

Mads Odom

From: De Zig [REDACTED]
Sent: Wednesday, August 16, 2023 6:16 PM
To: David Loya
Subject: K St

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

Please do not make K St a one-way street. It is a main thoroughfare to North Arcata. Creating more one-way streets is not energy nor time saving. With one-way streets people will drive around in circles looking for parking etc.

I am a cyclist. I ride approx 100+- weekly. I use K St on all rides going to or from the northside. I honestly do not see any reason at all to change it from what it is now. It is safe, efficient and wide.

I drive it as well. Used to be daily when taking my kids to Arcata High and Six Rivers Charter High Schools. This alone would make traffic a cluster-f**k during the school year.

Please do not make K St a one-way

THank You
Denise Ziegler

Mads Odom

From: Julie Fulkerson [REDACTED]
Sent: Monday, August 21, 2023 11:01 AM
To: Meredith Matthews; Atkins Kelly; Sarah Schaefer; Kimberley White; Stillman Alex
Cc: Karen Diemer; David Loya
Subject: Future-thinking Arcata Leaders

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Just a quick retro-reminder that Arcata has always been on the cutting edge of important efforts. The Marsh, Sewage Treatment, Wildlife Sanctuary, Trails, Saving Forest Land, Arcata Transit is a short list of projects some/many people vehemently opposed. They were good ideas waaaay back then and still are. You will have the courage to move forward with mixed use and vital land-use for future generations. Pretty much everyone thinks those old ideas and votes were good decisions, now! Even the objectors eventually copied Arcata to the north and the south and even on other continents.

thank you for taking up the good work. One day, you will celebrate good planning.

Julie

Mads Odom

From: Carol McFarland [REDACTED]
Sent: Wednesday, August 16, 2023 7:09 PM
To: City Manager's Office; David Loya
Cc: Scott Davies; Dan Tangney; Judith Mayer; Matthew Simmons; Peter Lehman; Joel Yodowitz; Abigail Strickland
Subject: Support for the L St. Linear Park Pathway

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

Along with others, we wish to go on record as supporting the L Street Linear Park Pathway which runs near our home in what has been known as part of "the Gilardoni Acres." Over the years, we have supported the General Plan Update's ideas for gradual expansion and for conserving the agricultural and green belt areas of our area, and we do understand the need that the City has expressed regarding expansion.

However, the City's Proposal for further expansion as described in the Gateway Area Plan is too much, too soon — in our opinion at lifelong residents. Please take the time to reconsider and respond to those with the foresight to understand that we can proceed slowly and hear all voices, and make adjustments as needed, rather than rushing to change our environs from what it has made it so precious — low rise, open space, and room for breathing in the beauties of our natural environment.

*~~ Carol McFarland
~~Don Nielsen*

[REDACTED]

Mads Odom

From: Alex Stillman
Sent: Sunday, August 20, 2023 2:48 PM
To: David Loya; Karen Diemer
Subject: Fwd: Gateway Plan support for the environment and housing

Alex Stillman
[REDACTED]
[REDACTED]

Begin forwarded message:

From: Jessica [REDACTED]
Date: August 20, 2023 at 9:17:33 AM PDT
To: Scott Davies <sdavies@cityofarcata.org>, Peter Lehman <plehman@cityofarcata.org>, Judith Mayer <jmayer@cityofarcata.org>, Dan Tangney <dtangney@cityofarcata.org>, Matthew Simmons <msimmons@cityofarcata.org>, Joel Yodowitz <jyodowitz@cityofarcata.org>, Abigail Strickland <astrickland@cityofarcata.org>, Sarah Schaefer <sschaefer@cityofarcata.org>, Meredith Matthews <mmatthews@cityofarcata.org>, Kimberley White <kwhite@cityofarcata.org>, Alex Stillman <astillman@cityofarcata.org>, Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org>
Subject: Gateway Plan support for the environment and housing

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

I strongly support the Gateway Plan as a template for climate-friendly development of desperately needed housing in Arcata. Arcata can help lead the way for Humboldt.

I support denser development in the Gateway Area. Density is climate-friendly, encourages equitable transportation, and prevents sprawl. I welcome the strategic use of taller buildings as a way to conserve the natural and wild lands that make Humboldt County special.

I support measures to encourage, and where possible to require, greater housing affordability to ensure new development advances racial and economic justice in our community. Housing is the foundation for a strong community.

I support streamlined zoning requirements and minimal design guidelines that allow for dense housing that remains affordable to build. This is to ensure that nonprofit, community-focused, and mission-driven developers can invest in housing in the district and are not negatively impacted by overly restrictive zoning guidelines that increase building costs and reduce affordability.

I support the plan's elimination of minimum parking mandates in the Gateway area. I support Arcata extending this policy across the city. The City of Arcata should not be mandating private automobile storage at the expense of walkability and public transportation. More walking, biking, and use of public transportation is quieter, less harmful to the environment, a healthy way to exercise, and reduces traffic accidents.

Thank you,
Jessica

Mads Odom

From: Daniel Chandler [REDACTED]
Sent: Monday, August 21, 2023 1:19 PM
To: Sarah Schaefer; Meredith Matthews; Kimberley White; David Loya
Cc: Nancy Ihara; Martha Walden; Jenifer Pace
Subject: 350 Humboldt supports the Gateway Plan
Attachments: Gateway area plan comment August 17 2023.pdf

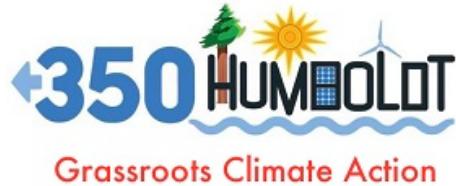
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Council Members,
350 Humboldt recently submitted to the Planning Commission a letter almost identical to the one attached, which is addressed to City Council members as well.

Thank you for considering our views.

