

General Plan Update Discussion Guide

Bike Rack

(current through 04/27/2023)

Contents

Commissioner Compilation for April 27, 2023.....	1
Bike Rack	1
Vision Statement.....	1
Land Use Element	1
Circulation Element.....	4
Public Facilities and Infrastructure Element	12
Public Safety Element	12
Prior Decisions	13

Commissioner Compilation for April 27, 2023

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 at a prior hearing but no decision was made. Items without highlighting have not been discussed.

Vision Statement

No Bike Rack issues.

Land Use Element

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

- a) 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).

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.”

Circulation Element

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 questions, 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.

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.

Add Class IV facilities to Table T-6.

- 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 street~~ vehicle 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 ~~III~~ 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.

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.

- a) 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.

Public Facilities and Infrastructure Element

Consent Considerations

1. **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. **[[Discuss with LCP]]**

[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]

1. **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? **[ES can verify and update the date]**
2. **Page 2-77:** Are we conforming with AB1383? This seems like a huge effort. How will the City do this? What is the timeline? **[have ES provide information on this]**

Public Safety Element

1. **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.]**

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?

Stylistic Conventions

Staff to review stylistic conventions, below:

Public Facilities and Infrastructure Element

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.

Prior Decisions

VISION

"Arcata Today" (edit) – *"Arcata today: Arcata is home, a work in progress, with its natural beauty and resourceful citizens, and exemplary quality of life."*

Add a statement after "We live resourcefully" and before "We move forward," or somewhere before "We're drawn to the Plaza": *"We are resilient. We face hazards by adapting to a changing environment while limiting our harm to the ecosystem and its functions, and to global climate."*

We share the benefits of California Polytechnic University Humboldt – ADD to this statement: *"We work together to ensure that the University supports Arcata's vision for our future, just as the City is an accommodating welcoming host to the University."*

Add a statement (perhaps at the end): *"We work with neighbors. We work with neighboring jurisdictions and regional partners to tackle problems we can only solve together, and we expect and encourage our neighbors to work with us to fulfill our community's vision."*

I support the "Revised Vision Statement" (Appendix D). I don't support the "Reorganized Vision Statement" (Appendix D2). The former is well written (see comments below) and concise. The latter has some empty language and is not nearly as effective. **Change neighborhood language and accept.** from the 3/27/23 meeting

Commissioner Pitch for Amendment

"We're drawn to the Plaza" – Cut the added statement at the end. It would be fine to ADD a statement supporting community public spaces throughout the City, but not tacked on to this statement that recognizes the Plaza as Arcata's unique center. This is from Appendix D2 from the 3/27/23 meeting

Under both **Equity** and **Connection and Community**: Religion is not called out as a characteristic. Do we want to call it out?

Change Health and Safety to include "well being"

LAND USE

1. I propose adding the Sunset Neighborhood to the implementation measure I introduced at a previous land use element meeting and setting a timeline on that implementation measure of 2 years.
 - a. The sunset neighborhood has many of the same qualities that make it suitable for allowing increased density and mixed uses as the Bayview, Arcata Heights, and

Northtown neighborhoods. This is also a direct suggestion from members of the public. The planning commission should consider the merits of up-zoning and allowing mixed use in that neighborhood in the future as well.

b. This implementation measure should be drafted as follows:

i. **City staff shall bring before the planning commission a proposed rezone to consider allowing mixed uses and more housing in current R-L neighborhoods within walking distance of the plaza and Cal Poly Humboldt**

1. The Bayview, Northtown, Arcata Heights, and Sunset neighborhoods currently only permit low density housing despite being within walking distance of downtown and/or Cal Poly Humboldt. Staff shall develop a plan to upzone these neighborhoods in line with the Strategic Infill Redevelopment Program and bring the plan back to the planning commission for consideration within 2 years.

a. Responsible Party: Community Development

b. Time Frame: Year 2

2. I propose changing the definition of **Residential High Density [R-H]** as follows:

a. **Residential High Density [R-H]** High density residential uses are designated in central Arcata and other areas to allow increases in higher density above present levels multi-family housing located in proximity to commercial and employment uses, public services, schools, and parks. Local-serving commercial uses such as corner grocery stores, coffee shops, etc. shall be permitted in [R-H] zones.

b. We discussed this change at the last meeting regarding the land use element. Other Planning Commissioners and one member of the public agreed that allowing smaller, locally serving commercial uses in these zones created more walkable neighborhoods. It's nice to have a corner store that you can walk to rather than needing to use other modes of transportation to access another part of the city.

