

Comments on Public Facilities & Infrastructure Element

Peter Lehman, 4/21/23

- **Page 2-76:** The Zero Waste Action Plan calls for, "... a goal of achieving 90% landfill diversion by 2027." Is this realistic? Do we want to continue to claim this?
- **Page 2-77:** Are we conforming with AB1383? This seems like a huge effort. How will the City do this? What is the timeline?
- **PF-1a:** Suggest striking the phrase, "...though the City is well within its water allotment." It is not necessary and is out of place.
- **Page 2-80: HBMWD's Rationing System:** The percentage in #3 is incorrect. It currently reads, "...when Ruth Lake reaches 30% capacity..." It should read, "...when Ruth Lake reaches 70% capacity..."
- **PF-2b:** Suggest inserting the bold phrases into the last sentence and rewording slightly to read: The City **acknowledges that it must plan for the possibility of a 1 meter sea level rise by 2050 and** shall ensure ongoing treatment system planning, investments, **and mitigations** are consistent **with this possible sea level rise, while balancing** the City's existing investments with habitat restoration and sea level adaptation priorities.
- **POLICY PF-4 EDUCATIONAL FACILITIES. Objective.** This section currently reads: "Identify student enrollment increases, based on the projected future population of the City, and coordinate with local school (public and private) districts, Cal Poly Humboldt State University, and other education providers to maintain and improve educational facilities and services, **while preserving established community/student ratios.**" In light of the expected growth of Cal Poly Humboldt, can we realistically expect to **"preserve established community/student ratios."** I suggest we can't. Do we want to change this wording?
- **PF-5a: Facilities for community service and private organizations.** Suggest adding the bold phrase in this first sentence: "Community service organizations, as well as non- profit and private organizations **serve an important and vital role in the health of our community and** offer shelter, assistance, training and other human services."
- **PF-5d: Telecommunications facilities.** This section states that, "These facilities shall be screened from view and associated equipment rooms and switching devices shall be designed and landscaped to blend with their surroundings." The new facility at 11th and M Streets does not meet these conditions. Can that be remedied?
- **PF-6a: Source Reduction.** Suggest replacing #6 with the following: **"Moving away from using paper copies for as much City business as possible by working with electronic mail, forms, and agendas, and re-using of scrap paper if possible, if copying is necessary."**

Comments on Public Safety Element

Peter Lehman, 4/21/23

- **6.1 INTRODUCTION.** The word “has” should be “have.”
- **PS-4c: Limitations on development within Flood Zone.** This section describes requirements for building within Flood Zone A. Why are we allowing any new building within Flood Zone A?
- **PS-6g: Hazardous materials education program.** Suggest including the following sentences shown in bold: The City shall work with the Humboldt County Health Department and the California Department of Toxic Substances to develop educational materials explaining hazardous materials’ impact on people, plants, and animals, and provide information on alternatives to hazardous materials. **The City shall also keep a compendium of Material Safety Data Sheets (MSDSs) for all potentially hazardous materials that are used by all departments in the City. All this information—including the MSDSs—shall be made available to the public.**
- PS-8d: Sea Level Rise. Suggest inserting the following sentence and phrase shown in bold: “**Using guidance from the State and other climate scientists, the City will plan for a sea level rise of 1 meter in the year 2050. Using this assumption, the City will incorporate consideration....**” (Also, the word “local” in the last sentence has a typo.)
- **Implementation Measures. PS-7:** Add the following: **The City will maintain and have available all MSDSs for hazardous material utilized by the City.**

General Plan Update Discussion Guide

Commissioner Comments Compiled

And Bike Rack

(current through 04/25/2023)

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Commissioner Compilation for April 25, 2023

Public Facilities and Infrastructure Element

Consent Considerations

1. **PF-2a Capacity and management of City wastewater collection system** – Add language at the end of the policy: "... The City shall consider adopting building and land use code policies that provide incentives for design, operation, and technology for buildings and sites to minimize wastewater as well as stormwater loads." *(We already have policies for minimizing stormwater flows to sewers in the MP4 program. This would add policies to reduce wastewater discharges to sanitary sewers, and thus loadings to the WWTP.)*
2. **PF-2d Composting and beneficial reuse of biosolids ...:** Add language at end of policy: "... This requires the City to protect the quality of its sludge by implementing an industrial and high-volume discharger wastewater pre-treatment program. (See Policy PF-2g Source Control Program, below.)" **[staff: this is unnecessary]**
3. **PF-2e Treatment of wastewater from other communities** – Add language at end of policy to read "... The City shall not enter into any new agreements for processing wastewater from other communities, nor shall the City accept additional loadings from any connection from other communities through the Fieldbrook Glendale system." *(This may seem like overkill, since the contracts probably already mention this, and LAFCo should also have insisted on it. But it's important NOT to take it for granted! There have been several recent cases in which water supply extensions in the county have been proposed to do similar things, such as getting water to the proposed Casino hotel in Trinidad by extending water lines from McKinleyville)*
4. **Policy PF-3 STORMWATER MANAGEMENT** – Cut "... and acquire easements and properties for effective drainage management" from the goal list. This is a policy means to achieve the goals, not a goal in itself. The Policy is already stated in **PF-3e**.
5. **PF-5e maintenance of City streets and rights of way**—Add language at end of policy: "...The City shall comply with Americans with Disabilities Act requirements as a minimum, and seek to develop City rights-of-way beyond those requirements to safely accommodate mobility by people of all abilities and disabilities."
6. **POLICY PF-6 INTEGRATED WASTE MANAGEMENT** – Add language at end of "Objective": "... Coordinate with regional bodies to develop effective regional solid waste management systems."
7. **2.12 IMPLEMENTATION MEASURES** – Add as an implementation measure to review and update the WWTP operations and facilities plan periodically to take into account changes associated with sea level rise and climate change. This is either an ongoing or periodic action, which would implement **PF-2b Arcata wastewater treatment system**.
8. **PF-5a: Facilities for community service and private organizations.** Suggest adding the bold phrase in this first sentence: "Community service organizations, as well as non- profit and private organizations **serve an important and vital role in the health of our community** and offer shelter, assistance, training and other human services."

9. **PF-6a: Source Reduction.** Suggest replacing #6 with the following: “**Moving away from using paper copies for as much City business as possible by working with electronic mail, forms, and agendas, and re-using of scrap paper if possible, if copying is necessary.**”

Policy Pitch

1. Specific suggestions for the “Guiding Principles and Goals” appear here, even though they are now later in the Draft Element **[Staff: unclear what the add is]:**

Guiding Principles and Goals.

- A. Provide an adequate, safe, and affordable water supply and delivery system for day-to-day and emergency needs.
- B. Maintain and improve wastewater management systems that will protect water quality in an affordable manner by updating wastewater technology and reducing wastewater and stormwater loads that the City must treat. Maintain the Arcata Marsh and Wildlife Sanctuary as an exemplary model of how natural systems can be effectively and efficiently used to treat and reclaim wastewater.
- C. Utilize natural systems and processes for managing stormwater with preference for approaches that reduce stormwater flows to City facilities while also preventing undesirable flooding.
- D. A. Promote lifelong learning by supporting educational facilities and programs at all levels.
- E. A. Recognize that public facilities are the primary gathering places for social, cultural, political, educational and entertainment events/celebrations, and that these facilities are important components of the community's identity.
- D. Meet state-mandated waste diversion goals set forth in state mandates and the City's Zero Waste Action Plan. Arcata will strive to become a leader in developing small city waste reduction programs. Publicly advocate reducing solid waste as the first priority for waste management; and promote recycling-based manufacturing through: City purchase of recycled products, education, and community support. Support new technology and education programs that reduce solid waste by an additional 10% every five years and maintain a long-term strategy for achieving "Zero Waste".
- E. Promote lifelong learning by supporting educational facilities and programs at all levels. The City government will encourage educational institutions to cooperate with the City to achieve City goals in our shared space.
- F. Recognize that public facilities are the primary gathering places for social, cultural, political, educational and entertainment events and celebrations, and that these facilities are important components of our the community's identity. Protect public civil and Constitutional rights in Arcata's public sphere, and especially on City property and public rights of way, and in any facility that receives City support.

2. **PF-2b Arcata wastewater treatment system** – Add language at the end of the policy: “... Goals, priorities, planning assumptions, and the best available science on which they are based, shall be reviewed publicly through City committees and the Planning Commission.”

[Staff: This would be supported by staff if the specificity of committees and commission was removed. All of these policy choices are vetted publicly, and the Council will likely want the ability, not the requirement, to refer such decisions to committees or the Commission as it chooses.]

3. **POLICY PF-4 EDUCATIONAL FACILITIES. Objective.** This section currently reads: “Identify student enrollment increases, based on the projected future population of the City, and coordinate with local school (public and private) districts, Cal Poly Humboldt State University, and other education providers to maintain and improve educational facilities and services, **while preserving established**

community/student ratios.” In light of the expected growth of Cal Poly Humboldt, can we realistically expect to “**preserve established community/student ratios.**” I suggest we can’t. Do we want to change this wording?

4. PF-2c Change and add [Staff: unclear what the add is]:

PF-2c Protecting, improving, and restoring water quality: Protecting surface and ground water quality, preventing water pollution, restoring water quality in waterways and wetlands within the City and in receiving waters of California and the United States shall guide design, construction, and operation of the City's water management infrastructure. The City shall use necessary resources to comply **Compliance** with California Regional Water Quality Control Board wastewater treatment and discharge standards. The City shall regularly test its wastewater discharges and make necessary adjustments in treatment processes levels, to ensure that effluent it meets California Regional Water Quality Control Board standards, and of The City shall also keep its National Pollution Discharge Elimination System Permit (NPDES) permit, current and in compliance with U.S. Environmental Protection Agency standards.

5. PF-2f Maintain the Joint City/ Cal Poly Humboldt Wastewater Utilization Program –

PF-2f Maintain the Joint City/ Cal Poly Humboldt State University Wastewater Utilization Program. Recognize that Cal Poly Humboldt State University faculty and students were instrumental in the design, testing, and development of the Arcata Marsh and Wildlife Sanctuary. The City and the University jointly participate in a wastewater utilization program, which provides ongoing research projects for students and faculty studying wastewater, stormwater, and water quality issues. The City and University maintain an five-year agreement to operate the program, with the City providing the funding and the University providing the student research and faculty advisors. The City shall renew the program with the University when the current agreement ends, and the City should collaborate with Cal Poly faculty in seeking funds for future research, as long as there are funds available to compensate the University.

(Considering the additional burden that Cal Poly's expansion will impose on the City's treatment system, directly and indirectly, paying for research into the system's future operation improvements should be a JOINT funding effort, especially since the environmental and civil engineering focus at the new Cal Poly should enable the University/City collaborative to seek grants to fund the research. In fact, the University should probably provide money to the city for this, rather than the other way around!)

6. PF-2b: Suggest inserting the bold phrases into the last sentence and rewording slightly to read: The City **acknowledges that it must plan for the possibility of a 1 meter sea level rise by 2050** and shall ensure ongoing treatment system planning, investments, **and mitigations** are consistent **with this possible sea level rise, while balancing** the City's existing investments with habitat restoration and sea level adaptation priorities.

[Staff: This is not the adopted policy of the City and we would not suggest we make it so. The NOAA guidance eliminated the H++ scenario for the purposes of SLR planning. The H++ predicts up to a meter by 2050. This language needs to be finessed if adopted to reflect the policy work that has led up to this point]

Other Matters

1. **PF-5d: Telecommunications facilities.** This section states that, "These facilities shall be screened from view and associated equipment rooms and switching devices shall be designed and landscaped to blend with their surroundings." The new facility at 11th and M Streets does not meet these conditions. Can that be remedied?
2. *General: There are several situations where we should consider possible zoning changes reflecting recent status of uses that might be considered for Public Facility zoning, or Public Facility zoning that should be considered for other potential uses. It would be important to solicit input from the management and owners of those facilities. These include such sites as the Mad River Community Hospital (current site Master Plan to be updated); UIHC/Potawot (some of the site covered by conservation easement); Open Door Community Health Clinic (serves some public needs, including emergency facilities); HealthSport (privately owned/ managed facility after initial public partnership); and possibly others. It would be useful to provide some pathway for charter schools NOT operating on school district property to have some pathway to develop permanent facilities that would be zoned as Public Facilities, rather than jury rig the current underlying zoning to accommodate them.*
3. The "Guiding Principles and Goals" (now p. 2-78 of Draft) should be moved to the BEGINNING of the element, before the overview of current facilities. They are intended to be the basis of the analysis of planning needs, and of the policies and implementation actions that follow.
4. An introduction paragraph should be added at 2.10, indicating which facilities & infrastructure the element addresses, and which it explicitly does NOT address, including park and open space material that appears in the open space and conservation Element(s), healthcare facility material (if we decide NOT to add it here), etc.
5. Move the sections of the Element about schools and other public facilities NOT related to water or sanitation either to the beginning of the element (before the parts about water and sanitation) or to the end. But don't strand them between the wastewater and the garbage! That re-ordering should happen in both the "Overview" part and the "Policy" part of the Element.
6. The "Overview" sections for each set of facilities refer to many management plans. Note that all of these must presumably be (or be amended to become) consistent with the General Plan.
7. **Editing:** Indicate in the element WHEN (the YEAR) each of these plans was adopted or most recently updated. Readers should know the plan is adopted in 202(4?) so that most recent version is as of now. As elements are amended in the future, those dates can also be updated.
8. **Format:** Avoid text boxes that use less than the full width of a page in a digital version. The "side-by-side" formatting makes the document difficult to move between digital formats.
9. Consider adding a section about health care facilities. Even though that may also appear in the "Healthy City" element (if such a thing will really exist!) it's important to at least mention Mad River Community Hospital, United Indian Health Center/ Potawot, and Open Door Clinic, since their presence and development all also have significant land use and service implications.
10. Revise basic info about schools in Arcata according to the editing suggestions I've provided in the MSWord "track changes" version I'm submitting attached to the same email as this set of suggestions. My suggestions are detailed and extensive.
11. The Overview / background about changes in state solid waste diversion policies should be shortened (as suggested in the "track changes" version I've submitted), remembering that the Plan looks forward and must still make sense to someone reading it in 2045. The background of increasingly stringent state regulation should focus on goals that Arcata must reach, and on the idea

that Arcata needs to anticipate more stringent state regulation, and that Arcata can become a small town leader in progressive waste management.

12. POLICY PF-4 EDUCATIONAL FACILITIES

Don't strand this section between stormwater and garbage! (Move it -- Ideally, this should come at the start of the public facility section, or at the end.)

POLICY PF-4 EDUCATIONAL FACILITIES

Objective. Value Arcata's educational institutions and facilities as keys to achieving the high educational standards that will lead to prosperity and community wellbeing. Enlist schools and the University in support of Arcata's future prosperity, and our diverse and tolerant cultures. Seek the cooperation of Arcata's educational institutions to achieve City goals. Identify student enrollment increases, based on the projected future population of the City, and coordinate with local school (public and private) districts, Cal Poly Humboldt State University, and other education providers to maintain and improve educational facilities and services. Coordinate with Cal Poly Humboldt to project demand for City services and facilities based on anticipated increases in enrollment and employment, while preserving established community/student ratios.