Dan Chandler

Daniel Chandler
[REDACTED]
[REDACTED]



August 17, 2023

To: Members of the Arcata City Council and Arcata Planning Commission

Re: Gateway Area Plan Discussion August 22nd

Thank you for your work on the Gateway Area Plan. 350 Humboldt supports infill projects that accommodate a greater population density than the surrounding areas have so far. Many factors—expansion of the university, other major developments, climate change—are all but guaranteeing a big population increase in the near future and for some time to come. Arcata is smart to plan now.

Multi-story buildings can free up open space for creeks and public parks that will add to the area's livability. De-emphasizing parking also frees up space and encourages reliance on public transportation. Other details in the Community Benefits package would deliver greenhouse gas reductions. These reductions are of primary importance to 350 Humboldt.

However, affordable housing is also extremely important. Raising the percentage of inclusionary zone affordable housing to 4% for low-income people and 9% for median income people is a small step in the right direction. We understand the dilemma posed by state density bonus regulations, and we support anything you can do to improve that situation, including modifications of the Community Benefits package that might further incentivize developers to build more affordable housing.

Knowing that many final details are yet to be decided in future discussions and environmental reviews, 350 Humboldt encourages the Planning Commission and City Council to adopt the Gateway Area Plan at your joint meeting August 22nd. Thank you again for all of your hard work.

350 Humboldt Steering Committee

Martha Walden

Dan Chandler

Nancy Ihara

Jenifer Pace

Mads Odom

From: [REDACTED]
Sent: Monday, August 21, 2023 2:37 PM
To: Sarah Schaefer; Meredith Matthews; Kimberley White
Cc: David Loya
Subject: I Support the Gateway Plan

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

Arcata Councilmembers:

I am writing to express my support of the Gateway Plan in general, and aspects of the city transportation plans specifically. As a longtime resident of Arcata, I greatly enjoy the various options for using trails to walk, hike, and bike, which I do regularly for both exercise and doing business. I avoid driving in Arcata when I can. I encourage you to continue including improvements and more options for residents to walk and bike more. I use the Humboldt Bay Trail North regularly and look forward to future extensions of the Bay Trail. When I first learned of the proposed plan of converting K and L Streets into 1-way travel routes, I was skeptical because I had preconceived ideas of what that would entail and assumed the primary intent would be to accommodate increased auto traffic. However, when I read through more details of the proposed plans and walked along the L Street corridor to better evaluate the proposal, I accepted the plans for K and L Street as being more conducive to pedestrians and bicyclists. K Street is currently not attractive to ride as a bicyclist; also, changing K Street to one lane of traffic will benefit pedestrians and improve connectivity between downtown Arcata and the Creamery District. While I currently enjoy the low to no traffic along the L Street corridor when using the Bay Trail, the trail does overlap with parts of L Street which is not ideal. Also, the Gateway transportation plans include an increase in multi-use trails which I certainly support. I encourage you to consider the larger picture of improved connectivity for all types of transportation, especially for walking and biking, throughout the Gateway area and surrounding areas of the city. Thank you for your time and efforts in keeping Arcata a decent place to walk and bike safely.

Sincerely,
Peter Carlson
Arcata

RECEIVED

AUG 21 2023

CITY OF ARCATA
CITY MANAGER'S OFFICE

August 21, 2023

Dear Sarah Schaefer, Mayor,

L Street is one of the best walking paths in Arcata and used by many pedestrians. A truck route parallel to it would greatly diminish its use, decrease attractiveness, and increase danger. The Arcata Transportation Committee voted against this plan not once, but four times. There is also a petition signed by over 1,000 Arcatans opposing this plan.

In the book, “Walkable City” by Jeff Speck, he discusses the benefits of two-way streets compared to one-way streets. On one-way street car speeds are much faster, and driver’s attention is decreased. Pedestrians prefer to cross two-way streets as car speeds are slower and drivers are more attentive. This benefits businesses on both sides of a two-way street. Over 80 cities have converted one-way streets into two-way streets with much success. I urge you not to place a road next to the L Street path and to keep K Street a two-way street.

Sincerely,

Gil Friedman

This information was received after the agenda was posted and is made available to the public pursuant to California Government Code section 54957.5(c).

Mads Odom

From: Stevie Luther [REDACTED]
Sent: Monday, August 21, 2023 8:52 PM
To: Sarah Schaefer; Meredith Matthews; Kimberley White; David Loya
Subject: Gateway Support

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

Dear Mayor Schaefer, Councilmember Matthews and Councilmember White,

First of all, thank you for your service and tackling the big issues in the Gateway Area Plan! Secondly, I want to be clear these are my own opinions and not that of my employer or any organizations I'm in.

There is a huge focus on the circulation concept of the Plan. While there are valid concerns, please do not lose sight of the broader picture which is that the staff recommendation for the L / K Couplet is specifically designed to accommodate mobility for the planned growth in the Gateway area. The Planning Commission and other committees have put hundreds of hours into workshopping many elements of the Plan. Your Council should listen, digest, deliberate, direct staff - but ultimately the community needs you to make decisions. Please don't delay or get distracted from the task because a vocal contingent of the community disagrees with the Plan as proposed. Take it from me - I almost spent my whole evening arguing on Facebook instead of writing this email. (Plus, it seems many critics would take issue with just about *any proposal* from City staff. And yes,

The Linear Park idea is wonderful in isolation, and I do appreciate the people organizing for better quality of life in the City. But I do not hear proponents talk about their support for the proposed surrounding uses or consider the circulation needs of the Plan. Yes, there are tradeoffs to L St becoming a one-way thoroughfare such as increased traffic for existing single family homes on L Street (how much actual truck traffic- do we know?) However, in looking at the proposed circulation in the Plan I see a street design that would be a pleasant walking and biking experience while allowing vehicle access to homes and businesses. If this were my neighborhood, I would very much enjoy an evening walk or bike ride to the Marsh on an 11 foot wide sidewalk or Class IV buffered bike lane. I'd probably enjoy it even more because of the interesting urban form and beautiful streetscape around me, and the comforting knowledge that people were able to find a place to live! I see this Plan creating much, much more for the community than it would take away.

