

From: [David Loya](#)
To: [Dele Freitas](#)
Subject: FW: Gateway-community input
Date: Monday, June 06, 2022 2:48:16 PM

From: Cathy ChandlerKlein [REDACTED]
Sent: Thursday, June 2, 2022 7:52 AM
To: David Loya <dloya@cityofarcata.org>; Meredith Matthews <mmatthews@cityofarcata.org>; Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org>; Sarah Schaefer <:sschaefer@cityofarcata.org>
Subject: Gateway-community input

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This is what I was hoping to say last night at city council meeting but I had to go to a class before I had a chance to speak. Please enter the following in the records of community engagement on the Gateway. Thank you!

Cathy Chandler-Klein

I support the Gateway Plan because it is a climate plan. One of the fundamental obstacles to dealing with the climate crisis is that the problem is global but many of the potential mitigations are local. Local and current stakeholders (us) get to decide whether local mitigations can happen, but it is global and future stakeholders (our children, our grandchildren) who will pay the full price. On the local level it is tempting to say, “well, I understand there is a climate crisis BUT I don't like this mitigation, that approach, not in my community, not now, not this way. “ Clearly, no one local action in itself will affect the course of climate change but without strong local actions across the world, we will fail.

Mitigating climate change requires, in the short run, drastic actions that have societal costs. There is no free lunch. But in the long run, these costs pale compared to the costs of not

acting. Without drastic societal changes the world will continue to warm rapidly with catastrophic consequences for billions of people and extinction of up to 25% of wild species. We have a moral obligation to act, to make compromises, to sacrifice, to do what we can. The science of climate change has demonstrated that the faster we act, the more we gain in the long run. -

Thank you for continuing to listen to community support and concerns, for the vibrant community dialogue, for soliciting and gathering feedback. Keep perfecting the plan, think about building height, about sea level rise, but in the end, please take action. There is no perfect plan but this can be a good enough plan if done well. We have an ethical obligation to take action.

Cathy Chandler-Klein, MFT



Arcata, CA 95521

Delo Freitas

From: Cassidy J Hollenbeck [REDACTED]
Sent: Monday, June 06, 2022 3:02 PM
To: David Loya; Delo Freitas
Subject: Student Report on Gateway Area Project
Attachments: Appropriate Technologies and Their Applications To The Arcata Gateway Area Project.pdf

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Hello,

My name is Cassidy Hollenbeck. I am an Environmental Studies Major at Humboldt, and I worked with NEC to organize the on-campus meeting about the Gateway project this past semester. As mentioned in the meeting, a couple students and I worked to design a report outlining potential appropriate technologies that could feasibly be implemented into Arcata infill development while fulfilling the Gateway Area project's guiding principles. I've attached the report in this email. I hope you enjoy hearing the ideas of students who are passionate about seeing the Gateway project succeed in our community.

Best,
Cassidy Hollenbeck

Appropriate Technologies and Their Applications To The Arcata Gateway Area Project

**By Kendra Traynor, Nicole Suzuki, Laura Gurney,
Phillip Mochel, and Cassidy Hollenbeck**

May 2022

Throughout the United States, Western urban design is at an impasse, struggling to deal with the repercussions brought on by near-sighted and unsustainable urban planning. Inadequately planned and poorly managed cities create new risks which threaten to erode current development gains and civilian prosperity. The lack of sustainable and equitable design creates a risk for inadequate infrastructure and services, unsafe housing, and a lack of access to important resources which fail to address the rise of poverty, lack of affordable housing, resource overconsumption, and biodiversity loss. With traditional urban design unable to mend the rift between the need for sustainability and western urban landscapes, architects, artists, designers, and students are challenged to imagine a more sustainable future. The city of Arcata has a unique opportunity to directly address some of these challenges experienced within Arcata's urban landscape. By transforming the 138-acre area of land that was once used mostly for industrial purposes, Arcata gets a chance to reimagine itself as a city fit to handle Arcata's housing and economic development needs while maintaining community oriented values.

Within this paper, we aim to create a visionary idea for the City of Arcata that architects and developers can use to establish a more secure and positive environment for the future generations of Arcata. The motivation behind the Arcata Gateway Plan is a simple question: how can we create a future that rethinks and transforms traditional urban landscapes into an environmentally oriented city with equitable access to affordable housing? Imagining these cities is an exciting opportunity that could help us understand how we want our future lives to look. But we must open up the opportunity to conceptualize these futures by considering student perspectives that embody a wider and more diverse set of people. By doing so, we will be better positioned to rethink the shifts required to safeguard our health as well as support other species and the planet we share.

Sustainable Design Section

With enrollment at Cal Poly Humboldt predicted to skyrocket over the next few years, many of us students wonder, where will we put these new students? But the more pressing question is how are we going to put the thousands of students in Arcata? Arcata is not as large as San Luis Obispo, or Pomona. We believe the solution to this is smaller private spaces, and larger communal spaces. The situation of being a student during this pandemic made one observation very clear, we need separate spaces for different life activities. During the pandemic, students would spend hours in their room on their beds attending zoom classes and doing homework, only to leave for a couple of hours to come back and sleep. Student's beds and rooms became their new classrooms, this impacted many students' mental health negatively. There was no boundary that was set as a place and time for sleep and a place and time for school work. Research has shown that "separating the workspaces from living spaces is an important factor... It is recommended to have a dedicated workspace to create physical boundaries," this helps "establish a productive work atmosphere, increase workers desire to stay longer hours at their workstation and signal to other household members that they do not want to be distracted" (Awada, et al, 2021). A lack of separation can affect productivity, which can be difficult for a

college student with many deadlines. This blurred interaction with both sleep and school, caused students to struggle greatly with both. Students' beds should not have to be a space for the school, it is a place for downtime and sleep. As a student who now lives in Humboldt's dorms on campus in a tiny 204 sq ft room, I come to the library to study, and I go to the gym to work out. I spend very little time in my dorm. As a no-income college student, if it meant I could pay a fraction of my rent, I would live in an even smaller room. I only go home to sleep and eat, as a student, I personally don't feel a need for that much space for just me. If private rooms were downsized to 63 sq ft (9' x 7'), rent should be more affordable, and there would be more spaces for the spike in incoming students. These could be made in different sizes to accommodate all students.



smaller dorm example

The most important part of having small private rooms is that it is compensated with larger public activity spaces. These spaces should allow people to live more comfortably, be less stressed, and feel more fulfilled. A survey was conducted during the pandemic on the matter of working from home and it discovered that “some respondents felt that constantly changing the workspace helped them focus and enhanced their work performance” (Awada, et al, 2021). The spaces should be aimed at meeting the communities less private needs. These spaces should build community and help people grow as adults. “Collaborative housing can offer social support for young and old, singles and families alike, while providing environments where sharing networks and local cooperation can flourish. Shared housing encourages sharing knowledge and skills, addressing a neighbor’s problem cooperatively, rather than individualistically ignoring or competing against them, say through conspicuous consumption” (Nelson 2018). Cohabitation builds social capital which helps bridge the gaps left by income inequality. Cohabitation is not only financially more affordable, but it makes people feel less alone. Many of us felt the impact that isolation has on a person during the pandemic. Due to the pandemic, students struggled with not being able to spend any amount of time with people. Students lost a lot of social skills due to the duration of the isolation. Communal living will allow people to connect and learn from each other. Communal living would make amenities more affordable, allowing people more access to more opportunities and resources.

Examples of possible communal spaces:



dining room/ common room/ greenhouse



library/ study room/ cafe/ computer room



video games/ gym

In Los Angeles, there is a community of artists that have found a creative way to combat the high rent prices of the city and the low wages of artists. They have done this by having small private spaces and shared communal spaces. These communal living apartments are called UP(st)ART. These capsule-sized homes allow artists to live in the city while not paying high rent prices. Living in a bustling city like Los Angeles without having to work three jobs to pay your rent and utilities is quite difficult. Though those who live at UP(st)ART get to work on their most ambitious objectives and creative passions without having to worry as much about how they're going to pay the bills. Their low-cost rent includes, "access to facilities (WiFi, desk spaces, recording studios, musical instruments, etc. - facilities vary by location), admittance to all our activities (family dinners, workshops, guest speakers), and a bunk bed or pod bed in one of our guest rooms" (UP(st)ART). This idea is great because they not only create affordable housing, but they also help establish career connections by only housing artists. The communal spaces at UP(st)ART cater to artists. This idea could be applied to the Gateway project by creating communal spaces for specific people such as families, students, and artists.

Photos from the UP(st)ART website:



Gentrification Acknowledgement

The Arcata Gateway Area Project project can be more harmful than good if combating gentrification is not at the forefront of the priorities. Gentrification has changed all large cities in the US, and has many victims, most of whom are low-income minorities. Speaking for low income minority students trying to live in Arcata, many students' biggest fears for the PolyTech advancements is that rent prices will skyrocket. How will this project confront that? More importantly, how will this project protect the locals from displacement? How can we keep Arcata affordable? From an economic perspective, the city can either make everyone richer or keep prices low. This can be done by raising the minimum wage. Or setting rent price caps, and having stronger rent control policies. Another possible solution is a Community Land Trust (CLT). Community land trusts (CLTs) are long-term housing affordability agreements between a nonprofit and a community. In general, a nonprofit organization acquires property and leases pieces to individuals or families at a low price, this then separates “the cost of the land from the cost of housing” (Broad, 2020). Inhabitants can collect equity in their homes, but they cannot sell them for a substantial profit, ensuring that housing will be affordable for future residents. Another solution is Inclusive financing, which is when financing unions and other community development financial institutions (CDFIs) can provide equally extended credit to local, minority-owned enterprises, which are frequently turned down for loans and redlined out of their own communities (Broad, 2020). This would allow the locals to have capital investments that would allow them to compete in the new market of upcoming developments. There are many more possible solutions that would keep the people of Arcata in Arcata.

Another question that cannot be ignored is Cui Bono, who stands to gain? Is this project creating millionaires? Are we making the super-wealthy even more wealthy? Does this project increase income inequality? The priority benefactors should be the local community and the BIPOC people. Does this project gentrify Arcata, or does it revitalize Arcata? In order to revitalize Arcata, one must focus on revitalizing the livelihoods of the local residents of Arcata. When revitalizing, rent should not go up, or at least it must remain affordable. The residents of Arcata must be able to stay in their homes. Revitalization focuses on nourishing the local community, the local culture, and the local ecosystems. Revitalization forces one to focus on

community over monetary capital benefits. The project should at least attempt to improve local conditions, instead of just making them worse.

A much-needed action needs to be made for Humboldt, can this project restore culture? Can Humboldt have a more diverse culture and population again? I was told there was once an Asian population here in Humboldt, but they had their businesses and homes burnt down due to pure racist hatred. Polytechnics tend to attract a more diverse and foreign crowd, will they feel welcomed here? With Humboldt's history of Asian hate, how can this project alleviate some of that deep-rooted tension? With the spike in Asian hate due to covid, many Asian students feel unsafe leaving the campus. How can this project be actively anti-racist? Is there actual diversity amongst the planning committee and the people in charge of this project? Could there be more diversity? A step in the right direction would be to hire POC artists to design the art on the buildings that express their own culture. This will at least somewhat normalize POC culture. Another option would be to have a space for the community's cultural groups to meet and be able to celebrate their culture and traditions. This could be beneficial for the residents of the Gateway apartments and Arcata because it would allow them to interact with and learn about the diversity of cultures we have in Arcata. In an article titled, *10 Keys to Everyday Anti-Racism*, which was published by UC Berkeley, simple practices or Anti-racist efforts are laid out. First being *education*, knowing how racism manifests itself in unconscious and automatic ways will aid in recognizing it and taking action to combat it. It was found that studying "lesser-known facts" has helped them not only see and comprehend, but also take action against racism and anti-blackness. Another key is *rehumanization*, it's important to show the community that minorities are people not that different from the majority, and that their uniqueness should be celebrated (Turner, et al, 2020). Prioritizing the visibility and acceptance of different cultures and minorities

Livability

Livability is a city design tenant that centers on the human ability to happily and healthily live in a built environment. It highlights not just the physical but also the mental health of the resident and also puts a strong emphasis on environmental technology integration such as increasing bikeability and encouraging walkability. Livability can encompass quite a few large concepts but I will be narrowing it down to a few key focuses and give some valuable pointers for future development. The core tenants we will dive into are; first public transit, then bikeability, followed by walkability and finally addressing accessibility in application to the infill development project. These will all come together to provide some safe and applicable techniques to make the infill development more amenable to the people who will reside there, and not just provide for the bottom line. It is also notable to mention the social aspect of livability, increasing social awareness and interaction. Alongside having new construction aid social equity in its many forms complements core sectors of livability and what livability stands for.

Transit access

Since the development is aiming to increase density in the area, utilizing this density to improve even more people's lives will be imperative. Driving livability will significantly increase the living value of the surrounding areas if orchestrated correctly. Utilizing this increased population and redevelopment while ignoring bike capability and pedestrian capability will simply result in a less than futureproof development. So addressing these aspects of livability should simultaneously increase the health and happiness of the community while helping the environment and ensuring a fulfilled and lively community in this new Arcata development.

One staple for livability is increased transit access and availability. If someone is to live somewhere and have convenient access to a city they must have access to public transportation and other forms of transit. If someone doesn't think of transit as an option for their transportation the war has already been lost. For example, the A&MRTS (The Arcata and Mad river transit system) has one limited bus route with mostly uncovered bus stops. Some of these stops are simply light posts with a paper wrapped around them. The service doesn't even run 12 hours and barely arrives hourly (Humboldt). I was a regular transit user when I lived in San Francisco. I understand that expecting the same service in a city that is not even 2% of the city's population is ludicrous but taking pointers from different scale cities can still provide valuable information (US Census Bureau). But if a bus had this sort of service in the city it would barely be used so I don't suppose they could increase it for a city with little else in terms of public transit. There is not even another line in Arcata you could add another line to could hit some desperately needed stops. Encouraging bus usage with promotions and advertisements is also crucial. The information must be provided for their times and locations in order for people to even know bussing to a location is an option. A big part of this is frequent, reliable service. This will of course be tied to increased density but increasing frequency and reliability will also be crucial to building a steady busing population. Bus frequency is often a big factor for students. This means every 20-30 minutes, preferably 20 minutes. Not hourly like Arcata currently has. Another must is building on this is distinct, plentiful, and pleasant bus stops. This means noticeable, sheltered bus stops in places where people need them. Or else people will not use them. An overlooked, uncomfortable and impractical stop is a failed stop. If someone doesn't feel safe or is disoriented they will not likely frequent the service (Dziekan). This has been the transit segment of this guide on livability. Because if the infill development continues the city's focus on automobile transport it will overlook a considerable pivoting point for the city.

Bikeability

The next aspect of livability that I'd like to bring up is bikeability. This will be crucial in decarbonizing Arcata's transportation. Arcata has so much potential for bikeability because it is relatively small and doesn't have too much extreme grading or hills. The city just needs a nudge in the right direction. And I would love to provide a direction to nudge Arcata in, in regards to bikeability. Starting with safe plentiful bike parking. Biking cannot become a feasible form of transportation until adequate bike parking is made available. One solution in frequently

trafficked places is bike locker boxes where one can lock their bike in a designated box to keep it safe. Because no one wants to bike around if they think their bike will go missing when they turn their head. Furthermore, a big part of bikeability will require a little bit more commitment from the city. This includes bike road infrastructure. Bike road infrastructure will mean, designated separate bike lanes throughout the new development and beyond. So designated separate bike lanes that give bikers enough space to safely bike without feeling intimidated by roads that emphasize cars more than anything else. This not only includes major roads but also bike paths in lower income areas in order to further interconnect the city safely. If we want people on the streets using bikes we need separate bike lanes in order to ensure biker safety and to keep cars separate and safe. Once there is a space for bikers on and off the road we can get more people on the roads in this capacity. Something that will also help in this department is off-road bike paths. These can really bring vibrancy and life to a city especially when they are expanded to pedestrian and bike paths. These must also be safe, functional and pleasant to use. An aspect to consider with development is the equitable distribution of bike infrastructure, cities can oftentimes focus overwhelmingly on narrow high-income commercial areas for this infrastructure but a major part of its interoperability is the connection of different communities that will allow the ease of access to the entire network for all (Arellana). I know this is easier said than done but these are simply things that will get people out of their cars and thinking of decarbonizing their transportation.

Walkability

Speaking of decarbonizing transportation, walkability is the sibling to bikeability. Their infrastructure is also often synergistic as I mentioned with the bike-ped paths. Arcata is a small town it can easily be converted into a place where people would rather walk. This will require some change in the city. Including increased mix-use development. Mixed-use development usually looks like having commercial, light industrial, and residential with each other in close quarters. Instead of say, all single-family housing zoning with nary a general store in site. We can see a multi-story building with housing in the top floors and commercial/restaurant space below. This is a simple example of mixed development but it still provides jobs very close to residences. This is not to say this development does not already exist in Arcata but by getting a little more creative with these buildings with interesting floor plans, murals, and integrated social areas we can build a more vibrant city for all. High-density mixed-use will allow people to live closer to where they work and play. Mixed-use has a myriad of benefits that would also encourage bikeability. Another idea is of course having designated days that specific roads are closed. Such as what happened in many cities during the pandemic. In many places, they closed off some streets to cars on the weekend or just Sundays. Take San Francisco for example they closed off their great highway to through traffic during the pandemic and it provided extensive free space to residents. These closed streets became a lively place for people of all ages to enjoy the beach (San Francisco). I personally enjoyed the Great highway closure during the pandemic and it was quite uplifting seeing skaters, bikers, roller skaters, and scooters going back and forth. There were kids and parents, people walking dogs, groups of friends and senior groups. It changed how

I thought of public space and streets. On top of providing previously unavailable public space to a large set of residents. These closed streets provide an outdoor space that can be enjoyed by all age groups and kinds, it can also act as a seating area for restaurants and a general communal recreation area. These closed street times will then hopefully familiarize the people with the space and can also get people to walk more in general because they are more comfortable in these spaces safe from cars. A somewhat harder to grapple with idea, at least for Americans, is a continuous pedestrian path. Many of us in America must contend with fractured, unsafe, and unpleasant pedestrian experiences. So providing continuous, connected pedestrian infrastructure first should be at the forefront of a vibrant walking-friendly city. This also means putting parking out of the way from buildings so underground or in parking garages. In order for buildings to have facades that cater to the pedestrian instead of the car user.