ARCATA HIGH SCHO

PF-4a Coordination with Arcata, Pacific Union, and Jacoby Creek school districts, the Northern Humboldt Unified High School District, and with Charter School operators. The City shall provide demographic information to assist the School Districts and charter schools in projecting future student enrollments. The City shall encourage the school districts and charter schools to expand existing schools rather than designating new sites for this purpose.

Clarify how the Plan will treat Charter Schools, which are public schools, that do not operate in buildings and facilities zoned for "Public Facility" use. There are (or have recently been) a few actual private schools, also operating in facilities not zoned for "Public Facility" use.

[public and charter schools are allowed in all residential zones, in the creamery district, in the gateway area, and in Public Facilities zoned parcels]

13. PF-6a Source reduction – Almost all of the “examples of effective source reduction and reuse activities that shall be promoted” are private personal actions, largely unrelated to City actions or policies. They may (hopefully) seem routine by 2045. They don’t seem appropriate to include in this Plan. The exception which should remain is #9, which is a City policy/action, and should remain: “Incentives such as on-call garbage collection and differential solid waste fees shall be used to encourage source reduction.”

14. Page 2-76: The Zero Waste Action Plan calls for, “... a goal of achieving 90% landfill diversion by 2027.” Is this realistic? Do we want to continue to claim this?

15. Page 2-77: Are we conforming with AB1383? This seems like a huge effort. How will the City do this? What is the timeline?

16. PF-1a: Suggest striking the phrase, “...though the City is well within its water allotment.” It is not necessary and is out of place.

17. Page 2-80: HBMWD’s Rationing System: The percentage in #3 is incorrect. It currently reads, “...when Ruth Lake reaches 30% capacity...” It should read, “...when Ruth Lake reaches 70% capacity...”

1.

Public Safety Element

Consent Considerations

1. I propose adding a new policy PS-7f
 - a. PS-7f: **Anti-racism** The Arcata Police Department shall institute policies and trainings in order to combat and prevent both systemic as well as overt racism within the Department.
 - b. Felt like it was missing from this section.
2. I propose adding a new policy PS-8g
 - a. **Traditional ecological knowledge:** The City of Arcata acknowledges the value of Indigenous sciences and knowledge and the need for Indigenous perspectives in responding to the climate change crisis. The City shall work to support Indigenous-led climate adaptation approaches and shall work collaboratively with tribes and tribal governments for mitigation, adaptation, and resilience to climate change. This policy applies to all previous policies in this section.
 - b. Traditional ecological knowledge holds important information regarding adapting to climate change and developing a more sustainable and safe community.
3. I Propose adding a new policy PS-5f
 - a. **PS-5f: Smaller Fire Trucks** The City and Arcata Fire District shall jointly investigate the feasibility of purchasing smaller fire trucks that are more maneuverable and perform better on pedestrian friendly streets.
 - b. Large fire trucks often require wide streets that are unsafe. Cities across the country are exploring purchasing smaller fire trucks like those used in the rest of the world in order to allow safe fire access while preserving safe streets. See article for more details:
<https://usa.streetsblog.org/2018/12/10/safety-officials-to-cities-stop-buying-such-huge-trucks/>
4. I propose adding a new policy PS-7g
 - a. PS-7g: **Reducing Armed interactions with the Police** The City of Arcata recognizes that unnecessary interactions with armed police officers have the potential to end tragically. The City and the Arcata Police Department shall jointly explore opportunities to reduce interactions between members of the public and armed police officers.
 - b. This goes along with the antiracism section above. Obviously, there is a need for an armed police force. But many interactions with the police do not require an armed officer, for example routine traffic stops. I think it would be fruitful if the City and the Police Department jointly explored opportunities to reduce these kinds of unnecessary interactions. This article covers why these kinds of reforms are necessary and also discusses some of the efforts other cities are making. <https://www.theguardian.com/us-news/2022/apr/21/us-police-violence-traffic-stop-data>

Policy Pitch

1. **PS-6g: Hazardous materials education program.** Suggest including the following sentences shown in bold: The City shall work with the Humboldt County Health Department and the California Department of Toxic Substances to develop educational materials explaining hazardous materials' impact on people, plants, and animals, and provide information on alternatives to hazardous materials. **The City shall also keep a compendium of Material Safety Data Sheets (MSDSs) for all potentially hazardous materials that are used by all departments in the City. All this**

information—including the MSDSs—shall be made available to the public. [Staff: this is unnecessary as it is required by law. But we can add it if the commission wishes to.]

2. PS-8d: Sea Level Rise. Suggest inserting the following sentence and phrase shown in bold: “**Using guidance from the State and other climate scientists, the City will plan for a sea level rise of 1 meter in the year 2050. Using this assumption, the City will incorporate consideration....**” (Also, the word “local” in the last sentence has a typo.) [Staff: we recommend against committing to a specific elevation or set of guidance sources. The science is evolving, and the Council should commit to adaptation based on adaptive pathways, given latest science and social impact over time.]
3. **Implementation Measures.** PS-7: Add the following: **The City will maintain and have available all MSDSs for hazardous material utilized by the City.** [Staff: this is unnecessary as it is required by law. But we can add it if the commission wishes to.]
- 4.

Other Matters

1. **PS-4c: Limitations on development within Flood Zone.** This section describes requirements for building within Flood Zone A. Why are we allowing any new building within Flood Zone A?

Bike Rack

The following document the Bike Rack items that the Commission will resolve as time allows consistent with the Meeting Framework adopted March 14, and amended thereafter. Items shown in grey were discussed but no decision was made. Items without highlighting have not been discussed.

Vision Statement

No Bike Rack issues.

Land Use Element

- 1) I propose changing policy **LU-1c** as follows:
 - a) **Prioritization of transit and active transportation.** Reduce or eliminate minimum parking requirements citywide. ~~in areas where transit and active transportation is planned to support the transportation needs of the community, including neighborhoods where biking infrastructure, trails, complete streets, and transit is or is planned to be accessible.~~
 - i) I recognize that this policy was already changed based on my comments at a previous meeting. However, I worry that this current language accepts that there are areas of the city that we are choosing to leave un-walkable. My proposal makes this policy inclusive of the entire city.
- 2) **LU-2b: Diversity and choice in residential environments and LU-2c: Planned Development - residential.** These two sections represent another opportunity to incorporate wording to indicate that the City encourages housing for all, including currently unhoused people. I can suggest wording if we choose to do so.

3) **LU-6c: Protection of agricultural lands and uses within the City.** The second paragraph starts with “Private and public non-vehicular recreational activities such as hiking, riding, fishing, hunting, and other recreational activities....” I suggest we specify that the riding is non-motorized by adding that to the wording: “Private and public non-vehicular recreational activities such as hiking, **non-motorized** riding, fishing, hunting, and other recreational activities....” [how does this conflict with current policy]

4) **LU-1d: Streamlined Review and Standards in Infill Opportunity Zones:** We still haven’t discussed what this will be, either in the Gateway, much less city-wide. *When will we discuss and resolve this? Let’s not assume the model we adopt for the Gateway will hold City-wide. But it would be VERY CONFUSING if it doesn’t!* I’m very uncomfortable including this as a policy unless we have those discussions BEFORE making a recommendation to the City Council. *I recommend changing this policy to CONSIDER adopting streamlined review and standards for Infill Opportunity “Zones”.* Unless we have already addressed this in depth, include developing and adopting those changes as in implementation action.

5) **LU-1j: Encourage Valley West’s growth as a major community center for north Arcata:** Eliminate the sentence “High density residential use in the Valley West Infill Opportunity Area will be streamline”. It seems this is already part of the Infill Opportunity policy elsewhere, and we still haven’t figured out what that “streamlining” will be. [develop objective standards to guide development review and approval...] staff needs to come back with these first.

6) **LU-3a Commercial-Central[C-C] :** ‘The Commercial-Central Zone will continue to have no upper density limit’. *ADD: however, conditions of permit approval must avoid dangerous effects on public safety.*

7) **Table LU-4 INDUSTRIAL / PUBLIC FACILITY LAND USE CLASSIFICATIONS**

- “EDUCATIONAL, CULTURAL & RELIGIOUS USES” are not listed for either of the Industrial zones. Would this prohibit vocational education facilities on an industrial site? (I support prohibiting K-12, daycare, or preschool facilities in Industrial zones.)
- What is the point in including RELIGIOUS USES in this category? Can we eliminate mention of “Religious Uses” in this part of the Land Use element? (It doesn’t show up there in our current LUC.) Remembering 1st Amendment rights, the City has little regulatory authority over “Religious Uses” beyond enforcing its own property rights on city-owned sites, and safety rules.
- Residential uses are allowed in I-L zones, though limited and requiring Use Permits. When we amend the Land Use Code and its Use Permit standards for residential uses of I-L sites, let’s think clearly and protectively about what IS allowed there, and who is vulnerable to those hazards (even in I-L permitted uses).
- Urban Agriculture: I suggest allowing some “urban agriculture” on I-G and I-L sites, perhaps with a Use Permit to set appropriate conditions. Why is urban agriculture NOT allowed on Industrial sites (I-G or I-L), especially considering what IS allowed on them, and considering that industrial factories (with large-scale industrial structures) have been allowed on Ag Exclusive land? Which leads to ...

8) **LU-1q State mandated housing production** -- The new proposed **LU-1q** works well. I like that this policy represents a City commitment to advocating for reasonable state approaches to housing production in a small city like Arcata. However, **I suggest ending the policy statement with “... meet both state objectives and City need for housing,” omitting the end of the draft sentence.** The plan says that elsewhere.

- a) **LU-1q State mandated housing production.** The City recognizes that the state's housing goals have resulted in laws that increase density above City established base density, removed discretion in housing development, required streamlining in approval processes, established by-right development for certain housing types, and has reduced local control over many land use decisions related to housing production. The City shall monitor and comment on state actions to advocate for reasonable solutions to housing production that meet both state objectives and City need for housing development that produces high density, infill housing in mixed use or residential projects in appropriately zoned and designated areas.
- 9) **New Policy LU-6f Restoration of former tidelands.** I'd like to propose an additional land use policy for inclusion in the Ag section of the land use element.
 - a) **LU-6f Restoration of former tidelands.** The City of Arcata recognizes the need to restore former tidelands to salt marsh in order to adapt to rising sea levels and promote biodiversity and a safe environment. The City shall encourage and support the restoration of former tidelands, currently zoned Agricultural Residential [A-R] or Agricultural Exclusive [A-E].

Ideas for Discussion

- 1) **LU-1k: Support and revitalize other existing neighborhood and commercial activity areas.** This section promotes travel by walking, biking, and transit. One of its intentions to reduce vehicle miles traveled. Yet, it also encourages "improvement of parking." Do we want to also encourage the conversion of parking lots to other uses, such as housing, walkways, playgrounds, etc.?
- 2) Housing density limits are not expressed quantitatively in this element. Nonetheless, I suggest we consider adding language to address the possibility of housing bonuses affecting the overall density of development.
 - a) LU-2a: Residential Land Use Classifications. This section discusses different residential density zones. Given that the density bonus can be large and the rules covering the bonus are evolving rapidly, we can add language here so that we end up with a reasonable densities we can live with.
 - b) LU-3a: Commercial-Central (C-C): The last sentence reads, "The Commercial-Central Zone will continue to have no upper density limit." Do we really want to say that? Would a 12-story building be allowed in this district?
- 3) **LU-1k: Support and revitalize other existing neighborhood and commercial activity areas.** Although not a "neighborhood" center, it would also help to have some explicit mention of Uniontown, especially in light of AB 2011. Uniontown might be a prime target for mixed use redevelopment (and a reasonable one), if not under its current owners, then under some future ownership by 2045.
- 4) **LU-2: Residential Land use** That's real estate-talk. Change that to "residents." The policy refers to "in higher density developments". Clarify: Does that refer to RM and RH only? What about in those mixed use developments we're expecting, and in :PD Planned Developments?
- 5) **LU-2c: Planned Development – residential: Add:** Planned Development may also incorporate non-residential uses *where they will not reduce safety or livability for residents, and must include adequate walkways, and set conditions for commercial operations.* (Avoid a scenario where

commercial use is added to a residential :PD and brings dangerous vehicle traffic or constant loud noise into a previously kid-friendly, quiet area.)

- a) The Implementation Measures list calls for the City to review sites in the :PD combining zone, and possibly releasing some of them from :PD requirements. However, new state housing laws already limit City discretion for projects that include affordable housing, and exempt some of those projects from CEQA review. The City should generally retain the discretionary review that the :PD combining zone provides, especially for already developed sites, to ensure that intensified development there does not threaten safety or existing environmental assets and recreational spaces.
- 6) **LU-3a Commercial use classifications** “Large scale retail uses shall require a use permit due to evaluate...” *Can we add a threshold size or scale?*
 - a) “Potential impact on existing and projected traffic conditions” – Add: *pedestrian and residents' safety*
 - b) **Table LU34 COMMERCIAL LAND USE CLASSIFICATIONS:** (Questions mainly)
 - c) What is the rationale for adding Travel trailer [RV] parks to principally permitted uses in the C-G zone?
 - d) Will eliminating animal sales and services make existing pet stores and veterinary services in C-G non-conforming? Or are these rolled into some larger category?
 - e) Add to the “Gas sales” category electric vehicle charging stations? What about zip car rentals, etc?
 - f) Restaurants, Bars, Taverns and pubs, nightclubs: Will bars still require a Use Permit? If we’re now allowing on-site cannabis consumption, should these be added to the list?
 - g) Commercial Recreation / Entertainment: How come “outdoor recreation uses and services” are NOT allowed in either the C-C or C-M zones? Should they be?
 - h) Educational, Cultural & Religious Uses: Since no “Religious Uses” are actually listed, and since the City has limited authority to regulate them anyway, should we take “Religious Uses” off the category title? (AND ... Does the City have discussion / condition procedures set up for when an Arcata church decides XYZ is actually a religious use, and demands services to support it?)
 - i) Urban Agriculture: Not allowed in the C-C zone. So, NO herb or vegetable gardens on a temporarily vacant lot downtown? What about as an accessory use? (No commercial herb gardens in backyards and roofs? Or is that allowed under some other rule?)
 - j) Commercial – General This is mainly Valley West. With a max residential density up to 50 “units” per acre in addition to commercial uses on the same site (???), with density bonuses likely to allow up to 90 dwellings per acre, what do we envision in Valley West for this allowable density, especially in light of AB 2011?
- 7) **LU-3e Commercial – Central** : Residential use is allowed as the primary use on vacant sites. Presumably, NO maximum density & no parking? Given current vacancy rates, may existing commercial buildings be converted to residential use anywhere in C-C? [Staff Response - I think that is the next step. This could be an implementation measure]
- 8) **LU-4b Little Lake** : The City has sat on cleaning up its Little Lake site for 20 years. There’s some new activity there now. (I’d heard “staging and material storage” for the WWTP upgrades?) The draft policy is: “... The site shall be planned as a mixed-use development including passive recreational uses and a dog park. Development shall be consistent with the adopted Long Range Property Management Plan.” That plan indicates the site should be used for “economic development,” which

presumably means jobs. But the property management plan doesn't go further than this. *I hope* our Sea Level Rise discussions on Tuesday will help us envision what types of structures could be safely allowed on that site – IF ANY – and strongly recommend against allowing permanent structures, or ANY “mixed use” that includes housing.

