

From: [REDACTED]
To: Scott Davies; Dan Tangney; Peter Lehman; Joel Yodowitz; Abigail Strickland; Millisa Smith; Matthew Simmons; Meredith Matthews; Kimberley White; Sarah Schaefer; Stacy Atkins-Salazar; Alex Stillman; Karen Diemer; David Loya; Jennifer Dart
Subject: Gateway Code comments for 4/23/2024 PC meeting
Date: Monday, April 22, 2024 2:29:34 PM

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Hello-

I have a few comments/concerns regarding the current Gateway Area Plan Code draft. As usual, I would recommend the Planning Commission take the necessary time to get all the issues and problems worked out of the Gateway Code draft before sending it on for Council review. It would be better if the three non-recused Council Members that will be deciding whether to endorse the document get a complete and well thought out version for review. There looks to be plenty of unfinished thoughts/ideas, stated internal mentions of forthcoming necessary changes, and contradictions included in this Gateway Code draft.

There doesn't appear to be much of any specific guidelines for new buildings that would be adjacent to Parks, Passive Spaces, Greenways and Public-owned Open Spaces. There is mention that private-owned public spaces will have a minimum of 10 feet if abutting a street and all other property lines having "no setback". Charts including Table 2-21 have a Note 1 stating: "A building **may** be setback up to 50 feet from the property line if the space between the building wall and sidewalk is occupied by a courtyard, plaza, or other form of publicly accessible open space [for lines abutting a street]." From this I would assume that Parks and Passive Spaces could have buildings built next to them without any setback!

Further, as we all remember, at the August 22, 2023 Joint Study session, the Council requested removal of the K/L couplet and to move forward with Policy that supports an L Corridor/Linear Park vision. There is a one sentence mention of a required Linear Park on N street, North of 11th, but nothing/nada, not one mention of the L Corridor/Linear Park. I would expect there to be zoning considerations that will support the wonderful L Corridor/Park vision, as well as the N Street Linear Park and any other future parks, passive spaces, greenways, etcetera. The Planning Commission's lack of reflection and response on this shows a grave delinquency of appreciation, concern and respect for the Council's clear direction.

Arcata City Staff has listened to the Council's direction and in the latest Gateway Area Plan draft, the K/L couplet has been removed from the proposed vehicular circulation map (Figure 8). Further it appears that Staff has also moved forward

with planning for improvements of K (and 11th) as shown by the recent release of a survey/poll. Thank-you staff for listening and responding. I would ask that you encourage the Planning Commission to engage and respond by reviewing the current Gateway Code draft and make a coherent plan for the zoning as it relates to the L Corridor/Park as well as other forthcoming parks, passive spaces, public-owned open spaces, and other linear parks (et al).

Thanks- Chris Richards

From: [REDACTED]
To: [Meredith Matthews](#); [Stacy Atkins-Salazar](#); [Alex Stillman](#); [Kimberley White](#); [Sarah Schaefer](#); [City Manager's Office](#); [David Loya](#)
Subject: General Plan, Gateway Area Plan, Environmental Impact Report
Date: Sunday, May 26, 2024 10:48:48 AM

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

Dear City Council,

I am writing to express my profound concern over the City of Arcata's 100% failure in enforcing the car muffler noise law, which has been unaddressed for over two years. As a resident, I have persistently approached the Arcata City Council and administrative leaders, including City Manager Karen Diemer, only to be informed of the absence of enforcement actions during this period. This lack of enforcement contravenes the mandates set forth in Government Code Section 65302, which falls under the purview of the California General Plan Guidelines. These guidelines obligate local governments to actively analyze and quantify noise levels through actual measurements, particularly on primary arterial and major streets such as H and 16th streets, G street, and K streets in Arcata.

The Noise Element Requirement, as stipulated in Government Code Section 65302(f), is not merely a procedural formality but a critical measure to safeguard public health and welfare by monitoring and researching noise pollution. It is disconcerting to note that the last sound measurement in Arcata was conducted 27 years ago, despite the noticeable increase in noise pollution, particularly from diesel pickup trucks. Furthermore, the absence of noise and air quality testing for trucks and cars' exhaust systems exacerbates the situation, rendering the City of Arcata's Annual Report to the State of California inaccurate.

The implications of noise pollution extend beyond mere discomfort; it is a significant environmental factor that contributes to a myriad of health issues, including cardiovascular disorders, high blood pressure, sleep disruption, hearing loss, and even heart attacks. The correlation between noise exposure and cognitive impairment, as well as behavioral issues, cannot be overlooked. In light of these facts, the city's inaction not only undermines state regulations but also poses a tangible threat to the community's well-being.