I'm a huge trail advocate, and I am personally satisfied by the Plan's policies regarding the trail system. I'm thrilled to see several new connecting trails proposed along N and Q Streets. The Great Redwood Trail certainly needs to be a partner in the design along the rail corridor, but overall I am ok with the policy language calling for no net loss of Class I trails if a portion is realigned.

There are many other arguments to make in support of this excellent Plan. In fact, I think many of the strong points of the original draft have been further strengthened thanks to the great work of the PC. I know you all have done your homework and are well prepared to take this on. Thank you again for your daring leadership!

Sincerely,

Stevie Luther

Mads Odom

From: Maggie McKnight
Sent: Monday, August 21, 2023 1:12 PM
To: Sarah Schaefer; Meredith Matthews; Kimberley White; David Loya
Subject: K/L Street Couplet (opposition) and Gateway Plan (support)

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

Hi City Council Folk,

As I've written before, my 10-year-old daughter was hit by a Dodge Ram truck in downtown Arcata on her way to school 2 years ago. She was crossing H Street, a one-way street, at a four-way stop, and the truck driver was at fault (as documented in the police report). Luckily she survived with only road rash, bruises, and emotional trauma.

I'm writing again to express my opposition to inclusion of the K/L one-way couplet as part of the Gateway Area Plan. Anytime you prioritize "reducing congestion," you are prioritizing car traffic--and as I hope you all learned from Dan Burden, this reduces the walkability and bikeability of our town.

PLEASE preserve L street as a non-through road to protect the quiet and safety of the linear park.

Aside from the K/L couplet, I support the Gateway Area Plan. But we MUST prioritize making our city safer for bikers and walkers. I understand only 3/5 of you are voting on Gateway-related items, but I want you all to know how your constituents feel, even those not voting.

Thank you.

-Maggie McKnight

Mads Odom

From: Chris Richards [REDACTED]
Sent: Monday, August 21, 2023 11:22 AM
To: Sarah Schaefer; David Loya
Cc: Karen Diemer; Scott Davies; Nancy Diamond; Kimberley White; Meredith Matthews
Subject: Re: K/L video Comments

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Hi David-

Thanks for the letter in response to my August 13th, 2023 email with video comments. You are correct with your reference of the language on the slide that does appear as a justification for the Couplet plan. No it isn't clear as you point out. Maybe you could point out the justification more clearly in the future with fact rather than conjecture about future growth over the the timeline of the General Plan 2045. I will add, the language used in the current Gateway Area Plan Draft shows similar plans for growth of 500 units: "GA-3a. New Units. Plan for approximately 500 new residential units in the Gateway Area in the next 20 years, recognizing the full buildup potential in the Area is close to 3,500 units, as shown in Table 5".

Also your response claims the alternative plans included in your video presentation were vetted in a Community Forum by the Planning Commission. Please point me to the meeting, video, time that his vetting occurred. I have not been able to find it nor remember that actually happened. Also many members of the Community I have asked do not remember such vetting nor remember seeing any of the alternative maps you highlighted in the video. As I remember the "recommendation", as you call it, for the K/L couplet by the Planning Commission was a "Straw Poll" and the final chart used on the "Other Considerations" table showed a fairly split opinion.

In addition, your email response is lacking on many of the important points I stated and I would hope you will address these as well:

"Further, you highlight a group of "alternative" options, that include a white box with descriptions of the negative aspects for each option.... Except you neglect to include the same description box for the K/L Couplet that would show many of the same problems and issues as most of the other options, including Property acquisition, wetland problem, neighborhood single family homes, etc. Any fair and equitable comparison should have included the negative aspects of the K/L Couplet as well."

"There are many negative aspects that the K/L Couplet would create and you also have missed those talking points in the Video. I will send a follow-up email for that discussion at a later date."

"I would also add that there has been a general lack and disregard for all the prospects of improvements for K Street. This should be a separate conversation and should have been on the table for complete discussion long ago."

Feel free to "talk through" my points when you have time and send them to me via email. I encourage we all take the time to do our best as everyone's common goal is a successful future for Arcata.

Thanks for your efforts to include my comments for Community Members and City Council. I also requested that the Planning Commissioners receive a copy as well.

Thanks and Regards- Chris

On Monday, August 21, 2023 at 10:32:43 AM PDT, David Loya <dloya@cityofarcata.org> wrote:

Hi Chris,

I think you are referring to the statement shown on about the thirds slide, which is an excerpt of the plan entitled "Accommodating Planned Growth". That excerpt, reads, "the new circulation system must accommodate up to 3,500 new residential units as well as a substantial number of new commercial businesses..." This is a statement that identifies a plan to boundary for the road system to ensure compatibility with growth projections. It does not preclude lower densities and it isn't the justification for the plan. I'm sorry this wasn't clear in the language. I'd be happy to follow up on this.

Regardless of interpretations of that statement, the proposed plan and the alternatives were vetted in a community forum by the Planning Commission. The public provided input into their decision. They made a recommendation for the K/L couplet. And the City Council will be discussing the PC recommendation tomorrow night.

I see that you included the Council in your original email, and I encourage you to provide your feedback in person at the study session tomorrow night. I'd be happy to talk through your points to ensure you have the most accurate information.

I will provide your letter to the City Manager's Office, which handles the packets for the City Council. At this time, they will be able to distribute the letter to the Council and public, but it cannot be included in the packet, which was published on Friday.

Regards,

David Loya (him)

Community Development Director

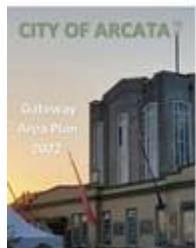
City of Arcata

p. 707-825-2045

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

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

To grow opportunity and build community equitably.



Exciting work is happening in the **Arcata Gateway** – 138 acres once used for mostly industrial purposes. The **Arcata Gateway Plan** allows innovative residential development, using streamlined permitting while protecting working forests, ag lands, open space and natural resources. You are encouraged to take part in the public process that will affect the City for years to come.

READ THE GATEWAY PLAN

Learn More About Public Meetings and Planning

Some services, such as water bills and police services, are available on-call. Please check our website www.cityofarcata.org for the latest information on accessing City services.