- i) Throughout the Plan, let's replace the term “passive recreational uses” with something that actually relates to land use / infrastructure, like “recreation facilities for walking, running, sitting, nature observation, and social interaction.” It's more words, but better connotation in our sports-dominated society. [Staff response – no mixed use or residential use is planned on this site]

9) **Table LU-6: AGRICULTURE AND NATURAL RESOURCE LAND USE CLASSIFICATIONS**

- a) Coastal-dependent recreation in the A-E zone: What would this be? Duck hunting blinds? Kayak docks & rentals?
- b) Keeping confined animals isn't allowed in the A-R zone. No backyard hen coop? No backyard goat pen? It's odd that hens are allowed in residential zones but not in an ag zone. It might help to re-state the list of allowable uses to reflect scale of confined animal keeping (I think the LUC does this.)
- c) “Silvicultural operations” and “Aquacultural operations” are not allowed in either agricultural zone. It might make sense to allow tree nurseries and fish ponds, for example, with a Use Permit to protect groundwater and prevent noxious odors.
- d) Farm worker housing policy is clear for diked/ reclaimed former tidelands (**LU-6d2**) but not for other ag lands. Farm worker housing should count as “residential units” and “dwelling units” with standards identical to other housing or ADUs.

10) **2.3 IMPLEMENTATION MEASURES TABLE** – This is a bare-bones list, focusing on the near-term, with little except the “ongoing” items and Economic Development Strategic Plan 5-year updates that carries us beyond the first couple of years. It would be great to develop a much more substantial list of implementation actions to achieve the goals of the many policies in the Land Use element.

- a) It would help to include specific implementation measures for Policy LU-1b “Promotion of infill development and designated Infill Opportunity Zones,” if only to identify a time frame for action.
- b) LU-4 Pedestrian-friendly activity centers: These measures are more policies themselves, than specific implementation actions, and will be only parts of the types of form-based standards that would be needed to implement them. Once we have experience with a form based code in the Gateway, would it make sense to include an implementation measure to consider developing appropriate standards for the other activity centers?
- c) LU-5 Business park plans: The city should seriously revisit the “business park” master plan idea for Little Lake, even though the City is committed to putting those 12 acres to some economic use. Developing a site plan for Little Lake: Yes. But let's reconsider calling it a “business park.”
- d) LU-6 Planned Development Overlay: An inventory of :PD sites will be useful. (See comments above.) But beware of using this review to eliminate City development guidance and discretion as a gift to developers.

11) **LU-7 Commercial Visitor Serving Overlay** – Is there a rationale for retaining the Visitor Serving zoning designation? It seems the proposed Land Use classification system has already assumed that the

Commercial General classification is appropriate for Valley West, especially as so many of the motels there no longer serve “visitors.”

Mobility - Gateway

Consent Items

- 1) I suggest we drop this added language and leave it as “the impacts of vehicular traffic”. Is there evidence that supports this? Couplets have the tendency to increase traffic loading but reduce congestion, so how would there be a reduction in these impacts?
 - a) One-way intersections with two-way and one-way streets will also benefit pedestrians and cyclists by shortening crossing distances, thus reducing exposure of vulnerable users to the impacts of vehicular traffic, from noise and odors to injuries and cardiovascular impacts.
- 2) Not sure how this is efficient, this seems to be more of a privilege then an efficiency I suggest deleting “efficient”. Or perhaps request more information/elaboration from the Transportation Safety Committee. Also, add the word “Motorized”
 - a) 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 a functioning, safe, sustainable multi-modal network. Support increased demands for all efficient forms of mobility emphasizing alternative modes – vehicles, trucks, transit, bicycles, and pedestrians, bicycles, and other non-motorized or shared transit options, then motorized vehicles, and trucks, in an effort to induce demand of multimodal transit alternatives and implement transportation demand management strategies, in keeping with Citywide Circulation Element policies (see also, GA-8a).
- 3) Not sure how this fits into this paragraph since this is discussing “outside” of the city ROW. Suggest deleting. Perhaps the committee was proposing to “Seek Opportunities to INCREASE public ROW”.
 - a) GA-7b.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. Seek opportunities in public rights-of-way to daylight creeks using bridges when reconstructing bike/ped infrastructure.
- 4) In GA-7b.f and g, Why don’t we just state “State and Federal Guidelines and other reliable professional sources”
- 5) Suggest to changing to “Feasible”. I feel this is contradictive. The intent of green streets is to treat in place; remove off-site language.
 - a) Where feasible available, pursue Opportunities for “green streets” infrastructure in streets/public right of ways, and provide for storm water features off-site (i.e., “storm water banks”). Consider opportunities to improve storm water drainage for the Jolly Giant Creek watershed. Consider opportunities to incorporate stormwater treatment assets for roadway runoff in the Jolly Giant Creek Watershed.
- 6) How is this negative? Consider removing the word negative.
 - a) **Balanced Transportation System.** Create and maintain a balanced transportation system with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. Reduce the percentage of trips that are made by automobile and provide the opportunity, incentives, and facilities to divert trips from automobiles to other modes. Provide negative incentives, such as

parking meters, permit parking, time limited parking, carpool incentives, and other targeted parking measures that encourage alternative modes utilizing “induced demand” strategies.

- 7) I propose **changing policy GA-7b(k) as follows:** k. Emphasize Class IV bike lanes where greatest benefit, and not in conflict with other community values or amenities where warranted. Class IV bike lanes shall be provided on current and proposed major thoroughfares including K, L, 8th, 9th and 11th Streets.
 - a. Adding Class IV bike lanes will make these streets safer for all users. Most people won't bike on busy streets without Class IV protections, so building them is necessary to help the city meet its bicycle mode share goals. Maps, figures, diagrams and cross-sections included in the plan should be modified to reflect Class IV bike lanes on these 4 streets.
- 8) I propose we make the following change to GA-7i [SEE ALSO Bullet 10 in policy pitch section]:
 - a. GA-7i. No Net Loss of Class I Trail System. In general, retain both the current total linear feet of Class I trails and effective Class I trail connectivity within the Plan Area, even if current facilities must be realigned or relocated to other routes within the Plan Area. For instance, if implementing the realigned roadway network shown in Figure 8 and Figure 9 impacts the existing Class I Rail-to-Trail facility within the L Street right-of-way, then design and construct a new Class I trail in another location within the Plan Area. In limited circumstances, the City shall retain the discretion to allow an applicant to demonstrate removal or relocation of Class I Trail sections would improve active transportation access and connectivity. Collaborate with the Great Redwood Trail Agency and other landowners and agencies to retain and expand the Class I trail and Class 4 bikeways throughout the Plan area, including along L Street.
 - b. Increasing trail connectivity makes using trails a feasible transportation option, allowing active transportation trips to be easier, safer, and more enjoyable. This should be a primary goal as development is undertaken.
- 9) **Frontage dedication as a community amenity (Policy GA-7k):** The Gateway Code should specifically identify locations or types of development where developers will be required to dedicate street frontage to the City for public use, even if the City may accept dedications above and beyond those requirements as community “amenities” linked to density or height.
- 10) **Streetscape policies** (draft p. 102+):
 - a) Sidewalk Dining (Policy GA-8d) – In new development require developers who envision sidewalk dining to provide frontages where seating and serving will not encroach on sidewalk travel in ways that reduce accessibility.
 - b) Landscaping, Street Trees, and Street Furniture (Policies GA-8e, GA-8f, GA-8g): Street landscaping including trees and planters should be located to provide buffers between sidewalk travelers and road traffic first, and with sufficiently wide space to separate building ground floor construction from public sidewalks. Landscaping and street furniture must be prohibited from obstructing public sidewalk travel and accessibility.

Policy Pitch Proposals

- 1) I propose changing policy GA-7b(a) as follows:
 - a) Throughout the entire Plan Area, sidewalk widths may increase beyond six feet, especially on the north sides of east-west streets where expanded sidewalks on the sunny side of the street would allow welcomed outdoor seating, and at well-traveled pedestrian boulevards to ensure a clear path of travel. The clear path of travel should itself be at least 6 feet wide whenever

possible. Adjusting sidewalk widths to will necessitate adjustments to the dimensions of other features, such as drive lanes, parking lanes, bike lanes, outdoor seating, street furniture, and the like. On-street parking lanes may need to be eliminated.

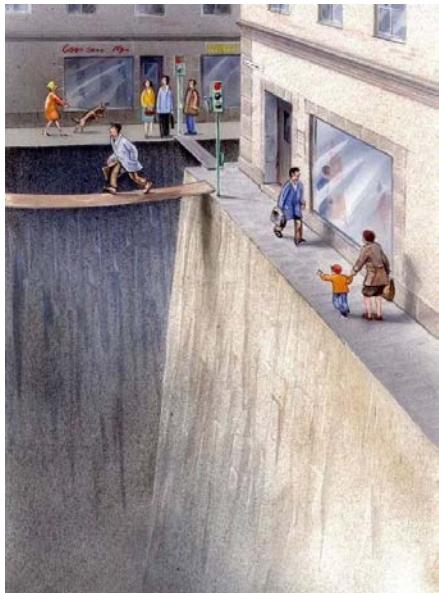
b) A clear path of travel of at least 6 feet will make for a better pedestrian experience, particularly for people with disabilities. A welcoming pedestrian environment requires people to be able to comfortably pass each other and walk/roll side by side.

2) I propose changing policy GA-7b(i) as follows:

i) ~~The trail within the Q Street right-of-way south of 10th Street may eventually need to be converted into a full vehicular roadway with a cross-section similar to other two-way roads proposed within the Plan Area.~~

b) I don't believe we should be planning to add more roads to the gateway area. By reducing parking and building a more walkable area, we will reduce people's dependence on cars. In turn, that should reduce our dependence on adding more roads.

3) I propose we apply the woonerf concept not only to 6th Street, but also to 5th, 7th and 10th Streets within the Gateway Area. Doing so would encourage more walkability and make more of the gateway area plan non-vehicle focused. Figures 8, 9 and 10a should be modified accordingly. The following art illustrates better than I can say in words what we'd be getting back by making this change.



4) I propose we reduce drive lane widths to 10 feet and modify figures and cross-sections accordingly. Wider streets cause drivers to drive faster which makes streets less safe for everyone. Narrowing these streets would also give us more space for wider sidewalks and protected bike lanes.

5) **Develop the Gateway to reduce car-use needs, but do not assume all Gateway residents, workers, or business patrons will opt for a “car-free” lifestyle.**

The Mobility chapter's Overview explains the Plan's aspirational “Options for a Car-free Lifestyle” (10/22 GAP draft, p. 69). Gateway planning aspires to create neighborhoods to provide residents with the “... option to live car-free without sacrificing safety or convenience.” It is important to write plan policies that prioritize a car-free lifestyle option, while acknowledging that achieving a neighborhood with affordable housing for a mixed-age, mixed-tenancy, mixed-livelihood, mixed-income population, and attracting investment in businesses and services that may depend on clients

from beyond the neighborhood, requires reasonable provision for driving and parking in and near new planned development. Eliminating on-site parking requirements for new development makes sense, as long as development provides good access for people with diverse abilities and mobility. However, setting maximum allowable parking limits too low will frustrate City attempts to develop housing or mixed uses through private investment.

- 6) **Develop fully-envisioned alternatives to eliminating the L-Street bikeway / pedestrian path:** Modify and reconsider the single-alternative “Mobility Strategy,” (Draft p. 70+). *It is not acceptable to just depend on the EIR Alternatives analysis to do this.* The Draft’s “Mobility Concepts” section (Draft p. 79+) does this well for the proposed K/L Couplet. Alternatives that will retain the L Street bikeway / Pedestrian way / Linear park vision should also be fully envisioned before the City commits to the K/L one-way couplet concept proposed in this draft concept.
- 7) **The City must seriously investigate and realistically propose circulation design(s) that will retain and improve the L Street bikeway / Pedestrian way / Linear park, as it has done for the proposed K/L Street couplet.** This could involve retaining K Street as a 2-way road, but adding safety features that will also improve traffic flow with greater use, adding possible features such as safer pedestrian crossings with improved markings and signals, including left-turn lanes, City-operated traffic signals at key intersections, and no parking near “choke-point” intersections. Primary access to new development on former Industrial land to the west of K and L Streets could be from East-West streets, including extensions into large former Industrial sites. If the City is determined to provide access to the Gateway through a one-way couplet, completing M or N Street, of a one-way J / K Street couplet may also provide north-south access. Each design should clearly consider connections to existing streets at north and south ends (Alliance and Samoa).
- 8) **Barrel District Master Plan – Policy GA-7f** (draft p. 75): The City should work closely with Barrel District owners to develop site plans, and provide means for multiple owners or developers of large sites to work together. The form-based Gateway Code should explicitly address the “campus” design criteria for Barrel areas. (I still hope that draft plan’s Barrel District will be divided so that it does not straddle the Coastal Zone boundary.) If the University or other governmental body acquires or develops these sites, the City should work closely with them and strongly advocate designs which do meet City form-based requirements.
- 9) **No Net Loss of Class I Trail System Policy GA-7i (P. 76 in Draft):** ADD: If major bike trails are eliminated, realigned, or portions are to be taken out of use for an extended period, the City itself shall provide alternative and equivalent or improved bike trail connectivity if the Developer is not in a position to do so.
- 10) **Incentivize Active and Alternative Transportation as a Community Amenity Policy GA-7j (Draft p. 76):** Modify specifics of this policy according to the Gateway (form based) Code, as it is developed. We should acknowledge that state-mandated density bonus policies may significantly limit the incentive-power of the City’s Gateway “Community Benefit” amenity program.
- 11) Add Class IV facilities to Table T-6.

Circulation

Policy Pitch Proposals

- 1) I propose the following changes to the section “Functional Classifications of the Street System”:
 - a) All streets within Arcata city limits, with the exception of access-controlled segments of Highways 101 and 299 and certain rural roads, are lined with homes and businesses and will be managed primarily to provide safe access and high-quality public space, regardless of functional classification. Slow speeds and traffic calming will be prioritized on all city streets. [delete the rest of the classifications]

The Federal Highway Administration’s functional classification system is not a useful tool for guiding the design of city streets. This system is based on a suburban style of development that assumes dead-end local cul-de-sacs with houses on them feed into ever larger streets (collectors and then arterials) whose job is to get the residents of those houses to other places. Even in this context, the scheme fails, because most commercial destinations are concentrated on collectors and arterials, creating the deadly “stroad” effect of streets that are designed primarily to move cars at high speeds but also have lots of destinations and multimodal use for which they are not designed. In a gridded streets system, such as the one that prevails in much of Arcata, functional classification makes even less sense. Our city streets all serve multiple purposes - as places for walking, biking, rolling, driving, and riding from one place to another, but also for accessing our destinations and even for social gathering. Pretending that access is just for local streets while others (arterials and collectors) are primarily for moving people quickly around in the city, while ignoring that all of our streets are in fact lined with destinations that people need to access, is unhelpful and leads to dangerous designs. It is not a coincidence that traffic collisions in Arcata are concentrated on the designated arterial streets, which are designed for speed and capacity rather than for access and safety. We should abandon this inappropriate way of thinking about our street system.
 - b) If this is unacceptable, then as an alternative, I would propose adding this language as a header to this section. All streets within Arcata city limits, with the exception of access-controlled segments of Highways 101 and 299 and certain rural roads, are lined with homes and businesses and will be managed primarily to provide safe access and high-quality public space, regardless of functional classification. Slow speeds and traffic calming will be prioritized on all city streets. The language would serve as a reminder that even arterials should prioritize access and safety over convenience. This language would also be in more compliance with the “Complete Streets” policy included elsewhere in the plan.
- 2) I propose the following changes to the section titled “Operational analysis and intersection level of service (LOS) Summary:
 - a) LOS shall not be a management consideration for city streets. Decades of research and experience show that projects which attempt to relieve congestion and improve LOS simply attract more traffic and are ultimately unsuccessful. Furthermore, congestion is often desirable from a safety standpoint, as it results in slower traffic speeds. Appendix A of this Element describes existing and projected traffic volumes and LOS for key City intersections. Although several unsignalized locations are projected to operate at LOS C or better, locations which experience higher volumes such as US 101/Sunset Avenue interchange, Alliance Road at Foster Avenue, Alliance Road at “M” Street/15th Street, and locations on 14th Street at “G” and “H” Street couplets are projected to operate at LOS D, E or F. Improvements anticipated by this plan (see Figure T k) are expected to improve the LOS to acceptable levels for all intersections while balancing the priorities of active transportation goals. See appendix A for the complete analysis.
 - b) The effect of induced demand is well documented in transportation planning, and is even referenced in Arcata’s own planning documents. Managing for LOS means adding vehicular capacity (whether that means adding lanes or making smaller “functional improvements”), but the principle of induced demand dictates that any resulting reductions in congestion will be

temporary - the street will fill back up with more cars soon. Managing for LOS is just pretending that induced demand isn't real, when we know it is. In other words, [managing for LOS just doesn't work](#).