Moreover, Humboldt County's unfortunate distinction as the nation's leader in fatal crashes involving drivers under the influence underscores the urgency for comprehensive enforcement of all safety-related laws, including those pertaining to noise pollution. It is imperative that the state authorities intervene to ensure that the City of Arcata fulfills its obligations, both to its residents and in compliance with state laws, to mitigate the risks associated with unchecked noise and air pollution.

I urge the council to take immediate action to address this critical issue and to hold the City of Arcata accountable for its responsibilities. The health and safety of the community depend on the enforcement of these essential regulations.

Sincerely,

Gregory Daggett

* On March 16, 2022 I emailed the City Council of Arcata regarding noise violations.

Dear Mayor Atkins-Salazar

Thank you for your service on the City Council of Arcata. I am writing to you regarding some important laws and General Plan Elements that are law's of the State of California.

The State of California passed the Exhaust and Noise Bill in 2018. The law states Vehicle Code 21750 Every motor vehicle subject to registration shall at all times be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise, and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device. Vehicle Code 27151 No person shall modify the exhaust system of a motor vehicle in a manner which will amplify or increase the noise emitted by the motor of the vehicle so that the vehicle is not in compliance with the provisions of Section 27150.

The City of Arcata is not enforcing the Exhaust and Noise Law that was updated in 2019 to a fix it ticket. There are a large number of motor vehicles driving into the H street North-town Arcata heading down-town and then driving back up G Street where exhaust noise is over the legal limit. In early January 2022 I went to the Arcata Police with my concerns regarding Noise and the high speed of vehicles. They said they were not enforcing the Exhaust and Noise law, because of lack of resources and that I should talk to City Hall. I talked to the City of Arcata staff during the Farmers Market Day Frequently asked Questions for the Arcata Gateway Area Plan. The staff told me to write to the City Council of Arcata my concerns regarding the vehicle noise. I also reached out to David Loya by phone and email. I am very concerned by the lack of action with the City of Arcata regarding noise pollution. After air pollution, noise is the second biggest environmental factor causing health problems, increasing the risk of cardiovascular disorders, high blood pressure, sleep disruption, hearing loss, and heart attacks. Noise exposure has also been linked to cognitive impairment and behavioral issues in children. All people have the right to a reasonably quiet environment. City of Arcata 3.1.1 Noise Element. Within the Noise Element of the General Plan, it specifies an exterior noise standard of 60 dB CNEL and an interior noise standard of 45 dB CNEL for multi-family residential. The Secretary of Interior's Standards for the treatment of Historic Properties, Preserving windows, and the relation to noise/environment for Historic Neighborhoods and houses, circulation systems, such as roads and streets.

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

* March 21, 2022 response to my March 16, 2022 letter to Mayor Stacy Atkins-Salazar

to me, Karen, Brian



Dear Greggory,

Thank you for taking the time to express your concerns over the loud exhaust pipes roaming around town. I am extremely sensitive to noise and every time one of those cars is in my vicinity it makes my heart race and is very upsetting to me. I completely understand where you are coming from. Unfortunately, we are very understaffed in our police department and so these types of issues are not prioritized (which I'm sure you can understand). As we rebuild APD and get back to fully staffed, we might see progress in these types of situations. I have included Chief Ahearn in on this email in case I have misspoken.

Regarding the Gateway Area Plan, I am currently awaiting a decision from the FPPC (Fair Political Practices Commission) to see if I am able to participate in decision making regarding that project. I own a home and business adjacent to the proposed area and may have a conflict of interest.

Thank you again for reaching out with your concerns. I'm sorry that I don't have any immediate answers for you. As I said before, I am with you 100% on the awful mufflers.

Sincerely,

Stacy Atkins-Salazar

Mayor, City of Arcata

707-496-4779

* Two years later after this email, the Arcata police department has been fully staffed and there has been no enforcement of the noise standards. I have lost track of how many times I have spoken and emailed the City Council, City Manager, and leaders in the last two years. The City of Arcata is a complete failure to the people of Arcata and the State of California regarding the Noise Element. GHD needs to perform a Noise Study for 2024 by actually doing a long term study with sound meter equipment on the streets of Arcata. The draft EIR is relying on projections of sound levels made by modeling actual sound measurements that were done in 1997, 27 years ago. The modeling is based on theory speculation, assumptions and not facts.