Accessibility

The last point in livability that I'd like to emphasize is accessibility. This means making the amenities accessible to the general public and accessible to people of all abilities. For those with disabilities and for those who might need just a little extra help in many different circumstances. This can mean providing braille to transit signs, bathroom signs and wherever it needs to be added, even adding it to where it is just pleasant for the visually impaired. Also increasing the use of street indicators for the visually impaired. Such as those at curb cuts but also there are street textures for building entrances, transit stops, and information panels. All of these additions make a city more approachable to the visually impaired (Dunovskaia). Of course curb cuts at all crossroads in order to aid wheelchair accessibility and bus stops that cater to those who need a rest. This includes benches at bus stops that include rain/shade cover. I should take this time to encourage even more benches throughout the city in order to provide a spot to rest for whoever needs it. More benches can make a city more walkable, especially for the elderly, pregnant, and disabled because there are rest stops along the way. On this point, increased shade provided by trees and other plants can improve the quality of life in many ways. Safe, flat, and pleasant sidewalks for all must be a top priority given that they are fundamental to many aspects of livability. Improving the accessibility to different bodies will also encourage communities to be more accepting in general, amplifying community feeling and of course, providing a more pleasant space for all, not just the traditionally able-bodied.

Composting

Composting is an excellent waste management strategy to establish in the Arcata Gateway Plan because it enhances community cohesion and reduces greenhouse gas emissions while producing nutritious fertilizer to the surrounding communities. It is also emerging as a popular method for managing food waste. Traditional waste management methods usually revolve around landfill disposal, which contributes to greenhouse gas emissions and other pollutants. It is also an unsustainable use of land, often irrevocably polluting the land they take up. Although landfill disposal is still a common practice, it is in the best interest of the Arcata

Gateway project to incorporate environmentally-conscious waste management methods. Composting is a natural process that does not contribute to the world's increasing landfill problem. It not only diverts possible waste for disposal but also locally produces a product that can contribute further to greenhouse gas reductions so farmers may replace traditional fossil fuel dependent fertilizer with compost. This section describes the process of composting and how it coincides with the Arcata Gateway Plan's Guiding Principles #3 and #7.

Composting begins by collecting food scraps such as egg shells, banana peels, and coffee grounds. Once these have been collected they are placed in a compost bin that has alternating layers of green and brown material. The green material refers to food scraps, and the brown material refers to a carbon-rich filling of sawdust, straw, paper, or bark. There will likely be no problem finding brown material in Humboldt. It is important to have these two layers because it prevents the mix from becoming soggy. Once both materials have been added, the natural process of decomposition begins. An article from *The American Biology Teacher* stated "Given sufficient air and water, the decomposing organisms, especially bacteria, proliferate" (Cronin Jones 1992). Bacteria and organisms raise the temperature of the compost bin which assists the process of decomposition. Composting is successfully practiced by both small and big communities around the world, and its reduction of greenhouse gas emissions aligns with the intentions of the Arcata Gateway Project.

Guiding Principle #3 of the Arcata Gateway Project states "Establish ministerial permitting options and streamlined development processes for projects that provide designated community amenities or otherwise facilitate the guiding principles" (Arcata Gateway Plan). It has been proven that by educating a community on the importance of composting it fosters a greater respect for the environment. For example, the city of Surabaya in Indonesia has initiated composting programs in some of their neighborhoods, and residents were happy to report back that they felt closer to their community through their efforts to help the environment. In reference to Surabaya City, an article by Kazuhisa Koakutsu stated " . . . by treating solid waste near to its source, transportation costs and landfill waste can be reduced, landfill life can be extended and municipal costs for landfill management can be reduced" (Kuakutsu 2013). Given that the Arcata Gateway Plan wants to provide community amenities that uphold Arcata's small town feel, composting is an excellent initiative to establish in future plans.

Composting aligns with the Arcata Gateway Plan's 7th guiding principle as well, which states "This Plan includes strategies to reduce sprawl, minimize energy use, reduce vehicle trips, decrease waste generation, and reduce greenhouse gas emissions" (Arcata Gateway Plan). The most important aspect of composting is that it releases far less greenhouse gas emissions than traditional waste management services through less transportation and the nature of natural decomposition. The EPA's statement about composting is "By composting wasted food and other organics, methane emissions are significantly reduced" (EPA). If there are several community composting bins throughout the Arcata Gateway Project, the residents would feel confident in knowing that they are doing their part to help the environment. Arcata is notorious for valuing environmentally friendly initiatives, and composting is an excellent way of upholding this

principle. And lastly Humboldt bay has a significant agricultural presence that could greatly benefit from a local source of high quality fertilizer and composting which will allow the residents participate in the region's larger prosperity and drive to sustainability.

Community Garden Green Roofs

In this section, I propose the inclusion of rooftop community gardens as an example of housing development designed to benefit both its residents and the environment it is situated in. Through multiple peer reviewed articles, I outline various community garden types, the ecological benefits of green roofs, and the communal benefits of community gardens. This paper also includes discussion of some of the potential barriers to implementing community garden green roofs alongside investigating the need for Traditional Ecological Knowledge and local tribes to be engaged in the development process.

Types of Living Roof Tops

There are many different ways to design community gardens on rooftops. The simplest way is to set up garden boxes on top of a pre-existing roof space. These designs do not require in-depth forethought from building developers as long as the rooftop has enough load bearing capacity to support the added weight of a garden. Community gardens with moveable planter boxes are low commitment for developers and allow for flexibility with how residents want the space to be laid out. However, to establish a permanent community garden with the most ecological benefits, implementing a green roof design into the planning and zoning codes of the building is necessary.

There are three main types of green roofs; intensive, semi-intensive, and extensive. Each type requires different soil depths, irrigation systems, plant types, and funding. In brief, extensive green roofs are the least expensive type and are characterized by low lying shallow root plants (most often water-storing sedums). This type of green roof is easily compatible with solar panels. The second type, intensive green roofs, provide the most environmental benefits and community access but also require more funding and maintenance. Intensive green roofs can have plants ranging from low-lying shrubs to large trees and exhibit high functionality and agricultural potential. Semi-intensive green roofs can be seen as the middle ground of the two former types. Choosing the type of green roof depends on the specific qualities and function of the building.

In the case of the Arcata Gateway Area Project, selecting green roof types on a building to building basis would be best to suit the mixed use and density zoning codes. Wherever possible, city planners should incorporate intensive green roofs in the requirements of buildings and contract developers that have proficiency in this type of green roof design. Not only are intensive green roofs the most compatible green roof type for rooftop community gardens, but they also exhibit the most ecological benefits. These benefits are addressed in the following section.

Ecological Benefits

Rooftop community gardens provide a wide range of environmental benefits. According to the 2021 EPA report on Using Green Roofs to Reduce Heat Islands, “Green roof temperatures can be 30–40°F lower than those of conventional roofs and can reduce city-wide ambient temperatures by up to 5°F. ^{1,2} In addition, green roofs can reduce building energy use by 0.7% compared to conventional roofs, reducing peak electricity demand and leading to an annual savings of \$0.23 per square foot of the roof’s surface. ^{1,3}”

Mitigating temperatures and reducing building energy use also translates to a decrease in GHG emissions and air pollution produced by air-conditioning and heating systems. The vegetation on the rooftops also naturally removes air pollutants through dry deposition and reduces GHGs through carbon sequestration and storage (Sailor, Elley, Gibson, 2011). The same article found,

“Green roofs can reduce and slow stormwater runoff in the urban environment, and also filter pollutants from rainfall. Green roofs can retain nearly all storm-related precipitation during the summer months, with lower retention during the winter months (< 20%). The actual stormwater management potential of green roofs is dependent on the season and rainfall patterns. ⁷” In this way, green roofs can become a solution to urban stormwater management in rain heavy cities such as Arcata.

Another study found that urban centers that prioritized the protection and cultivation of greenspaces had increased levels of biodiversity, a key component of resilience against the predicted impacts of climate change (Beatley, Newman 2013). These findings are echoed by reports of how green roofs can bridge together fragmented habitats in urban and suburban areas as well as create more habitats that were previously destroyed in the process of urbanization (Yeung, 2014). With more recent research further reiterating the significance of the biodiversity present in green roofs (Wooster, et. al 2021), green roofs present an opportunity for the Arcata Gateway Area Project to become pivotal in increasing the biodiversity and environmental health of the City of Arcata. The intensity of these ecological benefits are, of course, influenced by the green roof type used and its associated design properties. However, every type of green roof has proven to be overall more sustainable and climate friendly than conventional empty rooftop surfaces, and even white-paint rooftops (Yeung, 2014).

These environmental benefits align with the Arcata Gateway Area Plan Guiding Principle: Plan for Environmental Restoration and Sustainability Features (pg. 32). Establishing community garden green roofs can be used to increase levels of biodiversity in Arcata while also encouraging native Northern California plants to thrive within Arcata’s rooftop gardens. Though many plants found in Arcata are often assumed to be native due to their frequency around town and surrounding area, many abundant plants in Humboldt are actually exotics; some have naturalized and become invasive. In this way, community garden green roofs can provide a solution to Humboldt’s growing encroachment of invasive plant species while also producing the benefits of mitigating urban temperatures and storm water runoff, and increasing local biodiversity and air quality.

Community Benefits

Implementing green roofs into housing development projects also has significant benefits for the residents and neighboring community. It is well documented that access to greenspace and connection to nature significantly improve human health and wellbeing.

“Green neighborhoods and more natural living environments have been associated with reductions in stress and increased levels of physical and mental health [7,8,9,10,11] ...populations with greater exposure to green space experience lower mortality and that green space exposure can help reduce health inequalities [12]. The presence of nature, moreover, is associated with improvements in positive mood, cognitive performance and even creativity [13]” (Beatley, Newman 2013)

While providing greenspaces is a key tenet to designing livable housing, it is necessary to acknowledge how social dynamics might block certain people from reaping the benefits of these spaces. Historically, marginalized peoples have been excluded from access to green spaces or been made to feel unwelcome. These issues are discussed in the study, “Developing ‘Community’ in Community Gardens” which concludes that when intentionally designed, community gardens can act as a shared space for people of varying socioeconomic backgrounds and ranging positionalities to come together.

“Community gardens are noted as places where different ethnic groups can interact, thus providing a space to help different groups overcome potential barriers between them (Wakefield et al. 2007). Community gardens have also been shown to provide opportunities to enhance social capital, promote interactions and social inclusion (Glover 2004, Kingsley and Townsend 2006, Quayle 2008)” (Firth, Maye, Pearson, 2011).

Alongside this, rooftop gardens are opportunities to improve local food security and inspire mutual aid. One mixed method study analyzed 277 community gardens to investigate the relationship participation in these gardens have on food justice. The study concluded community gardening to have positive impacts on neighborhood participation, community sharing, and social capital, alongside increased fruit and vegetable intake, access to produce, food quality and food security. The study concludes that food justice exists when community gardens “create a racially diverse and inclusive group of gardeners who equally share access to, voice in, and control of the space and how it is used.” (Burt et al., 2021)

This discussion of food justice and community building is directly applicable to the Gateway Area Plan Guiding Principles: Promote Racial Equity, Social Justice, and Diversity (pg. 27) and Expand the Arts and Celebrate Cultural Identity (pg. 31). These topics are also addressed in the previous sections addressing gentrification and community living.



An example of a community driven rooftop garden: Eagle Street Rooftop Farm, Brooklyn NY

Drawbacks

While rooftop community gardens provide ample benefits to their environment and community, they are not without hurdles. It is necessary to acknowledge that the initial cost of constructing and then maintaining green roof tops is higher than conventional empty surface roofs. This has been listed as one of the leading barriers to developing green roofs (Zhang et al. 2012). However, when the environmental savings are calculated into the equation, the expense of building green rooftops is minimized. Moreover, these additional costs should not be considered extraneous given the immense community benefits provided by green roofs, all of which are critical to designing housing projects that people actually want to live in, and the neighboring community is willing to support.

Another leading barrier is the lack of promotion and incentive from the government for green buildings and rooftops to be implemented into housing projects (Zhang et al. 2012). This may be the case for many projects, but given that the Arcata Gateway Area Project is centered around providing housing opportunities that prioritize community amenities in support of public needs and wellbeing, there is high incentive for rooftop community gardens.

Another issue with designing green roofs is the technical complexities that occur during planning and construction. This is especially true for advanced intensive green roofs. For this reason, developers with specific experience in green roof technology must be contracted. Luckily, with the popularity of green roofs surging across the globe and their associated technologies acquiring more research, access to affordable green roof construction companies is becoming increasingly easier.

It is also important to address that in order to fully obtain the associated ecological benefits of green roofs, site specific knowledge of native plants and local ecosystems is required. This becomes difficult when contracting non-local developers is necessary to construct the green roof system. However, I propose in the next section that this barrier is actually a bridge to integrating Traditional Ecological Knowledge into development projects and reconnecting the City of Arcata to local tribal communities.

TEK as a Solution

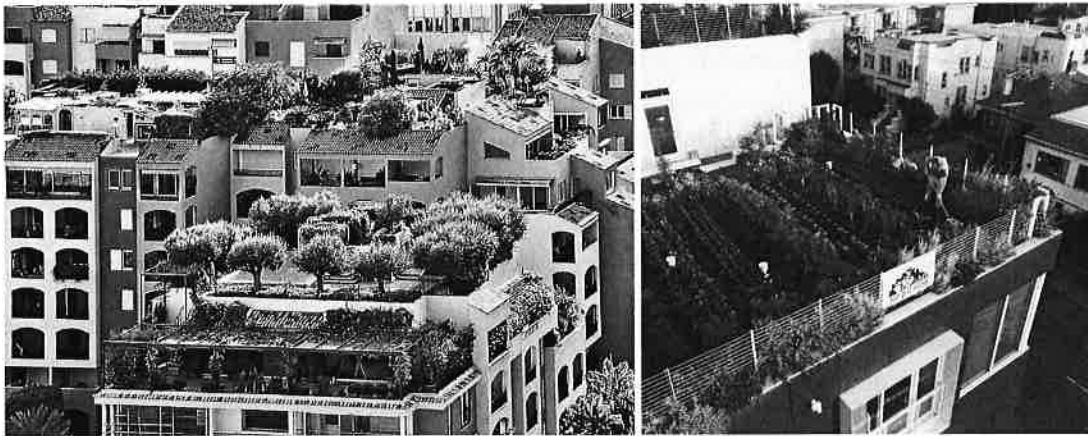
Traditional Ecological Knowledge (TEK) is an academic term used to describe the knowledge possessed by indigenous and local peoples through intimate contact with their environments over hundreds or thousands of years (U.S. Fish and Wildlife Services, 2011). TEK has been excluded from dominant academic and scientific discourses, including the decision making processes and research surrounding development. While TEK has historically been devalued and painted subordinate to Western knowledge frames, time has shown that the quickest way to inadequate and inferior development is by blocking out the incredible insight and timeless knowledge possessed by indigenous peoples. This is particularly true for housing development projects looking to implement high functioning green roofs.

Many green roofs aim to use native plants because they increase the system's productivity and ecological benefits. According to the EPA, native plants are favorable over non-native or invasive plants because they are already adapted to the local environment and require less water, fertilizers, and pesticides. They also attract other native animals, insects, and birds that maintain the health of ecosystems (EPA, 2012). However, growing successful native plant green roofs requires in-depth knowledge of native plants and their compatibility with the green roof type in consideration (Ex: soil depth and irrigation requirements) (Yeung, 2014). This site specific knowledge is almost never possessed by green roof developers and contractors, but it is not impossible to find. In fact, it has been here all along. There is no one better to turn to than the local indigenous people when looking to develop a community garden green roof.

In relation to the Gateway Area Project, connecting with surrounding tribes should be at the forefront of any housing development effort, especially conversations surrounding green roofs and community gardens. Linked here are profound examples of TEK provided by several local tribes:

- [Wiyot Tribe Native Plants](#)
- [Trinidad Rancheria Environmental Program](#)
- [Native Women's Collective](#)
- [The Yurok Tribe Environmental Program](#)
- [Cal Poly Humboldt Food Sovereignty Lab](#)

Moreover, a TEK centric community garden rooftop is a powerful way to bridge the City of Arcata, its residents, and the surrounding indigenous tribes together in community with one another. This directly parallels the Gateway Area guiding principles: Promote Racial Equity, Social Justice, and Diversity, Expand the Arts and Celebrate Cultural Identity, and Plan for Environmental Restoration and Sustainability Features. Also fulfilling the community's desire to reconnect Arcata with local indigenous tribes. By implementing community garden green roofs in conversation with TEK, the Gateway Area Project can act as the site for beginning to decolonize the town of Arcata and move into a more equitable and indigenous minded future.



Appropriate Use of Water: Water Conservation

The Gateway Plan encompasses a 138-acre area of land that was once used mostly for industrial purposes. This area is located within 1/10 of a mile of downtown Arcata which provides huge potential for redevelopment. Currently the Gateway Plan is reworking the zoning and regulation requirements in order to begin building large scale residential development. The Gateway Plan is designed to establish residential housing projects in the urban core of Arcata while also strengthening policy, programs, and organizational capacity to protect working forests, agricultural lands, open spaces, and natural resource lands surrounding the city. Arcata's commitment to establishing adequate infrastructure to support the envisioned growth projected highlights the need for careful deliberation and community involvement throughout the planning as the Gateway Plan is influential in shaping the future of Arcata's urban landscape. With the establishment of Cal Poly Humboldt and the 6,000 new residents anticipated to move into the area, the infrastructure and long term development plans of Arcata require upgrades to existing infrastructure as well as investments into new infrastructure. The planned infrastructure systems must be sufficient to accommodate the variety of types and amount of planned growth, including up to 3,500 new residential units and new commercial businesses being established. While Arcata's current infrastructure is adequate to serve the current demands, substantial growth requires significant infrastructure upgrades. In this section of this section we will explore infrastructure needs around water. Three of the infrastructure priorities established by the Area Project align with our water suggestions, the infrastructure priorities highlight green infrastructure and natural drainage, two sections that contribute to encouraging a water sustainable infrastructure. The objective of this portion of the paper is to recommend sustainable infrastructure that serves the planned growth of the Gateway Area while also prioritizing how water, wastewater, and storm water are managed.

If sustainable growth is going to occur in the Gateway Area, then water conscious infrastructure will have to be implemented in order to achieve sustainable, equitable, and efficient infrastructure that prioritizes rainwater harvesting, greywater recycling, and water conservation. Residential buildings are made up of many systems that rely on water, it is important to incorporate infrastructure that promotes efficient water use. With today's desire to design green systems, the engineer's goal has become not only to provide a functional design but also to keep water usage and energy savings in mind. Water conservation is an important aspect to consider and should be incorporated into the Arcata Gateway Area Project design. Providing a system that recycles water will not only lower energy costs, but will also ensure the future availability of resources, create energy sufficiency, establish on-site renewable resources, and convey Arcata's values that the environment matters.