Instead of managing for LOS we should be managing to reduce vehicle miles traveled (VMT) in order to reduce environmental impacts. The State recognized this in 2013 with the passage of SB 734 which required all environmental studies for proposed projects in the state to switch from LOS to Vehicle Miles Traveled (VMT) as the critical measure of a project's impact.

Previously, the state, its local municipalities, and its regional governments had been basing an assessment of a project's environmental consequences based solely on whether the project would create congestion. By focusing on VMT instead of LOS, CEQA now puts the planning onus on the reduction of car trips.

Furthermore, even if we could reduce congestion with engineering projects, it is not clear if that would really be desirable. Congestion, by definition, slows down traffic, and slower speeds result in greater safety for all road users. It's time for Arcata to stop prioritizing the annoyance of minor delays for drivers over the lives of community members and the environment. If fully rejecting LOS is out of the question, other cities, like Seattle, have [reformed their LOS](#) to set specific target rates of transportation modes (e.g., walking, biking, transit, and driving) rather than solely focusing on driving.

- 3) I propose we update the section discussing the 2017-2022 (Transit Development Plan) TDP to state that the 2017 TDP is out of date, and a new one is about to be adopted. **A 2023 Transit Development Plan will be adopted soon. The City shall make an effort to follow the recommendations in the 2023 TDP.**
- 4) I propose the following changes to the section titled "Existing Bicycle and Pedestrian Facilities":

Arcata's bicycle transportation system consists of Class I off-street shared use paths, Class II bike lanes, Class III bike routes, and bicycle boulevards on public streets. Class I facilities are multi-use paths that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized. Class II bike lanes provide a striped and signed lane for one-way bicycle travel on a street or highway within the paved area of a roadway. Class III bike routes are specially designated corridors in which the travel lanes are shared by motor vehicles and bicycles and are usually marked with on-street pavement stencils.

[Research has shown that Class III bike routes do not provide adequate safety or comfort for bicyclists unless significant additional design features are included](#). Bicycle boulevards are a type of Class III facility on low-volume roadways which prioritize the use of bicycles with traffic controls, signage, roadway markings, and traffic calming measures, including bicyclists having the right-of-way. [Class IV bike lanes are protected from traffic by a vertical barrier. Arcata does not currently have any Class IV bike lanes, but research has shown that most people will not bike on busy streets without them.](#)

Arcata currently provides a [comprehensive](#) bikeway network connecting most major areas of the City on primary arterial streets, [but many of the current facilities do not provide adequate protection for the comfort and safety of bicyclists](#). The primary Class I shared use path along the L Street rail alignment provides a north-south connection from the southern City limits and to the Humboldt Bay Trail south to Eureka, connecting to Alliance Road north of the Gateway area, and connects to Foster Avenue at Sunset Avenue. Additional Class I facilities provide brief

connections between existing roadways and on-street bicycle facilities. Most Class II bike lanes are located on north-south streets, while Class III bike routes and bicycle boulevards provide east-west connection on key streets. The western portion of the City (west of Alliance Road) is least served by bike lanes, providing an opportunity to expand the bike lane system to encompass more residential areas. Figure T-h presents the existing bicycle and trail facilities.

- a) See the discussion of Class IV bike lanes above for the reasoning for these changes.

5) I propose the following changes to the section titled “Proposed Circulation Network”:

Arterial, collector, and local roads will provide access to new and established residential, commercial, and industrial areas, connecting those areas with the existing local and regional transportation system. Buildout of the General Plan land uses to year 2045 will increase multimodal, access ~~and parking~~ demands and will result in areas already under stress to exceed acceptable limits for safety ~~and delay~~. ~~As presented in Appendix A Table T-3, forecasted traffic operations at several intersections are projected to degrade to LOS D, E, or F.~~

In order to accommodate the existing and planned land uses within the City, a robust network of multimodal ~~safety capacity~~ improvements will be needed. ~~Based on buildout of the General Plan land uses and forecasted traffic operations, Several improvements are planned for most of the intersections projected to operate deficiently, mainly installation of roundabouts.~~ At the US 101/Sunset Avenue interchange, the City is currently undergoing the Project Approval and Environmental Document (PA&ED) phase of the interchange improvement, which proposes to install two roundabouts at the interchange including pedestrian and bicycle facilities.

Additionally, implementation of the mobility improvements within the Gateway Area Plan, including the “K” and “L” Streets couplets, and the 8th and 9th Street couplets extension, will ~~alleviate traffic congestion within the Gateway and will~~ ensure all transportation modes remain comfortable, convenient, safe, and attractive to residents, workers, students, and visitors.

- a) See the discussion above about LOS and congestion management for an explanation of these changes. Table T-5 and Figure T-k should be modified accordingly to remove projects motivated solely by congestion concerns.

6) I propose that we make the following changes to Guiding Principle D:

Manage the street and highway system to promote more efficient use of existing ~~capacities facilities~~ rather than increase the number of travel lanes ~~or make other capacity enhancements.~~

See the discussion above regarding LOS and congestion management for an explanation.

7) I propose the following changes to Policy T-1d:

Critical transportation facilities for emergency vehicle access and emergency evacuation shall be maintained and improved as a priority need. ~~However, when determining needed improvements, ease and speed of emergency vehicle access shall at all times be weighed against safe design for all street users.~~ Critical transportation facilities include the major routes into and out of the City such as Highways 101, 299, and 255, their interchanges with City streets and primary intra-city street connections including Samoa Boulevard, 11th Street, "G" and "H" Streets, Sunset Avenue, L.K. Wood Boulevard, Alliance Road, Janes Road, and Giuntoli Lane. Due to the potential for structural failure of these facilities in a seismic emergency, alternative routes and procedures for their use shall be identified.

Emergency access is very important, but road design should not simply maximize emergency access or minimize response times in the absence of other considerations. Statistics indicate that more people in the US die from car crashes than from fires, crime, etc., so maximizing lives saved means that safe road design proposals can't be automatically vetoed only because of emergency access concerns.

8) Policy T-3: Ensure this policy is consistent with the adopted Regional Transportation Plan, which calls for doubling transit trips by 2025, again by 2030, and again by 2040.

9) I propose the following changes to Section T-3a:

The City shall ~~maintain-improve~~ the existing A&MRTS routes (as shown in Figure T-de), frequency, and level of service ~~as funding permits until increased demand, additional development, and transit planning studies identify the need for either route modification, an expanded route system, or increased service on existing routes. The transit planning studies should evaluate the cost-effectiveness and feasibility of increased routes and service based on projected capital and operating costs, fare box recovery, and state and federal subsidies (see Policy T-3c for planning criteria).~~

The city can't meet its goal to increase transit ridership just by maintaining existing service levels. We have to improve the service as funding permits.

10) I propose the following changes to Policy T-3c:

Public transportation is ~~both a civil right and a critical climate solution, and should be designed to provide service competitive with automobile travel in terms of access, convenience and comfort. Potential improvements to the transit system should be assessed according to the best available evidence of both need and existing and induced demand. An enterprise activity and its services must be designed to be as efficient and productive as possible. As a transit operator, the City must balance demand with resources for a sustainable system. The City shall consider adding transit routes or modifying existing transit routes and level of service based on the transit planning efforts described in Policy T-3a. Criteria to evaluate and identify thresholds for changes to the A&MRTS system shall be developed. General guidelines for planning future routes and service include:~~

1. ~~Accessibility of route to residents and employees. Calculate the number of people living or working within walking distance of the route (typically 1,000 feet). Assuming 1% to 8% of that population would use transit (based on existing transit mode share by census block), determine if the route will serve an adequate population for cost-effective service.~~
2. ~~Review the housing density within the proposed route corridor. Minimum densities of at least seven dwelling units per acre are necessary to support local transit service. Ideally, the average housing density within a transit corridor or transit served nodes should range between eighteen to twenty dwelling units per acre, depending on the proximity to stops.~~
3. ~~Evaluate the efficiency and directness of future routes. Compare bus travel time with automobile travel time to avoid a disproportionality which favors automobile use. Determine if the route requires inefficient loops which take riders out of their way and discourages transit use. Design routes to be as direct as possible with turnarounds at endpoints.~~
4. ~~Evaluate the diversity of the destinations served. Efficient routes serve a diversity of land uses including residential, employment, schools, and shopping. Evaluate the number of activity centers connected by the route and the transfer opportunities provided.~~

While I acknowledge that there are legal and practical limitations to the city's ability to provide public transportation, I believe it is counterproductive to view it as a "business" rather than as a basic right. We do not ask roads to pay for themselves (and they don't), and we shouldn't ask public transportation to do so either.

Additionally, while there is nothing inherently wrong with the enumerated planning guidelines, I believe it is preferable to allow the guidance to evolve as evidence and best practice evolve, rather than immortalizing them in the General Plan.

11) I propose the following change to Policy T-3b:

Short- and long-range transit plans shall be coordinated with the regional transit service provided by the Redwood Transit System. The City supports regional transit plans which improve service and timed transfers, and reduce headways for intercity travel. In the interest of enhanced coordination and efficiency for local and regional service, the city shall immediately begin planning to merge A&MRTS with the Humboldt Transit Authority.

- a) All other major transit services in Humboldt County are managed by HTA. Fully integrating A&MRTS into the HTA system will allow easier coordination and greater efficiency. I am aware that this has been discussed for years, but I can think of no good reason not to do it.

12) I propose the addition of a Policy T-3h:

T-3h. A&MRTS shall study the possibility of pairing its traditional fixed-route bus system with an on-demand microtransit system which could serve lower density areas and feed into the fixed route system to increase transit mode share.

- a) Significant technological advances and planning innovations have occurred in public transit since the last General Plan was adopted. It is increasingly accepted in transit planning that microtransit can be a good option for areas without high enough density to support traditional fixed-route buses. The city should explore this possibility for improving the transit system.

13) I propose the following change to Policy T-4 Objectives:

Plan an internal street system the circulation network consistent with Figure T-k and Figure T-i and Arcata's small-town, non-metropolitan character to create Complete Streets solutions that are appropriate to individual contexts; that best serve the needs of all people using streets and that support the land-use, climate, safety, and environmental quality targets and policies of the City and which: 1) efficiently utilizes existing facilities and reduces need for investment in new or expanded street and highway facilities or capacities; 2) improves connectivity of streets to provide for direct routes between origins and destinations; 3) has a high quality of regular maintenance and repair; and 4) maintains a level of service which minimizes delays, but allows for higher levels of congestion during the short peak periods on weekdays.

- a) See above discussion of LOS.

14) I propose the following modifications to the section titled "No additional vehicular travel lanes":

Street projects shall not be designed to improve vehicular traffic flow shall emphasize intersection improvements and facility maintenance. If congestion occurs, it shall be welcomed or managed using alternative methods such as diversion of trips to other travel modes or intersection improvements. Construction of additional arterial streetvehicle travel lanes shall not be considered only when no other feasible congestion management methods are available and if unless it supports the land-use, climate, safety, and environmental quality targets and policies of the City.

- a) See above discussion of LOS and congestion. These edits reflect the fact that adding lanes is not the only way to increase capacity, and that the principle of induced applies to any increase in capacity.

15) I propose the following changes to Policy T-4c:

The City shall employ ~~the following~~a range of measures to reduce speeds and “calm” traffic ~~throughout the city in the various commercial areas, near schools, public recreation areas and in residential neighborhoods~~ to improve safety and comfort for those walking, rolling, biking, and taking transit

- a) Traffic calming is critical for safety, and there is no reason to limit this safety work to only certain areas of the city. This is related to the thinking about functional classification, which has resulted in dangerous arterial street designs.

16) I propose the deletion of Section T-4c.4:

~~4. All neighborhood streets shall remain open to through vehicle travel unless there is a demonstrated safety problem that cannot be adequately addressed through the measures identified above.~~

- a) The “Slow Streets” movement has shown how effective it can be to close local streets to through traffic, for improving safety and invigorating neighborhoods. There’s no reason to take this option off the table in Arcata.

17) Table T-7: Add stop signs back into the list of traffic calming measures; Add lowered speed limits as allowed by law.

18) I propose the following change to Policy T-5a.2:

Maintain existing bicycle routes and provide additional routes where feasible connecting the various neighborhoods with Cal Poly Humboldt State University. Class ~~HIV~~ bike lanes shall be provided on routes with the highest bicycle demand, or where there is sufficient right of way.

- a) See above discussion about Class IV bike lanes.

19) I propose the following changes to Policy T-6:

Objective. ~~Manage parking to reduce the incentive for single occupancy vehicle use. Provide an adequate supply of parking in perimeter lots downtown. Minimize the impacts of Cal Poly Humboldt State University parking into adjacent neighborhoods. Ensure that new development provides an adequate but not excessive supply of parking.~~

T-6a **Downtown parking.** The following shall apply to parking within the Downtown area:

1. ~~Assess and plan for future parking needs. Municipal parking lots shall be provided in the perimeter of downtown to create an adequate parking supply to serve existing businesses, future development, and to replace on street parking removed for pedestrian, bicycle, and landscaping improvements. One municipal lot is planned to complete the City’s parking system, but Assess the need for additional parking lots may be provided if additional demand or opportunities arise. The City shall explore implementing a smart parking meter system in the Downtown area to manage parking demand while generating revenue to support public transit and/or active transportation.~~

- a) The concept of “adequate supply” of parking seems to reflect the assumption that a particular land use or number of people automatically translates into a certain amount of driving and

parking. The evidence doesn't bear out this assumption. Rather, we know now that the parking supply helps dictate the amount of driving. Reflecting this, and in alignment with the city's other transportation goals, it seems logical to establish an objective to manage parking to achieve mode shift, for example by charging for parking.

For similar reasons, the idea of adding more parking lots to downtown based on "demand" seems outdated. Instead, managing parking through a smart meter system reflects modern best practices in parking management, and would reduce the subsidy for driving and create a new revenue source to help fund other city projects. See the work of Donald Shoup for much more on this topic.