3. I propose an additional policy as follows:

a. **LU-1x Reduce Parking Maximums in the most walkable areas of the city. Reduce maximum allowable parking requirements within Infill Opportunity Zones to promote walkable communities.**

b. Reducing maximum parking allowed within the areas planned to be the most walkable within our city will ensure that these areas are not dominated by cars and parking lots, making the more inviting for non-vehicle forms of transportation.

4. I propose changing the pie chart on page 2-2 of the Draft Land Use Element (Packet pg. 15) to split the residential slice into R-VL, R-L, R-M, and R-H zoning. This will give the reader a more accurate representation of how we dedicate land within the city to the various kinds of housing.

5. I propose changing the policy **LU-1e** as follows:

a. **LU-1e Development of a diversity of housing types.** The land use plan map shall provide sufficient quantities of land in the various residential use categories to allow for development of a variety of types of new housing units and residential environments. The purpose shall be to ~~maintain~~ achieve an appropriate balance between single-family housing on individual lots and multi-unit housing types.

- b. As currently written, this policy assumes that we currently have an appropriate balance between land zoned for single family housing and multi-family housing. This word change erases that assumption while leaving in the desire to achieve an appropriate balance.
6. I propose changing the definition of **Commercial – General [C-G]** as follows:
 - a. **Commercial - General [C-G]** This designation provides the full range of retail, entertainment, and service commercial uses **primarily** in, Valley West, C-G development must provide convenient access for patrons arriving by bicycle, public transit, motor vehicle, or on foot. ~~Businesses in the C-G area will be expected to provide sufficient on-site parking.~~ C-G areas are intended to have convenient access from residential areas in order to provide for day-to-day shopping and service needs. Residential densities allow up to 50 units per acre.
 - b. As currently written, this section equates automotive travel with convenience. It also dooms Valley West to continue its current car-oriented development. I recommend that we remove parking minimums in C-G and allow developers to determine the correct amount of parking they feel is necessary for their projects to be commercially viable. This will allow the community to hopefully develop as more walkable and less car dependent over time as nearby residential densities increase.
7. I recommend we change policy **LU-4h** as follows:
 - a. ~~**LU-4h Petroleum extraction and processing**~~ **Energy development, production, and use.** The City of Arcata recognizes the national need for the responsible exploration, recovery, development, distribution, and processing of the country’s energy resources. ~~However,~~ The City also recognizes the potential adverse impacts such activities may have. Petroleum extraction is of particular concern on the North Coast. On- or offshore petroleum extraction will result in negative impacts on the climate and our coastal scenic resources, as well as our sensitive land and marine environments. ~~petroleum extraction and processing can will have on the climate as well as sensitive land and marine resources and on the scenic quality of coastal resources.~~ Therefore, the City finds that, in order to minimize adverse impacts to such resources, on-and off-shore petroleum product exploration, recovery, and processing should be confined to those geographic areas which now accommodate these uses and activities. Consistent with this policy, the City shall prohibit on-shore petroleum exploration, production, and processing within its boundaries, and shall oppose the use of off-shore areas south and west of Arcata and in Humboldt County in general for such uses.
 - b. I don’t see any reason for Arcata to “recognize the national need for” oil and gas exploration and development. We’re in a climate crisis after all.
8. Although the need for housing is discussed, the issue of homelessness is not mentioned directly. I feel strongly that we should do so. Safe and secure housing is a human right. We live in the most prosperous country in the world; we should not have people without homes. We can address that in the following sections.
 - a. **Guiding Principle C: Allow Encourage** ~~for~~ a range of housing choices that includes affordable dwellings housing for all community residents, including currently unhoused

people, that accommodates families as well as individuals and groups, and varies in size and type to reflect the diverse character of the community and to provide equitable access to opportunities and resources in all of Arcata's neighborhoods.

9. LU-6b: Compatibility between agricultural and adjacent non-agricultural uses.

This section begins with “Agricultural practices can include spraying of herbicides,” Do we want to legitimize the use of herbicides in Arcata by explicitly including this statement in our General Plan? I suggest striking “spraying of herbicides” and starting the section with, “Agricultural practices can include application of fertilizer, operation of farm equipment....”

