

Delo Freitas

From: Gregory Daggett <[REDACTED]>
Sent: Wednesday, November 02, 2022 1:49 PM
To: Stacy Atkins-Salazar; Sarah Schaefer; Meredith Matthews; Alex Stillman; Brett Watson; jbarstow@cityofarcata.org; Scott Davies; Christian Figueroa; Judith Mayer; Dan Tangney; Julie Vaissade-Elcock; Kimberley White; David Loya; COM DEV; Delo Freitas; City Manager's Office
Subject: Coastal Act,SB1000,Gateway Area Plan,General Plan 2045,Local Coastal Program
Attachments: A1AB7CBD9FD749ABBFC5ED1B386FA290.jpg

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Dear City Council, Planning Commission, Staff, and City of Arcata Leaders,

The last few months I have been very vocal at the Planning Commission and City Council meeting regarding conflict that the Gateway Area Plan building heights has with the Coastal Act, Sea Level Rise in California:Planning for the Future and transportation circulations issues SB1000. <https://www.coastal.ca.gov/climate/sl/>

The Coastal Act Laws and Regulation Chapter 3-Coastal Resources Planning and Management Policies Article 6 30251 states

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

(Added by Stats. 1976, Ch. 1330.)

SB 1000-Environmental Justice in Local Land Use Planning. "Environmental justice" is defined in California law as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. (Cal. Gov. Code, § 65040.12, subd. (e).)

(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources.

A noise element that shall identify and appraise noise problems in the community. The noise element shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

(A) Highways and freeways.

(B) Primary arterials and major local streets.

Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average sound level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

California Environmental Quality Act & Environmental Impact Report. The study is based on standard checklists covering topics such as air quality, traffic, and noise. The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly. The EIR shall also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected. The Noise Element is required by California cities and counties (Government Code Section 65302) It falls under the California General Plan Guidelines. Local governments must analyze and quantify noise levels, and the extent of noise exposure, through actual measurements. Under Government code section 65302(f) Noise Element Requirement primary arterial and major streets such as H and 16th streets, G street, K street, to be monitored and noise research be done such as Average daily level of activity (traffic volume per days of the week, and seasonal variations. Distribution of activity over day and night time periods, day of the week, and seasonal variations. Average noise level emitted by the source. City of Arcata 3.1.1 Noise Element. Within the Noise Element of the General Plan, it specifies an exterior noise standard of 60 dB CNEL and an interior noise standard of 45 dB CNEL for multi-family residential. The Secretary of Interior's Standards for the treatment of Historic Properties, Preserving windows, and the relation to noise/environment for Historic Neighborhoods and houses, circulation systems, such as roads and streets. The Circulation system of traffic flow using the H street and G street for exiting and entering 101 North freeway is a disaster. The quality of life for people living on these busy streets in the future will be unbearable with the increase in air pollution and noise. This is a violation of SB1000 Environmental Justice in local planning.

The Gateway Area Plan must do an EIR on the noise exposure from the addition of thousands of more vehicles using the major streets H & 16th streets, G street, 8th and 9th Streets, K street and Alliance Road. Government section 65302(f) Noise Element Requirement primary arterial and major streets that falls under the California Environmental Quality Act and the California General Plan Guidelines.

In the near future Cal Poly Humboldt is building additional housing for 2,400 students with the goal of building additional housing in the future.

Craftsman Student Housing the project will resemble prior planning infill housing at the site. Total project budget 150 million. Planned opening Dec 2024

Library Circle Student Housing, Health, and Dining Building & Parking Structure. Total Project budget 175 million. Planned opening August 2026

Campus Apartments Student Housing and Parking Structure. Total project budget 110 million. Planned opening August 2026.