20) I propose the following changes to Policy T-8a:

Developers shall be required to construct transportation improvements along their property frontages. Where appropriate, a traffic impact study shall be required which identifies on-site and off-site impacts and mitigation measures.

The developer shall be required to provide all necessary access and circulation facilities within the property and such facilities shall be designed to meet City standards. The following improvements may be required, based on the individual context and the needs of all people using streets and the right-of-way; and that support the land-use, climate, safety, and environmental quality targets and Complete Streets policies of the City:

1. If development is located on an existing street:
 - a. dedication of right of way;
 - ~~b. widening of street along property frontage to provide for a travel lane;~~
 - c. bicycle lane and parking lane;
 - d. reconstruction of curb, gutter and sidewalk;
 - e. transit facilities and landscaping within the right of way.
2. If development is located in a new growth area not served by streets:
 - a. dedication of right of way to construct a street to connect the project site to a public street, which accommodates all modes of transportation, particularly those walking, rolling, biking, and using transit;
 - b. construction of the street and connecting intersection(s) to City standards;
 - c. after the dedication is accepted, the City will maintain the street.
3. In all instances, the developer shall be responsible for mitigating any off-site traffic-mobility impacts of the proposed development in a manner consistent with the policies of this plan. Measures may include ~~a reduction in the size or density of the development;~~ installation of additional pedestrian, bicycle and transit amenities to encourage alternative travel modes; or implementation of Transportation Demand Management measures.

- a) See above discussion of LOS and congestion management.

21) I propose the following change to Policy T-8c:

The City may adopt a citywide traffic impact fee to fund transportation improvements to mitigate the traffic-mobility impacts of new development. The traffic impact fee may substitute in whole or in part for the off-site mitigation requirements described in Policy T-8a, but would be in addition to the developer's responsibility for on-site and frontage improvements. The traffic impact fee may be used to fund roadway extensions, intersection

- improvements, safety improvements, transit facility improvements, and pedestrian and bicycle facilities or amenities.
- b) This change is to reflect the discussion of LOS above, to ensure that the focus is on multimodal mobility, not traditional “traffic impacts,” i.e., congestion.

22) I propose the following change to Policy T-8d:

A&MRTS should continue to fund capital and operating expenses through fare box revenue, Cal Poly Humboldt State University subsidies, and state and federal subsidies. The City will explore the possibility of new development contributing a one-time fee towards A&MRTS capital expenses through the citywide traffic mitigation fee ordinance and funding transit through parking meter revenues.

- a) See above discussion of metered parking.

Prior Decisions

To Be Updated Next Version

Matt Simmons Proposals April 25, 2023

Infrastructure & Public Facilities Element

1. No comments

Public Safety Element.

1. I Propose adding a new policy PS-5f
 - a. PS-5f: **Smaller Fire Trucks** The City and Arcata Fire District shall jointly investigate the feasibility of purchasing smaller fire trucks that are more maneuverable and perform better on pedestrian friendly streets.
 - b. Large fire trucks often require wide streets that are unsafe. Cities across the country are exploring purchasing smaller fire trucks like those used in the rest of the world in order to allow safe fire access while preserving safe streets. See article for more details: <https://usa.streetsblog.org/2018/12/10/safety-officials-to-cities-stop-buying-such-huge-trucks/>
 - c. [Note to Staff: Could a similar policy be included for other city owned vehicles or for vehicles that perform essential city functions, i.e. Recology trash trucks?]
2. I propose adding a new policy PS-7f
 - a. PS-7f: **Anti-racism** The Arcata Police Department shall institute policies and trainings in order to combat and prevent both systemic as well as overt racism within the Department.
 - b. Felt like it was missing from this section.
3. I propose adding a new policy PS-7g
 - a. PS-7g: **Reducing Armed interactions with the Police** The City of Arcata recognizes that unnecessary interactions with armed police officers have the potential to end tragically. The City and the Arcata Police Department shall jointly explore opportunities to reduce interactions between members of the public and armed police officers.
 - b. This goes along with the antiracism section above. Obviously, there is a need for an armed police force. But many interactions with the police do not require an armed officer, for example routine traffic stops. I think it would be fruitful if the City and the Police Department jointly explored opportunities to reduce these kinds of unnecessary interactions. This article covers why these kinds of reforms are necessary and also discusses some of the efforts other cities are making. <https://www.theguardian.com/us-news/2022/apr/21/us-police-violence-traffic-stop-data>
4. I propose adding a new policy PS-8g
 - a. **Traditional ecological knowledge:** The City of Arcata acknowledges the value of Indigenous sciences and knowledge and the need for Indigenous perspectives in responding to the climate change crisis. The City shall work to support Indigenous-led climate adaptation approaches and shall work collaboratively with tribes and tribal governments for mitigation, adaptation, and resilience to climate change. This policy applies to all previous policies in this section.

- b. Traditional ecological knowledge holds important information regarding adapting to climate change and developing a more sustainable and safe community.

PUBLIC FACILITIES & INFRASTRUCTURE ELEMENT

2.10 INTRODUCTION

Overview of Arcata's Water Supply and Delivery System. The City of Arcata recognizes that water and other natural resources are vital to the community, and also must be used efficiently and conserved. Most of the City of Arcata's public water supply comes from the Humboldt Bay Municipal Water District, but is distributed within the Urban Services Boundary by the City of Arcata to residential, community water systems divert free-flowing and subsurface water sources for domestic use, commercial, and industrial, and institutional users. The City of Arcata recognizes that water and other natural resources are vital to the community, and but also must be used efficiently and conserved. -The City provides economic incentives and educational materials for water conservation, and also integrates water reclamation with wastewater treatment at the Arcata Marsh and Wildlife Sanctuary.

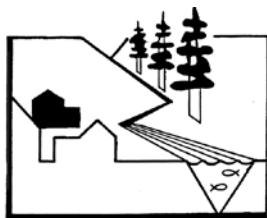
The City of Arcata uses a system of trunk lines and mains, above ground water tanks, and booster pumps to deliver potable domestic water to residents, businesses, industry, and other facilities within the City's Urban Services Boundary. - The City water supply, drawn from Ranney subsurface collectors wells located in the bed of the Mad River, is provided by the Humboldt Bay Municipal Water District, which pumps, treats, and sells the water to the City. The City's Urban Water Management Plan [adopted YEAR] defines water sources, conservation measures, usage, projections and shortage contingencies. -In addition to the existing Mad River water source, the Management Plan also identifies a moderately deep groundwater aquifer in the north Arcata area as an additional water source. The City's Water MasterUrban Water Management Plan addresses the function and capacity of the water supply system, including equipment efficiency and life expectancy, water storage, pumping, storage, and fire flows.



Commented [JHM1]: The Guiding Principles & Goals list, now on p. 2-78 of the Draft, should appear here, BEFORE the lengthy overview of particular facilities. It would also be a good idea to provide a 1 paragraph introduction to the section here, indicating WHICH facilities and infrastructure it addresses (and which it explicitly does not address).

Commented [JHM2]: Indicate YEAR of most recent plan

Overview of Arcata's Stormwater and Wastewater Collection and Treatment Systems.



Arcata's best known public facility is the Arcata Marsh and Wildlife Sanctuary (AMWS) (Wildlife Sanctuary) where municipal wastewater is treated and re-used for wetlands, ponds, and related wildlife habitat. The AMWS Wildlife Sanctuary complies with California State North Coast Regional Water Quality Board and California Coastal Zone Wetlands Enhancement Program policies and standards. But more importantly, the AMWS Wildlife Sanctuary employs natural systems as part of the wastewater treatment system to enhance water quality before final discharge to Arcata Bay, while providing water reuse to supporting beneficial uses associated with constructed freshwater wetlands to successfully treat and reuse wastewater that most other communities dump or export. The Arcata's wastewater treatment system uses traditional mechanical treatment systems, oxidation ponds, and treatment wetlands to purify the city's wastewater. The treated wastewater effluent then flows through three enhancement flows through five marshes wetlands in the 170-acre sanctuary AMWS Wildlife Sanctuary, where natural processes further polish the effluent organisms filter the water before it is disinfected and released into Arcata Bay. Stormwater ponds, distinct from the enhancement wetlands, provide habitat related benefits separate from the enhancement wetlands. The wetland resulting nutrient-laden water and habitat attracts more than 200 species of birds, and is home to a wide range of Pacific Northwest freshwater, brackish marsh, and saltwater wetland flora and fauna, as well as other species. The City's has a Wastewater Treatment Facility Plan [Year most recently updated] Plant Master Plan to guide the rehabilitation and upgrade of the treatment system and enhancement wetlands to meet up to date regulatory requirements. plant operations.

Commented [JHM3]: Since it is quite likely that by 2045 the more conventional WW treatment facilities will become a much more important part of the facility, so assuming that role will remain as important in the future as it is now will invite sharp criticism of a transition to more conventional treatment technology.



The City's ~~also manages a stormwater drainage system~~ is managed according to ~~it and has a~~ Arcata's Drainage Master Plan and Stormwater Management Program. Storm Water Management Program to guide management practices of the system.

The Drainage Master Plan [YEAR most recently updated] includes a hydrological analysis, drainage management alternatives, a capital improvement program, needs-assessment and financial summary, and a recommended operational plan. The Plan's objectives are ~~to: 1) to~~ identify and quantify the existing stormwater and drainage system, including channels, wetlands, creeks, culverts and pipes ~~in order~~ to determine the available capacity of the system; and ~~2) to~~ identify design, maintenance, and repair alternatives to ~~improve the capability of the system to convey stormwater without undesirable flooding, and to prevent water pollution.~~ The Drainage Master Plan's goals are: [MOVE THE BOXED LIST FROM BELOW TO THIS LOCATION.]

Commented [JHM4]: It's important to remind readers WHY we need all that expensive infrastructure, both "green" and "grey".

Arcata's ~~the~~ Stormwater Management Program was developed in 2005 to comply with the

City's Municipal Separate Storm Sewer System (MS4) Permit (Water Quality Order No. 2003-0005 – DWQ), which regulates stormwater runoff within City limits. As part of the MS4 Permit, the City was required to develop a Storm Water Management Program (SWMP) in 2005 that includes a variety of measures to reduce pollutants discharged into receiving water. The program continues to apply, and has been augmented through the City's compliance with the Phase II MS4 Permit (Water Quality Order No. 20913-0001-DWQ) that was issued by the State Water Resources Control Board in 2013.

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Commented [JHM5]: This MS4 program description should appear AFTER the Drainage Master Plan Management Goals list.

DRAINAGE MASTER PLAN MANAGEMENT GOALS

- Minimize increases in the volume and the flow of stormwater runoff associated with new development so as to minimize an increase in the hazards and the costs associated with flooding.
- Minimize the erosion potential from a development or construction site so as to prevent deposition of sediment into streams and other receiving water bodies.
- Maintain the integrity of stream hydrology by preventing stream channel erosion so as to sustain the hydrologic functions of streams.
- Reduce the pollutant load in stormwater runoff from developing and urbanizing areas so as to preserve the natural biological functions of streams and other receiving water bodies (and flood management and stream habitat quality)
- To the extent practical, acquire easements and properties necessary for effective drainage management.

Commented [JHM6]: MOVE the education and other public facilities sections either to the START of the element, or AFTER all of the water/sanitation material. Don't strand education etc BETWEEN stormwater and solid waste! It makes sense to place the HEALTHCARE facilities section just after the EDUCATIONAL facilities section.

Overview of Arcata's Educational and Public Facilities. The educational opportunities available in Arcata include public and private schools for kindergarten through twelfth grades, vocational training programs, and California Polytechnic University Humboldt (Cal Poly Humboldt) State University. These facilities are have been integrated into the community and represent an important facets of Arcata's identity as a place to live, work, and learn. All of the educational institutions located in Arcata provide some opportunity for public use of their facilities.

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There are three public school districts include areas within Arcata's city boundary (Arcata, Pacific Union, Arcata, and Jacoby Creek Elementary School Districts). Arcata School District operates Sunnybrae Middle School. and several charter private schools that provide kindergarten through eighth grade education. High school education is provided by the Northern Humboldt Union High School District, which also serves the community of McKinleyville to the north, and charter schools. The College of the Redwoods Community College, with its main campus located approximately fifteen miles south of Arcata, offers occupational, transfer and Associate degree programs, as well as occupational certificate programs.

Cal Poly Humboldt State University, the northernmost of California State University's system of twenty-three campuses, offers undergraduate and graduate degrees in more than fifty subject areas. The University also offers extended education courses, cultural activities, music, art, theater and athletic events that are open to the community. The University's Master Plan includes a maximum enrollment limit of 8,500 full time equivalent students.

Public facilities offer locations for community interaction and events, ranging from community-wide celebrations to group meetings, instructional classes, and private events, weddings. The City owns and manages has enclosed spaces such as the Community Pool, Community Center, and City Hall, schools, and places of worship. The City also has twenty-four separate parks including Redwood Park, the Marsh and its interpretive center and the Arcata Ballpark. Collectively, they provide gathering places for all manner of social, cultural, political, recreational, religious, educational, and entertainment, and religious events. Their physical form and design are also important in representing recognizable features that strengthen community identity. Arcatans have come to recognize that their public facilities are important components of community character, and access to them as crucial to Arcatans' health and well-being. (Some aspects of park management are addressed in this Plan's Open Space and Conservation element.)

ADD A NOTE here about health care facilities, even though they will be addressed in a later element

Overview of Arcata's integrated waste management program. Arcata residents have a long-standing tradition of active commitment to resource conservation. Being far from the production centers of consumer goods, local native indigenous peoples and the City's early settlers were resourceful and wasted little, "made do" with what they had. The civic and church-led drives for scrap metal and newspapers during WWI and WWII, and the youth and volunteer drives of the 1950s and 1960s set the stage for the citizen recycling activism following Earth Day 1970, leading to the establishment of Arcata's first recycling center..

Over the yearsSince 1990, the City's role in source reduction, waste prevention, waste disposal, recycling, and composting components of integrated-waste management has shifted from facilitative to managing contracts for collection and processing of solid waste and recyclable materials, composting organic debris from the City's operations, materials, and direct performance of public education responsibilities.

The State of California has an extensive history of solid waste laws resulting in significant waste-related legislation. In 1989, the State of California passed Assembly Bill (AB) 939, requiring every city and county in the State to develop an integrated waste management planning document called a Source Reduction and Recycling Element (SRRE). AB 939 and its accompanying regulations specified the content for the City's SRRE Source Reduction and Recycling Element and required that the SERE provide a detailed plan to achieve "landfill diversion" goals of 25% by 1995, and 50% by 2000. The plan includes a "Waste Generation Study," (WGS) which reports the composition and quantity of solid waste disposed and diverted from disposal by Arcata. It is from this study, and its baseline projections of solid waste generation, that the City of Arcata is accountable for 25% and 50% diversion targets. In 2017, The City adopted a Zero Waste Action Plan, that built upon the Source Reduction and

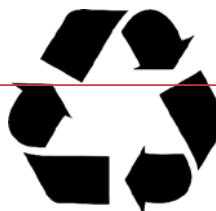
Commented [JHM7]: Schools have already been mentioned. PLACES OF WORSHIP in Arcata are PRIVATE facilities, and the City exercises no management control over them, and should not be considered in the same category with the other public facilities mentioned here.