From: [REDACTED]
To: [Meredith Matthews](#); [Stacy Atkins-Salazar](#); [Alex Stillman](#); [Kimberley White](#); [Sarah Schaefer](#); [City Manager's Office](#); [David Loya](#)
Subject: General Plan, Gateway Area Plan, Environmental Impact Report
Date: Monday, May 27, 2024 12:48:48 PM

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Dear City Council,

The Arcata Fire District (AFD) has raised critical concerns about building heights and fire safety. The AFD cannot currently ensure the safety of people living in buildings over 40 feet (equivalent to a three-story building.)

The Standards of Coverage Analysis must be done and funding approved before the City Council approves any building heights above three stories.

The City of Arcata must ensure that the General Plan aligns with fire safety standards and addresses the AFD's concerns in the letter below.

The City Council should prioritize safety and address any gaps identified by the analysis.

The Arcata Fire District states that they cannot effectively fight a fire above three stories, the City of Arcata would be liable along with the property owners and developers if a fire-related incident occurs. From 2017-2019, an estimated 368,500 residential building fires were reported to fire departments within the U.S. These fires resulted in approximately 2,770 deaths and 11,650 injuries. Fire safety and liability legal proceedings would determine responsibility and compensation. The City Council must address Arcata Fire District's critical concerns about building height and fire safety on May 29th, 2024 special meeting.

Sincerely,

Gregory Daggett

April 9, 2024

Mayor Meredith Matthews
City of Arcata
736 F Street
Arcata CA 955271

Dear Mayor Matthews,

We, the Board of Directors for the Arcata Fire Protection District (AFPD), **are writing to emphasize the critical importance of incorporating adequate fire protection measures into the final drafting of Arcata's 2045 General Plan**, particularly concerning Zoning and form code permitting for residential and mixed-use buildings taller than 40ft in designated opportunity zones such as the Gate Way Area Plan.

Our recommendation is rooted in the fundamental need **to ensure the safety of building occupants** and the capacity of our fire suppression staff **to effectively respond to**

emergencies. Specifically, we propose that the permitting of such buildings be conditioned upon the establishment of sufficient fire protection features, systems, and emergency service capacity as outlined in existing fire codes. These include but are not limited to considerations such as fire department access, roadway width and height, water supply for fire suppression, automatic fire sprinkler systems, and emphasis on occupant egress, especially given our current staffing limitations.

We have previously communicated our concerns to the City in various forums, including letters, presentations, and meetings with key stakeholders. It is our shared responsibility to ensure that AFPD and our mutual aid partners are adequately equipped and trained to respond to fires and emergencies in buildings as anticipated in the General Plan.

To address these concerns, the City, the District, and Cal Poly Humboldt are collaborating on a Standards of Coverage analysis conducted by an independent contractor. This analysis aims to provide guidance on expanded staffing, facilities, equipment, and training requirements, along with associated costs. We anticipate this analysis to be completed by late 2024, at which point we can work towards achieving consensus on the necessary measures to fulfill the City's obligations to its residents.

However, until funding is established, and district expansion is underway, we believe it would be imprudent to approve building permits and begin occupancy in the envisioned residential buildings. The AFPD Board anticipates substantial increases in staffing, new or expanded stations, equipment, and training facilities to adequately meet the needs of our growing community.

We urge the City Council to consider our recommendation seriously and **work collaboratively towards implementing necessary fire protection measures in the final drafting of the 2045 General Plan.**

Sincerely,

Eric Loudenslager
Board President
Arcata Fire District

cc: Arcata City Council

From: [REDACTED]
To: [Meredith Matthews](#); [Sarah Schaefer](#); [Kimberley White](#); [Stacy Atkins-Salazar](#); [Alex Stillman](#); [David Loya](#)
Subject: Please Vote NO on the Gateway Plan and General Plan Updates!
Date: Tuesday, May 28, 2024 12:46:36 PM

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i am still concerned about tall buildings on liquid soil and a faulty earth surface and sea rise.
nancy

[REDACTED]
arcata 95522
Sent from my iPhone

From: [REDACTED]
To: [Meredith Matthews](#); [Stacy Atkins-Salazar](#); [Alex Stillman](#); [Kimberley White](#); [Sarah Schaefer](#); [City Manager's Office](#); [David Loya](#)
Subject: General Plan, Gateway Area Plan, Environmental Impact Report
Date: Tuesday, May 28, 2024 6:34:02 PM

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

Dear City Council,

The State of California requires all General Plans to include SB1000 Environmental Justice in Local Land Planning. The Arcata General Plan failed to include SB1000.