From: Chris Richards [REDACTED]
Sent: Sunday, August 13, 2023 6:07 AM
To: David Loya <dloya@cityofarcata.org>; Sarah Schaefer <sschaefer@cityofarcata.org>; Meredith Matthews <mmatthews@cityofarcata.org>; Kimberley White <kwhite@cityofarcata.org>
Cc: Karen Diemer <kdieder@cityofarcata.org>; Scott Davies <sdavies@cityofarcata.org>; Nancy Diamond <ndiamond@ndiamondlaw.com>
Subject: K/L video Comments

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

Hi David-

I watched your recently produced K/L Couplet video and have some comments.

You start the video with a statement that describes a need for the couplet vision. Your statement that we need the couplet because of the possible 3500 new units and "Substantial" amounts of new businesses is complete conjecture and has no basis as fact in reality. 3500 new units would be the equivalent of roughly 70 Sorrel size buildings and would mean a production over 20 years of 3 1/2 new Sorrel size buildings every year! I can quote you from many Public meetings and conversations when you have expressed that we will be lucky to see 500 new units over the next 20 years. The premise you are using for the need for the Couplet is not great, nor compelling.

Further, you highlight a group of "alternative" options, that include a white box with descriptions of the negative aspects for each option.... **Except** you neglect to include the same description box for the K/L Couplet that would show many of the same problems and issues as most of the other options, including Property acquisition, wetland problem, neighborhood single family homes, etc. Any fair and equitable comparison should have included the negative aspects of the K/L Couplet as well.

Also, the lack of transparency with the City's process for evaluation of all these options is poor at best. There has not been any vetting by the Community, Planning Commission, nor City Council. Folks have been asking for a full discussion of this for almost 2 years.

There are many negative aspects that the K/L Couplet would create and you also have missed those talking points in the Video. I will send a follow-up email for that discussion at a later date.

I would also add that there has been a general lack and disregard for all the prospects of improvements for K Street. This should be a separate conversation and should have been on the table for complete discussion long ago.

I request that this letter be included in the Agenda Packet for the upcoming August 22 Joint Study Session as well as distributed to all of the Planning Commissioners and City Council members.

Respectfully with Regards-

Chris Richards

Mads Odom

From: Fred [REDACTED]
Sent: Monday, August 21, 2023 9:29 PM
To: Sarah Schaefer; Meredith Matthews; Stacy Atkins-Salazar; Alex Stillman; Kimberley White; Scott Davies; Dan Tangney; Judith Mayer; Matthew Simmons; Peter Lehman; Joel Yodowitz; Abigail Strickland; David Loya; Delo Freitas; Jennifer Dart
Subject: Planwest 3D Massing Diagrams are non-existent -- No 3D diagrams to evaluate the Gateway heights and massing

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

To: Honorable Mayor Schaefer, Vice-Mayor Matthews, Councilmembers Atkins-Salazar, Stillman, and White

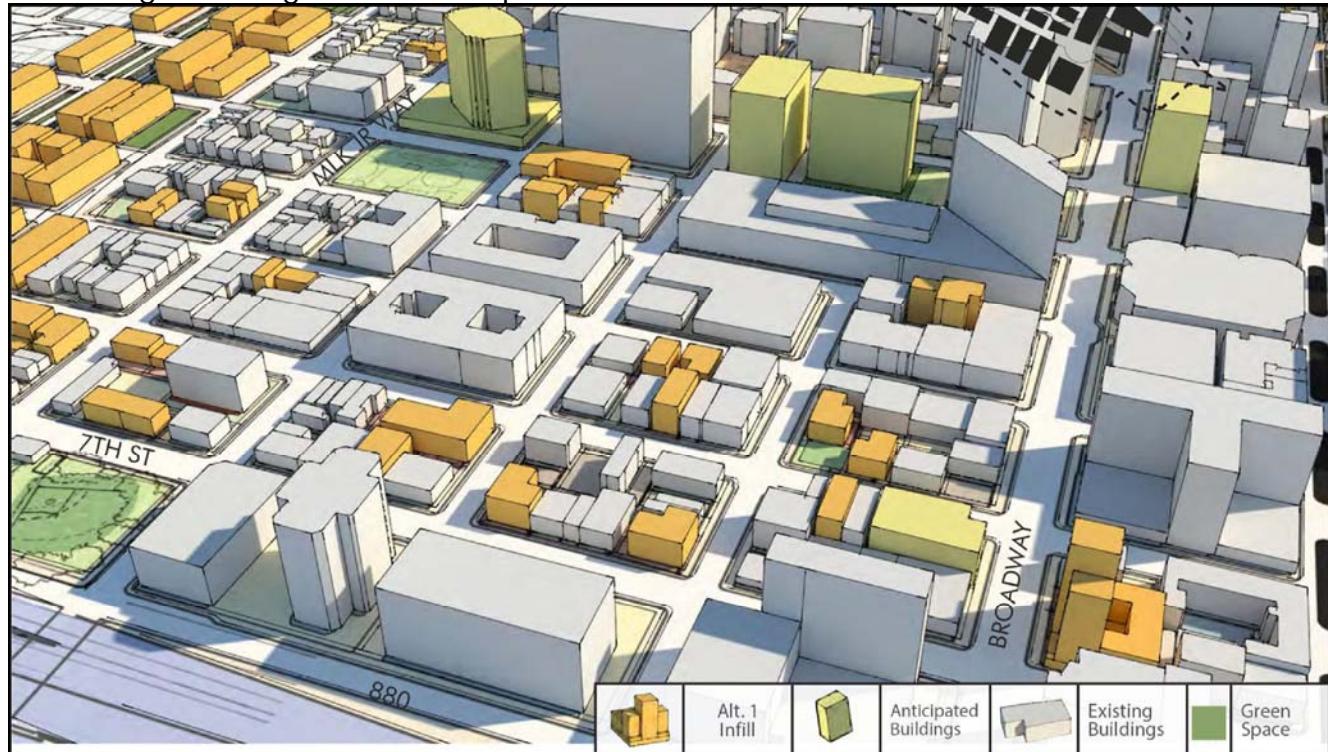
Planning Commissioners. Community Development Staff Loya, Dart, Freitas

From: Fred Weis

Subject: Planwest 3D Massing Diagrams are non-existent. No 3D diagrams to evaluate the Gateway heights and massing.