Commented [JHM8]: Add a note about healthcare facilities here too. Even though they will be mentioned more extensively in the Healthy City element (or whatever it will be called), private and non-profit facilities including Mad River Hospital, UIHC/Potawot, and Open Door Community Clinic are important quasi-public facilities for Arcatans' well-being, and all have campuses that are part of the community land use fabric

Commented [JHM9]: Consider SEPARATING the section on PARKS (which the CITY owns and manages) from the section on educational facilities.

Commented [JHM10]: The waste management program should be addressed in a section of the Element adjacent to the water / wastewater / parks sections. The educational facilities should be either before or after them.

Commented [JHM11]: Indigenous -- spelled with a capital "I" is more appropriate in this Plan.



Commented [JHM12]: Refer to the STATUTE enacted, rather than the Bill in this plan, which people will still be reading in 2045.

Recycling Element , with a goal of achieving 90% landfill diversion by 2027. The Zero Waste Action Plan -includes guiding principles, goals, and near-, mid-, and long-term implementation programs.

The City developed integrated waste management goals from the Source Reduction and Recycling Element , as well as a list of goals from the City's Zero Waste Action Plan, which are summarized as follows:

ARCATA INTEGRATED WASTE MANAGEMENT GOALS:

1. Reduce the quantity of waste generated.
2. Educate Arcata residents to reduce, re-use, repair, compost, and recycle.
3. Maximize public involvement.
4. Minimize negative environmental impacts of solid waste management.
5. Increase economic incentives for source reduction, re-use, repair, composting, and recycling.
6. Improve measurement and standardize accounting of source reduction, re-use, composting, recycling, waste hauling, and disposal activities to increase knowledge and create a database for long term use.
7. Integrate source reduction, re-use, repair, composting, and recycling programs into all City activities.

ZERO WASTE ACTION PLAN GOALS:

1. Zero waste public education will create behavioral change and a citywide zero waste culture.
2. City operations and policies will integrate zero waste strategies.
3. Waste prevention is Arcata's top priority for sustainable materials management.
4. Materials reuse is Arcata's second priority for zero waste strategies.
5. Recycling drop-off and collection options are fully used by residents.
6. Increase effective and efficient food and organics waste prevention and reuse options.
7. Reduce construction and demolition waste and promote materials reuse.
8. Zero waste and recycling market development is an integral component of local economic development.
9. Support State and Federal legislation that results in waste reduction in rural communities and Arcata.
10. City will work cooperatively with strategic partners and key stakeholders to accomplish ZWAP goals.

Building on AB 939, AB 1826 became effective on January 1, since 2016, has and required businesses and residential multi family complexes (with 5 or more units) that generate specified amounts of organic waste (compost) to arrange for organics collection services. Since On January 1, 2022 the requirements for AB 1826 were eclipsed by those of SB 1383. Regulations associated with [Statute]

Commented [JHM13]: Again, identify by the name of the STATUTE enacted, not just the Bill numbers!

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The most recent major waste related legislation is SB 1383, which was signed by Governor Jerry Brown in September 2016 and address es short-lived climate pollutants. The final implementing regulations were adopted in November 2020 and required a 50% reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and a 75% reduction in the level of statewide disposal of organic waste from the 2014 level by 2025, including. Included in the regulations is A goal of rescuing at least 20% of currently disposed edible food. SB 1383 was is the largest overhaul of the State's solid waste and recycling structure in over 30 years and requires significant action by local jurisdictions, including the City, as well as by residential and commercial organic wastes generators, haulers, and facilities to reduce organics disposal of organic material.

Commented [JHM14]: STATUTE!

Commented [JHM15]: "Organics" or "organic solid waste" or an appropriate term will need to be DEFINED in the Plan's definition section.

As

SB 1383 includes requirements within six main categories:

1. Provide organics collection services to all residents and businesses
2. Establish an edible food recovery program
3. Conduct education and outreach to the community
4. Procure recyclable and recovered organic products
5. Secure access to recycling and edible food recovery capacity
6. Monitor compliance and conduct enforcement

Commented [JHM16]: USE STATUTE NAME!

Prior to AB939, municipal solid waste management focused on collection and landfilling. With the passage and implementation of AB939, California cities and counties are required to adopt the "Integrated Waste Management Hierarchy". Emphasizing the "highest and best use" of secondary resources, the IWM Hierarchy establishes the following priority order for dealing with discarded materials:

1. Waste Prevention or "source reduction" systems to prevent waste at the source.
2. Recycling and Composting systems for collecting, processing, and manufacturing with discarded materials. Organic material is composted for soil amendment.
3. Transformation a term for incineration disposal.
4. Landfill Disposal.

Commented [JHM17]: In a plan that will still be in use in 2045, it probably doesn't make sense to go into this detail in the "overview" section. But we should make sure that adopting POLICIES to achieve these will be included in the POLICY list.

The City of Arcata has been in the forefront of recycling and has the oldest community-owned recycling center in the State. The Arcata Source Reduction and Recycling Element has eight main components are:

1. The **Source Reduction Component** identifies programs to be implemented by the City to reduce the quantity of waste generated.
2. The **Recycling Component** defines programs to be implemented to increase the type and quantity of materials recycled.
3. The **Composting Component** identifies programs to be implemented to increase the composting of organic wastes.
4. The **Special Waste Component** identifies wastes requiring special handling and disposal, and programs to manage special wastes which cannot be handled at current or future permitted disposal facilities.
5. The **Education and Public Information Component** describes educational and informational programs to be implemented to educate and increase public participation in the adopted Source Reduction and Recycling Element's programs.
6. The **Disposal Facility Capacity Component** identifies disposal capacity needed to meet the community's needs for fifteen years.
7. The **Funding Component** identifies costs and funding for the City's Source Reduction and Recycling Element plan implementation and how the City will fund those programs.
8. The **Integration Component** demonstrates that the programs to be implemented are sufficient to achieve a 25% diversion rate by 1995 and a 50% rate by the year 2000.

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(Note: The Arcata Source Reduction and Recycling Element is not part of the General Plan.)

Each of these components includes the following integrated waste management goals:

ARCATA INTEGRATED WASTE MANAGEMENT GOALS:

1. Reduce the quantity of waste generated.
2. Educate Arcata residents to reduce, re-use, repair, compost, and recycle.
3. Maximize public involvement.
4. Minimize negative environmental impacts of solid waste management.
5. Increase economic incentives for source reduction, re-use, repair, composting, and recycling.
6. Improve measurement and standardize accounting of source reduction, re-use, composting, recycling, waste hauling, and disposal activities to increase knowledge and create a database for long term use.
7. Integrate source reduction, re-use, repair, composting, and recycling programs into all City activities.

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Guiding Principles and Goals.

- A. Provide an adequate, safe, and affordable water supply and delivery system for day-to-day and emergency needs.
- B. Maintain and improve wastewater management systems that will protect water quality in an affordable manner by updating wastewater technology and reducing wastewater and stormwater loads that the City must treat. Maintain the Arcata Marsh and Wildlife Sanctuary as an exemplary model of how natural systems can be effectively and efficiently used to treat and reclaim wastewater.
- C. Utilize natural systems and processes for managing stormwater with preference for approaches that reduce stormwater flows to City facilities while also preventing undesirable flooding.
- D. Promote lifelong learning by supporting educational facilities and programs at all levels.
- E. Recognize that public facilities are the primary gathering places for social, cultural, political, educational and entertainment events/celebrations, and that these facilities are important components of the community's identity.
- D. Advance Meet state-mandated waste diversion goals set forth in state mandates and the City's Zero Waste Action Plan. Arcata will strive to become a leader in developing small city waste reduction programs. Publicly advocate reducing solid waste as the first priority for waste management; and promote recycling-based manufacturing through: City purchase of recycled products, education, and community support. Support new technology and education programs that reduce solid waste by an additional 10% every five years and maintain a long term strategy for achieving "Zero Waste".
- E. Promote lifelong learning by supporting educational facilities and programs at all levels. The City government will encourage educational institutions to cooperate with the City to achieve City goals in our shared space.

Commented [JHM18]: Move the sanitation & City facilities material together; either precede them or FOLLOW them by the sections about education & institutional public facilities.

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E. Recognize that public facilities are the primary gathering places for social, cultural, political, educational and entertainment events and /celebrations, and that these facilities are important components of our the community's identity. Protect public civil and Constitutional rights in Arcata's public sphere, and especially on City property and public rights of way, and in any facility that receives City support.

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2.11 POLICIES

The Public Facilities and Infrastructure Element contains the following policies:

- PF-1 Water Supply and Delivery
- PF-2 Wastewater Collection, Treatment and Disposal
- PF-3 Stormwater Management
- PF-6 Integrated Waste Management**
- ~~PF-4 Educational Facilities~~
- ~~PF-5 Community Facilities~~
- ~~PF-6 Integrated Waste Management~~

Commented [JHM19]: Move together with other sanitation policies. The educational & community facilities sections can come either before or after the sanitation group, but don't split up the group of sanitation related policies.

POLICY PF1-1 WATER SUPPLY AND DELIVERY

Objective. Manage the City's potable water resources to ensure adequate quantities for community use, to promote water conservation, to maintain water quality, and to maintain affordable and equitable rates to water users. and not to deplete source supplies.

PF-1a **Water supply.** Surface and subsurface water quantities that supply the City are dependent on rainfall and adequate upstream storage. -The City shall continually monitor the water quantity and quality in its system and adhere to the Humboldt Bay Municipal Water District's rationing system to ensure that adequate supplies reach all users, though the City is well within its water allotment. The City shall also develop additional water sources to meet current peak use and future use demands.

PF-1b **Capacity and management of City water delivery system.**

The City shall update its Urban Water Management Plan, at least every five years, to maintain current projections, management, and contingency programs for water delivery. The Plan shall identify needed water delivery system improvements and anticipated extensions so that they can be budgeted for in the City's Capital Improvement Program.

The City water system shall not be extended beyond the Urban Services Boundary (except as provided for in Policy GM-4b of the Growth Management Element).

The City shall update its Water Master Plan, at least every five years, to assess system efficiency and ensure that there is adequate storage capacity and fire flows to meet City needs continue to assess through its Capital Improvement Program needed water delivery system improvements and storage capacity to meet demand and capacity to respond to emergencies including fire and disruption in water service from Humboldt Bay Municipal Water District.

PF-1c Water conservation.

The City shall use a combination of economic incentives, educational programs, and auditing to promote water conservation.

Water rates will continue to be higher for consumption

above baseline usage. Information about conservation devices such as flow restrictors, and practices such as off-peak irrigation, will be made available to the public. -The City shall also implement water conservation measures through the water, wastewater, and drainage master plans, and through leak detection and inflow and infiltration (I/I) reduction programs. In response to extreme water shortages, the City may consider imposing sharply graduated excessive use rates, additional forms of water rationing, excessive use fines, warnings, and physical flow restrictions to water users who fail to respond to less severe sanctions.

Building and site development permits that require connections to the City's water supply system shall incorporate water conservation design features and best management practices.

PF-1d Water quality. The City shall perform periodic testing and, if necessary, treatment of its domestic water supply to ensure that it meets all state and federal safe drinking water standards, as required by the federal Safe Drinking Water Act, as amended.

PF-1e Water Loss. The City shall perform annual water loss audits to identify and better understand the type of and quantity of water losses occurring in the water distribution

HUMBOLDT BAY MUNICIPAL WATER DISTRICT'S FIVE STAGE RATIONING SYSTEM

1. In effect at all times to assure best use of water in storage. Goes into effect when the storage reservoir reaches 90% of capacity. No use reductions are required.
2. Goes into effect when the storage reservoir reaches between 60% and 5580% of capacity and industrial and retail customers will be required to reduce usage by 5%, and Ruth Lake area rainfall is 70% or less of historical rainfall.
3. Goes into effect when Ruth Lake reaches 4030% of capacity and rainfall is 60% or less of historical average. All wholesale Industrial and retail customers will be required to reduce usage by 1050 to 15% over the previous two year average, and 10%, respectively.
4. Goes into effect when Ruth Lake reaches 3060% of capacity and rainfall is 50% or less of historical average. All wholesale Industrial and retail customers will be required to reduce usage by 16 to 70% and 230%, respectively over the previous two year average.
5. Goes into effect when Ruth Lake reaches 2550% of capacity and rainfall continues at 50% or less of historical average. Industrial All wholesale and retail customers will be required to reduce by usage up to 5% and 3050%, respectively as may be determined by the rate of use of available supply and weather conditions.

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Commented [JHM20]: Formatting: half-width text boxes are distracting, and do no support reading in a variety of digital platforms. If the Plan relies on text boxes, make them sequential, and avoid part-width formatting in any digital version.

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Commented [JHM21]: New building and development, which will still be around in 2045, MUST be designed with water conservation features, design, and operating standards. [Is there a state-recognized water conservation rating system, other than LEED, etc, that standards can reference?]

system. The City shall ensure that it meets any water conservation/water loss standards promulgated by the State Water Resources Control Board.

POLICY PF-2 WASTEWATER COLLECTION, TREATMENT, & DISPOSAL

Objective. Collect and treat wastewater to achieve safe water quality standards, utilizing the City's internationally renowned marsh treatment facility, including modifying the system to address challenges of rising water levels in Humboldt Bay and its tidal zone.

PF-2a **Capacity and management of City wastewater collection system.** The wastewater collection system is designed to transport community sewage to the treatment plant. The City shall update its Sewer System Management Plan Collection System Maintenance Program, at least every five years, to maintain current projections, management, and contingency programs for wastewater collection. The Plan shall identify needed collection system improvements and anticipated extensions, so that they can be budgeted for in the City's Capital Improvement Program. The City shall continue to monitor groundwater infiltration and surface water inflow (I/I) and take necessary action to ensure that these sources do not cause the collection system or the treatment plant to exceed capacity. The City wastewater collection system shall not be extended beyond the Urban Services Boundary except as provided in Policy GM-4b. The City shall consider building and land use code policies that provide incentives for design, operation, and technology for buildings and sites to minimize wastewater as well as stormwater loads.

Commented [JHM22]: Who knows what kinds of new technologies will keep wastewater OUT of the city sewers??!

PF-2b **Arcata ~~Marsh~~-wastewater treatment system.** The City shall continually review and update its Arcata Wastewater Treatment Facility Operations and Maintenance Manual Wastewater Treatment Plant Master Plan, at least every five years, to evaluate the entire system; reflect any changes in treatment standards; ensure wastewater treatment is meeting current standards; verify that there is adequate treatment system capacity; and ensure adequate water flows to maintain habitat. The City shall ensure ongoing treatment system planning and investments are consistent with mid- and long-range climate change adaptation goals, which balance preserving the City's existing investments with habitat restoration and sea level adaptation priorities. Goals, priorities, planning assumptions, and the best available science on which they are based, shall be reviewed publicly through City committees and the Planning Commission.

Commented [JHM23]: Let's not take this for granted ...

The City shall maintain the existing facilities of the Arcata Marsh and Wildlife Sanctuary and construct new facilities consistent with the Marsh Enhancement Plan adopted by the City Council.