10. Principles and Goals

- a. Add a statement regarding “acknowledging and acting on strategies brought forward by members of Arcata’s Black, Indigenous, and People of Color communities.” (In the draft there’s quite limited one tacked on to Principle A. Please also avoid acronyms.)
- b. Locate and allow location of land uses to minimize risks and exposure to environmental hazards, including seismic hazards and flooding. (Even though this should ALSO be included as a SAFETY and an ENVIRONMENTAL JUSTICE principle, it’s first and foremost a LAND USE principle and so should be up-front in this element.
- c. Seek and encourage open and cooperative consultation and cooperation with managers of state land not subject to Arcata’s land use authority. (This refers to both the University and to the State’s retained jurisdiction in coastal areas, as well as a few others.)

11. LU-1i: Maintain Arcata’s Historic Plaza Area as a major community center: The draft policy and with “Residential units shall be included, where feasible, in all new commercial development within the Plaza Area.” This repeats jist of LU-1f (Inclusion of residential uses). And an editing suggestion: Instead of “Residential units,” “housing” is more meaningful.

12. LU-2: Residential Land use “Objective” – add: “Allow for a mix of housing types and densities to ensure residents at all ages, **income levels**, and abilities ...”

13. LU-4 Industrial Land Use Objective: Hasn’t the City been supporting industries for 150+ years? (Is 50 years a typo?)[Staff response – yes. We’ll fix]

14. LU-6a Agricultural and Natural Resource classifications – Agriculture Exclusive [A-E]:

- a. Consider adding to the end of the A-E classification text “*Agricultural and aquacultural product processing facilities for products originating outside of Arcata, and which are essentially industrial and require large-scale industrial buildings [add a threshold size?] are not appropriate for the A-E zone.*” (Presumably, existing ag-industries already approved may remain.)

2) 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.
- 3) **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.
- 4) **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 compatible** riding, fishing, hunting, and other recreational activities....” **[Staff: work on this]**
- 5) **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.
- 6) **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.
- 7) **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.*
- 8) **Table LU-4 INDUSTRIAL / PUBLIC FACILITY LAND USE CLASSIFICATIONS**
- a) **“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.)
- b) 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.
- c) **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 ...

- 9) **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.
- 10) **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].

CIRCULATION

- 1) Consider changing the name of the Element to “Circulation and Mobility Element.” Beyond simply adding the statement at the end of the introduction, full explanation that circulation and mobility do NOT necessarily relate only to vehicular transportation, with pedestrian and bike facilities tacked on, is important.
- 2) Consider the following:

2.7 INTRODUCTION

Circulation and mobility consider how people and goods move through and around the City. The circulation element addresses how a comprehensive, integrated transportation network can be planned to **achieve maximize** individual mobility in a manner consistent with community character and environmental protection. The City is committed to providing a complete, connected, multimodal transportation and mobility network. California law requires that transportation and land use policies be closely correlated. The Arcata General Plan accomplishes this in two ways. First, travel demand has been forecasted based on the amount and distribution of growth **anticipated allowed** by the land use plan. Second, **the policies of the** transportation, land use and air quality **policies are linked elements have been interwoven to provide a balance between** land uses and the transportation facilities that serve them. The overall theme of this element is achieving a balanced transportation and mobility system that is safe, accessible, comfortable, accommodating, and welcoming to all users. **Transportation and mobility planning and policies in Arcata will put the safety of people first, both outside of vehicles and in them.** **CONSIDER ADDING explanation here recognizing that mobility goes beyond just the transportation conditions focusing on vehicular roadways.**

- 3) **Safety first:** Include clear wording in the Introduction, Guiding Principles and Goals, and throughout the Element’s Policies to indicate that protecting and improving **safety must come first in all policies and transportation / circulation / mobility planning decisions.** Such wording is in line with a “Vision Zero” approach to transportation planning that strives to eliminate traffic-related death and injury as the highest priority in transportation planning, above and beyond speed, convenience, and financial cost. (Detailed suggestions for new wording are included in the “Track Changes” version of the MSWord draft Circulation Element.)
- 4) **Guiding Principles and Goals:** This entire section should be moved from the draft’s current location to an up-front location immediately after the Element’s **Introduction.** The **Guiding Principles and Goals** must be the basis for the rest of the descriptions, analysis, planning policies, and

implementation actions that follow. In the draft, the **Guiding Principles and Goals** are hidden right before specific policies but AFTER the “Proposed Circulation Network,” halfway through the Element. They should certainly precede, not follow, the “Proposed Circulation Network” section.