The main objective of this section is to stress the need for water conservation and highlight some of the technologies available for implementing water efficiency practices. In order to explore the benefits of incorporating water conservation strategies into building design, we will first explore the benefits of rainwater harvesting and greywater collection while also exploring how this saved water can be repurposed. For the purposes of this section, we are categorizing residential buildings as a building containing separate residences where a person may live or regularly stay (Craighead, 2009). Each residence contains independent cooking and bathroom facilities and may also be known as an apartment or a condominium. The solutions presented can be applied to single- and multi-family residential buildings. Additionally, the discussion does not directly reference water usage costs because the costs vary significantly. Within this section, we are attempting to explore two reliable water conservation implementation methods one being rainwater harvesting and the other being greywater recycling.

Historical/Regional Water Significance

Considering water usage and water conservation when imagining the Arcata Gateway Area Project is essential, especially when trying to ensure sustainable design. Humboldt County's history is directly tied to the extensive and majestic six rivers that run through Humboldt. The six rivers are the Smith River, the Klamath River, the Trinity River, the Mad River, the Van Duzen River, and the Eel River. With most of the waterways of the six rivers winding through Humboldt, Humboldt County has a long history of abundance as the rivers have sustained healthy aquatic ecosystems for centuries. This aquatic stability is threatened to become a thing of the past however, due to the severe drought in California and threats of climate change. Arcata must begin preparing to conserve water in order to protect the historic and beautiful rivers that we have. Water conservation is critical now more than ever which increases the pressure for Arcata to adapt water conservation into its infrastructure and future building designs. Water conservation is essential to the sustainable success of these proposed designs. When planned accordingly, these strategies and technologies can lessen the amount of water consumed in residential buildings. Water efficiency in residential buildings can greatly reduce water waste, yield lower sewage volumes, reduce energy use, and generate financial benefits too.

Rainwater Harvesting

When it comes to establishing water conservation in sustainable housing designs, rainwater harvesting is one of the most significant investment options. Rainwater Harvesting (RWH) allows for the collection and storage of rainwater, rather than allowing it to run off unused into the sewer, concrete, and asphalt. Implementing rainwater harvesting in Arcata's Gateway Area Project would be not only sustainable but immensely applicable to Humboldt County's climate as Arcata gets 46 inches of rain on average per year (WeatherSpark, 2022). RWH is great for climates where rainfall and larger storm events happen frequently. To further emphasize the benefits RWH would have on the Arcata Gateway Area Project, consider this, if a single thunderstorm drops one inch of rain in a yard, it is equivalent to over 250 bathtubs full of water (Winter, 2014). When considering Humboldt's climate, utilizing one of Arcata's most abundant resources, rainwater, is an essential and effective way to incorporate water conservation into Arcata's residential housing designs.

Rainwater Harvesting requires a large catchment area, like a building's roof, and significant rainfall. The rainwater is captured and harvested and then treated and best used as non-potable water. Non-potable water can be recognized as harvested rainwater that has not been filtered or manipulated (Federal Energy Management Program, 2022). Non-potable water is not considered drinking water and doesn't have to be treated to levels that meet state and federal standards of consumption. Rainwater Harvesting utilizes rainwater as a non-potable water resource and is the process of collecting and filtering rainfall from the roof of buildings to be recycled for many purposes including flushing toilets, filling washing machines, and watering gardens.

There is a wide range of rainwater harvesting systems available, most of which collect water from the roof via a drainpipe, filter out leaves and other debris, and store water in a tank. The rainwater harvesting options can vary from simple to complex, depending on the project size and funding availability. On the simpler side, using a simple rainwater barrel can save significant amounts of water for watering the garden while also being a less intense installment. In contrast, more advanced models can be used in conjunction with existing rainwater collection system pumps. These collection tanks can then serve as an on-site supply for watering lawns and gardens. It's also possible to reuse non-potable water indoors in toilets and for washing, but the regulations and requirements are a bit more complex than for outdoor use. Regardless, there are varying degrees of treatment and filtration that can be installed in conjunction with the cistern, depending on how the development intends to use the water (State Water Resources Control Board, n.d.). Rainwater collection entails significant upfront spending in order to benefit from the returns. Despite upfront costs for RWH implementation, RWH systems will pay back their costs in as little as two years.

Process Wastewater: Greywater Transformation

The Arcata Gateway Area Project has the potential to engage in water conservation in various ways and is not limited to rainwater harvesting. Built-in greywater processing is a

potential resource for residential buildings, which allows for buildings to recycle their greywater. Gray water is water that has already been used, but for non-toxic purposes (Greywater Action, 2018). For example, the water that goes down the drain from the laundry, showers, and washing dishes are examples of greywater often wasted in households. Greywater recycling recirculates wastewater from domestic appliances such as washing machines, baths, showers, and sinks, but not usually the kitchen sink, and never the toilet. Water used in laundry machines, dishwashers, bathtubs, and sinks is classified as greywater, meaning that it does not include human waste or sewage.

This water heads for the drains and is essentially lost if not captured and harvested for reuse. Incorporating gray water recycling into the Gateway Area Project's residential housing design would allow for greywater to be collected, filtered, and repurposed, allowing for a more self-sufficient and sustainable housing design. Another favorable aspect of greywater filtration systems in relation to the Arcata Equity project, greywater systems require modifications that often make it an impossible choice for most older buildings. However, this issue is not relevant to the Arcata Gateway Area Project since it is focused on new infill development. New infill development allows for the implementation of greywater systems during the design of the buildings.

The reclaiming process of capturing, processing, and repurposing greywater involves treating gray water to filter and disinfect it. After treatment, this water can be used as non potable water for toilet flushing, garden irrigation systems, cleaning processes, and various other uses around the residential complex. Large residential buildings used for student housing in Arcata's Creamery District would benefit greatly from a greywater filtration system especially when there is expected to be a high usage and demand for water that does not have to be potable. Filtered greywater is not considered drinking water as it does not come from surface and ground sources but instead is harvested and has been filtered and processed in order to be repurposed. The collection of greywater is stored in tanks and can serve as an on-site supply for watering the lawn and gardens of the building. It's also possible to reuse greywater indoors in toilets and for washing.

Further highlighting the benefits of greywater systems, in a Residential Greywater System Study, the Greywater Action Project studied 83 systems found in the California area and observed positive findings. The gray water systems were found within California in places including the San Francisco Bay area, Monterey Bay area, and the Santa Rosa area. During this study, they conducted interviews, collected and tested greywater and soil samples, visually examined 127 plants irrigated with greywater (Greywater Action, 2019). They also conducted a separate survey of 20 professional greywater installers about installation costs for 259 systems they had collectively installed since 2009. After concluding the study, they found that the greywater systems in the study saved water and had few problems. Significant success was found when implementing gray water systems in California. Of the 83 systems studied, water consumption decreased by an average of 17 gallons per day after greywater system installation

(Greywater Action, 2019). This translates to an average household savings of 14,565 gallons a year. Within the study, about 99% of system users were satisfied with their systems.

Greywater harvesting has specific regulations and requirements depending on whether buildings intend to use the water for either outdoor or indoor use. If used directly for watering the garden, greywater can be left untreated, but only biodegradable, non-toxic household cleaning and toiletry products should be used in the water system. Other fats and additives might need to be treated for garden use, and the soil should be tested regularly for nutrient and chemical composition. There are varying degrees of treatment and filtration that can be installed in conjunction with your cistern, depending on how you intend to use the water.

For further clarity on greywater harvesting in California, California's Graywater Standards are now part of the State Plumbing Code, making it legal to use gray water everywhere in California. These standards were developed and adopted in response to Assembly Bill 3518, the Greywater Systems for Single Family Residences Act of 1992 (Malotte, 2019). When it comes to California's regulations and requirements around greywater harvesting, there are a few guidelines that outline what the systems must have and must not have. Greywater systems in California must have an easy way to direct flow back to the sewer/septic, the valve must be clearly labeled, must send the water to irrigate landscape plantings, and the system must keep the water on the same property it is produced in as a maintenance manual (Greywater Action, 2017). Gray water systems also have strict rules on what cannot be included in the system and the gray water must remain non-toxic and safe for reuse. The Greywater system must not contain diaper water, contain hazardous chemicals, or have pooling greywater or runoff (Greywater Action, 2017). Following these requirements for maintaining greywater systems is essential to the success of reducing residential buildings' need for freshwater. Saving on fresh water use can significantly reduce household water bills and can also have broader community benefits in reducing demands on public water supply. By reducing the amount of wastewater entering sewers or on-site treatment systems, Arcata would be conserving the precious water of the surrounding area. The implementation of greywater harvesting would align perfectly with the city of Arcata's values which center environmental sustainability. Greywater harvesting systems built into the residential infrastructure would allow Arcata to protect its natural resources and would require an efficient use of water.

Greywater collection is just one of the ways the Arcata Gateway Area Project can incorporate on-site renewable resources and reduce water usage. Reducing water consumption while also protecting water quality are key objectives of sustainable design that the Gateway Area Plan should embody. Once efficiency has been optimized and implemented, facilities can then maximize the use of water that is collected, used, purified, and reused on-site.

Conclusion

In many ways, housing development projects when not properly orchestrated, can act as the site for furthering systems of environmental degradation, expanding socioeconomic divides, and discriminating against people of varying racial, cultural, gender, and age identities. However,

housing projects can also be the very foundation for destabilizing these systems and building opportunities for inclusion, equity, and sustainability. For this reason, it is paramount that the impacts a housing project will have on the community and environment is at the forefront of the conversation. Especially since construction is a major contributor to climate change it is imperative that a focus of these new developments in Arcata, be sustainable. If we don't start now, it may be too late to transform Arcata into a sustainable and enjoyable urban landscape that uplifts all community members. Along with this is the need for social equity within these plans. If we don't make these new spaces for all people to live happily and healthily, then the new developments might as well just be luxury condos. As students of the Arcata community, we are here to provide some directions to consider when planning and hopefully the examples provided will contribute to a better Arcata.

This paper highlights some forms of appropriate technology that can be applied to the Arcata Gateway Area Project. We first investigated aspects of sustainability and addressed gentrification, then outlined elements of livability through discussion of transit access, walkability, bikeability, and accessibility. We then offered up the inclusion of composting systems into the Arcata Gateway Area Plan alongside community garden green roofs. Finally, we explored the need for sustainable water infrastructure and highlighted the appropriate use of water through a focus on rainwater harvesting and greywater transformation. All of these dimensions of appropriate technology culminate into the defining aspects of a sustainable, equitable, and accessible future we see possible for Arcata. We hope you consider these topics not as trivial ideas, but entirely plausible technologies that will highlight all of the beautiful characteristics of our Arcata while also reshaping the city into a place where everyone of every positionality can live.

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From: [Fred](#)
To: [City Manager's Office](#); [Stacy Atkins-Salazar](#); [Sarah Schaefer](#); [Meredith Matthews](#); [Brett Watson](#); [David Loya](#); [COM DEV](#)
Subject: Planwest schedule re-evaluation / Direction on Form-Based Code
Date: Thursday, June 09, 2022 4:46:33 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: Arcata Planning Commissioners
Honorable Mayor Stacy Atkins-Salazar
Arcata City Council Members
Arcata City Council member-elect Alex Stillman
Community Development Director David Loya
Arcata Community Development Department
Arcata City Manager Karen Diemer

From: Fred Weis
Date: June 9, 2022

Re: Planwest schedule needs re-evaluation
Direction needs to be given about the Form-Based Code

Dear Mayor Atkins-Salazar, et al –

The material in this letter is covered in greater detail and with the original documents on the [Arcata1.com](#) website, in the article “Planwest’s schedule: We’re completely off-course.”

In brief:

1. **Schedule:** The April, 2021, contract with Planwest included a schedule for completion of tasks. That schedule could be considered as overly optimistic even at the start. It has since become so outdated that the schedule now means nothing.
2. **Tasks:** Included in the schedule are a list of tasks. Because the scheduled completion dates have passed with no evidence of work being performed, we don’t know whether these tasks will be performed in the future or if they have been abandoned.
3. **Delivery of the Form-Based Code:** In the original schedule, a draft Form-Based Code was scheduled to be released at the same time as the release of the draft plan. This was not done.

As a result, the Planning Commission – and the public – are being asked to evaluate large aspects of the plan with, essentially, half the plan missing. The plan cannot be adequately evaluated until we can see the Form-Based Code – it is very simple. It is not enough to hear the notion that “we’ll have that for you later” or “we’ll determine that after the Form-Based Code comes in.”

If you have any questions here, please consult with Planning Commission Vice-Chair Dr. Judith Mayer. She is an expert on this.

The Planning Commission has been calling for the delivery of the Form-Based Code for months – at least since February 8th, perhaps before. We’ve seen no progress.

At the previous meeting (May 24) of the Planning Commission, Planning Commission Vice-Chair Judith Mayer again asked:

“But I am wondering if at the time when — the schedule on our packet today indicates Design for three sessions — **if that is the time when the details of the Form-Based Code would be available for us to discuss?**

The reply from David Loya was, in part:

“I cannot commit at this point to having a Form-Based Code or having any components of that.”

The full text of these discussions, and a 45-minute segment of the video of the meeting along with the full transcript and additional commentary, is found at the Arcata1.com website in the “For Planning Commissioners & City Council Members” section. The comments on this start at point 2:35:15 on the video.

In my view, the entire 45-minute section of the video is worth listening to – the transcript there makes it easy to understand. (The playback speed can be made faster, so it would take 30-35 minutes to listen to and read through.) It shows a Planning Commission that is confused about the process of reviewing the draft plan, the inadequacy of reviewing it without having a Form-Based Code in hand, and the Community Development Director speaking in what may be interpreted to be as not understanding what the Commissioners are asking.

David Loya has reasons for not being willing to commit. In e-mail correspondence with him over the past four months or so, he and I have discussed this. But we’ve been waiting. There needs to be some action, and some decisions.

Mr. Loya has said, on numerous occasions, that he looks to the Planning Commission and the City Council for direction.

I request the Planning Commission and the City Council to give him that direction.

In my view, there’s an impasse here. David Loya has stated, in his professional opinion, that without full Ministerial Review there’s no point in developing a Form-Based Code. The Planning Commission believes the opposite. Moreover, without seeing the Form-Based Code, we can’t even begin to have the conversation about what kind of review is appropriate.

Even more, the public has little idea what “ministerial review” is — or the implications on the future of Arcata. A vote or determination without public awareness is simply wrong.

Summary of requests:

1. Revise the schedule

Ask Planwest to revise this schedule, based on real-life considerations. Make the new schedule available to the public.

2. Which Tasks are still on the table?

Determine which Tasks are in actuality being performed by Planwest. Make the new

Task list available to the public.

3. The Form-Based Code and Ministerial Review

Request Mr. Loya specify the direction he is seeking. Supply that direction. Pause discussion about the existing draft Gateway plan until we know if we're headed toward full Ministerial Review or not. Determine what conditions are needed for Planwest to develop and release an initial draft of the Form-Based Code. Determine an appropriate time period for public, Planning Commission, and potentially external review of the Form-Based Code, and request an appropriate new task schedule from Planwest regarding the Form-Based Code, if it is in fact to be developed by them.

Please do view the Arcata1.com website to read more about this and other issues. Please feel free to contact me to initiate a dialogue on any of this.

Thank you.

Fred Weis

TO: Planning Commission and City Council Members, Karen Diemer, David Loya

FROM: Jane Woodward

RE: Grant funds and Gateway Plan review scheduling

DATE: June 9, 2022

I've been watching City Council and Planning Commission meetings, and reviewing the associated packets, and find that I really don't fully understand the financing related to the Gateway Plan, despite best efforts on my part. It would be helpful to understand the following:

- a) What are the amounts and deadlines associated with each grant?
- b) How is the money allocated (who and/or what is getting the funds on each grant?)
- c) How much of the money has already been spent vs. amount still available?
- d) Have we already consulted with the grantor(s) to request extensions, and if so, what has the response been? What is the length of the extension requested?
- e) What are the implications financially if we miss any deadlines?
- f) What steps do we need to take now to obtain extensions (if desired) and avoid loss of funds or penalties? If there are penalties, what are they?
- g) What deliverables have been promised under each grant, and what is the status of each?

Reviewing two of the grants I've seen (the LEAP grant and the SLAC grant), these grants commit Arcata to produce certain deliverables by specific dates. However, the LEAP grant for \$65,000 runs to June 30 2024 to complete. So no apparent problem with timelines on this one.

The SLAC grant runs from November 2020 to January 31, 2023. It does provide for a one-year extension upon request and agreement. I assume we can make that request and get an extension to January 31 2024. I presume we've been submitting the required quarterly reports with progress to date. It's specifically for developing the Draft Gateway Area Plan,

I think it's important to clarify the funding issues so that we can determine whether we can take the time needed to have sufficient discussion, public input and review of the proposed Draft Gateway Area Plan (which we've only had on the table since December 1, 2021). We still don't have the proposed form-based code details which were supposed to be produced and released by Planwest Partners at the same time as the Draft Gateway Area Plan. That would be extremely valuable to clarify the difficult Gateway Plan issues being discussed.

I'd also like to know if we've surveyed all current Gateway property owners to see if they concur with this plan or are interested in selling or developing their properties to enable the proposed residential development. If that hasn't been done, it needs to be.

Respectively submitted,

Jane Woodward ([REDACTED]) Arcata

From: [David Loya](#)
To: [REDACTED]; [Stacy Atkins-Salazar](#)
Cc: [City Manager's Office](#)
Subject: RE: Request for a "Plan B" if the K Street & L Street couplet cannot be constructed
Date: Friday, June 10, 2022 8:42:00 AM
Attachments: [image002.png](#)

Hi Fred,

You may have missed this point in the myriad public meetings, but we are developing a plan B. There are actually a couple of options we will likely entertain. We've been talking about a plan B option since the beginning, recognizing that we do not have title to the lands needed to develop the road as envisioned. Thanks for including me in the conversation.

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

To grow opportunity and build community equitably.

Gateway Sig Block



[READ THE GATEWAY PLAN](#)

[Learn More About Public Meetings and Planning](#)

City Hall is open for business between 9 and 5.

Visitors to City Hall are required to wear a mask inside regardless of vaccination status. Thank you for complying with this local practice.

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.



From: Fred [REDACTED] >

Sent: Friday, June 10, 2022 7:12 AM

To: Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org>

Cc: City Manager's Office <citymgr@cityofarcata.org>; Sarah Schaefer <sschaefer@cityofarcata.org>; Meredith Matthews <mmatthews@cityofarcata.org>; Brett Watson <bwatson@cityofarcata.org>; [REDACTED]; David Loya <dloya@cityofarcata.org>; COM DEV <comdev@cityofarcata.org>

Subject: Re: Request for a "Plan B" if the K Street & L Street couplet cannot be constructed

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Stacy --

Thank you for writing -- I very much appreciate your fast personal response. It is meaningful to me that you have responded in this way.