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PF-2c **Protecting, improving, and restoring water quality:** Protecting surface and ground water quality, preventing water pollution, restoring water quality in waterways and wetlands within the City and in receiving waters of California and the United States shall guide design, construction, and operation of the City's water management infrastructure. The City shall use necessary resources to comply **Compliance** with California Regional Water Quality Control Board wastewater treatment and discharge standards. The City shall regularly test its wastewater **discharges** and make necessary adjustments in treatment **processes levels**, to ensure that effluent **it** meets California Regional Water Quality Control Board standards **and of**. The City shall also keep its National Pollution Discharge Elimination System Permit (NPDES) **permit** current and in compliance with U.S. Environmental Protection Agency standards.

PF-2d **Composting and beneficial reuse of biosolids disposal of sludge and other wastewater system byproducts:** The City includes **biosolids sewage sludge** in compost processed at the treatment plant. The City uses this composted material as a soil amendment. The City shall continue this practice as an efficient means of recycling treatment plant by-products and shall investigate the possibility of selling excess compost to generate revenue. **This requires the City to protect the quality of its sludge by implementing an industrial and high-volume discharger wastewater pre-treatment program.** (See Policy PF-2g Source Control Program, below.)

PF-2e **Treatment of wastewater from other communities:** The City, **until 2012**, accepts for treatment wastewater from the **unincorporated community of Fieldbrook Glendale Community Services District**. This practice may continue as long as **the City's facilities have there is** adequate treatment system capacity. The City shall not enter into any new agreements for processing wastewater from other communities, **nor shall the City accept additional loadings from any connection from other communities through the Fieldbrook Glendale system..**

PF-2f **Maintain the Joint City/ Cal Poly Humboldt State University Wastewater Utilization Program:** **Recognize that Cal Poly** Humboldt State University faculty and students were instrumental in the design, testing, and development of the Arcata Marsh and Wildlife Sanctuary. The City and the University jointly participate in a wastewater utilization program, which provides ongoing research projects for students **and faculty** studying wastewater, stormwater, and water quality issues. The City and University maintain an **five-year** agreement to operate the program, **with the City providing the funding and the University providing the student research and faculty advisors**. The City shall renew the program with the University when the current agreement ends, **and the City should collaborate with Cal Poly faculty in seeking funds for future research. as long as there are funds available to compensate the University.**

PF-2g **Source Control Program:** The City shall maintain a source control and pretreatment program that provides the legal authority to regulate non-domestic sewer use to control

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Commented [JHM24]: This is a crucial part of any wastewater management program, and should be a clearly stated planning policy, especially since it's impossible to foresee what kinds of toxic or high volume contaminants future dischargers to the City system may add.

Commented [JHM25]: I'm sure the contract with Fieldbrook Glendale already has that condition in it, and that LAFCo will also enforce this indirectly, but it should be clearly stated here as well.

Commented [JHM26]: We should seriously reconsider the City funding this! Considering the additional burden that Cal Poly's expansion will impose, directly and indirectly, on the treatment system, funding research into the system's future operation improvements should be a JOINT funding effort, especially since the environmental engineering focus at the new Cal Poly should enable the University/City collaborative to seek grants to fund much of that research into innovative systems.

discharges of industrial waste. The source control and pretreatment program shall include legal authority, local limits, pretreatment permitting, and an enforcement response plan.

POLICY PF-3 STORMWATER MANAGEMENT

Objective. Implement the City's Drainage Master Plan and abide by the MS4 Permit to utilize natural drainage systems; minimize increases in stormwater runoff, flooding, and erosion; maintain and restore the integrity of stream hydrology; reduce pollutant loads; and acquire easements and properties for effective drainage management.



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Commented [JHM27]: This is a policy to achieve the goals, not a goal in itself. There is a policy already stating this (PF-3e).

PF-3a **Utilization of City streams and watercourses as natural drainage systems.** Arcata's network of creeks provides a natural drainage system, however, this system is very susceptible to damage from urban pollutants carried by stormwater runoff, and from drainage facilities that alter creek flows and natural functions. The City shall utilize creeks for urban drainage only when the basic natural functions of the creeks will not be degraded.

PF-3b **Control of stormwater runoff, flooding, and erosion.** Stormwater runoff, especially at peak flows, can cause significant flooding and erosion if adequate precautions have not been taken. As stated in the Drainage Master Plan, the City shall manage the storm and surface water system in Arcata to maintain a hydrologic balance in order to protect water quality, prevent property damage, provide for the safety and enjoyment of citizens, and preserve and enhance habitat and sensitive areas.

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PF-3c **Stormwater quality.** Implement the City's Phase II MS4 Permit to reduce the discharge of pollutants and protect water quality to the maximum extent practicable and protect water quality. Manage Enforce surface water controls, facilities such as detention basins and natural infiltration areas, and education programs to protect surface and groundwater quality.

PF-3d **City drainage system.** The City shall take a comprehensive approach to drainage system management in order to effectively control the quantity of stormwater runoff, assure protect water quality, and reduce potential flood damage from peak flows. As stated in the City Drainage Master Plan, the City shall gradually expand the City managed drainage system to:

1. Continue maintenance of all drainage facilities within public right-of-way, regardless of size. This is
2. Extend responsibility onto private property only when permanent easements are

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dedicated or otherwise available from the private property owner, and need is established based on technical criteria.

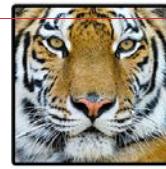
3. Define service limits upstream of the City as the point at which runoff from a publicly (not County) dedicated street enters the drainage system, or when a drainage feature needs repairs/improvements which have public benefits that exceed the cost of said repairs/improvements.

PF-3e Easements and properties for drainage management. The City shall secure the easements and properties necessary to complete and maintain the drainage system identified in the Drainage Master Plan.

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POLICY PF-4 EDUCATIONAL FACILITIES

Objective. Value Arcata's educational institutions and facilities as keys to achieving the high educational standards that will lead to prosperity and community wellbeing. Enlist schools and the University in support of Arcata's future prosperity, and our diverse and tolerant cultures. Seek the cooperation of Arcata's educational institutions to achieve City goals. Identify student enrollment



ARCATA HIGH SCHOOL

increases, based on the projected future population of the City, and coordinate with local school (public and private) districts, Cal Poly Humboldt State University, and other education providers to maintain and improve educational facilities and services. Coordinate with Cal Poly Humboldt to project demand for City services and facilities based on anticipated increases in enrollment and employment., while preserving established community/student ratios.

Commented [JHM28]: As I suggested before, put all of the water and sanitation material together, and put the education and other public facility material either before them (best) or after them (also ok). But don't address education, then return to solid waste afterwards!

Commented [JHM29]: This is a much broader statement of what Arcata should expect from educational institutions with facilities in the City.

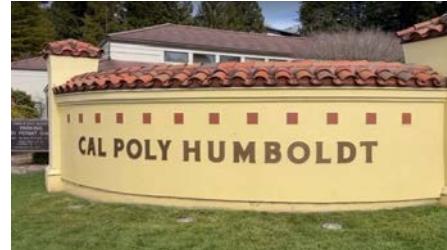
PF-4a Coordination with Arcata, Pacific Union, and Jacoby Creek school districts, the Northern Humboldt Unified High School District, and with Charter School operators. The City shall provide demographic information to assist the School Districts and charter schools in projecting future student enrollments. The City shall encourage the school districts and charter schools to expand existing schools rather than designating new sites for this purpose.

Commented [JHM30]: It's important to realize that the University's anticipated expansion WILL require additional services and facilities from the City, and tom make sure there's good communication about what, how much, and when those changes will be required by each side. In light of Cal Poly's plans as far as we know them now, there's no way that the EXISTING ratio of students to the non-student Arcata population will continue, unless we WANT to send most of the new students to live outside Arcata. IS THAT WHAT WE WANT?

PF-4b Coordination with private and specialized education providers. The City shall accommodate providers of private, vocational, and specialized education that fills an identified community need, when they desire to locate in the City.

Commented [JHM31]: It's important to recognize the significance of charter schools in Arcata's educational landscape. It's also important to acknowledge that some schools (e.g., Jacoby Creek School) serve more students living OUTSIDE the school district than from within the districts themselves.

PF-4c **Coordination and development review with Cal Poly Humboldt State University (Not applicable in Coastal Zone).** The City shall designate at least one member of the City Council and one Planning Commission member as liaisons to Cal Poly Humboldt State University and request that the designated Council member be appointed to the University President's Advisory Council, or other equivalent University body. The City shall invite and welcome communication and coordination on planning matters with University representatives.



Commented [JHM32]: It's important to recognize that this can't be a one-way relationship, and we can't take the two-way communication, or coordination, for granted. This policy provides an invitation for the University to act as PART of Arcata, rather than as ... whatever else they might be.

PF-4d **Joint use of school facilities for community events and recreation.** School facilities are primary locations for neighborhood level events and recreational activities. The City, school districts, and community organizations shall develop and maintain partnerships for the joint use of school facilities.

Insert Updated Figure PF-a City of Arcata School Districts DELO SENT THIS – Make sure that Charter Schools in Arcata appear. Consider adding 2023 enrollment numbers to the figure.

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POLICY PF-5 PUBLIC FACILITIES

Objective. Provide adequate facilities for services and programs administered by the City and other public service providers, including City administrative and meeting facilities (City Hall), police and fire departments, libraries, and community centers.

PF-5a Facilities for community service and private organizations. Community service organizations, as well as non-profit and private organizations offer shelter, assistance, training and other human services. These organizations also offer places for religious, cultural, social, entertainment and recreation activities. The City shall allow facilities, operated by community service and private organizations, to be located in incorporated areas designated General Commercial [C-G]; Central Commercial [C-C]; Residential High Density [RH]; Limited Industrial [I-L]; and Public Facility [P-F]. Operations and functions of these facilities may be subject to a use permit, to be granted and revocable at the discretion of the City.



PF-5b City Corporation Yard-administrative and operations facilities and community centers. The City shall limit development of the Corporation Yard facilities to within existing boundaries, and shall maintain a landscaped screen along the northern and eastern perimeter of the oxidation pond. The City shall continue to explore opportunities for relocation of the corporation yard outside of the tsunami inundation zone and sea level rise vulnerability zone in collaboration with local, state, and federal regulatory and funding partners.

PF-5c Public libraries and civic facilities operated by other agencies. The City shall coordinate with Humboldt County to provide public library facilities in the City. The City shall also coordinate with other agencies, such as the Redwood Regional Transit System, to maintain joint-use facilities in the City.

PF-5d Telecommunications facilities. Telecommunication towers, commercial dishes and antenna, monopoles, and other transmitting and receiving facilities shall be co-located (grouped together) to minimize the number of facilities and shall be screened to reduce impacts. Placement of commercial (serving more than a single user) telecommunication facilities shall require be limited to lands designated Public Facility [P-F], Industrial [I-L & I-G], and Commercial [C-G, C-C, & C-VS], with a use permit and shall be limited to the zoning designations outlined in the City's Zoning Ordinance.

Cellular, broadcast, and receiving towers shall not exceed ten feet in height, unless it can be demonstrated that additional height (up to thirty feet) would not create adverse visual or safety impacts. These facilities shall be screened from view and associated

Commented [JHM33]: Zoning designations involving religious institutions may become increasingly tricky, especially as state and federal case laws increasingly find that many religious institutions have the right to consider LOTS of intensive uses part of their religious role, protected by Constitutional separation of church and state. So, if a church decides to build a BIG apartment building, etc etc as part of its religious mission, the City can only enforce aspects of its I and use or utility connection laws directly related to public safety. It would be a good idea to look into how other California cities are addressing this.

equipment rooms and switching devices shall be designed and landscaped to blend with their surroundings. In approving a use permit, findings must be made that the proposed location is the most appropriate for the neighborhood, that the facility is of the minimum size necessary for the intended use, and that it is set back and screened to reduce visual and safety impacts. Any proposed city construction projects involving trenching shall be reviewed for opportunities to extend high speed networking infrastructure, and go move or co-locate other utility lines, including electric power transmission lines, underground.

PF-5e **Maintenance of City streets and rights-of-ways.** The City's streets and right-of-ways shall be adequately maintained for public use. Utilities within rights-of-way shall be placed underground, when feasible, to reduce obstructions such as poles and above-grade utility boxes on sidewalks. Pavement and landscape management programs shall be periodically reviewed and prioritized. The City shall consider compliance with Americans with Disabilities Act requirements as a minimum, and seek to develop City rights-of-way beyond those requirements to safely accommodate mobility by people of all abilities and disabilities.

Commented [JHM34]: This is another appropriate place to mention that the City seeks to encourage underground electric transmission lines where possible. Also -- to what extent does the City have any control at all over 5G cell transmission facilities, given recent FCC rules?

PF-5f **Energy conservation and decarbonization of City facilities.** Continue reducing City facility energy consumption, including conservation and weatherization measures exceeding building code standards, electric only appliances/ HVAC/ water heating systems and renewable energy sources. Consider Greenhouse Gas Reduction measures in all new facility, renovations, site design and connectivity decisions. Develop and implement City practices to increase electrification equity and affordability for all residents. Adopt new energy conservation and emission reduction technologies as they become available and affordable.

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POLICY PF-6 INTEGRATED WASTE MANAGEMENT

Objective. Reduce solid waste generation at the source; maximize re-use and repair of appropriate items and material; promote composting and recycling; and properly transport non-recyclable solid waste to approved disposal sites. Ensure new development is adequately sited and designed, including adequate physical space for solid waste bins. Coordinate with regional bodies to develop effective regional solid waste management systems.

Commented [JHM35]: Regional coordination on solid waste management shouldn't be taken for granted. Arcata will NEED those regional systems to achieve City waste goals.

PF-6a **Source reduction.** Source reduction and materials re-use are the most cost effective ways to minimize solid waste. Source reduction, or waste prevention, reduces the growing costs of collection, recycling, and disposal systems. Source reduction and re-use shall be promoted through educational programs and incentives. Examples of effective source reduction and re-use activities that shall be promoted are:

1. Backyard composting, landscaping with low water needs, and grass mulching.
2. Purchasing durable re-usable goods instead of disposable items (e.g., cloth diapers,

rechargeable batteries).

3. Repairing equipment and appliances.
4. Purchasing goods from second-hand stores, flea-markets and swap meets.
5. Reducing the use of packaging by buying in bulk or purchasing fresh food at farmers markets.
6. Electronic mail and forms, double-sided copying and re-use of scrap paper.
7. Reusable coffee cups and beverages provided in dispensers.
8. Termination of unwanted mail.
9. Incentives such as on-call garbage collection and differential solid waste fees shall be used to encourage source reduction.



The Source Reduction and Recycling Element shall be updated every five years and shall incorporate the most efficient and cost-effective source reduction programs.

PF-6b **Recycling.** The City's recycling program shall continue and expand, unless a more efficient and cost-effective method of collecting and reusing materials is identified. The City shall continue to contract for recycling, collection, and processing, in order to help meet and exceed the State diversion goal. The following programs shall also be promoted:

1. Collection of commercial corrugated cardboard.
2. Collection of office paper.
3. Collection and re-use of organic waste.
4. City procurement policies and practices reflecting State requirements for purchasing recovered organic waste products and recycled content paper products, favoring reusable and recycled products.
5. Implementation of density bonuses for buildings designed to promote recycling, above and beyond basic requirements.
6. The City's active involvement in the Humboldt County Recycling Market Development Zone.
6. 7. Public education Educate the public to "close the loop" and buy locally-made products with recycled content.
8. Public education on recycling Recycling education that includes self-haul services for recyclable materials not collected curbside.
7. 9. Encourage the Support for development and expansion of recycling-based manufacturing.