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

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

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

(A) Highways and freeways.

(B) Primary arterials and major local streets.

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

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

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

The Gateway Area Plan must do an EIR on the noise exposure from the addition of thousands of more vehicles using the major streets H & 16th streets, G street, 8th and 9th Streets, K street and Alliance Road. Government section 65302(f) Noise Element Requirement primary arterial and major streets that falls under the California Environmental Quality Act and the California General Plan Guidelines. After air pollution, noise is the second biggest environmental factor causing health problems, increasing the risk of cardiovascular disorders, high blood pressure, sleep disruption, hearing loss, and heart attacks. Noise exposure has also been linked to cognitive impairment and behavioral issues in children. All people have the right to a reasonably quiet environment.

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

the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The

safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards. Tsunami Mapping page 7 for Arcata.

https://nctr.pmel.noaa.gov/tsu400/documents/Course_1_Day_2/Session_11/NCEE_patton_dengler.pdf Update to the NOAA Dengler was published by Lori Dengler on Oct 8th,2022.

The Coastal Act Laws and Regulation Chapter 3-Coastal Resources Planning and Management Policies Article 6 30251 states The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

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

CALIFORNIA COASTAL ACT

Chapter 3 - COASTAL RESOURCES PLANNING AND MANAGEMENT POLICIES

Article 8 – Sea Level Rise

Section 30270 - Consideration of the effects of sea level rise

The commission shall take into account the effects of sea level rise in coastal resources planning and management policies and activities in order to identify, assess, and, to the extent feasible, avoid and mitigate the adverse effects of sea level rise.

Ca. Pub. Res. Code § 30270

Added by Stats 2021 ch 236 (SB 1),s 2, eff. 1/1/2022.

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



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

By [Lori Dengler](#) |

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

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

Sea level rise became news in the 1970s. Studies were published and in 1988 the UN formed the Intergovernmental Panel on Climate Change was formed. Since 1993, satellite altimetry has provided a global picture of the rising oceans. The current estimate

of average sea level rise is 3.4 millimeters (.13 inches) per year. There is no gray area here, it is a measured fact.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Background

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

Goal

1. Develop and Utilize Best Available Science

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

targets for road, rail, port, power plants, water and waste systems.

Experts believe that most of the Gateway area will be inundated by 2120 and that almost all of the sea level rise will happen in the next 25 years as the dikes are overtopped.

Even if you shore up the dikes, we are also going to have rising ground water and salt-water intrusion into wells. According to SLR experts, this could happen within the next 10 to 40 years, which when combined with the King tides will lead to more frequent and chronic flooding.

In about 25 years the WTP will be an island surrounded by water, so you will need to insulate all the plumbing and infrastructure leading to the WTP, then build a causeway out to it, which will be very expensive - not to mention the difficulty of performing maintenance when most of the surrounding area will be under water. We need to be planning for where to relocate the plant now. It's likely that the only viable place to relocate it is in the southern section of the Gateway Area, such as the Barrel District. SLR experts have stated that building mid-rise structures on mud flats is a very bad idea.

We can expect salt-water intrusion and rising ground water levels in this area. SLR experts have provided an illustration of what can happen by pointing to the beachfront buildings in Surfside, Florida that collapsed due to salt-water intrusion into the foundations of the buildings. Given these conditions, is it viable to build in the GAP? ``Does it make sense to invest public money on a part of the city that will ultimately be part of the bay?'' Are we just creating the next lower G Street problem by building in the GAP Coastal Zone? We need a plan for where to move the residents, businesses and infrastructure south of Samoa and West of Old Arcata Rd and not move them into another high risk area.

Coastal Commission approval of Arcata's Wastewater Treatment Facility. Where will the City move the plant in the future?

At their September 8, 2022, meeting, the California Coastal Commission gave their approval to Arcata's plan to update and maintain our wastewater treatment facility. The permit allows operation of our sewage plant for a period of 30 years, through 2052 — with specific conditions.

And the conditions for continued operation are very clear.