Yes, I was aware that you cannot respond directly because of your business location. What's not so clear is whether you and incoming City Councilmember-elect Alex Stillman would be required to physically leave the Council chambers during Gateway discussions, and, similarly, not be present at the City Council - Planning Commission joint study sessions.

Please -- Karen, David, Stacy, other City Council members -- I'm not looking for a written reply from you to that implicit question about recusal. I believe this will be correctly handled by you. I do remember times when a City Council member actually left the room prior to discussion on a specific subject. Does it also mean that you, Stacy, and Alex cannot legally talk about Gateway-related issues with Staff, with the public, and with other City Council members? Again, I'm not asking for a reply, but it seems that at some point (soon) this would need to be established, and the decisions be expressed in writing to the public.

If it were up to me and not the FPPC, Stacy, I would welcome your participation and Alex's, as we need more thoughtful people weighing in on all of this. I appreciate what you add to the Council, and what you add to the Council proceedings as Mayor. Thank you.

In the meantime, I refer you to the Arcata1.com website. In creating the website I think regularly of you and the other City Councilmembers, to make it faster and easier for you to learn and get information that you may be looking for. The link for City Council items is highlighted in yellow on the home page, and topical articles are displayed prominently. In the writing, I take care to demarcate my opinions and separate my comments from what I regard as the facts.

Thank you always for your dedication and service to our wonderful city.

-- Fred

On Thu, Jun 9, 2022 at 7:47 PM Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org> wrote:

Hi Fred,

Thank you for the email. I'm sure you already know this but I cannot respond to gateway

questions because of the location of my business. I'm sure one of the others included in the email will respond to you though.

Have a wonderful evening!

Stacy

Get [Outlook for iOS](#)

From: Fred [REDACTED]
Sent: Thursday, June 9, 2022 4:20:04 PM
To: CityMgr@cityofarcata.org <CityMgr@cityofarcata.org>; SAtkinsSalazar@cityofarcata.org <SAtkinsSalazar@cityofarcata.org>; sschaefer@cityofarcata.org <sschaefer@cityofarcata.org>; MMatthews@cityofarcata.org <MMatthews@cityofarcata.org>; Brett Watson <BWatson@cityofarcata.org>; [REDACTED] David Loya <dloya@cityofarcata.org>; comdev@cityofarcata.org <comdev@cityofarcata.org>
Subject: Request for a "Plan B" if the K Street & L Street couplet cannot be constructed

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: Arcata Planning Commissioners

Honorable Mayor Stacy Atkins-Salazar
Arcata City Council Members
Community Development Director David Loya
Arcata Community Development Department
Arcata City Manager Karen Diemer

From: Fred Weis
Date: June 9, 2022

Re: Streetscape misrepresentations in the December 2021 draft Gateway plan
Request for a "Plan B" if the K Street & L Street couplet cannot be constructed

Dear Mayor Atkins-Salazar, et al –

For the record: I am in favor of infill. I am in favor of a unified plan for the Gateway area. I find the December 2021 draft Gateway plan to be lacking in many, many ways. As I have expressed to Community Development Director David Loya, I believe the existence of this plan has made his job considerably more difficult, in terms of trying to support a plan with limited feasibility. In terms of planning for what actually could happen – planning for what has a good probability of truly getting constructed – I rate this plan very close to Zero. The plan is filled with wishful thinking that is unlikely to be seen in reality. That is my opinion.

The Planning Commission has given some review to, and will continue to review, the draft

plan's depiction of Streetscapes and Mobility, which includes traffic patterns and bike lanes. A large part of this is the "couplet" that would be made of K Street going northward and L Street going south.

The question is: What is the practical likelihood of this couplet being built?

As we know, the City of Arcata does not have the rights-of-way to build this couplet. Without the couplet, the traffic patterns and bike paths that are shown in the draft plan would be vastly different.

While a proposed alternative is not always a part of a plan of this sort, in this case it is, I feel, 100% necessary. Much of the street design, traffic and bike lanes, sidewalk setbacks, even building design, etc etc is determined by whether K Street becomes 1-lane 1-way or retains its 2-lane, 2-way status.

I request that the Planning Commission and/or the City Council direct Community Development Director David Loya to determine and report to them:

1. The factors at play in evaluating whether the couplet might happen.
2. A true and real assessment of the probability and time-frame for acquiring the necessary rights-of-way.
3. A valid and complete "Plan B" to be presented as an alternative, to be used as part of the plan until such time as the couplet becomes possible and likely to be built.

In addition, I request that Director Loya be instructed to create a presentation, in writing, with sufficient diagrams or 3D modeling, for the Creamery District Community as well as for the general public, of what would happen to the L Street pathway if that couplet were to be created.

The car traffic, delivery vehicles, and transport trucks that currently are a part of the K Street traffic would instead be passing alongside the buildings of the Creamery District – the southbound part, that is. Areas where people now meet, sit, talk, and play will be removed. It is incorrect and a severe misrepresentation to say that the L Street pathway will have "minor modifications" and "will continue to be its current width" as is stated in the City's Gateway FAQs. In terms of what the L Street pathway contributes to the joy and humanity of the Creamery District, the L Street Pathway will cease to exist.

Thank you.

Fred Weis

Arcata

**Public Participation during Agendized Discussion of
Arcata's Strategic Infill Redevelopment Program (SIRP)
at Formal, Open Government Meetings
(Prior to the Release of the Draft Gateway Area Plan)**

Findings:

This analysis focuses on formal, open government public meetings held **prior** to the 12/1/21 release of the draft Gateway Area Plan. Each meeting identifies the agenda item title and the number of public speakers that gave oral public comment for that agenda item during each meeting. This analysis does not include the two "Special Meeting Walking Tours" held on 9/14/21 and 9/21/21. All analysis is based on adopted meeting Minutes, video and/or audio recordings, unless otherwise indicated.

As of 6/17/22, staff has provided **five publicly available resources** which lists the dates of all its public engagement efforts. Those five resources were used as references for this public engagement analysis. For unknown reasons, no formal public meeting dates for the year 2020 were provided within the resources, therefore, information from that year is excluded.

In summary, a total of **20 formal, open government public meetings** with agendized discussion about Arcata's Strategic Infill Redevelopment Program were held in 2019 and 2021:

4 Planning Commission Meetings: **Total 0 public speakers.**

5 City Council Meetings: **Total 2 public speakers.**

3 Study Session Meetings: **Total 3 public speakers (one speaker at each meeting).**

8* City Committee Meetings: **~1 public comment was provided during each meeting** (from a total of ~3 different public members).

(*Please note: The 9/20/21 Energy Committee Meeting discussed SIRP, yet that information was not included in staff's provided resources. It has been included in this analysis, due to that meeting's significance and for future discussion continuity.)

Publicly Provided Resources

- 1) *Arcata Strategic Infill Program-Public Engagement & Community Participation*, 12/15/21 City Council Meeting, Agenda Packet, pp 75-77. ("...This document provides a chronological summary of the participation opportunities on the Infill Program. This engagement summary will be updated periodically.")
- 2) *Draft Gateway Area Plan*, "Public Engagement & Community Participation," p 7.
- 3) *Infill Market Study-Community Engagement Report*, "Community Engagement," p 1.
- 4) *Arcata's 6th Cycle 2019-2027 Housing Element*, "Summary of Public Outreach," 12/18/19 City Council Meeting, Agenda Packet, pp 124-127.
- 5) *Draft SIRP Community Engagement Report*, 6/22/22 City Council Meeting, Agenda Packet, p 170.

Formal, Open Government Meetings

2019

(All meetings were held In-Person):

- 10/08/19: Planning Commission Meeting (Time stamp 1:40-2:12)
 - **Housing Element Vacant Sites, Inventory, Policy & Implementation Measure Review.*
 - **No oral public comments given.**
- 10/22/19: Planning Commission Meeting (Time stamp 3:30-3:31)
 - **Housing Element Vacant Sites Inventory Map & Implementation Measure Review.*
 - **Motion to discuss at next meeting (due to late hour). Discussion ~1 minute.*
 - **No invitation for oral public comments.**
 - **Meeting referenced in Resource #1, #3.*
- 11/12/19: Planning Commission Meeting (Time stamp 3:08-3:47)
 - **Review the Draft Housing Element Update and Consider a Rec to the City Council.*
 - **No oral public comments given;** 2 emails received/briefly described (3:45).
- 11/20/19: City Council Meeting
 - **Review the Draft Housing Element and Provide Direction to Staff.*
 - **No oral public comments given.**
- 12/04/19: City Council Meeting
 - **Review the Draft Housing Element and Provide Direction to Staff.*
 - **One oral public comment given.**
- 12/10/19: Planning Commission Meeting (Time stamp 1:21-2:31)
 - **Adopt Resolution Recommending the CC Adopt the Draft Housing Element...*
 - **No oral public comments given.**
 - **Agenda Packet p 360: Attachment A, Exhibit 2: Public Letters Received (6 letters summarized in draft Housing Element).*
- 12/18/19: City Council Meeting
 - **Adopt Resolution Adopting Housing Element & Adopt CEQA Addendum...*
 - **No oral public comments given.**

2021

(All meetings were held Virtually):

- 1/06/21: City Council Meeting
 - **Consent Calendar, Item G: Authorize the City Manager to Execute a \$12,888 Amendment to the Infill Market Study Contract with ADE for Additional Work.*
 - ** Item not pulled for discussion.*
 - ** No Council discussion, therefore **no invitation for oral public comment.***
 - **Meeting referenced in Resource #1.*

• 1/21/21: City Council Special Study Session

****City's Long-Range Infill and Redevelopment Planning Efforts.**

****No video, audio or Minutes provided, therefore no formal record readily available.**

****One oral public comment given** (based on an attendee's written notes).

• 2/03/21: City Council Meeting

****Adopt Infill Market Study.**

****One oral public comment given.**

• 6/24/21: City Council/Planning Commission Special Study Session (Time stamp 0:46-1:21)

****Discussion on the Strategic Infill Redevelopment Program.**

****Video available.**

****One oral public comment given.**

• 8/10/21: Planning Commission Study Session (Time stamp 0:16-1:17)

****Strategic Infill Redevelopment Program.**

****Video available.**

****Connie Stewart attended & shared info/updates. (1:05)**

****No additional oral public comment given beyond C.S.'s input.**

City Committee Meetings, Summer, 2021 (*All meetings were held Virtually*):

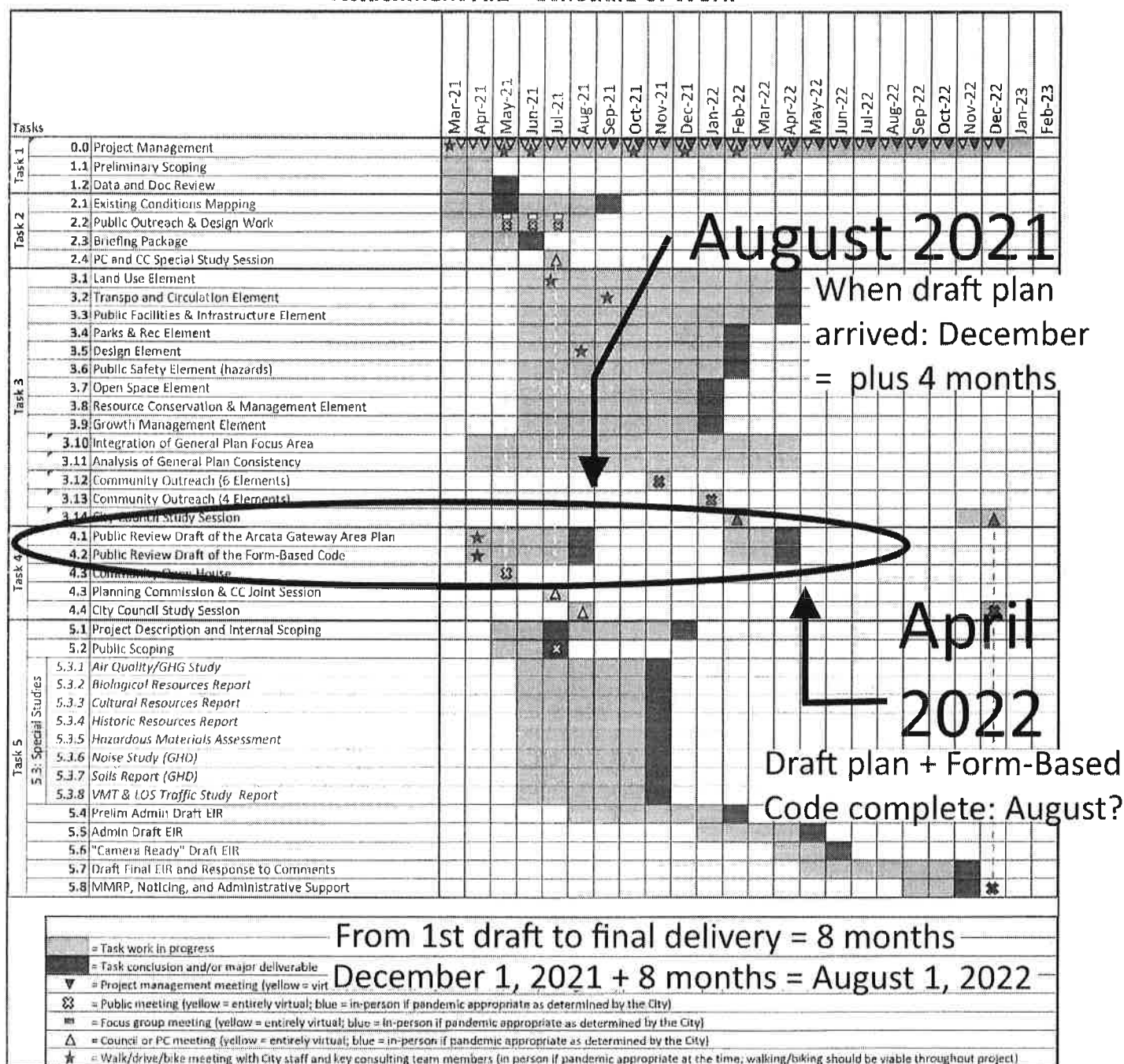
- Six Committees received a presentation about the GAP/General Plan Updates (with a total of 8 conducted meetings).
- All meetings were audio recorded.
- Staff liaisons typically had primary access to the number of public attendees/meeting.
- 4/8 meetings were attended by at least one public member. 4/8 meetings were attended by at least two public members.
- **~1 public comment was provided during each meeting** (from a total of ~3 different public members).

- 7/6/21: Economic Development Committee
- 7/14/21: Parks and Recreation Committee
- 7/15/21: Historic Landmarks Committee
- 7/19/21: Energy Committee
- 7/20/21: Transportation Safety Committee
- 7/20/21: Wetlands and Creeks Committee
- 8/17/21: Transportation Safety Committee
- 9/20/21: Energy Committee

This report was prepared for Responsible Growth Arcata (RGA) by an independent community member, and created in the spirit of community service. All information in this analysis can be independently verified from sources provided above.



Attachment A.1 – Schedule of Work



4.1 Public Review Draft of Gateway Area Code
4.2 Public Review Draft of the Form-Based Code

Fred Weis

June 28, 2022

Community Development Director David Loya, and Delo Freitas

Arcata City Counsel

RE: Draft Gateway Plan

I have been reading and following the planning. One serious concern I have is the lack of playground area for children. The two playgrounds that I have the most experience with is Stewart School which I live very close to and the play area at The Arcata Community Center. As it stands both playgrounds have moms driving their kids to the site. There is a great deal of use of Stewart Park by the charter school.

In a true effort to reduce greenhouse admissions it would seem parks built into the plan make a great deal of sense. With 3500 mixed use units surely at least one park is needed. In addition, with older children and students I believe a basketball court and possibly a tennis court should be considered. After all this is a plan that is about planned growth and minimizing vehicle trips. This plan is designed to reduce vehicle traffic and provide planned growth. To do this the plan should include at least one playground for children.

Another item I believe should be given serious thought is a public bathroom in the park. We all know that Arcata put a lot of time and thought into the one public bathroom in downtown Arcata. If a public bathroom is included in the very beginning it should be a smooth transition.

I continue to look at the parking proposed and trying to figure out if the proposed street parking is really enough. I would hope that the 3D model will show how the street parking will be aligned with the different blocks. If all the parking is diagonal and there are many driveways it is truly difficult to picture.

Finally, I would like to say again that buildings over 3 stories do not fit with the look of Arcata. I know many people have spoken up about this so I would just like to say again please get the 3D models completed.

Sincerely,

Danelle Merz

A solid black rectangular box used to redact the signature of Danelle Merz.

Arcata, CA 95521

From: [Alex Stillman](#)
To: [David Loya](#); [Delo Freitas](#); [Karen Diemer](#); [Joe Mateer](#)
Subject: Fwd: Letter to the Editor. Very good one too
Date: Thursday, June 30, 2022 1:55:23 AM

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Alex Stillman

iPhone

Begin forwarded message:

From: Wesley Chesbro [REDACTED]
Date: June 24, 2022 at 10:30:30 AM PDT
To: Kevin Hoover [REDACTED]
Cc: Alex Stillman [REDACTED], Connie E Stewart [REDACTED],
Beth Larson [REDACTED],
Madeline Myers [REDACTED]
Subject: Letter to the Editor

Editor-

Daniel Duncan is certainly entitled to his opinion and his personal taste in architecture. And the Mad River Union has generously provided seemingly miles of ink to allow him to express his ideas. Sometimes I have gotten all the way through his meanderings. And sometimes I have even agreed with him.

However his belief that the City planning process should be used to impose his and perhaps a handful of other's subjective and narrow opinions on the rest of his fellow Arcatans is where we part ways.

In response to his latest screed besmirching one of Arcata's leading architects and A Street's newest homeowners, I feel the need to respond. Especially when he misstates the facts behind the City approval of the A Street homes.

Unfortunately his viewpoint reflects a syndrome among some in Arcata that has previously successfully driven away a goat farm proposed for land zoned exclusively for agricultural use and defeated a badly needed student housing project.

Contrary to Mr Duncan's point of view, these new homes were designed to fit into the existing neighborhood. Not to mimic a historic style in some Disneyesque way, but to put forward a contemporary design that fits in with the diversity of styles around them.

Mr Duncan has apparently not noticed that the homes surrounding those he is criticizing were built during widely varying time periods, featuring widely varying styles from a flat roofed modern to Victorian.

Further, the bulk, heights and setbacks of the two new homes match that of two other adjacent historic homes including the house immediately next door to the

south.