- 5) **Transportation and Mobility Equity, & Safety First:** Add explicit principle and goal, as well as explicit mention in relevant policies, of the City’s intention to develop transportation and mobility policies and improvements to achieve mobility and transportation equity. Add to the “Principles and Goals” section “The City recognizes that safe mobility is a right of all people in Arcata. The City will adopt policies and pursue plans that further transportation and mobility equity.” Such changes should appear in the “Guiding Principles and Goals” section, and in other relevant policies and specific plans for improvement, as indicated in my detailed suggestions.

Guiding Principles and Goals

The City of Arcata shall:

- A. Provide a connected multimodal transportation and mobility system ~~which allows that contributes directly to the safety, health, economic vitality, and quality of life of all people in Arcata. residents, and efficient travel.~~
- ~~B.~~ Recognize that safe mobility is a right of all people in Arcata. The City will adopt policies and pursue plans that further transportation and mobility equity.
- ~~A.~~ Put safety first in all transportation and mobility planning, policies, and projects.
- ~~B.~~ C. Create a transportation system ~~which provides that incentivizes~~ a choice of travel modes and is safe, accessible, comfortable, accommodating, and welcoming to all users.
- ~~C.~~ D. Provide for increased use of active and shared transportation modes as alternatives to the single-occupant vehicle, including walking, rolling, bicycling, public transit, carpooling/vanpooling, and ridesharing.
- ~~D.~~ E. Manage the street and highway system to promote more efficient use of existing capacities rather than increase the number of travel lanes.
- ~~E.~~ F. Create a multimodal transportation system ~~which that~~ will improve the livability of residential neighborhoods, including use of methods to calm or slow traffic and reduce through-traffic on local neighborhood streets. ADD statement on varied ability mobility here
- ~~F.~~ G. Educate residents, employees, and students about the importance of using alternative forms of transportation and mobility instead of the single-occupant automobile.
- ~~G.~~ H. Promote land use patterns that encourage walking, rolling, bicycling, and public transit use.
- H. Establish a set of curb-fee-based parking prices that are high enough to ~~maintain an adequate supply of available spaces drive more active and shared transportation~~

6)

Policy Pitch Section

- 23) **Accessibility and mobility for people with varied abilities and disabilities:** Add explicit inclusive policies and language throughout the Element to address needs of people of diverse abilities and disabilities. (I have suggested detailed language in the “Track Changes” version of the Draft submitted to staff.) In the policy list, start with Policy T-1, BALANCED TRANSPORTATION SYSTEM WITH CHOICE OF MODES: After T-1e (or somewhere before): Insert this or similar policy –

- a) **T-1f Improve accessibility and mobility:** The City shall undertake a comprehensive program to assess and improve accessibility and mobility for people of varied physical abilities and disabilities.” (In the Implementation measures list, this should happen in the next 1-2 years.)

- 24) I propose we change policy T-6 in the following ways:

- a) **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.~~

- b) 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 mobility 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 such as protected bike lanes and public transit. See the work of Donald Shoup for much more on this topic.

25) With regard to the **Gateway Area, within the Circulation Element:**

The draft’s “**Proposed Circulation Network**” section addresses street and circulation changes City staff now propose in the draft Gateway Area Plan. Current language is “Additionally, implementation of 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 ...” However, significant disagreement among Arcatans, is far from resolved, especially about the proposed K/L Street one-way couplet. I recommend the following:

~~The City should fully investigate and publicly assess detailed alternatives to provide access to the west side of the Gateway Area. These will include a K Street / L Street one-way couplet, and detailed alternatives that would retain and improve the L Street corridor as a Class 1 bikeway, pedestrian way, and linear park, and retain K Street as a 2-way Arterial, with safety and traffic flow improved by possible means including new city-operated vehicle and pedestrian signals, left turn lanes, on-street parking adjustments, and vehicle access to new development west of K and L Streets mainly via East-West streets; or other options including completing portions of M or N Street.~~

26) I propose we stop using Level of Service as a management consideration for city streets. And prioritize traffic calming and safety on all city streets regardless of classification. We can accomplish this through the following policy change:

- a) ~~Deprioritize LOS shall not be as 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. To that end, use LOS to reduce speeds and encourage mode shift. 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.