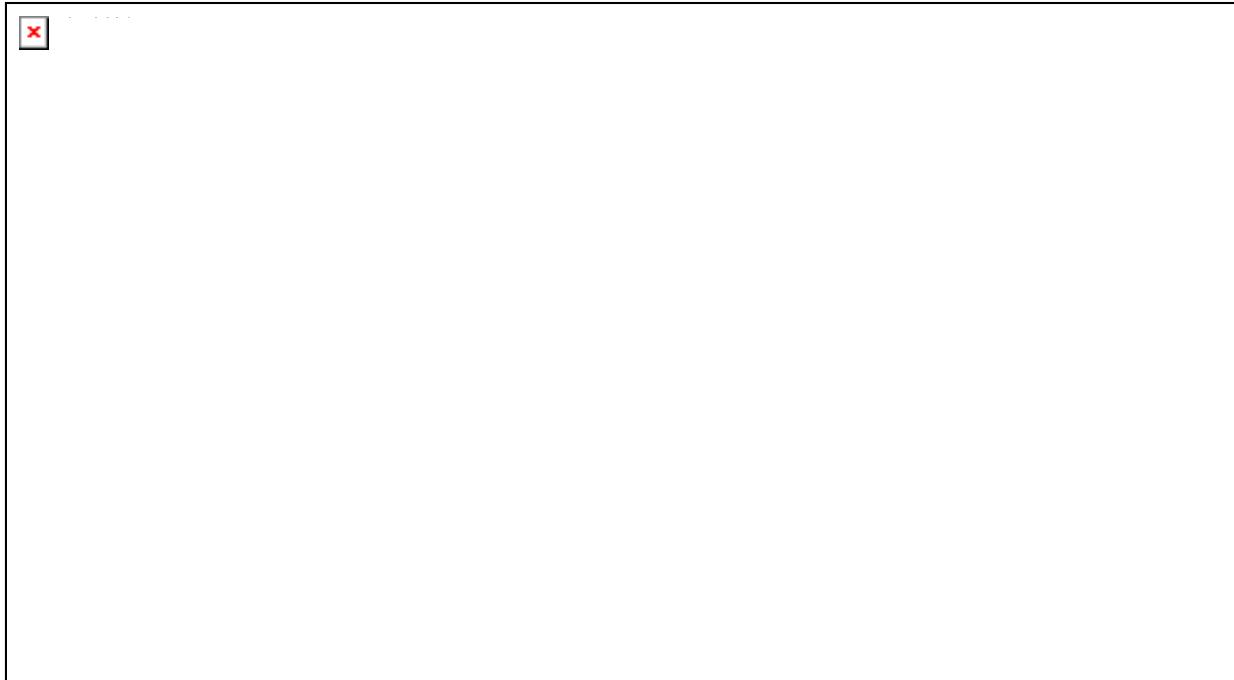
All of these projects at Cal Poly and the 3,500 units Gateway Area Project will be putting too much traffic, noise and air pollution on the North-town and Downtown of Arcata. Look at how the California courts ruled in the Berkeley vrs Berkeley case regarding CEQA requirements and the inadequate environmental impact report addressing polluting neighborhoods with traffic and noise. After air pollution, noise is the second biggest environmental factor causing health problems, increasing the risk of cardiovascular disorders, high blood pressure, sleep disruption, hearing loss, and heart attacks. Noise exposure has also been linked to cognitive impairment and behavioral issues in children. All people have the right to a reasonably quiet environment.

A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of

the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards. Tsunami Mapping page 7 for Arcata. https://nctr.pmel.noaa.gov/tsu400/documents/Course_1_Day_2/Session_11/NCEE_patton_dengler.pdf Update to the NOAA Dengler was published by Lori Dengler on Oct 8th, 2022.

Lori Dengler | What sea level rise, tectonics mean for North Coast

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NOAA relative sea level rise is shown from tide gauge trends graphic. Numbers are in millimeters per year. If the current trend at the North Spit gauge continued for 100 years, the water level would rise 1.6 feet. (Contributed)

By [Lori Dengler](#) |

PUBLISHED: October 8, 2022 at 12:14 p.m. | UPDATED: October 8, 2022 at 12:35 p.m.

Sea level is rising more rapidly in the Humboldt Bay region than in any other place on the US West Coast. Cal Poly Humboldt's Center for Sea Level Rise has been looking at the implications and last Monday, the San Francisco Chronicle gave us feature treatment.

Sea level rise became news in the 1970s. Studies were published and in 1988 the UN formed the Intergovernmental Panel on Climate Change was formed. Since 1993, satellite altimetry has provided a global picture of the rising oceans. The current estimate of average sea level rise is 3.4 millimeters (.13 inches) per year. There is no gray area here, it is a measured fact.

But the ocean isn't a bathtub, and the rise is not uniform, rising more rapidly in some areas and dropping in others. How water level changes locally is a function of many variables. The three most important are thermal expansion, the supply of water, and deformation of the sea floor.

Water expands as it warms. A warmer ocean raises sea level with no additional water. Expansion rates are complex and depend on salinity, temperature, and pressure. There are seasonal changes and longer ones. Thermal expansion in strong El Niño years can raise the background tide levels by nearly a foot.