Mr Duncan inaccurately calls the project a “subdivision” and therefor claims that the homes were improperly exempted from CEQA (California Environmental Quality Act). As was pointed out repeatedly in the City staff report and at the public hearings, and contrary to what Mr Duncan and project opponents claim, the project was IN FACT made possible by a Lot Line Adjustment, which REDUCED the number of building lots from 5 to 4 (and thus the density of the project), therefor legally exempting it from CEQA.

Mr Duncan also states that if a handful of people (in this case 10) show up to oppose a project the Planning Commission and City Council should somehow feel obliged to kill it. He fails to mention that there were also people from the neighborhood who showed up to SUPPORT the project as a desirable improvement to the vacant lot which was then covered with invasive pampas grass, trash and abandoned vehicles.

And what about the thousands of Arcata residents who weren't at the hearings but have an interest in more housing, environmentally responsible infill development and well designed buildings? I suspect the Planning Commission and City Council had the interest's of the entire City in mind when they approved the project and turned down the appeal.

As for my wife Cindy and me, along with the Cyprus Grove Goats, we have been driven to McKinleyville. After years of effort and hundreds of thousands of dollars toward building on the third lot on A Street, we decided that we were better off selling the lot and crossing the Mad River and moving up the hill to Arcata's stepsister to the north.

While the nasty neighborhood opposition was only one of a number of contributing factors, after 50 years as a proud Arcatan I am now a Mckinlevillite.

I have nothing but admiration for the tenacity and determination of the owners of the two new homes for persisting in getting their homes built. But unfortunately, Cindy and I needed to move on.

I deeply love and care for Arcata, but the active resistance to change and the often unwelcoming attitude among some in Arcata is a real threat to the otherwise yeasty, University town diversity that makes life here so special.

-Wesley Chesbro

PS- We're just 10 minutes from the Arcata Plaza. Maybe I can still call myself an “Upper Arcatan”?

Sent from my iPad

From: [Fred](#)
To: [Fred W](#)
Subject: Comments from Fred Weis from July 5, 2022 Economic Development Committee Meeting
Date: Thursday, July 21, 2022 4:05:37 PM

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BCCd to: Walt Geist, Jen Dart

Transcript from the July 5, 2022
Economic Development Committee Meeting

Comments from Fred Weis

Excerpts:

Notification to prospective developers and occupants about what may happen in their neighborhood -- is sort of like a right to farm rule. **I would like to see that in writing as part of the plan that's required to be given to developers or future occupants.**

I regard relocation funds as the absolute last resort. We've talked about moving out to a new industrial park on the West End Road. Any business that's moved from the Gateway area out to this new industrial park will be one fewer businesses that could otherwise have gone into that industrial park.

Serge, you mentioned the opportunity for ownership and equity, investment opportunities, condos and the like. That is a strong feature that I promote. There's an article on my Arcata1.com website that talks about homeownership and the percentages and how bad the percentages are. At the Planning Commission meeting last Tuesday, **David Loya came very close to saying that there will be NO home ownership owner occupied opportunities. ... We're looking at essentially what's a myth in this Gateway plan that I like to do something about.** I think we'd be lucky if we get 5% in this area.

... there's a lot of call for buildings that have the ground floor as commercial and then other floors above that. I think that while that's commendable, and I'm in favor of housing, I'm in favor of housing, **there should be some way of making commercial buildings also, office buildings, and not through a use permit, but by design.**

A big issue with me is **parking, and how that relates to economic development and business.** The Gateway plan -- they state that there'll be ample on street parking to minimize the need for off-street parking and parking lots. But when you actually look at what's proposed, some of the parking is just terrible. ... But in the drawings in the draft, there's a block where **there's currently 23 spaces. In the new plan, there's 9 spaces.** On K Street, between Eighth and Ninth, there's **currently 16 spaces -- in the draft plan in the drawings, it shows 2 spaces.** So I'm not trying to promote car use, but there has to be some parking for

businesses.

And, again, to repeat what everyone else has said, I really appreciate what you're doing and the thoughtfulness that you're putting into this **because between you and housing, this is the core of the whole Gateway plan**. Thanks very much.

The transcript:

Fred Weis: 1:31:16

Yeah, thank you. A variety of things. And I'll try to be quick.

Walt, you mentioned Functionality and Deliverability. Great distinction there. I use the words Projection and Probability. What's the likelihood of something happening? If the probability of something happening is [only] 20% or 30% or 40%, then it's not a plan. I think you understand what I'm saying.

Jen, you mentioned the templates. I would like to get a copy of that templates if that's okay.

Jane's comments, specifically, on her chart E2 -- Notification to prospective developers and occupants about what may happen in their neighborhood -- is sort of like a right to farm rule. **I would like to see that in writing as part of the plan that's required to be given to developers or future occupants.** But something an actual codified on a page. Okay.

Walt Geist: 1:32:17

Fred, can you repeat that from the beginning? So I pick up what you're putting down here? You're just that last concept.

Fred Weis:

From Jane, in her comments? Yeah, it's E2. It's similar to the right to farm rules, where someone who builds next to a farm is going to have to put up with the sound of tractors and the smell of manure. There are strong laws about that. So what we have here is similar, that if a developer builds an apartment that's next to an existing business, the people -- Jane talks about this -- the people who live there shouldn't have the right to complain. That's just the nature of living next to something that already exists. **And it can't just be a promise, it has to be something actually in writing.** I don't know what the laws are and what the codes would be. **But I recommend that it not just be something that's urged, or encouraged, but is actually in writing.** Okay.

Walt Geist:
Thank you.

Fred Weis:

Thanks, Walt. There's a lot said about jobs will not be lost because of something the city does or new coding. They will be lost because of the landlords. The landlords, as some of you have mentioned. So I think it's a little disingenuous to say that jobs will not be lost or businesses will not be moved.

I regard relocation funds as the absolute last resort. We've talked about moving out to a new industrial park on the West End Road. Any business that's moved from the Gateway area out to this new industrial park will be one fewer businesses that could otherwise have gone into that industrial park. These things are kind of obvious when you think about it.

Serge, you mentioned the opportunity for ownership and equity, investment opportunities, condos and the like. That is a strong feature that I promote. There's an article on my Arcata1.com website that talks about homeownership and the percentages and how bad the percentages are. At the Planning Commission meeting last Tuesday, David Loya came very close to saying that there will be NO home ownership owner occupied opportunities. I think that there's no teeth, there's no existing laws. There's no basis. **We're looking at essentially what's a myth in this Gateway plan that I like to do something about.** I think we'd be lucky if we get 5% in this area. What I propose is we have to do something that's extremely bold and actually make new law here in Arcata. I think that as I said at the Planning Commission, I think Arcata is ready for it. Or not, not Arcata -- I think the State of California is ready for it. And I think we can actually start here.

Some other things. There's a reference to table five, which is on page 50, of the Gateway draft plan. And it's a percentage of floor area that's not residential, I encourage you to look it up. They have different percentages for different zones, **the Gateway neighborhood zone, is, they allot as 2%, non-residential, that's nine square feet per resident. It's not even enough to have a neighborhood store.**

Jen Dart: 1:35:41

Can I? Fred, can I clarify, I just really want to clarify, those are targets. They're not regulatory requirements for individual development projects. They're a broad goal. And I also want to put in there that in market conditions and our social demand change significantly, in the lifetime of this plan, then these targets may not continue to be applicable. So I just really, really want everyone to be clear that those are targets. Those are goals, those are something that we think would be appropriate, but those are not regulatory requirements. So just I just want to throw that out there.

[Note: Are they targets, or goals? In any case, the figures have to be substantially higher.]

Fred Weis:

Thank you. Thank you, Jen. Regardless, I would like the Committee to look at those

figures, and suggest updates to those figures even as targets, okay.

When you read through the draft, or as you read through the draft, **I suggest also looking for verbiage that you find either offensive or incorrect.**

On Page 5 of your packet is the jobs and entrepreneurial activities. The first line says the majority of the plan area is currently zoned for light industrial uses and provides over 100 middle income job opportunities. **I would suggest that line just be struck from the plan.** But because it's there's no measurement of 100 middle income job opportunities, and it's zoned light industrial because it [the zoning] was trying to make sense of what Arcata already was. It's a historical zoning. There's about 106 houses in the Gateway area.

The Gateway, the general idea is, of course, residences, and there's a lot of call for buildings that have the ground floor as commercial and then other floors above that. I think that while that's commendable, and I'm in favor of housing, there should be some way of making commercial buildings also, office buildings, and not through a use permit, but by design. And at the same time, the commercial spaces, if this can be specified in the Form-Based Code, they can't all be just for coffee shops and stores and things. They should be designed either with commercial electricity, or are the spaces [designed for actual commercial use]. I don't know about this, I just know that we don't want just small coffee shop type things, we want to have opportunities for any kind of business.

A big issue with me is parking, and how that relates to economic development and business. The Gateway plan -- they state that there'll be ample on street parking to minimize the need for off-street parking and parking lots. But when you actually look at what's proposed, some of the parking is just terrible. The worst is, for instance, past the Creamery on, on Eighth Street and Ninth Street number. And again, these are these are targets. This hasn't been worked out because we haven't seen the Form-Based Code yet. But in the drawings in the draft, there's a block where there's currently 23 spaces. In the new plan, there's 9 spaces. On K Street, between Eighth and Ninth, there's currently 16 spaces -- in the draft plan in the drawings, it shows 2 spaces. So I'm not trying to promote car use, but there has to be some parking for businesses.

I think that's about it. Thank you very much. If you want any of this in writing, I'd be happy to put it you can contact me. Jen knows how to contact me or through my Arcata1.com website, there's a contact form.

And, again, to repeat what everyone else has said, I really appreciate what you're doing and the thoughtfulness that you're putting into this **because between you and housing, this is the core of the whole Gateway plan. Thanks very much.**

COMMENTS FOR JULY 5 ECONOMIC DEVELOPMENT COMMITTEE MEETING

First, thank you all for your great and thoughtful comments at the May 12 special meeting discussing the Gateway Plan and other issues. Since you are now being asked to make specific recommendations to the Planning Commission regarding the Gateway Plan, I'd like to recommend you consider the following:

- a) I don't know how many of you had the opportunity to attend the June 29 presentation on form-based codes by Ben Noble (consultant to Planwest Partners tasked with preparing the draft form-based code). If you didn't, so you understand what's going on, it would be useful to review that presentation. Jenn referred to it several times in your May 12 meeting, because it indeed clarifies the state legislative housing requirements and how the form-based code fits into those requirements and impacts the proposed Gateway Plan and housing element.
- b) You have not taken the opportunity to create a subcommittee to develop specific written recommendations regarding the Gateway Area Plan. It might be useful to do so so that you can clearly articulate those recommendations. You can put it on the next agenda but see who is interested today.
- c) You will have the time to develop and provide your recommendations to the Planning Commission at any one of the upcoming meetings scheduled for July 12, July 26, August 9, and the study session being planned for some time, hopefully, in August when both City Council and Planning Commission members can be present.
- d) Your input is valuable. Please take the time (if need be, a special meeting) to fully discuss and write up your recommendations. They matter.
- e) It appears to me that you want to emphasize the following (among others):
 - 1) The need to clarify the zoning code implications for existing businesses, so they can feel secure that they can continue to conduct and expand their businesses if they so desire. This is particularly important for businesses that rent the properties they occupy. To expand, they should be able to do so without attaching housing units to their properties, and be able to go through the normal review process.
 - 2) The need to notify prospective developers and tenants of the issues possibly created by existing businesses (e.g, noise, traffic, etc.) so that new occupants don't have any basis for complaining about local business environmental issues. That is, if you know there's an existing business that makes noise, you're legally prohibited from complaining/suing.
 - 3) The ability of new businesses to be created in the Gateway area.
 - 4) The placing of particular emphasis on mixed use development, allowing space for new commercial and business activities.
 - 5) The need to deliberately seek out developers with a track record elsewhere of building the types of mixed use properties that we envision.
 - 6) The need to bring together an advisory committee (bankers, developers, investors, entrepreneurs) to examine ways in which we can attract the kind of development we wish, and ways to assist in funding it and producing the kinds of lower income housing that's needed to support local workers.

Respectively submitted, Jane P. Woodward July 5, 2022

From: [Colin Fiske](#)
To: [David Loya](#); [Dele Freitas](#)
Subject: Fwd: Smart growth can make your city budget work...smarter
Date: Tuesday, July 12, 2022 12:58:35 PM

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A new report that provides another response to the "how are we going to pay for this" argument against infill.

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

From: **Smart Growth America** [REDACTED]
Date: Mon, Jun 27, 2022 at 2:01 PM
Subject: Smart growth can make your city budget work...smarter
To: Colin Fiske [REDACTED]

Having trouble viewing this email? [View it in your web browser](#)





Leaders of big metropolises and small towns alike strive to foster economic growth and prosperity for their communities. Regardless of party or ideology, every elected official prefers the choice of lowering taxes or increasing services compared to the reverse. Most local policies want a growing economy and tax base to make that easier to achieve, which is usually manifested through new development.

But where the new development happens matters as much or more than having new development at all.

Our Economic Development team commissioned Arthur C. Nelson, James C. Nicholas, and Julian Conrad Juergensmeyer to build a rationale for a smarter

fiscal impact analysis and to create a guide that can show municipalities the vital connections between land use and the cost of government services and tax revenues from new development.

Read the analysis >>>

Pssst — want to learn a little bit more about why fiscal impact analyses matter before diving into the full paper? [Read this blog](#).



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Smart Growth America
1152 15th St. NW Ste. 450
Washington, District of Columbia 20005
202-207-3355
info@smartgrowthamerica.org

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Colin Fiske (he/him)
Executive Director
Coalition for Responsible Transportation Priorities
www.transportationpriorities.org

From: [Chris Richards](#)
To: [Emily Benvie](#); [Morguine Sefcik](#); [Environmental Services Department](#)
Subject: Fw: parks and rec
Date: Tuesday, July 12, 2022 9:38:31 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.

Hello- Please distribute this letter to the Parks and Recreation Committee Members for their July 13th, 2022 meeting. Thank you so much all your efforts.

Regards,
Chris Richards
Responsible Growth Arcata (RGA)

July 13, 2022

Dear Parks and Recreation Committee Members,

Responsible Growth Arcata (RGA) truly appreciates your ongoing efforts to help improve the draft Gateway Area Plan. We commend you for your robust discussions, especially during your 2/15/22 and 3/9/22 meetings. We are aware you know how important this process is, and how seriously you take your responsibilities in all matters related to public recreation, parklands, trails, the arts and literature, music and other related activities. Thank you.

Perhaps you are unaware that last week, on July 5th, the Economic Development Committee discussed this very same agenda item about creating their recommendation(s) for Council. To allow for more robust discussion, the members deliberated if it should create a subcommittee or schedule a Special Meeting. They opted to schedule a Special Meeting, which will be held next week. **We are asking that if you need more time to discuss, then please follow the same procedure of either forming a subcommittee or holding a Special Meeting.**

Please continue to seriously deliberate about the well-loved and popular L Street ped/bike pathway. Numerous community members have expressed that the concept of converting the road to add a one-way southbound truck route would create significant negative impacts. As regional and local traffic volumes increase, this new thoroughfare would

dramatically impede the linear park evolution that is organically arising and currently enjoyed in that area. Please know that this has also been raised as an important concern for members who serve on the Transportation Safety Committee.

Six months after the draft Gateway Area Plan was released, staff reported to Council: **“The Gateway Area Plan has generated significant, diverse and in sections divergent public input. We [Staff] will continue to gather input through the community design process which might bring some of the divergent ideas aligned.”** (6/1/22 Arcata City Council Meeting, Agenda Packet, p. 215). In light of staff’s assessment, we feel that your input is even more important, since you were appointed by the Council and represent the general public’s perspective.

We are confident that you will take the necessary time you need to develop and provide your formal, quality recommendations to Council. Thank you for considering our suggestions.

Sincerely,
Chris Richards
Responsible Growth Arcata (RGA)

Responsible Growth Arcata (RGA) is a community-based, grassroots coalition of local renters, homeowners, business owners, and concerned members of the Arcata community. The group’s mission is to “Collaboratively engage with the City of Arcata on the General Plan Update and draft Gateway Area Plan to ensure that the plans best reflect the long-term needs and interests of existing and future city residents, businesses, and property owners.” All inquiries may be made to “ArcataGatewayCommunityAction@gmail.com.”

From: [Fred](#)
To: [Emily Benvie](#); [Environmental Services Department](#); [Bella Waters](#); [Heather Schmidt](#); [Debbie Coles](#)
Subject: from Fred Weis: Parks & Recreation -- Gateway considerations
Date: Wednesday, July 13, 2022 1:54:41 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: Parks and Recreation Committee
Chairperson Sheldon Heath, Vice-Chair Jayne McGuire, Deborah Coles, John Kerr, Bonnie MacEvoy, Steven Martin

City Staff Liaison Recreation Supervisor Heather Schmidt, Environmental Services Deputy Director Emily Benvie, Administrative Specialist Bella Waters

From: Fred Weis [Arcata1.com](mailto:Fred.Weis@Arcata1.com)

Re: July 13, 2002 meeting agenda item:

“Consider the Gateway Area Plan and provide a recommendation to Council”

Thank you for your dedication and service in helping to keep Arcata be a wonderful place to live. I mean this sincerely.

Please consider the following:

1. **The Gateway draft plan has no parks or play areas for children.** Please consider adding language to correct this oversight. “Play areas” are mentioned in the Linear Park section and also in GA-6c: “Accommodate within open spaces a range of activities **for all ages** and abilities including sitting, walking, gathering, gardening, play and contemplation.” In the past, the Community Development Director has spoken of play areas as being for bocce, basketball, etc. This is not the same as a playground.

I am seeking strict language for play areas for children. There’s going to be a lot of people in the Gateway area, mostly in apartments, and there’s likely to be a lot of children. (I am a former Board member and Board President of Northcoast Children’s Services.)

Thank you.

2. What you are looking at in this meeting for possible recommendation are **policies.**
What will be especially meaningful is the discussion of how these policies are to be implemented.

Conceivably those implementation measures will be in the Form-Based Code, which is still months away or longer. Without seeing the Code, the Committee cannot adequately evaluate the likelihood of these policies actually becoming reality.

The Committee is urged to allot at least several meetings for the review of the Form-Based Code – when it arrives -- **in order to offer recommendations on actual enactment of policies.**

Further, the recommendations that you offer today, should you choose to do so, can certainly be amended and added to in the coming months. Please do not regard this as “We’re done with this” even though there may be pressure from Staff to move forward. In my view, the schedules that Staff originally proposed and continue to propose are unrealistic. This Gateway plan will affect the lives of tens of thousands of people and will change Arcata forever. It is important to get it right.