27) Traffic signals in policy T-4b Vehicular Circulation:

With anticipated population to 28,000, and much denser development patterns in much of the city, it will soon be time to reconsider the City's longstanding determination not to develop a traffic signal (traffic light) system of its own, above and beyond the CalTrans lights on Samoa Blvd and a few other high traffic locations. A Circulation Element policy would open that possibility:

3. Improvements at intersections. Improvements at intersections shall be designed to allow the safe, comfortable, convenient and accessible use of streets and walkways for all roadway users.

a) Minor improvements at intersections. Minor projects to improve traffic safety include redistributing lane allocations and coordination of traffic signals. Improvement projects shall be designed to accommodate the needs of pedestrians and bicyclists.

The City shall consider developing City-operated traffic signals and signalized pedestrian crossings to accommodate new or denser land uses, traffic patterns, and safety concerns, especially Downtown, in the Gateway Area, and in the Giantuli / Valley West area.

b) ~~6.~~ Minimize the installation of new traffic signals. New traffic signals shall be provided ~~only in instances~~ where there is no feasible alternative to relieve a ~~demonstrated~~ safety problem at an intersection (~~based on documented~~ accidents). Alternatives which shall be studied prior to signals include roundabouts or installation and monitoring of all-way stop signs.

~~6. Minor improvements at intersections. Minor projects to improve traffic safety~~

28) Transportation Advisory Committee: Policy T-4 4c 1 in the draft now hides the role of the Transportation Safety Committee within a single subsection of the sub-policy related to "Slowing Traffic." I suggest a broader role for a re-named, re-framed committee, possibly a "Transportation Advisory Committee." The Transportation Safety Committee's narrowly defined role is too easy for City staff and officials to overlook, and even now does not reflect the diverse community concerns that come before them. I suggest:

T-1g ADD POLICY: TRANSPORTATION ADVISORY COMMITTEE: The City shall consider renaming its Transportation Safety Committee, and broaden its role to advise City staff, Planning Commission, and City Council on matters related to transportation safety, and diverse community concerns related to transportation, circulation, and mobility safety and accessibility.

PUBLIC FACILITIES AND INFRASTRUCTURE

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.”**
2. 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]**:NOTE: added language is the gold language.

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. 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. **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.” “... 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 at the discretion of the City Council.”

[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.]

4. **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? Proposed change: Delete it **preserve established community/student ratios.**
5. **PF-2c Change and add [Staff: change “California” to “state” and “compliance with the state water quality control board”]**

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.

6. 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.

Change shall to should in last sentence.

(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!)

7. PF-1c Water Conservation – Add language at the end of the policy: ...

8.

9. **"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.**

[[add Rachel's first and last sentence.

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.)*

Other Matters

2. 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?

3. **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.*

Develop some language around other public facilities and add it to the PF Element, then reference the LU Element

4. 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.
5. 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.
6. 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.
7. Make the changes in brown below

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.

- 8.
9. **PF-4a** *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]

10. 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.” [proposal is to delete this section.]

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

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.

12. 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...” [Delete the box related to PF-1c but refer to the HBMWD policy in the text.]

PUBLIC SAFETY

1. 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.

2. 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/>
[Staff: This could probably be an implementation measure instead of a policy. If adopted on consent, we will move it to the implementation measures]

Policy Pitch

1. 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> [Staff: see above PS-7f recommendation]

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.

[Staff: instead of PS-7f and -7g, propose: **PS-7f. Principled Policing** The Arcata Police Department shall conform to State and Federal law, California Peace Officer Standards and Training (POST) standards, Department policies, and 21st Century Policing best practices to combat racial profiling and bias in policing and to promote de-escalation and principled policing.]

(Adopted and Added to conflicts table: 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.)

2. **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 **and promote** 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.] “city promotes public education about storage, use, and release of hazardous materials.” “implementation measure to identify how folks can learn about the City’s MSDS forms” refer to illness prevention program.**

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.]** see above