Added water comes from three main sources: valley glaciers, the Greenland ice sheet, and the Antarctic ice sheet. I called them the three dominos when I taught about sea level rise. Alas, the valley glaciers are nearly gone and much of their contribution is already in the ocean. Melting of the Greenland ice sheet is well underway and all eyes are now on Antarctica. It will be the primary driver of sea level rise over the next century.

Little attention is paid to seafloor depth. It is not a constant. The weight of sediment, ice, or lava flows can depress it; removing weight causes it to rise. Tectonic stresses squeeze or stretch the crust.

Ice sheet melting and the warming climate are my top concerns when it comes to the future of human habitability but the response of sea levels to tectonics is closer to my area of expertise. I am fascinated by how sea levels give a picture of the forces at work beneath our feet.

Sometimes those forces work quickly. The Great Alaska earthquake in 1964 lowered some areas by as much as 8 feet. Other locations like Montague Island rose up 30 feet. But most tectonic changes are very slow, occurring over decades and centuries as strain accumulates in between major earthquakes.

Tide gauges provide a record of those subtle changes. By averaging daily water levels, regional trends going back a half-century or longer emerge. NOAA maintains fifteen tide gauges in California. South of Cape Mendocino, they all show a rising sea at rates between 1 and 2.5 mm/year. The North Spit tide gauge south of Fairhaven on the Samoa Peninsula has a rate about twice as high, just below 5 mm/year. And to further complicate the story, Crescent City, 65 miles north of Humboldt Bay, is the only site on the California coast where sea level is falling. The land is rising more rapidly than the water.

Something very unusual is going on along the Northern California coast. Ocean temperatures and water supply are essentially the same yet over a space of 65 miles, we have the most rapidly dropping and the highest uplifting coasts in the State. The culprit has to be tectonics.

USGS scientist George Plafker was the first to note an unusual pattern of land level changes after the 1964 Alaska earthquake. He spent more than a year documenting areas that had uplifted and those that had dropped and proposed what today we know of as the megathrust earthquake cycle. In between great earthquakes, the slow forces of the subducting plate pull down the land near the edge of the plate offshore and squeeze the area further away causing a bulge.

The Cascadia subduction zone is similar to the geologic setting that produced the Alaska earthquake. The edge roughly coincides with the continental shelf. It is almost at the coast at Cape Mendocino and is further and further offshore heading north into Oregon and Washington. The simple megathrust model means we would expect that areas in Humboldt and Del Norte County where the edge is closer to be pulled down during interseismic times.

Tide gauges show a more complex story. The relative sea-level drop in Crescent City and Port Orford in southern Oregon point to a rising coast. But what is going on in Humboldt Bay?

Ah, the complexities of subduction zones. They aren't a single fault and Humboldt County is one of the few places on the planet where we can see the complexity on land. We are perched on the edge of the North American plate and the Gorda plate is being pulled beneath us. The pull may be slow, but it is relentless causing the edge to crumple, fold and, in some cases, break.

The 60-mile zone from the edge to the coast, the accretionary fold and thrust belt. The crumpling created Humboldt Bay and the lagoons. Secondary faults such as the Little Salmon and the Mad River fault zone cut across the coastal area. All of these features are also deforming at slow rates.

Could we get a better picture of Humboldt Bay if we had more tide gauges? Yes, and fortunately a group from Cascadia Geosciences led by Jason Patton has done this. There were temporary tide gauges in the past at a number of Bay locations and this team was able to track down four of them and compare their rates to the NOAA gauge. No surprise — their data show differences in rates around the Bay and one area is dropping even more quickly. Their paper is coming out soon and I will revisit the story then.

The implication for Humboldt is enormous. It will require moving wastewater treatment plants and moving/protecting roads and highways. Proposed developments like Arcata's Gateway project will find themselves in the tsunami hazard zone. And of course, these rates won't continue indefinitely. They are signs of accumulating strain on faults that will eventually rupture. When that happens, the Bay will look substantially different.

Note: * NOAA maintains a global database of relative sea level rise as measured by tide gauges at <https://tidesandcurrents.noaa.gov/sltrends/>, the Chronicle article is at <https://www.sfchronicle.com/climate/article/california-sea-level-rise-17478689.php>.

Lori Dengler is an emeritus professor of geology at Cal Poly Humboldt, an expert in tsunami and earthquake hazards. Questions or comments about this column, or want a free copy of the preparedness magazine "Living on Shaky Ground"? Leave a message at 707-826-6019 or email Kamome@humboldt.edu.