3. **The map of “Existing Parks and Recreational Facilities” from the draft Gateway plan (Figure 5 on page 18 in the agenda packet) is, in my view, misrepresentational.** Please consider requesting an updated map from Staff, or making a strong note or amendment from the Committee on this. This map shows what it purports as “5-minute Walk to Gateway Area” and “10-minute Walk to Gateway Area.” First, the map might show what would be a 5- or 10-minute walk **from the edge** of the Gateway area. But even that is not true on this map – at best, it’s a “as the crow flies” map, and not an actual walking map. And, as an “as the crow flies” map – taken from the edges and perimeter of the plan area, it is a very misleading representation.

As examples: From the westernmost tip of the Gateway Area on F Street (where very few people will live), walking to the Arcata Sports Complex is shown as 5 minutes. But – obviously—a human walker would have to cross Highway 101 on 7th Street... so it’s about 0.5 miles, or a 10-minute walk. **From a spot more central in the Gateway area, such as the Creamery District, it’s a 20-minute walk.**

At the north side, Arcata High School is shown as just a few minutes walk from the Gateway Area. From the Creamery District, it’s about 12 minutes. Windsong Park is shown as about a 7 minute walk – it’s about 0.9 miles, or 18 minutes. **The Arcata Skateboard park is shown as a 5 minute walk, and it’s over 20 minutes.**

To be clear, I am not saying that a 20-minute walk is bad, or that the Gateway area is not at walkable distances. **I am saying that the depiction of walkability on this map is misleading, or to put it more strongly, false.**

The generally accepted measurement for parks and open space is: Walking time under X-minutes to a park from Y-percentage of the parcels.

In the Redwood City Downtown Precise Plan, there are 23 public open spaces – parks, that is. 96% of all **parcels** in the plan are within a 3 minute walk of an open space. This is in a dense city. [See: Redwood City Downtown Precise Plan on the [Arcata1.com](https://arcata1.com) website. <https://arcata1.com/redwood-city-downtown-precise-plan-html/>]

Surely we can do better.

4. From Page 20: “The City’s goal is to provide a park, high-quality trail, or open space within 200 yards of every residential unit in the Plan Area.” Trails and natural open space is excellent, but I’m looking for park space where people can meet, congregate, hang out, and establish community. “Within 200 yards” is a great aspiration, so may I suggest this:

- You can separate out the open space that is wildlife or riparian habitat. I’m very much in favor of natural open space and the great benefits, but a person can’t sit there.
- You can separate out the trails. Similarly, they are great for what they are. But I’m looking for places for community involvement and people meeting.

- **See what amount of space is there – the actual parks -- and then expand on that.**

5. **GA-6C. Public Plaza in Southwest Industrial Area.** We're assuming that the landowner is going to give up a city-block-size piece of land. It may happen in 5 years, or it may not have happened for 20 or 30 or 40 years. And it may not ever happen. If it does not happen in a reasonable time, what are the options for Plaza-like activities?

Are there alternatives? Is there a "Plan B" ?

6. **GA-6e.** "Allow for the development of existing vacant and underutilized properties with low natural resource value as a strategy to permanently protect high resource value open space and provide high-quality open space amenities for residents."

This item should be removed. The existing vacant and underutilized properties will be developed with no need for help from the City. The City does not have to regard that development as an amenity for protection exchange. The protection should exist independently.

7. **GA-6h. "Incentivize Privately-Owned Open Spaces as a Community Amenity"**

I don't mean to seem pessimistic, but I do not believe that the Privately-Owned Open Space concept is going to work out as envisioned. I do not think that the City will be able to offer enough incentives to a developer to create parks, etc., in the quantity and sizes as are needed for a substantial new population.

I believe that the **Parks & Recreation Committee can take the lead** on ensuring that there truly are enough community park space proportionate to the intended population increase in the Gateway Area.

8. **The Quimby Act** looks for 3 acres per 1,000 persons. Normally this is taken on a city-wide basis, and so would include the vast acreage of the Community Forest. In the interests of making the Gateway area a walkable neighborhood as is stressed throughout the policies, I propose that the Community Forest and the Marsh be left out of the equation. As great as they are (and I thoroughly enjoy both), I say: **Let's see about getting parks closer to where people live.** Perhaps the City could see about purchasing land off of 8th Street – adjacent or behind where Open Door Health Center is now (formerly Tomas, behind the Creamery) for a real park. Or open space to the south and west of where Bug Press is, off of M Street.

If you as the Parks & Recreation Committee do not speak up on this, it is less likely to happen.

9. On a procedural note: Attachment B –pages 24 and 25 of the packet – is part of a 3-page document that was in the City Council packet on June 22 (page 276) and in the Planning Commission packet on June 28 (page 29). **Here it is missing the third page. The third page is crucial, and the Review Process cannot really be discussed without it.** If you do choose to discuss this, I wish to point out the following:

- The title of the agenda item is: **"Receive Update on Parks and Recreation Element of General Plan** from Community Development Staff." That does not match the contents of this attachment, which "describes the process for review and comment on the General Plan updates." A discussion of the process for review is good – but that's not what is on this agenda. **This is a potential violation of the Brown Act, as you are aware.** Matters for discussion have to

be on the agenda.

o If you do choose to discuss this, and if you are provided with the missing third page, please note the phrase **"Time Certain"** which appears two times. This is a legal phrase. This review process outline is of course not a legal document, but it may have legal consequences. I request the Committee ask Staff or the City Attorney about the meaning of this phrase, and at the same time ask Staff why that phrase is used here and what its meaning is in this context.

Again, my thanks to you for your contributions to our community.

I can direct you to the website Arcata1.com for more information and viewpoints about the Gateway plan. If you would like to write a column or article, long or short, for the website I encourage you to contact me on that.

Thank you.

Fred Weis

Phone: [REDACTED] e-mail: [REDACTED]

PUBLIC COMMENT FOR JUNE 14 2022 PLANNING COMMISSION

I'd like to raise the following issues for discussion and resolution by City staff, Planning Commission, and City Council:

- 1) If we make public comments during the initial public comment period (or later), how do we ensure that those comments get responded to by either the City or Planning Commission? There appears to be no provision enabling discussion of them during the meeting or for addressing them at a subsequent meeting. They normally are not included in the Q&As. How can we get them addressed in the Q&A's or otherwise?
- 2) How does the public manage to get an item placed on a future agenda for discussion? Are we supposed to contact the Planning Commission Chair, or City Council Chair, or City Manager, or ????
- 3) There appears to be no public comment period on the agenda at the conclusions of meetings as occurs with City Council. **Would that provide opportunity for additional comment?**
- 4) Is there some reason that we can't post all public comments (at least those submitted in writing) on the City's website so they are available to the public when submitted? A good example is Humboldt County website for the McKinleyville Town Center Master Plan **And where, exactly, do we find Arcata's "public record?"**
(<https://humboldt.gov.org/2564/McKinleyville-Town-Center-Master-Plan>).
- 5) Exactly when do we need to submit our comments to be included in the Planning Commission agenda packet? We were originally told by the Thursday prior to the following week's meeting. However, that didn't work last week and we need a specific day and time, e.g., by Wednesday at 5 p.m. or by Thursday at 8:30 a.m. Comments submitted last Thursday were not included in tonight's Planning Commission agenda packet, meaning that the Planning Commission and public was not made aware of the issues being raised so they could potentially be discussed or responded to during the Planning Commission meeting.
- 6) Can we request staff to acknowledge our emailed comments to ensure that they were received, and included in the agenda packet?
- 7) I submitted very detailed questions regarding clarifying the grant deadlines and the City's ability to extend them without penalty. Is there a way to ensure that that gets clarified so we know how much leeway we have in terms of scheduling discussion of the Draft Gateway Plan?
- 8) Since Planwest Partners has not yet produced the draft Form-Based Code promised to be provided along with the Draft Gateway Plan published December 1, 2021, is there an expectation that it will be provided soon, and if so, when?

Respectfully submitted,

Jane Woodward, [REDACTED]

PLAYHOUSE ARTS Local Arts Agency

April 4, 2022

RE: Artists in Action Document Regarding Gateway Area Plan

To The Esteemed Members of Arcata Staff, City Council and Constituents,

The proposed development currently titled “The Gateway Project” would be closely adjacent to, and thus materially impactful on an existing arts neighborhood, “The Creamery District”, that is inclusive of the offices and performance space of Arcata’s Local Arts Agency (Playhouse Arts) and a number of other longstanding and culturally storied structures and institutions. As such, it is critical that any new development in this area be planned and designed with careful consideration of aesthetic and logistical implications regarding the surrounding space and the community that occupies and frequents it. Failure to do so could result in the dilution (and potentially dissolution) of some of the place-based traditions and practices that help to make Arcata and Humboldt worthy of investment in the first place.

In order to ensure that the development that is enacted in this space is commensurate with and creatively supplemental to the pre-existing surrounding districts, we, the cosigners, would like to propose and advocate for the adoption of a series of preset stipulations regarding planning and design in the space under consideration, all intended to ensure both a shared commitment to the aesthetic and cultural history of the area and the shared aesthetic and cultural future we hope to iteratively author together:

- We encourage the City of Arcata to retain the existing name, “The Creamery District”, for the space between 7th and 10th and K and N street, as years of work have been done to thoughtfully design and promote this space. Rebranding this space as part of the development would be problematically disruptive.
- We propose that the Local Arts Agency's advisory subcommittee called “The Arcata Arts Advisory Committee ” should be engaged in overseeing and informing the aesthetic and cultural implications of new development projects. This Council would not be arbiters of aesthetic taste or gatekeepers for artistic quality, but would instead be responsible for facilitating community conversations, making recommendations based on robust community input, and ensuring the artist/artisan community of Arcata is informed and heard. This Council would ensure there is both demographic and regional representation from the many regions of the city, to keep the “Quilt” of uniqueness alive in Arcata.

- to implement an amenity for developers to “ set aside” a land parcel that would support the development and building of an Independent Native Arts and Cultures District in the Strategic Infill Area.
- We would ask that a requisite, preset proportion of the budget of any proposed development be invested in a “Community Arts Trust” (hereafter “CATS”), a one-time funded endowment (with the potential of further investment from future developments) that would be organized and distributed by the aforementioned Advisory Council. The funds could be used
 - to create ongoing funding for arts of all genres, creating diverse and justly distributed opportunities for artists and our community to uphold the stated values of the Infill plan.
 - to explore health and dental care programs for artists, as well as support for aging artists.
 - to implement developer requirements to build financially accessible housing for artists, students and the greater Arcata community.
 - to encourage developers to partner with the Arcata Arts Advisory to design and create unique, functional housing for performing and visual artists, artisans and their families.

We hope these amenities can be implemented in addition to the Arcata Strategic Arts Plan and that we can work together to create a vibrant, equitable, artistic future for Arcata! .

Signed,

Dr. Cutcha Risling Baldy
 Katie Belknap
 Kash Boodjeh
 Kathryn Cesarz
 Daryl Chin
 Jacqueline Dandeneau
 Haley Davis
 Neroli Devaney
 David Ferney
 Ben Goulart
 James Hildebrandt

Peggy Ho
 JustArts
 Tina MacKenzie
 Laura Muñoz
 MacKenzie Ridgwood
 Melanie Schauwecker
 Rachel Sundberg
 Amy Uyeki
 James Woglom Patty
 Yancy
 James Zeller



Date: July 19, 2022
To: Netra Khatri, City Engineer
Transportation Safety Committee Members
CC: David Loya, Community Development Director
From: Oona Smith, Senior Regional Planner

RE: TSC Item 8.A. Consider Gateway Plan Update: Transportation & Circulation

The City of Arcata's "Draft Gateway Area Plan 2022" vision and guiding principles are well aligned with HCAOG's 20-year Regional Transportation Plan, "Variety in Rural Options of Mobility 2022-2042" (VROOM). The Gateway Area Plan's policies will support many of VROOM's Safe & Sustainable Transportation Targets, which include, among others:

- Reduce GHG emissions in the Air District (NCUAQMD)
- Achieve percent mode shift
- Reduce vehicle miles travelled (VMT) by car
- Encourage/develop zero-emission vehicle infrastructure
- Invest in Complete Streets

In particular, the Gateway Area Plan will support HCAOG's ambitious targets for housing and land use:

- **Efficiency & Practicality in Locating New Housing**

- iii) Starting by 2022, 80% of all new permitted housing units are in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit.
- iv) Starting by 2022, all new housing contributes to a countywide reduction in per capita VMT from cars.
- v) By 2023/24, all jurisdictions have adopted GP/zoning incentives for building in "highly connected" areas and for other climate-friendly housing-development.

- **Convenient Access to Destinations**

- i) By 2035, 60% of the county's population—equitably distributed regionwide—live in homes/apartments/dorms where they can safely, comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit, and 80% do by 2050. "Safe, comfortable and convenient travel" means people are able to travel:
 - from home to work within 20 minutes in urbanized areas or within 35 minutes outside urban areas, without riding in a private car;
 - from home to essential non-work destinations (e.g., school, local shopping, transit connections) within 15 minutes in urbanized areas or within 30 minutes outside urban areas, without riding in a private car.

For the consideration of TSC Members and Community Development staff, below are my staff-level comments (in purple) on the Draft Gateway Plan's **Policy Chapter 7. Mobility**.

(1) GA-7a. Plan the Circulation System to Accommodate Planned Growth. In planning for improvements to the overall circulation system, design the system to accommodate the planned amount of growth outlined in other policies. Ensure the circulation system supports increased demands for all forms of mobility – vehicles, trucks, transit, bicycles, and pedestrians.

~ Although it is clear that the planned growth will increase the volumes of all modes of travel, a policy to support an increased demand for driving seems potentially incongruous with the Plan's car-free-lifestyle principle. I would suggest that the policy could instead "Ensure the circulation (mobility?) system supports a functioning, safe, efficient, sustainable multi-modal network."

(2) GA-7b. Design Mobility System per Plan Figures.

Figure 8-Proposed Vehicular Circulation and Figure 9-Proposed Active Transportation Circulation:

~ If the Plan would show these two figures overlayed together, that figure would help readers more easily see (the concepts/proposals of) where drivers, bicyclists, and pedestrians would and would not be sharing the road.

(3)~ The chapter uses the terms “circulation system” and “mobility system.” Are these two systems different?

(4) d. Outside of City rights-of-way, the alignments and widths of Class I trails (i.e. separated shared use paths) may need to be adjusted based on environmental constraints, community needs, the availability of right-of-way, and other factors.

(~ Just curious if this will never be true *within* the City rights-of-way, existing and future?)

(5) h. New roadway connections where (incomplete or?) none currently exist (such as the far west end of 6th Street connecting K Street to the L Street right-of-way) may be designed and constructed as either new vehicular roadways, pedestrian-only thoroughfares, or bicycle/pedestrian facilities that allow restricted vehicular traffic. The City Engineer will determine which type of facility to design and install based on available traffic data, existing environmental constraints, community interests, right-of-way availability, and other engineering factors, and the Plan’s principles.

~ The term “new vehicular roadways” sounds like they are for cars only. Would “new roadway” suffice? What is a “full vehicular roadway”(under i)?

(6) **GA-7e. Consider Non-motorized Campus Layouts.** ...provide for a wide right-of-way whose cross section includes ample on-street parking...

~ Can “ample” be objectively defined or clarified? (In GA-7f also.)

(7) GA-7h. Mobility Infrastructure that Supports Car-free Lifestyle.

b. Shorten Pedestrian Crossing Distances. Shorten distances for pedestrian crossings along K Street and 11th Street to improve overall walkability in the Plan Area. Evaluate other roadways within the Plan Area that warrant shortened pedestrian crossings.

c. Curb Extensions in All New Roadways. In all newly created roadways, incorporate curb extensions (“bumpouts”) to increase pedestrian visibility and safety at crosswalks, calm traffic speeds, and provide space for rain gardens, tree planting, street furnishings, and other amenities.

~ Although these related design features can help calm traffic, I suggest emphasizing decreasing driving speeds over shortening crossing distances. K Street and 11th Street are not particularly wide, but the speed that people drive their cars makes crossing more stressful.

From: [Netra Khatri](#)
To: [David Caisse](#); [David Loya](#)
Cc: [Delo Freitas](#)
Subject: FW: L-K Street Couplet - Transportation Safety Committee
Date: Tuesday, July 19, 2022 4:08:21 PM

Kind 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: Fred
Sent: Tuesday, July 19, 2022 4:07 PM
To: Netra Khatri <nkhatri@cityofarcata.org>; Melanie Dabill <mdabill@cityofarcata.org>
Subject: L-K Street Couplet - Transportation Safety Committee

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: The Transportation Safety Committee
Dave Ryan, Chair
Netra Khatri, City Engineer

From: Fred Weis

Below is a letter sent to the Planning Commission and the City Council.

Subject: Streetscape misrepresentations in the December 2021 draft Gateway plan
Request for a "Plan B" if the K Street & L Street couplet cannot be constructed

Thank you for your contributions to our city.

Best,
-- Fred Weis

[Redacted signature]

Highlights have been added **in red** from the original letter.

To: Arcata Planning Commissioners

Honorable Mayor Stacy Atkins-Salazar
Arcata City Council Members
Community Development Director David Loya
Arcata Community Development Department
Arcata City Manager Karen Diemer

From: Fred Weis

Date: June 9, 2022

Re: Streetscape misrepresentations in the December 2021 draft Gateway plan
Request for a “Plan B” if the K Street & L Street couplet cannot be constructed

Dear Mayor Atkins-Salazar, et al –

For the record: I am in favor of infill. I am in favor of a unified plan for the Gateway area. I find the December 2021 draft Gateway plan to be lacking in many, many ways. As I have expressed to Community Development Director David Loya, I believe the existence of this plan has made his job considerably more difficult, in terms of trying to support a plan with limited feasibility. In terms of planning for what actually could happen – planning for what has a good probability of truly getting constructed – I rate this plan very close to Zero. The plan is filled with wishful thinking that is unlikely to be seen in reality. That is my opinion.

The Planning Commission has given some review to, and will continue to review, the draft plan’s depiction of Streetscapes and Mobility, which includes traffic patterns and bike lanes. A large part of this is the “couplet” that would be made of K Street going northward and L Street going south.

The question is: What is the practical likelihood of this couplet being built?

As we know, the City of Arcata does not have the rights-of-way to build this couplet. Without the couplet, the traffic patterns and bike paths that are shown in the draft plan would be vastly different.

While a proposed alternative is not always a part of a plan of this sort, in this case it is, I feel, 100% necessary. Much of the street design, traffic and bike lanes, sidewalk setbacks, even building design, etc etc is determined by whether K Street becomes 1-lane 1-way or retains its 2-lane, 2-way status.

I request that the Planning Commission and/or the City Council direct Community Development Director David Loya to determine and report to them:

1. The factors at play in evaluating whether the couplet might happen.
2. A true and real assessment of the probability and time-frame for acquiring the

necessary rights-of-way.