- The City of Arcata has five years to come up with a plan to “identify a suite of strategies necessary for protecting, relocating, or otherwise adapting [the Wastewater Treatment Facility] as necessary to maintain safety from flooding and other coastal hazards in order to minimize risk and assure stability and structural integrity and to ensure protection of coastal resources over the longterm

It is pretty well generally acknowledged that sea level rise will continue, and that all of the bay-front where the Wastewater Treatment Facility is located will certainly be under water. **So this plan, due in five years, is not really about protecting or adapting. The plan must be about relocation.** Every two years, Arcata will submit a report about water elevations — monthly figures, temporary flooding, King Tides, etc. — as well as to report on how the City is progressing with regard to “adaptation planning” as specified in Condition 4 (above). Because, in essence, what the Coastal Commission is saying is that the City has to figure out where the plant will be moved to — and has to figure this out within the next five years. Condition 4 clearly states that the City must “identify a suite of strategies necessary for protecting, relocating, or otherwise adapting” the Wastewater Treatment Facility to accommodate conditions “over the longterm (at least through 2100).” Well, to protect the plant through 2100, the dikes might have to be several feet higher than what they are now. Is that an engineering possibility? **Or does Condition 4 tell us that we need to be looking at re-locating our sewage treatment plant — and that we need to figure out within the next five years just where it's going to be.**

Here in Humboldt we have a greater degree of expected sea level rise than anywhere on the west coast of North America. Based on historical data, it is projected to be about 50% to double that of other regions. Why? Because of tectonic plate movement, our base-level land is subsiding — getting lower. For every inch or foot of sea level rise, the land here is losing elevation at more or less the Design of Phase II of the AWTF upgrade project is currently on hold at the request of the State Water Board. **The State Water Board has requested that the City explore additional opportunities for long-range planning** for the AWTF and has provided technical assistance for a feasibility study which will examine a) **potential for alternative/additional siting for wastewater treatment facilities**, b) continued use of the existing treatment facility location beyond the Phase I design life, and c) capacity for future growth same rate, thus doubling the height (relative to the land) of the sea level rise.

1- 20-0711 (City of Arcata) 12.4. Coastal Hazards Adaptation and Implementation Plan. The permittee shall submit for review and approval by the Coastal Commission Executive Director a Coastal Hazards Adaptation and Implementation Plan (CHAIP) by September 8, 2027 or at the same time as any future application for additional upgrades, including levee modifications or expansion, to the Arcata Wastewater Treatment Facility, whichever comes first (though the date may be extended for good cause if the City is making demonstrable progress). The CHAIP shall identify a suite of strategies necessary for protecting, relocating, or otherwise adapting the development authorized by CDP 1- 20-0711 as necessary to maintain safety from flooding and other coastal hazards in order to minimize risk and assure stability and structural integrity and to ensure protection of coastal resources over the long-term (at least through 2100). The CHAIP shall reflect the ongoing long-term sea level rise adaptation planning efforts by the City of Arcata, any relevant long-term planning and regional coordination with Humboldt County and the City of Eureka, and outreach and coordination with other relevant agencies, tribes, and stakeholders including but not limited to the State and Regional Water Boards. The CHAIP shall include/address the following:
A. An analysis of current and future coastal hazards at the Arcata

Wastewater Treatment Facility, including flood and erosion hazards caused by tidal inundation, extreme tides and storms, overtopping of dikes/levees, and elevated groundwater and/or reduced or inadequate drainage, which takes into account local sea level rise through at least 2100, considering medium-high risk aversion and extreme risk aversion scenarios, and based on the best available science at the time of plan preparation and any data gathered as part of the monitoring required by Special Condition 3. B. An evaluation of alternatives to the current wastewater treatment system to address any coastal hazard vulnerabilities identified, including but not limited to alternatives involving accommodation strategies (e.g., elevation of facility components), protection measures (dikes, levees, living shorelines, or other natural or engineered features), and retreat and relocation strategies (including retreat and relocation of all or portions of the development, or development of a new system for wastewater treatment including within the context of a regional approach). The evaluation shall describe the specific design elements and adaptation measures, including how different strategies may be used in combination and over time, to ensure the integrity and functionality of the wastewater system and protection of coastal resources. The information concerning these alternatives must be sufficiently detailed to enable the Coastal Commission to evaluate the feasibility of each alternative for addressing consistency with the Coastal Act, including whether the alternatives minimize risks of geologic and flood hazards and ensure protection of coastal resources. The evaluation shall include a feasibility analysis of the alternatives that assesses and considers all potential constraints, including geotechnical and engineering constraints, relevant Regional Water Quality Control Board (RWQCB) requirements (including but not limited to the State Bays and Estuaries Policy pursuant to Resolution 74-