Upon the next revision of a local hazard mitigation plan, adopted in accordance with the federal Disaster Mitigation Act of 2000 (Public Law 106-390), on or after January 1, 2017, or, if a local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022, the safety element shall be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to the city or county. This review shall consider advice provided in the Office of Planning and Research's General Plan Guidelines and shall include all of the following:

A vulnerability assessment that identifies the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts, including, but not limited to, an assessment of how climate change may affect the risks addressed to the Arcata WasteWater Treatment Plant and Gateway Area Plan. The Humboldt County Grand Jury report The Sea Also Rises states that Antarctica could disintegrate within ten years leading to flooding the roads to the Arcata Wastewater Treatment Plant and creating an island.

<https://coast.noaa.gov/slr/#/layer/slr/3/-13813859.28977252/4993173.846714883/14/satellite/none/0.8/2050/interHigh/midAccretion>

Making California's Coast
Resilient to Sea Level Rise:
Principles for Aligned State Action

California's coast, bays, estuaries, and ocean are facing an immediate threat from sea-level rise. To improve effectiveness in addressing the immediate challenge of adapting

our state to sea-level rise, California state agencies with coastal, bay, and shoreline climate resilience responsibilities, including for coastal infrastructure and Californians' safety, endorse the following Principles for Aligned State Action. These Principles will guide unified, effective action toward sea-level rise resilience for California's coastal communities, ecosystems, and economies around:

Best Available Science, Partnerships, Alignment, Communications,
Local Support, Coastal Resilience Projects, and Equity

Background

- Californians' safety, local and state economies, critical infrastructure, and natural resources face increasing threats from sea-level rise (SLR).
- Every scientific assessment since California's 2009 Climate Adaptation Strategy has revealed that coastal impacts from climate change-caused SLR will occur more quickly and be more severe than previously projected. California's coast faces a significant risk of experiencing SLR of up to 1.0 feet by 2030 and 7.6 feet by 2100.
- Projections of future SLR point to significant impacts to California communities, with considerable environmental justice implications, upwards of hundreds of billions of dollars in impacts to property and development, impacts to statewide and regional water supplies, as well as significant damage to and loss of many miles of beaches, tidepools, coastal rivers, estuaries, and wetlands.
- As California has repeatedly demonstrated, a bold, statewide climate agenda benefits our natural resources, health and safety, economy, critical infrastructure, and communities. Our state has led global efforts on climate change mitigation and is poised to do so on climate change adaptation.
- These Principles will enable California to scale up coastal resiliency efforts through aligned strategies that create consistent, efficient decision-making processes and actions coastwide while improving collaboration across state, local, tribal, and federal partners.
- Action now saves up to six times the cost of action later, allows time for the state and communities to test and leverage needed solutions, and prevents untold impacts. By enhancing alignment and partnerships now, we will significantly improve the climate resiliency of our coast, bays, shorelines, and communities, particularly frontline communities most vulnerable to the impacts of SLR.

Goal

1. Develop and Utilize Best Available Science

- Apply best available science to planning, decision-making, project design, and implementation. Prioritize frequent engagement with stakeholders to ensure the science is actionable.
- Utilize SLR targets based on the best available science and a minimum of 3.5 feet of SLR by 2050. Develop and utilize more protective baseline 2050 and 2100 targets for road, rail, port, power plants, water and waste systems, and other

Please address the conflicts the Gateway Area Draft Plan has with the California Coastal Act, Sea Level Rise, Local Coastal Program and SB1000.

Sincerely,

Gregory Daggett

Delo Freitas

From: Erin Kelly [REDACTED] >
Sent: Tuesday, November 08, 2022 3:57 PM
To: jbarstow@cityofarcata.org; Scott Davies; Christian Figueroa; Judith Mayer; Dan Tangney; Julie Vaissade-Elcock; Kimberley White; David Loya
Subject: Support for Gateway Area Plan (part 2)

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 am writing a second letter (my first was July 31) in support of the Gateway Area Plan. I am a proponent of the Plan and infill generally. I live in Eureka and work in Arcata (at Cal Poly Humboldt). I ride my bike to work approximately 3x per week, which means I'm riding in Arcata about 3 mornings and 3 afternoons every week.