3. A valid and complete “Plan B” to be presented as an alternative, to be used as part of the plan until such time as the couplet becomes possible and likely to be built.

In addition, **I request that Director Loya be instructed to create a presentation, in writing, with sufficient diagrams or 3D modeling, for the Creamery District Community as well as for the general public, of what would happen to the L Street pathway if that couplet were to be created.**

The car traffic, delivery vehicles, and transport trucks that currently are a part of the K Street traffic would instead be passing alongside the buildings of the Creamery District – the southbound part, that is. Areas where people now meet, sit, talk, and play will be removed. It is incorrect and a severe misrepresentation to say that the L Street pathway will have “minor modifications” and “will continue to be its current width” as is stated in the City’s Gateway FAQs. **In terms of what the L Street pathway contributes to the joy and humanity of the Creamery District, the L Street Pathway will cease to exist.**

Thank you.

Fred Weis



Request for the Arcata City Council to Establish a Gateway Plan Advisory Committee

Historically, the City of Arcata's finest large-scale infrastructure projects and long-range planning accomplishments have relied on community-based processes, wisdom, innovation, and can-do spirit. Today, the City of Arcata needs to finalize a high-quality Gateway Plan that best reflects the community's long-range visions, its priorities for the future, and its values in terms of future development.

Request to City Council: Through a community-based and open government process, establish a Gateway Plan Advisory Committee (GPAC) that would:

- Serve in an advisory capacity to the City Council, and work collaboratively with city staff and the Planning Commission as directed by City Council;
- Prepare reflective recommendations to improve goals, policies, and implementation measures; and
- Assist city staff and consultants in completing a high-quality Gateway Plan.

Recommended GPAC Structure:

- Small number of GPAC members (7-9) for efficiency;
- Modeled after the successful Plaza Improvement Task Force; and
- City Council-appointed committee members could include residents, business owners, a Planning Commissioner, and other diverse, representative stakeholders from the community.

Justification:

- During the global pandemic, too many COVID-related variables impaired city staff's ability to effectively engage the public;
- Six months after the draft Gateway Plan was released, city staff reported to Council: **"The Gateway Area Plan has generated significant, diverse and in sections divergent public input. We [Staff] will continue to gather input through the community design process which might bring some of the divergent ideas aligned."** (6/1/22 Arcata City Council Meeting, Agenda Packet, p. 215); and
- The City has established and implemented multiple Task Forces/Advisory Committees to collaboratively complete large infrastructure and long-range planning processes – successfully and in a timely manner.

What the GPAC Would Do:

- Synthesize the existing community input to date and assist in gathering additional focused input on key community issues raised through an equitable and inclusive community engagement process;
- Define a community-supported, stable Gateway Plan framework that aligns the community's vision with objective development/design standards, including densities, building height/massing, setbacks, streetscapes, articulation, mobility/parking (including L Street), public open space, arts and culture, etc., to help inform the potential Form-Based Code; and
- Identify and prioritize valued amenities to assist in developing the Community Benefit Program.

How the GPAC Would Improve the Process to Finalize a High-Quality Gateway Plan:

- Help finalize the Gateway Plan in a way that increases inclusive and equitable community engagement, consistent with Arcata City Council's current Goals and Policy Objectives;
- Offer an atmosphere more conducive to improving transparency, trust, and community buy-in;
- Collaboratively address and resolve the diverse, divergent challenges and ongoing deficiencies which have been identified by city staff, Planning Commission, City Council, and the public; and
- Develop an ambitious, yet achievable, process and timeline to expedite Gateway Plan completion.

The 82 signatories below support this request:

Name	Affiliation
Mr. Don Allan	Former Arcata resident, former board member of RCAA
Mr. Allan Anderson	Arcata resident, business owner in Gateway Area
Ms. Aurelia Anderson	Arcata resident, business owner in Gateway Area
Ms. Heather Bakken	Arcata resident, Employed in Gateway Area
Mr. James Becker	Arcata resident
Mr. Daniel Bixler	Arcata resident, Vice Chair of the concluded Plaza Improvement Task Force
Ms. Melanie Bright	Arcata resident
Ms. Catherine Brown	Arcata resident
Ms. Myrna Cambrianica	Future Arcata resident
Ms. Patricia Cambrianica	Arcata resident
Ms. Christine Champe	Arcata resident and business owner
Mr. Kirk Cohune	Business Owner of Greenway Partners and Creamery District Property Owner
Mr. Michael Cuthbert	Arcata resident
Mr. Aaron de Bruyn	Arcata resident, employed in Creamery District
Ms. Joy de Bruyn	Arcata resident, employed in Creamery District
Ms. Jackie Dandeneau	Artistic Executive Director for Arcata Playhouse
Mr. Brian David	Arcata resident and business owner (Ken's Auto Parts)
Mr. Anthony DeLuca	Arcata resident
Ms. Lindsay Demello	Arcata resident
Ms. Francie Demello	Arcata resident
Ms Catherin Dunaway	Arcata resident
Mr. Daniel Duncan	Arcata resident
Mr. Todd Ellingson	Arcata business owner (Complete Engine Service)
Ms. Laura Estetter	Arcata resident
Dr. Bradley Finney	Professor, Cal Poly Humboldt Department of Environmental Resources Engineering
Mr. John Fixico	Arcata resident, employed in Gateway Area
Ms. Michelle Fuller	Arcata resident, Arcata representative for Humboldt Bay Municipal Water District
Dr. Robert Gearheart	Arcata resident, Professor Emeritus Cal Poly Humboldt Department of Environmental Resources Engineering
Ms. Mary Gearheart	Arcata resident, former Arcata and Humboldt County Planning Commissioner
Ms. Lia Groeling	Arcata resident
Mr. Aaron Graff	Arcata resident, employed in Gateway Area
Mr. Chad Grammer	Arcata resident, business owner in Gateway Area (North Bay Auto)
Ms Abby Hamburg	Arcata resident
Ms Susan Hansen	Arcata resident
Mr. Stan Henerson	Arcata resident
Mr. Royal Hunter	Arcata resident
Mr. Vaughn Hutchins	Arcata business owner, member of Arcata Artisans
Mr. Don Johnson	Arcata resident
Ms. Sarah Jones	Arcata resident
Mr. Jalon Joy	Employed in Gateway Area
Mr. Stuart Juodeika	Arcata resident

Name	Affiliation
Mr. Greg King	Arcata resident, Executive Director of Siskiyou Land Conservancy
Ms. Sharon King	Arcata resident
Dr. Ann King-Smith	Arcata resident, former Arcata Planning Commissioner
Mr. Randy Klein	Arcata resident
Mr. Craig Knox	Arcata resident
Ms. Marianne Knox	Arcata resident
Mr. Aldaron Laird	Arcata resident, former Arcata Planning Commissioner
Mr. Eric Laudenslager	Arcata resident adjacent to Gateway Area
Ms Pam Laudenslager	Arcata resident adjacent to Gateway Area
Mr. Nick Lucchesi	Arcata resident and business owner
Ms. Moonlight Macumber	Arcata resident, former member of the Transportation Safety Committee member and concluded Plaza Improvement Task Force
Ms Rebecca McBain	Arcata business owner adjacent to Gateway Area (McBain Associates)
Mr. Scott McBain	Arcata business owner adjacent to Gateway Area (McBain Associates)
Stephanie McCaleb	Arcata resident
Ms. Indigo McGinnis	Arcata resident
Ms. Pamela Mendelsohn	Arcata resident
Mr. David Meserve	Arcata resident, former Arcata City Councilmember
Mr. Ron Meyers	Arcata resident
Ms. Debra Meyers	Arcata resident
Ms. Nancy Noll	Arcata resident
Mr. Alex Nosenzo	Arcata resident, employed in Gateway Area
Mr. Ray Olson	Arcata resident, former Wetlands and Creeks Committee member
Mr. Scott Patrick	Arcata business owner (Neely Automotive)
Mr. Riley Quarles	Arcata resident, Cal Poly Humboldt Retiree
Dr. Steven Railsback	Arcata resident, Arcata small business co-owner (Lang, Railsback & Associates)
Mr. Paul Rosenblatt	Arcata resident, former Arcata business owner
Ms. Nancy Rehg	Arcata resident, Arcata business owner
Mr. Curt Reichlin	Arcata business owner in Gateway Area (Industrial Electric)
Mr. Chris Richards	Arcata resident and business owner (Chris Richards Automotive)
Mr. Bruce Rupp	Arcata property owner, Humboldt Bay Municipal Water District Secretary/Treasurer
Mr. Steve Salzman	Environmental Engineer
Ms. Sherri Starr	Arcata resident
Mr. Scott Stevens	Arcata resident and former business owner (North Bay Auto)
Mr. Philip Stevens	Arcata resident
Ms. Marilyn Tucker	Arcata resident
Mr. Joe Vagle	Arcata business owner (Arcata Used Tire)
Ms. Carol VanKeuren	Business owner in Gateway Area (Rich's Body Shop)
Mr. Rich VanKeuren	Business owner in Gateway Area (Rich's Body Shop)
Mr. Steve VanKeuren	Arcata resident, business owner in Gateway Area (Rich's Body Shop)
Ms. Sheri Woo	Arcata business owner, Humboldt Bay Municipal Water District Board of Directors
Ms. Jane Woodward	Arcata resident, former Chair of Arcata Economic Development Committee

DeLo Freitas

From: Jenifer Pace [REDACTED]
Sent: Thursday, July 21, 2022 3:47 PM
To: David Loya
Subject: Gateway

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 David,

I just wanted to again express my overall support of the Gateway Project, particularly because of its environmental & equity focus, and because of the critical need for housing.

My hope now is that the city council and planning commission will support moving ahead as quickly as possible to approve the Project.

Thank you for all your effort on this.

Jenifer Pace
resident, Arcata

From: [REDACTED]
To: [Brett Watson](#); [Stacy Atkins-Salazar](#); [Sarah Schaefer](#); [Meredith Matthews](#)
Cc: [David Loya](#)
Subject: Item IX.B on tomorrow's City Council agenda
Date: Tuesday, June 21, 2022 5:01:31 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 Council Members,

Item IX.B on tomorrow's Arcata City Council agenda is a review of public engagement on the Gateway Plan and the General Plan update. A review of the document shows that Planning staff have gone above and beyond the typical public process to present the draft plan to the public and to solicit feedback.

The Gateway Plan is a major step in solving three overlapping crises that plague our community: the housing affordability crisis, the climate crisis, and the regional road safety crisis. These crises are urgent and inaction will cost our community. Lack of affordable housing, by which I mean both deed restricted and low cost market rate, is displacing Arcatans and contributing to our unhoused population. If we fail to build more homes in our urban core we will encourage sprawling greenfield development that contributes to the climate crisis by increasing commute lengths. Increased driving has the added detriment of increasing traffic violence, which disproportionately impacts disadvantaged communities.

These problems all already exist. But they will get worse if we don't quickly build more dense housing in our urban core. Luckily, Arcata saw these problems coming many years ago and included requirements for such development in our General Plan and Housing Element and have been working on the Gateway Plan for many years. City Staff have done a commendable job of listening to the community by holding numerous outreach events in many forms. As shown in the outreach summary, the feedback received by the city is often conflicting and discordant—both in support and opposition to the plan generally but also to many of the individual features of the plan. But in this noise of data can be found repeated and emergent themes that largely support the goals of the Gateway Plan.

We urge you to adopt staff's recommended timeline and process for review. This will still provide the community ample opportunity to have their concerns heard while moving forward at a rate that matches the urgency of these crises.

Thank you,
Matt Simmons
Redwood Coalition for Climate and Environmental Responsibility

TO: EDC July 22, 2022

FROM: Jane Woodward

RE: Gateway Area Plan (GAP) Comments

Because I can't fit this into 3 minutes or less, I wanted to submit some additional thoughts.

Your EDC role is to advise regarding how Arcata can promote economic development and jobs. That means preserving existing businesses and industry and promoting their growth and prosperity. Anything, therefore, that proposes to reduce good jobs or business growth, or development of new businesses is potentially problematic.

I therefore suggest that you recommend that:

- a. All existing businesses be "grandfathered in", that is, allowed to continue current and future related operations and expand on their existing parcels or other properties without adding residential units." No business should "be required" to relocate.
- b. The GAP provide for permitting of new business enterprises that would provide new job opportunities and economic growth without adding residential units.
- c. There be adequate provision for parking in the GAP to ensure business access, and that residential development be required to have at least one parking spot per unit.
- d. Developers who propose to develop high-density residential units near an existing business that is "noisy" or causes possible traffic issues should be required to notify prospective tenants of that business's existence and right to continue its business so existing businesses are not subject to harassment or expensive lawsuits.
- e. A certain percentage of high-density residential development over 2 stories be required to have commercial space on the streetside first floor, or alternatively, be mixed use.

I want to point out that the Draft Gateway Plan featuring up to 3500 residential units is Arcata's response to recent state legislation mandating that counties build a state-determined number of housing units by 2027. Arcata has to build 610 new units by 2027. That legislation also specifies that jurisdictions can only reject proposed high density developments that don't meet that jurisdiction's objective building standards (called a Form-Based Code) relative to items such as building height and density, setbacks, façade, etc. That makes development of such standards crucial for maintaining local control. By state law, the City must permit any development "by right" that meets the objective standards that Arcata sets.

These standards have not yet been published for the community or EDC to review and respond to, but they are the "guts" of the Draft Gateway Plan. Citizen input with respect to these as-yet not presented objective standards is critical to what kind of community we become.

It's also important to point out that most of the provisions for parks, streetscapes, etc. are what I'd call "aspirational"i.e. desired outcomes, or considered "amenities" if we allow developers to build higher-

story or higher-density residential developments. Whether these amenities occur depends entirely on negotiations between the City and the developer.

For example, if we set a minimum 2-story building height, and a maximum of 8 stories, a developer can propose an 8-story building without having to negotiate for the “amenities” (such as parks) that we’d like. Only if we set a maximum of 4 stories with possible increases up to 8 stories if the developer includes some of our desired “amenities,” do we have any room to negotiate for those amenities.

An example in the current plan is **GA-9b.” Sustainable and Green Buildings as Community Amenities.** *Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that provide designated levels of sustainable and green building features.”*

We also need to clearly understand which of the proposed GAP provisions are considered “objective standards” against which proposed developments can be evaluated and which are simply “amenities.” Are features such as provisions for solar, electrification, parking, etc. considered objective standards? Each of the specific provisions should be reviewed with that in mind.

It is important, I think, to discuss and potentially obtain further community input with respect to the City’s objective standards (residential building requirements). A letter was sent to City Council members yesterday requesting establishment of a Gateway Plan Advisory Committee similar to the successful Plaza Improvement Task Force. The EDC had a representative on the Plaza Improvement Task Force, and provided very useful recommendations. If the City Council decides to establish one, the EDC could potentially have a representative there as well. The issue will be discussed at the upcoming City Council/Planning Commission study session currently scheduled for August 23 (or perhaps at the earlier City Council meeting as well). You may wish to attend .

My apologies for this rather long set of comments. Good luck today.

Delo Freitas

From: David Loya
Sent: Monday, July 25, 2022 8:07 AM
To: Jennifer Dart; Delo Freitas; Joe Mateer
Subject: Fwd: City of Arcata Gateway Area Plan

FYI

Begin forwarded message:

From: "Huntley, Robin@HCD" <[REDACTED]>
Date: July 24, 2022 at 2:36:38 PM PDT
To: Patrick Carr [REDACTED]
Cc: David Loya <dloya@cityofarcata.org>, "Hefner, Kevin@HCD" [REDACTED]
Subject: Re: City of Arcata Gateway Area Plan

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

Thank you for your comments, Mr. Carr. HCD is currently in discussions with Arcata regarding the status of the Gateway Area Plan and the City's need to rezone for a shortfall of adequately-zoned sites to accommodate the City's regional housing need allocation for lower-income households.

This response is being forwarded to the both City and to HCD's Proactive Enforcement unit for their awareness of your comment and concern.

Robin Huntley
Senior Housing Policy Specialist
State of California
Department of Housing and Community Development
2020 West El Camino Boulevard Suite 500, Sacramento, CA 95833
*****New Phone Number*** (916) 695-7770**



From: Patrick Carr [REDACTED]
Sent: Sunday, July 24, 2022 11:31 AM
To: Huntley, Robin@HCD [REDACTED]
Subject: City of Arcata Gateway Area Plan

Robin Huntley

State of California Housing and Community Development

July 24, 2022

Dear Ms. Huntley,

I'm very concerned about the lack of affordable housing in Humboldt County and specifically in the City of Arcata where I live.

In line with my interests I've been monitoring Arcata's Housing Element, particularly the City's ongoing work on the Gateway Area Plan, by attending public meetings and communicating with City staff and decision makers. As you know, the Gateway Area Plan was included in Arcata's 2019 Housing Element as Implementation Measure 20, with a deadline to complete rezoning by August 31, 2022.

Now we are mere weeks away from that date, and I'm pretty certain that Arcata is nowhere near completing its required rezoning. Proceeding with the Gateway Area Plan has been met with significant opposition from some very vocal local residents, and this has contributed to the delay. I know that City staff and decision makers have good intentions in seeking community input, but I'm concerned that the needs of a larger pool of residents who lack affordable housing will not be met.

I write you today in hopes that Housing and Community Development will continue to provide oversight of the City's efforts to implement its Housing Element, and ultimately to provide expanded opportunities for housing in Arcata.

Thank you,

Patrick Carr

[REDACTED]

Arcata CA 95521

Delo Freitas

From: David Loya
Sent: Monday, July 25, 2022 8:08 AM
To: Jennifer Dart; Delo Freitas; Joe Mateer
Subject: Fwd: Arcata CA housing

Begin forwarded message:

From: "Huntley, Robin@HCD" [REDACTED]
Date: July 23, 2022 at 1:57:53 PM PDT
To: Cathy ChandlerKlein [REDACTED]
Cc: David Loya <dloya@cityofarcata.org>, "Hefner, Kevin@HCD" [REDACTED]
Subject: Re: Arcata CA housing

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

Thank you for your comments, Ms. Chandler-Klein. HCD is currently in discussions with Arcata regarding the status of the Gateway Area Plan and the City's need to rezone for a shortfall of adequately-zoned sites to accommodate the City's regional housing need allocation for lower-income households.

This response is being forwarded to the both City and to HCD's Proactive Enforcement unit for their awareness of your comment and concern.

