-4: Remove Vegetation Outside of Nesting Bird Season

The City would attempt to remove trees and other vegetation that could potentially contain nesting birds outside the bird nesting season (~~August 16th and March 14th~~).

3.2 Mitigation Measure HWQ-1

Section 3.10 of ISMND

Mitigation Measure HWQ-1: Water Quality Control Measures During Excavation, Including Drainage

In instances where excavation occurs within the vicinity of stream channels, flowing ditches, or wetted waters of the U.S. or State, erosion and sediment control measures shall be implemented. These measures shall include installation and maintenance of silt-fence along channel banks or wetted waters as specified in Project designs, and development of erosion control plans to prevent inadvertent sediment delivery. **Additionally, the project shall implement recommendations from the drainage study prepared for the project to document the facility is designed in accordance with City and County standards. The drainage study would include:**

- **Delineation of contributing watershed subbasins**
- **Calculation of peak runoff rates in accordance to City and County requirements**
- **Capacity analysis of post-project drainage facilities**

Implementation of Mitigation Measure HWQ-1 would mitigate potential impacts on water quality standards and waste discharge requirements to a less-than-significant level by appropriately manage construction dewatering and implementing erosion control measures nears streams and other wetted waters of the U.S. or State **and ensuring potential water quality impacts related to drainage do not result.**



4. References

- Caltrans. 2016. Eureka-Arcata Route 101 Corridor Improvement Project, Humboldt County, California. Environmental Impact Report/Statement, Volume I of IV, State Clearinghouse Number 200109035.
- U.S. Department of Transportation (DOT). 2000. Roundabouts: An Informational Guide. Publication No. FHWA-RD-00-067.



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