Arcata has always changed and will continue to change. How we prepare for change is absolutely vital. A big part of this change is population growth, both from the growth of Cal Poly Humboldt and the people who are moving here as climate refugees. There will be increasing numbers of jobs here, whether at the university or at other economic development opportunities, and there needs to be housing. If that housing is unplanned, then there will still be people, but our development will sprawl, with (in my view) very negative impacts on the forests, wetlands, and farms of our region. This style of sprawl is recognizable over most of California, but we have mostly been spared it because of remoteness. But growth is coming, and the only thing to do is either prepare for growth or let it happen to us.

Let's think about unplanned growth for a moment: more people driving from remote places, so more traffic of commuters in Arcata (public transit doesn't work very well for dispersed populations); loss of farmland, wetlands, and forest land as sprawl eats up green space in Bayside, Indianola, and Freshwater. There would be fewer opportunities to grow food at any scale as farms are subdivided. There would be more development in ecologically inappropriate areas. More emissions from increased traffic; more impact on services such as wastewater and stormwater systems.

I appreciate that people love the feel of Arcata. There is much to appreciate about it, and the style of infill is important. Remaining/becoming more bicycle friendly is important. I've seen people very protective of the L street corridor and current biking there. It's a great little area to walk and bike - I agree. But it alone will not make the city walkable/bikeable. K street, with unplanned growth, will become a barrier. Thinking about Arcata (and the entirety of the Bay) is important when thinking about whether you can reasonably get from point A to point B on multiple modes of transportation.

There has been a high level of vitriol from many people regarding the Gateway Area Plan. I think there's an idea that buildings will pop up overnight, and also an idea that only the people in Arcata should have a voice in this process. I get it - I'm an outsider, I live in Eureka. I support housing, infill, and all the things proposed here for Eureka as well. But this won't happen in a vacuum. Arcata and Eureka are linked in so many ways, and housing is one of them. Protecting green space, habitat, and wetlands is another. We should work together on this (alongside McKinleyville!).

There are so many things I look forward to regarding the Gateway Plan Project - especially thinking about design, including setting back upper floors to break up the monotony of large buildings; creating more parks and pathways; increasing public transportation opportunities. Building up - even allowing for (eventually) 8-story buildings will restrict the footprint of development. Planning for multi-modal transportation and a mix of residences and services will maintain and improve quality of life. I'm excited to keep participating in this process. This is a process that prepares for

the future, including my students who are moving here, and to their kids, and to their grandkids. And I would like that future to be environmentally and socially responsible.

Regards,

Erin Kelly
(professor at Cal Poly Humboldt)

Delo Freitas

From: Travis Gall <[REDACTED]>
Sent: Friday, November 11, 2022 9:24 AM
To: David Loya
Subject: Arcata Gateway 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.

Good morning David,

I wanted to send a quick message expressing my support for the Arcata Gateway Plan. I recognize that there is a major shortage of housing in the area and the Arcata Gateway Plan is a step in the right direction. As you know we cannot currently keep up with demand and things will get worse without action. Please keep up the good work and I look forward to seeing this happen.

Travis Gall

Realtor

DRE # [REDACTED]

Delo Freitas

From: Colin Fiske <[REDACTED]>
Sent: Monday, November 14, 2022 10:20 AM
To: Scott Davies; Christian Figueroa; Judith Mayer; Dan Tangney; Julie Vaissade-Elcock; Kimberley White
Cc: David Loya; Delo Freitas
Subject: Transportation-Related Gateway Community Benefits

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.

Planning Commissioners,

I am writing to comment on the transportation-related community benefits for the Gateway Area Plan which you will be discussing tomorrow night. These comments pertain to staff's compiled list, Attachment A in your packet. We support most of the proposed community benefits, but offer the following specific comments:

1. We support incentivizing residential density and affordability as community benefits. Denser, more affordable housing near jobs, services and other destinations is key to enabling healthy, low-carbon transportation for all. We also support provisions to encourage mission-driven developers who are dedicated to long-term affordability and long-term maintenance of facilities and programs.
2. We support incentivizing developers to provide free bus passes to all residents as well as improved bus stops/shelters. However, bus stop improvements should only apply after consultation with HTA and/or AMRTS results in a finding that the location is appropriate for those improvements. Additionally, we request the inclusion of bus passes for employees (not just residents) in the community benefits program.
3. Some bike parking is required by current Arcata codes, and more may be required by state building codes in the near future. Incentives for bike parking/storage should only apply to bike parking which is substantially in excess of requirements AND is of a high quality - i.e., inverted-U or similar short-term racks with weather protection, or secure, enclosed long-term storage facilities.
4. We support incentivizing bike-share and car-share systems. To be eligible for consideration as a community benefit, financial or other support for a bike-share or car-share system must be sufficient to ensure access to nearby, convenient vehicles (i.e., a bike-share station or dedicated car-share parking spaces) and to cover the costs of new vehicles at a reasonable ratio to the expected number of new residents.
5. We **do not support** inclusion of underground car parking in the community benefit program. Underground parking structures are extremely expensive and amount to a massive subsidy for car ownership and use. This is not what the city should be encouraging developers to do. A full complement of high-quality facilities, programs and incentives for active transportation and transit can almost always be provided for less cost than construction and maintenance of an underground parking facility.