After the year 2000, in order to stabilize and -reduce minimize increases in solid waste volumes and maximize the amount of material returned to productive use, the City shall continue these programs with a target of reducing waste-to-landfill volumes 10% every

Commented [JHM36]: This IS a City policy / program action. It should probably be a SEPARATE policy, not buried in all these private choices.

Commented [JHM37]: Almost all of these are PRIVATE actions and choices. Unless the City actually has specific policies, programs, incentives or sanctions related to these, do they belong in the General Plan?

five years as specified in the Zero Waste Action Plan.

PF-6c **Collection, transport and disposal of non-recyclable solid waste.** The City shall continue to contract for solid waste and recycling collection, transport, and disposal and will amend relevant Franchise Agreements to include the collection and transport of organic waste in the future to comply with state waste and organics regulations (e.g. SB 1383). I. Solid waste collected for disposal shall be transported to an approved landfill, or other approved solid waste processing or disposal facility. The City is supportive of organic processing and will work with regional partners to develop an in-County organics processing facility. The City will accept non-residential solid waste for disposal through its contracts at the City's discretion. The City will provide educational materials about proper use and disposal of household hazardous waste, non-toxic alternatives to household hazardous waste, and recycling of materials (e.g., motor oil, anti-freeze, paint, batteries) in conjunction with recycling centers and local governmental and businesses partners.

Commented [JHM38]: Use statute and/or regulation name

Commented [JHM39]: This is important to say in the Plan since it gives the City a clear "out" not to accept any waste it can't reasonably manage, including from a business or institution that just generates a LOT of it, or suddenly starts disposing of weird waste the City's contracted haulers can't manage well.

2.12 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
PF -1	<p>Urban Water Master Management Plan Update the City Urban Water Master Management Plan, at least every five years, to assess system efficiency and ensure there is adequate storage capacity and fire flow. The Master Management Plan will also include economic incentives, education programs, and monitoring measures to promote water conservation.</p>	Environmental Services Department	Every five years starting in Year 2
PF -2	<p>Wastewater Collection System Maintenance Program Update the City Wastewater Collection System Maintenance Program, at least every five years, to assess collection system capacity and condition, ensure there is adequate treatment and disposal capacity, and recommend improvements necessary to reduce groundwater infiltration and surface water inflow. The Maintenance Program Master Plan will also include economic incentives, education programs, and monitoring measures to reduce wastewater generation.</p>	Environmental Services Department	Every five years starting in Year 3
PF -3	<p>Stormwater Management—Drainage Master Plan and Phase II MS4 Permit Program Update the City's Drainage Master Plan, at least every five years, to implement current provisions for minimizing increases in stormwater runoff, maintaining the integrity of stream hydrology, and reducing pollutant loads. Implement the City's MS4 permit requirements through Ordinance No. 1463, which sets forth standards for discharge into the stormwater drainage facilities for the City of Arcata, and establishes a stormwater pollution control program in compliance with the Clean Water Act. The Master Plan will also include economic incentives, education programs, and monitoring measures to promote on-site retention and reduce flooding and erosion impacts.</p>	Environmental Services Department	Ongoing Every five years starting in Year 1
PF -4	<p>Source Reduction and Recycling ElementZero Waste Action Plan Update the Source Reduction and Recycling Element (SRRE)Zero Waste Action Plan, every ten years, to implement the most current technology for reducing solid waste generation at the source, maximize re-use and repair of goods, promote composting and recycling, and properly transport non-recyclable solid waste to approved disposal sites. The SRRE Zero Waste Action Plan will also include economic incentives, education programs, and monitoring measures to achieve the City's goal of reducing solid waste volume by an additional 10% every five years a defined amount, and the overall long-term strategy for "zero-waste."</p>	Environmental Services Department	Every ten years starting in Year 10
PF -5	<p>Telecommunication Facilities Ordinance Prepare a Telecommunication Facilities Ordinance that implements policy PF 5d and specifies findings required for a use permit.</p>	Community Development Dept.	Year 2
PF -6	<p>Marsh Enhancement Plan—Update the Marsh Enhancement Plan to reflect the City's acquisition and addition of the Hunt Property.</p>	Environmental Services	Year 3

Commented [JHM40]: Add an implementation measure to review and update the WWTP plans periodically in light of sea level rise or other factors linked to climate changes, and to potential availability of new technologies. It's in the POLICY section but isn't reflected as an implementation action here.

From: Judith Mayer

To: David Loya, Delo Freitas, Arcata Planning Commission

About: Comments on the DRAFT General Plan 2045 Public Facilities and Infrastructure Element

1. The “Guiding Principles and Goals” (now p. 2-78 of Draft) should be moved to the BEGINNING of the element, before the overview of current facilities. They are intended to be the basis of the analysis of planning needs, and of the policies and implementation actions that follow.
2. Specific suggestions for the “Guiding Principles and Goals” appear here, even though they are now later in the Draft Element:

Guiding Principles and Goals.

- A. Provide an adequate, safe, and affordable water supply and delivery system for day-to-day and emergency needs.
- B. Maintain and improve wastewater management systems that will protect water quality in an affordable manner by updating wastewater technology and reducing wastewater and stormwater loads that the City must treat. Maintain the Arcata Marsh and Wildlife Sanctuary as an exemplary model of how natural systems can be effectively and efficiently used to treat and reclaim wastewater.
- C. Utilize natural systems and processes for managing stormwater with preference for approaches that reduce stormwater flows to City facilities while also preventing undesirable flooding.
- D. Promote lifelong learning by supporting educational facilities and programs at all levels.
- E. Recognize that public facilities are the primary gathering places for social, cultural, political, educational and entertainment events/celebrations, and that these facilities are important components of the community's identity.
- D. Advance Meet state-mandated waste diversion goals set forth in state mandates and the City's Zero Waste Action Plan. Arcata will strive to become a leader in developing small city waste reduction programs. Publicly advocate reducing solid waste as the first priority for waste management; and promote recycling-based manufacturing through: City purchase of recycled products, education, and community support. Support new technology and education programs that reduce solid waste by an additional 10% every five years and maintain a long-term strategy for achieving "Zero Waste".
- E. Promote lifelong learning by supporting educational facilities and programs at all levels. The City government will encourage educational institutions to cooperate with the City to achieve City goals in our shared space.
- F. Recognize that public facilities are the primary gathering places for social, cultural, political, educational and entertainment events and /celebrations, and that these facilities are important components of our the community's identity. Protect public civil and Constitutional rights in Arcata's public sphere, and especially on City property and public rights of way, and in any facility that receives City support.

3. An introduction paragraph should be added at 2.10, indicating which facilities & infrastructure the element addresses, and which it explicitly does NOT address, including park and open space material that appears in the open space and conservation Element(s), healthcare facility material (if we decide NOT to add it here), etc.
4. Move the sections of the Element about schools and other public facilities NOT related to water or sanitation either to the beginning of the element (before the parts about water and sanitation) or to the end. But don't strand them between the wastewater and the garbage! That re-ordering should happen in both the “Overview” part and the “Policy” part of the Element.

5. The “Overview” sections for each set of facilities refer to many management plans. Note that all of these must presumably be (or be amended to become) consistent with the General Plan.
6. Editing: Indicate in the element WHEN (the YEAR) each of these plans was adopted or most recently updated. Readers should know the plan is adopted in 202(4?) so that most recent version is as of now. As elements are amended in the future, those dates can also be updated.
7. Format: Avoid text boxes that use less than the full width of a page in a digital version. The “side-by-side” formatting makes the document difficult to move between digital formats.
8. Consider adding a section about health care facilities. Even though that may also appear in the “Healthy City” element (if such a thing will really exist!) it’s important to at least mention Mad River Community Hospital, United Indian Health Center/ Potawot, and Open Door Clinic, since their presence and development all also have significant land use and service implications.
9. Revise basic info about schools in Arcata according to the editing suggestions I’ve provided in the MSWord “track changes” version I’m submitting attached to the same email as this set of suggestions. My suggestions are detailed and extensive.
10. The Overview / background about changes in state solid waste diversion policies should be shortened (as suggested in the “track changes” version I’ve submitted), remembering that the Plan looks forward and must still make sense to someone reading it in 2045. The background of increasingly stringent state regulation should focus on goals that Arcata must reach, and on the idea that Arcata needs to anticipate more stringent state regulation, and that Arcata can become a small town leader in progressive waste management.

POLICY change suggestions

General: *There are several situations where we should consider possible zoning changes reflecting recent status of uses that might be considered for Public Facility zoning, or Public Facility zoning that should be considered for other potential uses. It would be important to solicit input from the management and owners of those facilities. These include such sites as the Mad River Community Hospital (current site Master Plan to be updated); UIHC/Potawot (some of the site covered by conservation easement); Open Door Community Health Clinic (serves some public needs, including emergency facilities); HealthSport (privately owned/ managed facility after initial public partnership); and possibly others. It would be useful to provide some pathway for charter schools NOT operating on school district property to have some pathway to develop permanent facilities that would be zoned as Public Facilities, rather than jury rig the current underlying zoning to accommodate them.*

PF-1c Water Conservation – Add language at the end of the policy: ... “In response to extreme water shortages, the City may consider imposing sharply graduated excessive use rates and/or excessive use fines, additional forms of water rationing, warnings, and physical flow restrictions to water users who fail to respond to less severe sanctions.

Building and site development permits that require connections to the City’s water system shall incorporate water conservation design features and best management practices.” (*Presumably, objective standards for those design features and BMPs will be defined somewhere in the building or land use code, or by state standard.*)

PF-2a Capacity and management of City wastewater collection system – Add language at the end of the policy: “... The City shall consider adopting building and land use code policies that provide incentives for design, operation, and technology for buildings and sites to minimize wastewater as well as stormwater loads.” (*We already have policies for minimizing stormwater flows to sewers in the MP4 program. This would add policies to reduce wastewater discharges to sanitary sewers, and thus loadings to the WWTP.*)

PF-2b Arcata wastewater treatment system – Add language at the end of the policy: “... Goals, priorities, planning assumptions, and the best available science on which they are based, shall be reviewed publicly through City committees and the Planning Commission.”

PF-2c Change and add:

PF-2c Protecting, improving, and restoring water quality: Protecting surface and ground water quality, preventing water pollution, restoring water quality in waterways and wetlands within the City and in receiving waters of California and the United States shall guide design, construction, and operation of the City's water management infrastructure. The City shall use necessary resources to comply Compliance with California Regional Water Quality Control Board wastewater treatment and discharge standards. The City shall regularly test its wastewater discharges and make necessary adjustments in treatment processes levels, to ensure that effluent #t meets California Regional Water Quality Control Board standards, and of. The City shall also keep its National Pollution Discharge Elimination System Permit (NPDES) permit, current and in compliance with U.S. Environmental Protection Agency standards.

PF-2d Composting and beneficial reuse of biosolids ...: Add language at end of policy: “... This requires the City to protect the quality of its sludge by implementing an industrial and high-volume discharger wastewater pre-treatment program. (See Policy PF-2g Source Control Program, below.)”

PF-2e Treatment of wastewater from other communities – Add language at end of policy to read “... The City shall not enter into any new agreements for processing wastewater from other communities, nor shall the City accept additional loadings from any connection from other communities through the Fieldbrook Glendale system.” (*This may seem like overkill, since the contracts probably already mention this, and LAFCo should also have insisted on it. But it's important NOT to take it for granted! There have been several recent cases in which water supply extensions in the county have been proposed to do similar things, such as getting water to the proposed Casino hotel in Trinidad by extending water lines from McKinleyville*)

PF-2f Maintain the Joint City/ Cal Poly Humboldt Wastewater Utilization Program –

PF-2f Maintain the Joint City/ Cal Poly Humboldt State University Wastewater Utilization Program. Recognize that Cal Poly Humboldt State University faculty and students were instrumental in the design, testing, and development of the Arcata Marsh and Wildlife Sanctuary. The City and the University jointly participate in a wastewater utilization program, which provides ongoing research projects for students and faculty studying wastewater, stormwater, and water quality issues. The City and University maintain an five-year agreement to operate the program, with the City providing the funding and the University providing the student research and faculty advisors. The City shall renew the program with the University when the current agreement ends, and the City should collaborate with Cal Poly faculty in seeking funds for future research, as long as there are funds available to compensate the University.

(Considering the additional burden that Cal Poly's expansion will impose on the City's treatment system, directly and indirectly, paying for research into the system's future operation improvements should be a JOINT funding effort, especially since the environmental and civil engineering focus at the new Cal Poly should enable the University/City collaborative to seek grants to fund the research. In fact, the University should probably provide money to the city for this, rather than the other way around!)

Policy PF-3 STORMWATER MANAGEMENT – Cut “... and acquire easements and properties for effective drainage management” from the goal list. This is a policy means to achieve the goals, not a goal in itself. The Policy is already stated in **PF-3e**.

POLICY PF-4 EDUCATIONAL FACILITIES

Don't strand this section between stormwater and garbage! (Move it -- Ideally, this should come at the start of the public facility section, or at the end.)

POLICY PF-4 EDUCATIONAL FACILITIES

Objective. Value Arcata's educational institutions and facilities as keys to achieving the high educational standards that will lead to prosperity and community wellbeing. Enlist schools and the University in support of Arcata's future prosperity, and our diverse and tolerant cultures. Seek the cooperation of Arcata's educational institutions to achieve City goals. Identify student enrollment increases, based on the projected future population of the City, and coordinate with local school (public and private) districts, Cal Poly Humboldt State University, and other education providers to maintain and improve educational facilities and services. Coordinate with Cal Poly Humboldt to project demand for City services and facilities based on anticipated increases in enrollment and employment, while preserving established community/student ratios.



ARCATA HIGH SCHO

PF-4a Coordination with Arcata, Pacific Union, and Jacoby Creek school districts, the Northern Humboldt Unified High School District, and with Charter School operators. The City shall provide demographic information to assist the School Districts and charter schools in projecting future student enrollments. The City shall encourage the school districts and charter schools to expand existing schools rather than designating new sites for this purpose.

Clarify how the Plan will treat Charter Schools, which are public schools, that do not operate in buildings and facilities zoned for “Public Facility” use. There are (or have recently been) a few actual private schools, also operating in facilities not zoned for “Public Facility” use.

PF-5e maintenance of City streets and rights of way—Add language at end of policy: “...The City shall comply with Americans with Disabilities Act requirements as a minimum, and seek to develop

City rights-of-way beyond those requirements to safely accommodate mobility by people of all abilities and disabilities.”

POLICY PF-6 INTEGRATED WASTE MANAGEMENT – Add language at end of “Objective”: “... Coordinate with regional bodies to develop effective regional solid waste management systems.”

PF-6a Source reduction – *Almost all of the “examples of effective source reduction and reuse activities that shall be promoted” are private personal actions, largely unrelated to City actions or policies. They may (hopefully) seem routine by 2045. They don’t seem appropriate to include in this Plan. The exception which should remain is #9, which is a City policy/action, and should remain: “Incentives such as on-call garbage collection and differential solid waste fees shall be used to encourage source reduction.”*

2.12 IMPLEMENTATION MEASURES – Add as an implementation measure to review and update the WWTP operations and facilities plan periodically to take into account changes associated with sea level rise and climate change. This is either an ongoing or periodic action, which would implement **PF-2b Arcata wastewater treatment system**.