This was part of the \$118,000 allocation of funds approved in December, 2022.

This image is an example of what we would need to properly evaluate the Gateway Area Plan. The orange buildings are on infill parcels.



The "Gateway Area Form-Based Code Enhanced Content & Outreach" contract amendment with Planwest was approved at the December 21, 2022 Council meeting -- **eight months ago**. The amendment included:

- Enhanced Code Graphics
- Testing Opportunity Sites
- **Plan Area Massing Diagram**

The "Plan Area Massing Diagram" would be especially useful at this time, as we are discussing massing and building heights.

This is where a 3D image really is needed.

Below is an example, from the contract, of what was promised as a deliverable in the contract. **What have we received, after eight months? Nothing.**

The stated cost was \$8,560 (plus contingency and management). Relative to the \$118,000 total amendment cost, not very much.

And it would be **immensely** useful -- right now.

We may hear the opinion that it does not make sense to develop better graphics until we know for sure what our standards are -- building height, massing, etc.

But this is kind of a cart-before-the-horse argument. Without better graphics -- specifically on the area massing diagram -- it is impossible to determine what level of building height, massing, and open space might be appropriate. Without a diagram of this sort, we're just guessing at what might work.

Summary:

Without a building area massing 3D diagram, it is not really possible to evaluate building height.

In this sample diagram:

White are existing buildings. Yellow are new buildings. Orange is anticipated infill. Green is open space and parks.

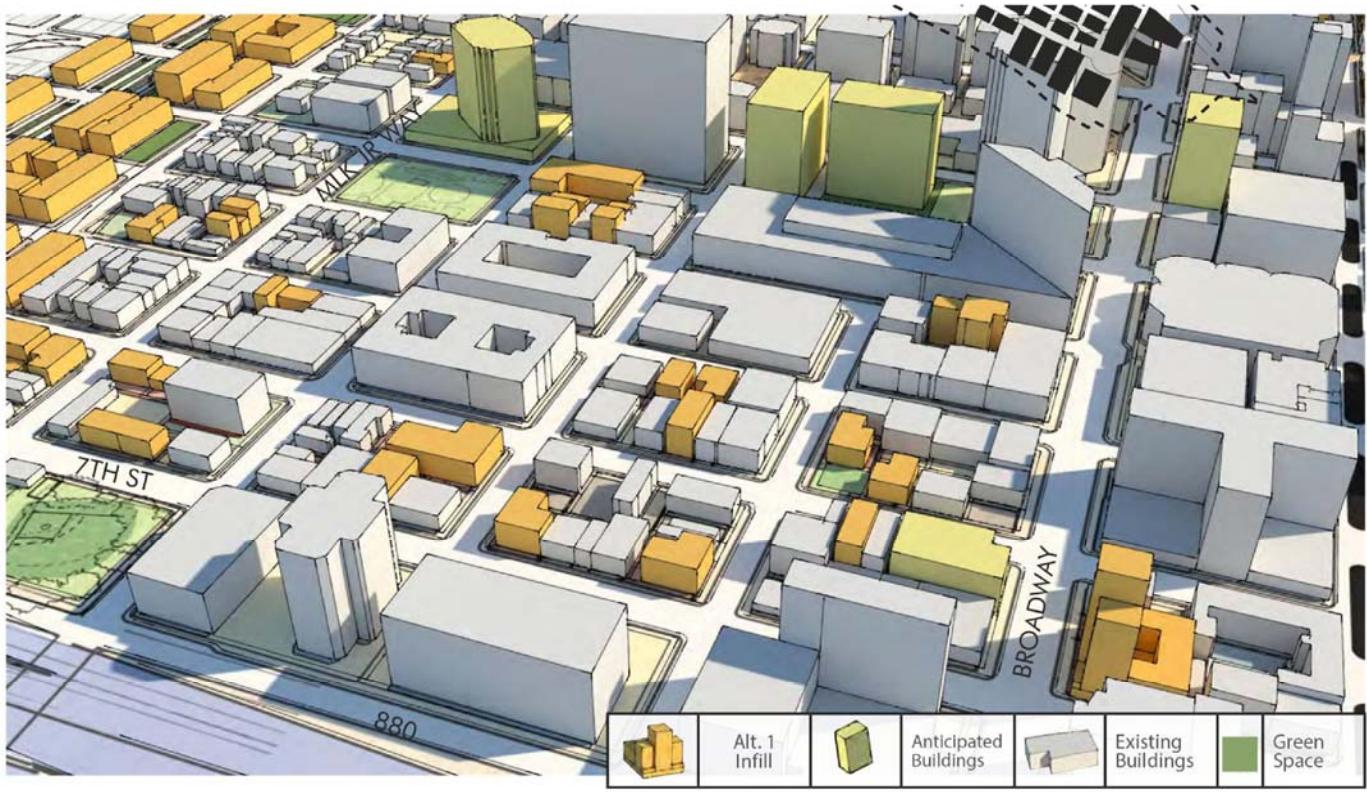
It is very easy to see and understand.

Note how the building heights of new buildings (orange and yellow) match or approximate the heights of the existing buildings (white). The taller yellow buildings at the rear of the image fit in with other taller buildings. The more squat orange buildings are 2-story, 3-story, and sometimes 4-story buildings that fit in with the buildings on the block where they are placed.

The orange buildings are infill -- **and they fit in.**

Example Plan Area Massing Diagrams

Attach



OLD OAKLAND: PLAN ALTERNATIVE #1

TOTAL NEW UNITS	467 UNITS
TOTAL NEW COMMERCIAL, RETAIL OR SERVICES SPACE	33,323 SQUARE FEET
TOTAL NEW OFFICE SPACE	64,052 SQUARE FEET
TOTAL NEW PARKING AREA	--

Below is an example as shown of Street Section graphics. Two-story and three-story buildings. Clear and informative. Note what looks to be a full-size city bus in the left traffic lane -- taking up the width of the lane.