Thank you for consideration of our comments.

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

Delo Freitas

From: Judith Mayer
Sent: Monday, November 14, 2022 6:13 PM
To: Delo Freitas; David Loya; Jennifer Dart
Subject: Q

Dear David, Delo, Jennifer (and Ben, whose email address I don't have),

Delo called this afternoon to make sure we'd all have devices we can use for the exercise tomorrow, and suggested that if I have any suggestions for how the list should be presented that I let you know as soon as possible, in case you can make changes before the meeting.

In creating the categories for selecting and later ranking potential "community benefit" items, I hope you will also include a category that allows Commission members to recommend that a desirable item NOT be included as a community benefit for credit/ streamlined approval because they believe that item should be required for approval of large projects throughout the entire Gateway area, or in code amendments for large projects city-wide (as we amend Arcata's General Plan and Land Use Code).

Without adding that category, a simpler yes/no or any ranking choice would misrepresent an item that a respondent thinks is so important that it should not be left to a "community benefit" menu, but SHOULD be a basic requirement for large projects, either throughout the entire Gateway area, or city-wide.

Here (below) are a few suggestions for edits of the list you distributed, organized in the order of the list you sent out as Attachment A. (*I only include items for which I'm suggesting changes.*)

See you tomorrow!

Judith

SEE BELOW:

Community Amenities to be Considered for "Community Benefits" Incentives:

Housing Creation.

1. Increased Residential density (Policy GA-3j). *Increased over what? (If the "community benefits" are to be credited for streamlined approval and to allow for high densities, "increased residential density" couldn't / shouldn't be weighed on both sides of the balance! ...*
4. Set mixes of: affordability, unit size, tenure (e.g. SRO and multi-bedroom unit mix). (*What does "set mixes" mean? ...*
7. Limited-equity cooperatives/co-housing with permanent affordability restrictions. *Combine with #3 above? ...*
8. Rent-stabilized housing *beyond future City or State requirements.*
9. On-site management for large projects. *One of those that should be required city-wide in new large projects ...*

Arts and Culture / Beautification.

1. "Benefits" guided by Arcata's Strategic Arts Plan Identified Projects (GA-5h).
2. Contribution to an Area-wide Beautification Fund (*assuming fund is established? No info on what it would cover or who would manage it*) ...
3. *Blight Reduction and* Adaptive reuse of historic structures (GA-10f). (*"Blight" is very subjective, esp. where it could characterize viable existing small businesses*)

4. **Set aside** land to support an Native Arts and Cultural Space (GA-5d). (*What would that mean?* ...)
5. Contribution to “community arts trust” (GA-5c) (*Conditions? levels?*)
7. Housing for artists/ craft workers / small businesses using live-work (GA-5d). (*Already counted under “Housing”*)

Open Space *and Recreation*.

3. On-site publicly accessible recreation facilities (playground equipment, benches/tables, drinking fountains, *toilets*) (GA-6m). (*Toilets are NOT either open space or recreation facilities*) ...
6. Payment into fee program for open space/recreational maintenance and expansion. (*beyond existing city-wide in-lieu fees or Quimby Act?*)
8. Wetland Banking (GA-6k). (*Since state WQ approval would be necessary for this, how would it either streamline approval or be ministerial?*)

“Green” Building, Sustainability, and Resilience.

2. Energy-efficient “Net Zero” design or “Carbon Negative” design, construction, and operation (i.e. project that generates energy). (*Levels should be separated*)
5. Beyond-minimum dark-night lighting & window treatments; bird-safe and bird-friendly construction. (*Two different things -- separate these! Also, bird-safe building standards should be added to LUC city-wide for new large projects*)
6. Publicly accessible landscape features beyond FBC standard, e.g. street trees, green walls. (*Would need to be specified in code*)
10. Maximize effective recycling/reuse of building materials from existing buildings that are demolished. (*Building & LUC should require this city-wide! State codes will likely require it anyway.*)
11. Use of building materials from sustainable sources, very low VOC emitting materials. (*Duplicates LEED & other sustainability ratings -- don't double-count!*)

Transportation & Mobility: Active Movement and Other Features to Minimize Car Impacts.