Robin Huntley
Senior Housing Policy Specialist
State of California
Department of Housing and Community Development
2020 West El Camino Boulevard Suite 500, Sacramento, CA 95833
*****New Phone Number*** (916) 695-7770**



From: Cathy ChandlerKlein [REDACTED]
Sent: Saturday, July 23, 2022 8:23 AM
To: Huntley, Robin@HCD <Robin.Huntley@hcd.ca.gov>
Subject: Arcata CA housing

Dear Ms. Huntley,

My name is Cathy Chandler-Klein, and I am a long-time resident of Arcata, California. I have been paying close attention to the implementation of Arcata's Housing Element, particularly the development of the Gateway Area Plan. The Gateway Area Plan was included in Arcata's 2019 Housing Element as Implementation Measure 20, with a deadline to complete rezoning by August 31, 2022. As we near the close of July 2022, it appears that the city is far off from completing its required rezoning. The rezoning has been met with significant local landowner opposition, which has contributed to the delay. I hope that Housing and Community Development continues to provide critical oversight on implementation of the Arcata Housing Element. Thank you.

Cathy Chandler-Klein, MFT

[REDACTED]

Arcata, CA 95521

Delo Freitas

From: Chris Richards <[REDACTED]>
Sent: Wednesday, July 27, 2022 1:39 PM
To: Dan Tangney; Kimberley White; Julie Vaissade-Elcock
Cc: Judith Mayer; John Barstow; Christian Figueroa; Scott Davies; David Loya; Fred Weis; Sarah Schaefer; Meredith Matthews
Subject: Form-Base Code info

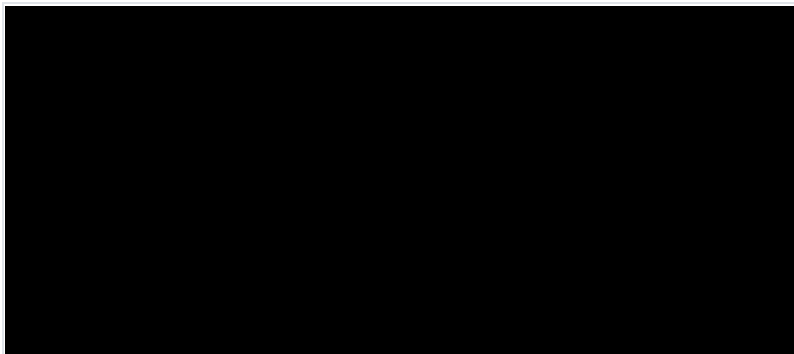
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello- I just want to send some information about Form-Base codes and also voice some concerns (below) Smart Growth America is a good source:

https://smartgrowthamerica.org/what-makes-a-good-form-based-code/?fbclid=IwAR2KNSpZuFa-7kUq4nXba7aQ_9HyE4LL_n3lpV-QO-fQcQNbJjLzC-2Zt2w

Planetizen has courses available but here are two introductory YouTube videos that are a great start (about 20 minutes to view both):

[What is a Form-Based Code?](#)



What is a Form-Based Code?

[Form-based Codes: What is a Building Type?](#)



Form-based Codes: What is a Building Type?

I am also including this link to [Arcata1.com](https://arcata1.com) that showcases the City of Arcata's "Phase 1" Form-Base Codes meeting with consultant Ben Noble. This link enables you to listen and read a transcription of the presentation:

<https://arcata1.com/ben-noble-fbc-june-29/>

Also I would like to voice continued concerns raised at the 7/26/2022 PC meeting. I'm a little puzzled how there is to be any real productive discussion nor any real policy/codes written (Form-Based Codes) until the issue of building height and other concerns are "flushed out". If the City Council and Staff continue onward with the current planning process, while ignoring the public outcry regarding building height, roadway design issues, parks and open space concerns, including the January 2-day Community Center Outreach event, I am of the opinion that either the Gateway plan draft will become something the community won't like nor back and/or there will be many hours of additional time needed (spent) re-writing the related policy and Form-Base Codes. I am hopeful these concerns can be ironed out in the near future (at the Joint Study Session on August 23rd). Feel free to reach out at any time with any comments or questions.

Regards- Chris Richards

From: [Colin Fiske](#)
To: [David Caisse](#)
Cc: [David Loya](#); [Delo Freitas](#)
Subject: Additional Comments for TSC
Date: Thursday, July 28, 2022 11:41:55 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.

Hi David (Caisse),

Could you please forward the message below to all TSC members?

Thanks,
Colin

TSC Members,

Thank you for your continued thoughtful discussion of the proposed Gateway Area Plan. It is my understanding that the primary topic of discussion at next week's special meeting will be the proposed L/K Street couplet, so I wanted to offer some additional thoughts on that subject.

As a rule, CRTP does not support new road construction or projects which add vehicular capacity. However, we do support the proposed L/K Street couplet, even though it would involve constructing several new segments of L Street. We have three main reasons for supporting this proposal:

1. It will allow K Street to narrow to 1 lane with significant bike and pedestrian safety improvements. K Street is currently both a major gap in the bike network (it requires mixing with fast-moving traffic, so only very confident riders use it) and a barrier in the bike/ped networks (crossing it is uncomfortable and dangerous). Making K Street safer and more comfortable to use and to cross for people walking, biking and rolling is critically important for both the Gateway plan and the city's broader efforts to improve safety and promote mode shift.
2. The proposal includes maintaining and improving the existing trail. Improvements include moving the trail off the roadway in places where it currently mixes with traffic (e.g., between 10th and 11th St and north of 12th St) to create a continuous buffered path, and adding sidewalks throughout the corridor which will reduce bike-pedestrian conflicts on the trail.
3. Any new vehicular capacity created will be negligible in the context of the city's existing street grid.

All of that said, we would also support alternative proposals - for example, a J/K Street single-lane couplet - which are feasible and would accomplish the same goals. We would **not** support alternatives that do not allow K Street to be narrowed and improved with bike/ped safety features, that do not improve the area's overall walkability and bikeability, or that add substantial vehicular capacity to the streets.

Thanks for your consideration. I will be out of town next week, but please feel free to reach out to me today or tomorrow (Thursday or Friday) if you would like to discuss any of this further.

--

Colin Fiske (he/him)

Executive Director

Coalition for Responsible Transportation Priorities

www.transportationpriorities.org

Issues with Ben Noble's presentation

July 17, 2022 Last edited: July 26, 2022

Ben Noble's Form-Based Code presentation is good — but far from perfect.

For anyone who wants to understand more about what a Form-Based Code is and how it would work in Arcata, I strongly recommend reading the transcription on this website, <https://arcata1.com/form-based-code-page/>. This presentation really MUST be read by everyone who is involved in the Gateway plan process.

But the presentation could have been soooo much better. Here's what was missing.

1. **No tall buildings are shown.**

Arcata's draft Gateway plan calls for buildings up to 8-stories tall. Other than an illustrative diagram for a Form-Based Code example in the metropolitan city of South Bend, Indiana, the buildings shown are 2- and 3-stories, with a sprinkling of 4-stories. We want to see how a 4-story or 6-story — or 8-story! — building fits into an existing neighborhood. Could there be some examples of mixed-height, mixed-massing neighborhoods?

2. From my perspective, **the Form-Based Code example of Meriam Park in Chico is terrible!** (Around 31:49 in the presentation.) Meriam Park is so awful it needed a whole article to itself, <https://arcata1.com/form-based-code-page/>. Reader, take a look at it. It seems to be a case where the Form-Based Code helps the developer get what he wants — **and then call it something hip**. Form-Based Code will help to enable the vision, but if the vision isn't beneficial for the community, bad planning will result. I hope nothing remotely similar to Meriam Park will ever get close to Arcata.

3. **It seems some of his examples are counter to the New Urbanist concepts that he is presenting.** Such as the Meriam Park example. The streets are purported to be walkable, but they look pretty uninviting.

4. He talks about "creating public spaces" — but how is that done? Do the Amenities programs in other cities' Zoning Codes actually work? Will developers in Arcata actually give up precious land, when they can already build as many units within the building's envelope as they want?

5. Ben says: **"And I think a priority of the city as well to facilitate additional housing production, particularly an increased diversity of housing types of more affordable and attainable to all income levels."** Sure, that's a wonderful dream. But how? How? What about this plan makes that happen?

6. The number of units in the entire building is not specified. The size of the building will be determined by the Form-Based Code, within the constraints of that neighborhood. So the

density will be based on the how many units the developer wants to build within the space of the building. If the developer wants more units, then the developer can have smaller units in the building.

Ben Noble says:

“And that building envelope can be divided into however many units an applicant, property owner or developer chooses. **So that incentivizes smaller units that are therefore more affordable.**”

Opinion: This is spoken by someone who is dealing with numbers and not people. The developer could choose to make 100 studio apartments of under 400 square feet... rather than a blend of studio, 1-bedroom, 2-bedroom, 3-bedroom apartments. **An apartment building consisting only of studio units may not be what is good for Arcata!** (See how this is happening in Santa Cruz, <https://arcata1.com/we-want-arcata-to-look-like-this/>) We might need more 2-bedroom and 3-bedroom units — you know, for families. Remember them?

What Ben said is a terrifically elitist statement. To say that smaller units are more affordable is missing the whole point of housing. The purpose of housing is to provide a home for people. Building smaller units — to house fewer people — does not help the people who aren't living in that studio unit.

Why not count the bedrooms instead of counting the units? Apartments with 2-bedroom and 3-bedroom units might be far better suited for Arcata than a whole building of studios.

7. The December 2021 draft Gateway plan has four districts, or neighborhoods. **In reality, the 138-acre 64-block Gateway area needs more districts.** And I feel certain that as the Form-Based Code develops, we will see more neighborhood districts included in the plan. Any development in the Creamery District needs to be distinct from other nearby areas, and so far there's not much recognition for the Creamery District as requiring its own design and human-oriented guidelines.
8. **Public Open Space.** Ben Noble said: “The Gateway plan also includes an open space concept plan within the plan. We'll translate that into public open space requirements, with standards for these open spaces that are established within the code.”
See the articles on this website on the need for parks: [Gateway Needs Parks!](#) and [Quimby Act Dreams — How do we get parks in Gateway?](#)

There are five types of parks, and distinctions must be made between them. **There are natural open spaces; trails and paths; parks as places to sit, meet, and congregate; parks for teen & adult recreational activities; and playgrounds for children.**

The Gateway plan purports to recognize their importance and does a good job with the open spaces and trails and paths. **But for parks as places for people to meet and sit, for recreational activities, and especially for playgrounds, the plan does very little.**

Tell us, Ben: **What in the Form-Based Code will help this?**

9. **Ministerial Review Option 3: Planning Commission Public Meeting**

“The third option for the Ministerial process is similar to Option Two, but **with the Planning Commission being the decision-maker** on whether or not the project conforms to the objective standards.”

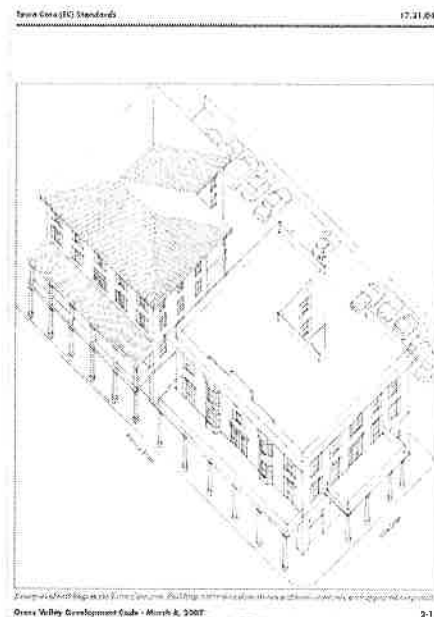
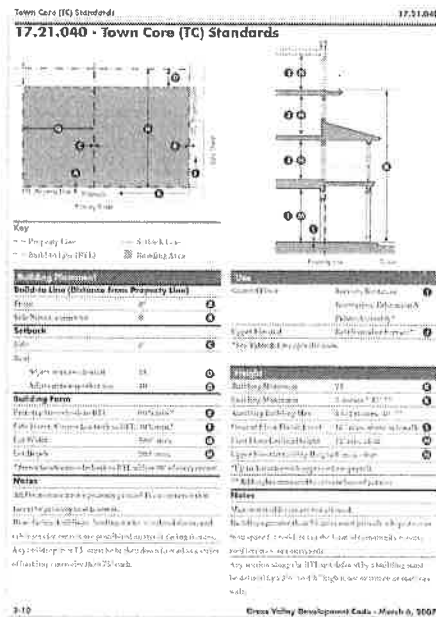
Could Ben Noble or David Loya please explain why Option 3 has never been mentioned in all the months that we’ve been talking about Ministerial Review?

10. Ben says: “We’re concerned that continuing with the existing Design Review process for the Gateway area will generate frustration for neighbors who will be asking the City to exercise discretion that it actually does not have.”

First off, we are not intending on continuing with the current Design Review process. I propose that any notion Ben may have heard on that is false.

Second, how about this: Ben, you give us a good (or excellent) Form-Based Code. You explain where the discretion is and where it is not, and we will take care of any potential local frustration. In the readings I’ve done on Form-Based Code, while the code is supposed to be so clear that two people would form the same conclusion, quite often it is not. And that’s where having public input and Planning Commission review comes in. **Because more people looking at a project should result in a superior project.**

11. In the Form-Based Code examples there is a drawing from the Grass Valley Development Code (about 36:43 into the presentation) it shows an elevation (side drawing) for a three- or four-story building. Their Form-Based Code calls for a building maximum height of 3 stories, or 45 feet. In small print under the drawing it says: **“Buildings taller than three stories will be allowed only with approved use permit.”** In other words, over 3 stories requires a review process, with public input and, likely, Planning Commission approval.



Grass Valley Development Code

Examples of buildings in the Town Core area. Buildings taller than three stories will be allowed only with approved use permit.

[Enlarged sentence was inserted onto the original presentation slide.]

That seems to an option other than the three mentioned by Ben Noble.

We are aware that Redwood City has a blend of Discretionary Review and Ministerial Review with their Form-Based Code. How Redwood City handles their review process is at: <https://arcata1.com/how-redwood-city-handles-ministerial-planning-commission-review/>

How does that work? **Are there other possible ways of going about the review process?**

Delo Freitas

From: Erin Kelly [REDACTED]
Sent: Sunday, July 31, 2022 4:36 PM
To: John Barstow; Scott Davies; Christian Figueroa; Judith Mayer; Dan Tangney; Julie Vaissade-Elcock; Kimberley White
Cc: David Loya
Subject: Support for Gateway Area Plan
Attachments: IMG_5562.jpg

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 Planning Commission members and Mr. Loya,

I want to thank you for having such an extensive and thoughtful public outreach and communication process for the Gateway Area Plan.

I am fully in support of infill, and fully in support of developing the Gateway Area in the way that is proposed. I live in Eureka, but I work in Arcata at Cal Poly Humboldt and serve on the Arcata Forest Management Committee, so I am dedicated to seeing quality of life maintained in that town as well.

I've heard concerns that Arcata is planning to grow too fast. I am certain that the growth will happen, regardless of whether it is planned. What planning can do is focus the growth in places where it is responsible, and make housing available to the many people who want to live in this area.

I wanted to point you to one community where I used to live: Corvallis, Oregon. Corvallis has not seen the growth that Arcata is likely to see in the coming years (especially proportionately, since it's at 58,000 people vs. 18,000 for Arcata). But Arcata can still learn from Corvallis, which saw a growth in student population (from ~18,000 to 25,000 students between 2006-2016, with slight decreases since that time), accompanied by a lot of infill and careful planning because of their wish to maintain green space around the city. In walking Corvallis recently, there were a number of recent buildings that were tall. What impressed me was their variety: a variety of setbacks, some built on top of older buildings, some entirely new. I've attached a photo of a building that is set to house a number of local non-profit organizations, built almost entirely of repurposed materials. I want to emphasize that we don't need to copy Corvallis, but that the spirit of growth within the city, which is **absolutely in keeping with its environmental and social responsibility ethics**, should be emulated. Part of what makes Corvallis vibrant is that it's walkable, much like Arcata, and it has a mix of old and new, with businesses and residences mixed together.

I know that you all have gotten a lot of pushback on the Gateway Plan. But lack of planning *will not stop people from moving here*. There's no pulling up the ladder here. We need to be ready for the people who are moving here, and we need to greet this as an opportunity to lean into what makes Arcata awesome, especially a commitment to social equity and environmental sustainability. This means building housing for people and keeping growth inside towns (and maintaining walk- and ride-ability).

Thanks for taking the time to consider this - the loudest voices may be people who are unhappy with the Gateway Plan, but I think a lot of folks are really supportive and I hope they also reach out to you.

Sincerely,

Erin Kelly

Delo Freitas

From: Scott McBain [REDACTED]
Sent: Sunday, July 31, 2022 7:20 PM
To: Julie Vaissade-Elcock
Cc: Karen Diemer; David Loya; [REDACTED]
Subject: Gateway Plan Advisory Committee Request for August 9 Planning Commission agenda

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 Chair Vaissade-Elcock:

Per the forwarded e-mail message below, we have requested a short amount of time on the 8/17 City Council agenda to provide a short overview of a more detailed draft proposal for a Gateway Plan Advisory Committee (GPAC), and we were hoping that you could likewise add some time for us to provide the Planning Commission an overview of this more detailed draft proposal during its August 9 meeting. This short presentation (with an accompanying MS Word document of the more detailed draft proposal) are intended to stimulate discussion of the merits and tradeoffs of the GPAC request during the August 23 Joint Study Session. Please let us know if you think that this 15-minute agenda request can be accommodated during the August 9 Planning Commission meeting. Thank you for your consideration,

Scott and Chris

From: Scott McBain
Sent: Sunday, July 31, 2022 6:47 PM
To: kdiemer@cityofarcata.org; satkinssalazar@cityofarcata.org
Cc: Sarah Schaefer <sschaefer@cityofarcata.org>; [REDACTED]
Subject: Gateway Plan Advisory Committee Request for August 17 City Council agenda

Dear Karen:

As we mentioned in our 7/20/22 e-mail requesting the City Council to consider establishing a Gateway Plan Advisory Committee (GPAC), we have been developing a more detailed draft proposal for a Advisory Committee process, objectives, timeline, and deliverables. We would like to share these more detailed ideas with the City Council and Planning Commission in advance of the August 23 Joint Study Session to facilitate a more informed discussion on the merits of the Advisory Committee request during the Joint Study Session. Accordingly, we are requesting that we be able to provide the City Council a short (15-minute) PowerPoint presentation of this more detailed draft proposal during its August 17 meeting. Please let us know if you, Mayor Atkins-Salazar, and Vice-Mayor Schaefer are able to accommodate this 15-minute agenda request for the August 17 City Council meeting.

We will also reach out to the Chair of the Planning Commission for a similar request for its August 9 meeting. Thank you for your consideration of this City Council agenda request, and we look forward to the discussion.

Scott and Chris

Scott McBain
[REDACTED] (cell)