There are no bike lanes in this image, only sharrows... so this wouldn't be suitable for Arcata. But the impact of the 3D image immediately transmits the design concepts -- wide sidewalks, street trees, outside furniture, removing parking at pedestrian crosswalks, and the rest.



Below, here is what we received for street section graphics. Nothing custom about this at all. **How tall are the buildings, and how does the street fit into the overall massing of the buildings?** No clue whatsoever.

This is from a standard planning software package. The little white cars, as I've noted, are the size of some of the smallest cars on the road. The size of a Honda Fit -- smaller than a Toyota Corolla or a Honda Civic, much smaller than a Subaru wagon, and very much smaller than a full-size pickup truck.



To see this contract amendment in the Agenda Packet for that meeting:
<https://arcataca.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=3244&Inline=True>

Pages 278 to 319.

As an aside, the 12/21/2022 Staff Report says "This contract amendment and budget adjustment were **recommended by the Planning Commission.**"

For those Commissioners who were not present at that meeting, and as a reminder for those who were there (including current Councilmember Kimberley White -- she was a Commissioner at that time of the PC meeting) -- **there was no discussion of the specifics of this contract amendment at the Commission meeting, and this contract amendment was most certainly not recommended.**

=====

Mads Odom

From: Josefina Barrantes [REDACTED]
Sent: Tuesday, August 22, 2023 10:45 AM
To: Sarah Schaefer; Meredith Matthews; Kimberley White; David Loya
Subject: I Support the Gateway Plan

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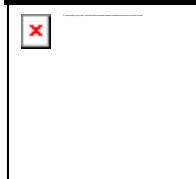
Hello!

My name is Josefina Barrantes and I am a recent graduate of Cal Poly Humboldt and resident of Arcata for the past 6 years. I am reaching out to voice my support for the Gateway plan. We need housing in Arcata and the plan needs to be approved as soon as possible. My partner and I struggle to find housing even though we have well-paying jobs and excellent rental history. During the 6 years I've lived in Arcata I have lived in 7 different places (one of which was from a slumlord). Students and other community members of Arcata deserve a fair shot at decent, safe, affordable, and warm housing. With the student population increasing at an alarming rate, approving projects like the Gateway Plan shouldn't be something that is debated. It is selfish to value the "preservation of character" of our town instead of the livelihood and safety of its community members. It is classist and puts aesthetics over human lives.

I appreciate the City Council and Planning Commission for all the care and hard work that you put into the community. I hope that the decisions made at the meeting later tonight reflect that.

Sincerely,
Josefina

--
Josefina Barrantes
30x30 Coordinator
Environmental Protection Information Center
[REDACTED]



Mads Odom

From: Jenniffer DaParma [REDACTED]
Sent: Tuesday, August 22, 2023 3:57 PM
To: Sarah Schaefer; Meredith Matthews; Kimberley White; David Loya
Subject: I Support the Gateway Plan very much -

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

But I really love the K/L Street preserved greenbelt and the wonderful walkway! It is used by so many people, and is a place of peace and community. Please, do not destroy this special spot in Arcata!

Thank you,
Jen DaParma

Mads Odom

From: Ashton Hamm [REDACTED]
Sent: Tuesday, August 22, 2023 5:57 PM
To: David Loya
Subject: Gateway Area Plan comments

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

As an Arcata citizen and a local architect I support denser development in the Gateway Area and measures that encourage and require housing affordability without increasing construction costs through excessive design guidelines. I support the elimination of minimum parking requirements in the Gateway Area - which would allow for denser housing development - and instead support the development of public EV car share, increased bike shares, and improved public transit.

--

Ashton Hamm, RA
(they/she)
uxo architects
[REDACTED]

Mads Odom

From: Angeline Holtski [REDACTED]
Sent: Tuesday, August 22, 2023 1:08 PM
To: Sarah Schaefer; Meredith Matthews; Kimberley White; David Loya
Subject: I Support the Gateway Plan

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Dear City Council Members,

My name is Angeline Holtski, and I was born and raised in Arcata. My family still lives in Arcata. I am SO happy with the progress of the Gateway plan and I am writing to share my enthusiastic support for the sustainability, walkability, and bikeability of the plan.

Please keep the current height limits in the plan to help encourage denser housing. Dense housing is a key piece to solving our local housing crisis and creating sustainable communities. Please don't lower height restrictions. Denser housing creates safer pedestrian and biking walkways.

Please make sure that K Street and 11th Street are substantially redesigned to make them safe and comfortable for walking, biking and rolling. If these streets aren't changed, they will prevent the Gateway Plan from realizing its full potential for producing a walkable, bikeable neighborhood.

Thank you for your time and all the work you put into your council-member seats!

Sincerely,
Angeline Holtski

Mads Odom

From: Nick Lucchesi [REDACTED]
Sent: Tuesday, August 22, 2023 8:48 AM
To: Sarah Schaefer; Meredith Matthews; Kimberley White
Cc: David Loya; Fred
Subject: gateway

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

Thank you ahead of time for reading this email. I have mostly stayed out of the discussion of this issue because I have not had time to keep up with it, and I didn't want to say something dumb. I am one of the owners of Pacific Builders, and a 50% owner of our building at 880 L St., which is within the Gateway proposed area.