4. Cycle facilities (indoor or covered safe cycle storage; public access bike racks on private lands). (*Separate parts -- some should apply GAP-wide or City-wide*)
6. Underground parking *where it would reduce/eliminate surface parking*
7. Contribution to fund for bike lane/trail enhancement and associated public space.
8. Contribution into fund for electric car share/bike share. (*Specify who would manage & administer funds & decide on their use*)

Enhanced Architectural Features and Exterior Design. (GA-9z)

8. Install very low water use and/or native landscaping. (*Updated code should require this for large projects GAP-wide*)

Building Amenities - Structural and Operational Features that Enhance Residents' Quality of Life.

8. Prohibition of indoor smoking and vaping (beyond State/City requirements). (*Enforcement nightmare!*)

Economic Development and Job Creation, and Provision of Essential Services

5. Commercial uses that accommodate delivery vehicles off-street (*Should be GAP-wide for new construction!*)
7. Use of locally sourced materials and labor in construction. (*Specify details -- Overall duplicates highest outside sustainable building standards*)

Delo Freitas

From: Judith Mayer
Sent: Monday, November 14, 2022 6:30 PM
To: Delo Freitas; Jennifer Dart; David Loya; Julie Vaissade-Elcock
Subject: GATEWAY community benefit process

Dear Delo, Jennifer, David, Julie (and Ben, whose email address I don't have),

Delo mentioned in her phone call today that if I have any questions, etc regarding the community benefits decision process for the Gateway plan, I should mention them as soon as possible. So here's a major one:

I explained to Delo that it seems backward, to me, to create any definitive list of items that developers could offer in return for a streamlined approval process (potentially a ministerial one) BEFORE the Planning Commission has had any substantive discussion or deliberation on the streamlining process options that could result in such ministerial project approval.

Understanding (deciding) who would have authority to determine whether, and the extent to which, a project proposal fulfills standards for providing "benefits" is essential to determining WHICH benefit offers should be on the "menu" and how they should be weighed in terms of qualifying for very high densities, building heights or mass, and streamlined or ministerial project approval.

One presentation to the Planning Commission (I think Ben Noble's) proposed three different possibilities for varying types of planning commission or staff determinations of whether a project would qualify for additional density bonuses, streamlined/ministerial approval, etc.

I believe it's very important for the Commission have those discussions before taking any **definitive vote** on recommendations for a "community benefits" program that would qualify a GAP project for relaxed standards, or for ministerial / streamlined approval.

Best,
Judith

Delo Freitas

From: Melanie Bright <[REDACTED]>
Sent: Tuesday, November 15, 2022 12:06 PM
To: Stacy Atkins-Salazar; Sarah Schaefer; Meredith Matthews; Alex Stillman; Brett Watson; David Loya; Joe Mateer; Delo Freitas; Jennifer Dart; COM DEV; Julie Vaissade-Elcock; Scott Davies; jbarstow@cityofarcata.org; Christian Figueroa; Judith Mayer; Dan Tangney; Kimberley White
Cc: [REDACTED]
Subject: Planning Commission Meeting on Gateway Community Benefits

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Good afternoon,

I would like to request that meetings involving the Gateway Plan be scheduled after 5 pm on weekdays. Many of us who will be heavily impacted by this brobdingnagian development idea are working regular 9-5 jobs.

Melanie Bright | Member Services Specialist

Preferred Pronoun: [She, Her, Hers] ([What is this?](#))

Open Door Community Health Centers

963 Myrtle Avenue

Eureka, CA 95521

Tel: (707) 269-7073

Main Fax: (707) 269-7045

www.opendoorhealth.com

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Delo Freitas

From: David Loya
Sent: Wednesday, November 30, 2022 4:54 PM
To: Melanie Bright; Joe Mateer; Delo Freitas; Jennifer Dart; COM DEV; Aaron de Bruyn
Cc: [REDACTED]; Julie Vaissade-Elcock; Stacy Atkins-Salazar
Subject: RE: Planning Commission Meeting on Gateway Community Benefits

Thank you for the offer, Melanie. We are absolutely engaged with the Wiyot. There are state requirements for engagement that set a baseline for engagement. For instance, we are required by various laws to consult with area Tribes when we update our General Plan or take a CEQA action. We have taken these formal, state-required, legal steps.

Our collaboration, however, goes far above the legal baseline. Racial equity and social justice are guiding principles for this work. To act on these principles, we've invited collaboration with each of the area Wiyot Tribes. We have some encouraging ongoing engagement with Dishgamu, the Wiyot housing program. And we will continue to partner with the Wiyot for the future of Arcata.

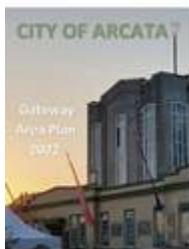
Sincerely,

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

I acknowledge my residence in Goudi'ni (Arcata), part of the ancestral territory of the Wiyot peoples. I offer my reconciliation and respect to their elders past and present.

<https://www.wiyot.us/162/Wiyot-Placename-Video>

To grow opportunity and build community equitably.



Exciting work is happening in the [Arcata Gateway](#) – 138 acres once used for mostly industrial purposes. The [Arcata Gateway Plan](#) allows innovative residential development, using streamlined permitting while protecting working forests, ag lands, open space and natural resources.

You are encouraged to take part in the public process that will affect the City for years to come.

[**READ THE GATEWAY PLAN**](#)

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

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: Melanie Bright <[REDACTED]>
Sent: Wednesday, November 30, 2022 1:27 PM
To: David Loya <dloya@cityofarcata.org>; Joe Mateer <jmateer@cityofarcata.org>; Delo Freitas <dfreitas@cityofarcata.org>; Jennifer Dart <jdart@cityofarcata.org>; COM DEV <comdev@cityofarcata.org>; Aaron de Bruyn <[REDACTED]>
Cc: Julie Vaissade-Elcock <julieve@cityofarcata.org>; Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org>
Subject: RE: Planning Commission Meeting on Gateway Community Benefits

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Hi David,

Have Weott leadership been invited to participate in the Gateway Plan ideas? If not, I could enquire with the tribe to see who might be interested in participating.

Sincerely,
Melanie Bright

From: David Loya [mailto:dloya@cityofarcata.org]
Sent: Wednesday, November 30, 2022 10:29 AM
To: Melanie Bright <[REDACTED]>; Joe Mateer <jmateer@cityofarcata.org>; Delo Freitas <dfreitas@cityofarcata.org>; Jennifer Dart <jdart@cityofarcata.org>; COM DEV <comdev@cityofarcata.org>
Cc: Julie Vaissade-Elcock <julieve@cityofarcata.org>; Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org>
Subject: RE: Planning Commission Meeting on Gateway Community Benefits

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Hi Melanie,

Thank you for your insights. The majority of the meetings are held after 5 on weekdays. To accommodate a variety of schedules, as well as the Planning Commissioner's schedules, we sometimes have meetings at alternative times. Also, while the meeting times may not be ideal for everyone to attend the live event, we have developed a series of on-line engagements that include video or other electronic reproductions of engagements to ensure everyone can participate. Also, we are committed to ensuring everyone has access, so we will do a 'we'll come to you' session if you have a group that is interested in having time to ask questions and provide feedback to staff.

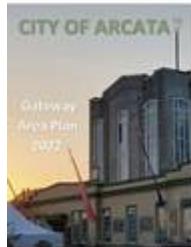
Thank you for your participation in this very important work for the community.

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

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From: Melanie Bright [REDACTED] >

Sent: Tuesday, November 15, 2022 12:06 PM

To: Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org>; Sarah Schaefer <sschaefer@cityofarcata.org>; Meredith Matthews <mmatthews@cityofarcata.org>; Alex Stillman <astillman@cityofarcata.org>; Brett Watson <bwatson@cityofarcata.org>; David Loya <dloya@cityofarcata.org>; Joe Mateer <jmateer@cityofarcata.org>; Delo Freitas <dfreitas@cityofarcata.org>; Jennifer Dart <jdart@cityofarcata.org>; COM DEV <comdev@cityofarcata.org>; Julie Vaissade-Elcock <julieve@cityofarcata.org>; Scott Davies <sdavies@cityofarcata.org>; jbarstow@cityofarcata.org; Christian Figueroa <cfigueroa@cityofarcata.org>; Judith Mayer <jmayer@cityofarcata.org>; Dan Tangney <dtangney@cityofarcata.org>; Kimberley White <kwhite@cityofarcata.org>

Cc: [REDACTED]

Subject: Planning Commission Meeting on Gateway Community Benefits

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