I am supportive of many of the goals of the Gateway Project. My concerns are as follows:

1. Loss of a valuable complexity of character of the town by displacing dozens of small businesses. Having them, like mine, so close to the heart of the city enriches the community in many ways. I eat lunch in town, do my shopping by walking to the local businesses, and interact with the other businesses on the west side. There is no replacing this harmonious arrangement of commercial and business enterprises. Moving to the outskirts just is not the same. The city runs the risk of a homogenous residential culture, actually making it more likely that inhabitants will need to use cars to do their daily business. And there is no attractive place to house these businesses.
2. The creation of two Arcatas. There is nowhere in this plan for more single family homes, which many, if not most, individuals and families choose to live in. Houses like yours, I presume. The grandfathered sections of town will continue to enjoy backyards, one and two car garages, and ample street parking while anyone who chooses to live in the multi-story buildings, or is forced to, will never enjoy that. In fact, practically no one new will enjoy that, as the only new conventional homes to be built in the city are the odd infill lot available here and there. I see no recognition of the idea that the city should offer choices of living conditions across the spectrum of incomes and desires. The project runs the risks failure if it builds only one type of home and tries to engineer how people live. This has been a failure over and over in the world. Under current conditions, the project were approved tomorrow, no developer would take the chance at market homes or rentals the way it is currently configured, unless it was subsidized housing.
3. More on the two Arcata theme: keeping the existing zoning configuration of the built out 12-houses-to-the-block portions of Arcata intact is pretty elitist, solving the housing density problem "over there", while eliminating much effect on the property owners (and voters) who would no doubt be stirred to action if their neighborhoods were affected. This seems like political expediency, whether or not intended. The Gateway Project depends on the market to push it into gear; no one is forced to change the use of their property until the numbers make sense. They would have to get an offer from a developer to buy, and certainly demolish, their property before any residential construction took place. Why are we not doing the same thing on, say, upper 11th street? Who is to say that demolishing some homes in existing residential areas won't make more sense economically at some point in the unknown future?
4. L street. This part of town is already somewhat separated from the commercial district by K street, which is busy. Building another throughway is going to cut a nice, walkable neighborhood in a way that goes against all planning principles current today. It will make it less walkable; it will make it more dangerous; it will make it harder to interact business-to-business. The people living in the new residential units will have two busy streets to get past rather than one.

5. Transportation: there is currently one bus taking an hour to get me to my doctor's office in Eureka; there are several that take longer than that. The last one returning from that office leaves Eureka at 1:30. If I were to miss it, there are no alternatives. This is just one example of why there needs to be a parking option, one car to the unit, plus spaces for visitors. If we don't do that, the units become less attractive to end users, and hence, developers. There may be a market for what the project is selling, but it is not for 3500 units. The only vision I can see for it is student housing. If that's what this is about, it's very disappointing. If Arcata is to become more or less a student housing facility, then it's no longer attractive to me as a place to live. When I move off my rural parcel, which is a half mile outside the city limits, I will move to a place that's smaller, easier to take care of, and near commercial stores, but I would never move to a homogenous neighborhood populated mostly by students.

I hope these criticisms are looked on as helpful rather than obstructive. I would rather have the town remain more or less as is, but I'm absolutely against the unfairness and elitism of keeping part of it the way it is and delegating the housing solution to our area over here. Mostly, I don't think it's going to be successful, and I do wish it success.

Nick Lucchesi

Nick Lucchesi
Project Manager



Mads Odom

From: Ricardo Madrigal [REDACTED]
Sent: Tuesday, August 22, 2023 10:58 AM
To: Sarah Schaefer; Meredith Matthews; Kimberley White; David Loya
Subject: I Support the Gateway Plan

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Hello Council members and commissioners,

My name is Ricardo Madrigal and I am a Forest Service member residing in Arcata. I applied to over a dozen rentals before being able to get a place. Even then, applications would charge fees to apply to places that weren't even available. Several places did this without even notifying me that the spots were rented out. I would schedule to meet property managers for showings only for no one to show up. This is not uncommon in the rental scene in Arcata. Demand is high and supply is low. Landlords and rental agencies have so many applicants they don't need to even think about considering half of their applicants. It's depressing and will only get worse if the Gateway Plan and future plans alike don't get approved.

I hope that you all consider the livelihoods of renters in this community and make decisions tonight that is mindful of our struggles.

Respectfully,
Ricardo Madrigal

Mads Odom

From: Lulu Mickelson [REDACTED]
Sent: Tuesday, August 22, 2023 7:14 PM
To: David Loya; Scott Davies; Peter Lehman; Judith Mayer; Dan Tangney; Matthew Simmons; Joel Yodowitz; Abigail Strickland; Meredith Matthews; Kimberley White; Alex Stillman; Stacy Atkins-Salazar; Sarah Schaefer
Subject: Comment on Gateway Area Plan

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Hello City Councilmembers, Planning Commissioners, and staff –

Thank you for your dedication to making the Gateway Area Planning process forward. I joined this evening's Study Session via Zoom and was disappointed that I was not able to share my comment publicly. On Tuesdays, I support my family with childcare and was unable to make it to the meeting in person. Below, please find my comment in support of the Gateway Area Plan and its current density levels.

With gratitude,
Lulu

Hello, my name is Lulu Mickelson and I am a renter in Arcata. Thank you for the opportunity to speak tonight. Professionally, I have also worked extensively on housing policy.

I want to express my strong support for the density currently included in the Gateway Area Plan. Density is climate-friendly, it encourages equitable transportation and prevents sprawl. The strategic use of taller buildings is a way to conserve the farm and wild lands that make Humboldt special.

I also want to celebrate how density – including the 4-to-7 story buildings currently included in the plan – is critical to the City of Arcata's stated value of inclusion.

Right now, Arcata is one of the most desirable communities in Humboldt County. People want to live here. Yet, in our current housing crisis so many struggle to find a safe and affordable home in Arcata.

In my work advising nonprofit organizations in the area, I have connected with many of these residents.

Teachers, Cal Poly Humboldt students, and service workers who want to live locally in Arcata but are instead commuting from McKinleyville, Eureka, and even Fortuna – adding traffic and emissions to the area and missing out on supporting local businesses.

A nurse who is commuting two-hours a day to work in Arcata and struggling with high gas prices.

I have heard from older adults who want to downsize from a large home but cannot find affordable one-bedroom units.

And then there is my personal experience, and other young professional renters like me, who want to stay in Arcata and raise a family but are unable to afford to buy a home.

Limiting building heights in the Gateway Area Plan is a form of exclusion. It means less homes and less people who get to enjoy the benefits of our community.

The current building heights in the plan – along with streamlined zoning – will allow nonprofit, community-focused, and mission-driven developers to invest in building AFFORDABLE housing in the district.

Restrictive heights and zoning guidelines increase building costs and reduce affordability. Limiting to three stories will make it virtually impossible for mission-driven developers to compete for state funding to build affordable housing.

Density is key to an environmentally sustainable and racially and economically inclusive future for Arcata. I urge our local decision-makers to keep this aspect of the plan intact. Thank you.

Mads Odom

From: Nancy E Pelletier [REDACTED]
Sent: Tuesday, August 22, 2023 6:02 AM
To: sshaeffer@cityofarcata.org; Meredith Matthews; Stacy Atkins-Salazar; Kimberley White; Alex Stillman
Cc: David Loya
Subject: Tonight's Study Session

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

Dear Mayor Schaefer, Vice Mayor Matthews and City Council members,

I respectfully request that you thoughtfully consider the issues of that are of greatest concern to Arcata residents at this evening's joint study session for the Gateway Area Plan (GAP). The issues that have come up the most often at past meetings and public forums are building heights, the L Street Linear Park, and inclusionary zoning for affordable housing.

The L Street Linear path is a community treasure that we'd like to preserve. Please, let's not ruin it with a truck route running alongside it in order to make K Street safe. What we envision is a full-width linear park where people can safely walk, bike and run in a peaceful setting.

There's no question that the safety on K Street needs to be improved. But we can do that right now with traffic calming measures, and by taking out the parking on both sides of the road, especially on the east side. Coming from the Coop heading North or South, it's so hard to see what's coming at you due to the cars parked on the east side. And it's not safe for pedestrians or bicycles either. Please focus on that, rather than opting to destroy the L Street linear path with a truck route.

The open house that was held in January 2022 was the best attended public engagement event regarding the Draft GAP (at 170 people). The greatest issue of concern for most of the attendees had to do with the building heights. The general consensus was that four stories (or less) should be the maximum height in keeping with the character of our town.

The Arcata Fire District has also warned that they do not have the funding, adequate staffing or trained personnel, nor a ladder truck to fight fires in tall buildings. While they are working with the City and Cal Poly to address this, we need to have a plan in place before we start planning for any building over three stories (the height that our fire dept can handle). Keep in mind that staffing is generally precarious in this county, whether it's for our fire department, the police, hospitals, social workers, etc. That issue is not so easily resolved. And taxpayers are really feeling the pinch from the cost of living crisis, whether it's for food, gas, rents, utilities, etc. So we may be looking at any proposed tax hikes with a far more critical eye than in the past.

Finally, if we want to build equity into the Gateway Plan, the percentage for inclusionary zoning (for affordable units) is much too low at 3% to 5%. I can't get behind the GAP Plan at all if it's just going to be mostly market rate housing. That's a plan for gentrification, not equity. I do understand about Density Bonus Law, and the pressure from the State. However, we don't need a gentrification plan (i.e. the GAP) to start building affordable housing that fits in with the character of our town. Please do what you can to ensure that this is an equitable plan and not a recipe for gentrification.

Thank you for your consideration.

Respectfully,
Nancy Pelletier

Arcata resident

Mads Odom

From: SDS Humboldt [REDACTED]
Sent: Tuesday, August 22, 2023 10:56 AM
To: Sarah Schaefer; Meredith Matthews; Kimberley White; David Loya
Subject: Concerning the Gateway Plan

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Hello there,

The Students for a Democratic Society chapter of Cal Poly Humboldt is in strong support of the Gateway Plan and believes that it is a necessary measure to ensure that there is adequate housing for a growing student body. With HSU making the switch to a Cal Poly there is now a large influx of students with nowhere to live, and the school has told many of us that the city has not allowed them to create enough necessary housing thus far. Regardless of who is actually to blame, the fact remains that something must be done to remedy this crisis. We recognize that this problem will increase houselessness not just among the student body, but also among the citizens of Arcata as well. This housing crisis requires immediate action and because of all of this we strongly believe that this measure is a great first step toward this city and we applaud it.

However, we are strongly opposed to the limiting of walkable housing production with any additional, lower height restrictions. We believe that in order to support high-quality public transit and ensure residents can walk or bike to jobs, schools and other destinations, development must be denser - which requires taller buildings. We also would like you to ensure that K Street and 11th Street are substantially redesigned to make them safe and comfortable for walking, biking and rolling. A significant amount of public attention has been paid to L Street lately, but we believe that K and 11th are the real problems. Currently, these two streets are barriers to walkability and bikeability. If they aren't changed, they will prevent the Gateway Plan from realizing its full potential for producing a walkable, bikeable neighborhood. We are counting on you to make the right decisions for our city, please don't let us down.

Signed,
Students for a Democrat Society - CPH

Mads Odom

From: Sherri Starr [REDACTED]
Sent: Tuesday, August 22, 2023 7:56 PM
To: Sarah Schaefer; Kimberley White; Meredith Matthews
Cc: Karen Diemer; David Loya
Subject: PC CC study session 8-22-23 - comments for public record

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Mayor and Councilpersons, thank you for listening to the people by supporting a woonerf and a full width linear park on L St, and safety measures that can be taken asap on K St.

Please consider form-based code for specific blocks, especially alongside the L St path. Danco's Alvarado Garden Apartments development in San Pablo is a great example of building scale that would work wonderfully next to a linear park. See Danco's conceptual image here: <https://www.danco-group.com/projects/alvarado-gardens>

Please respect existing homes' right to solar access when setting standards for setbacks and stepbacks.

Please insist that Staff provide us with the 3d modeling that has been paid for.

When setting height limits for buildings, please know that developers using State density bonus law will be able to start with our height limit and go UP from there.

Keep in mind - zoning doesn't get housing built. Favorable economic conditions gets housing built. No matter how easy you think zoning will make development, if developers can't make money on their development, they won't build. If more supply actually provides enough housing to the point that rents decline, building will stop. So with that in mind, please zone appropriately for this small town.

Thank you,
Sherri Starr