43), project costs, and potential funding options. The identified adaptation strategies and overall long-term approach shall be the least-environmentally damaging feasible alternative, and a higher priority shall be given to strategies that avoid the use of hard armoring. C. A description of any anticipated additional development at the facility and surrounding site, such as but not limited to levee repair or expansion or other facility upgrades necessary for meeting water quality protection requirements which have been previously envisioned (e.g., as part of Phase II) but which are not part of the current application. The description shall provide detail on the need for the development, including with respect to relevant RWQCB requirements, and an explanation as to how such development will fit into the overall, long-term adaptation approach. To the extent feasible, this description shall include a cost-benefit analysis that addresses the costs associated with continued facility upgrades, including any protection measures or other strategies necessary to address flooding at the site, in comparison to retreat and relocation alternatives. D. A timetable for implementation of the CHAIP (and related proposed development as identified in part (C)) based on projections of SLR and anticipated impacts from coastal hazards. If adaptation strategies would be implemented in response to defined triggers, such as amounts of sea level rise and/or impacts to the AWTF, the timetable should identify the time horizons over which such triggers are anticipated to occur. The timetable shall take into consideration expected timeframes for any necessary land acquisition, planning, permitting, design, and construction.5. Submittal and Implementation of Final Approved Plans. A. NOT LESS THAN 30 DAYS PRIOR TO COMMENCEMENT OF DEVELOPMENT AUTHORIZED BY CDP 1-20-0711, the Permittee shall submit, for the review and approval of the Executive Director, a set of final construction plans that are consistent with all special conditions of this coastal development permit and that substantially conform with the 90% plans and associated specifications prepared by Carollo in association with GHD Inc. and dated October 2020 (Exhibit 5), except as further specified in Special Condition 15 below. B. Geotechnical Recommendations. All recommendations contained in the Updated Draft Geotechnical Report revised July 22, 2021 and prepared by Crawford & Associates, Inc. shall be adhered to including recommendations for site preparation, structural fills, compaction standards, seismic design parameters, foundation design, pavement subgrade preparation, drainage, and all other recommendations. The permittee shall submit evidence that an appropriate licensed professional (Certified Engineering Geologist or Geotechnical Engineer) has reviewed and approved all final design and construction plans, including foundations, grading and drainage plans and

1- 20-0711 (City of Arcata) 11 maintenance or expansion to protect the existing AWTF from coastal hazards risks). At least six months prior to the expiration of the authorization period, the Permittee or its successors shall submit to the Commission an application for a CDP amendment to either (a) extend the length of time all or portions of the approved development is authorized and modify its design as needed to ensure consistency with the Coastal Act, or (b) relocate or remove all or portions of the AWTF and restore the affected areas to pre-development conditions or better (for the embedded pier foundations, which will be infeasible to remove in their entirety, the application must include provisions for removal and backfilling of the embedded pier foundations at least three (3) feet below grade). If a complete application is filed before the end of the authorization period, the authorization period shall be automatically extended until the time the Commission acts on the application. The required amendment application shall conform to the Commission's permit filing regulations at the time and shall reflect the approach(es) identified in the Coastal Hazards Adaptation and Implementation Plan (see Special Condition 4), as well as any necessary updates to reflect the site conditions and regional sea level rise planning approaches at the time of the amendment. 3. Coastal Hazards Monitoring and Adaptation Reporting. The permittee shall submit biennial (every two years) monitoring and adaptation progress reports to the Executive Director by September 1 of every other year, starting in 2024 and continuing throughout the duration of the CDP as provided in Special Condition 2. The biennial reports shall document the following:A. Water elevation data, including annual and mean monthly maximum elevations for each year over the biennial reporting period, and any long-term changes in these values and in mean sea level throughout the duration of the CDP; B. A description of any temporary or ongoing flood, erosion, or other coastal hazards impacts to the site or facility during the reporting period, including a description of the conditions causing impacts (e.g., King Tides, storms,

overtopping and/or breaching of dikes, groundwater and/or drainage issues, or any combinations of the same); C. A description of any actions taken to address temporary flooding or other damages/impacts caused by coastal hazards during the reporting period as well as a description of how such actions are consistent with the overall adaptation planning approach identified in Special Condition 4 (once completed); and D. A description of any adaptation planning and implementation activities undertaken in line with the approach identified in the final Coastal Hazards Adaptation and Implementation Plan required by Special Condition 4 and any actions which are anticipated to be undertaken prior to the next reporting deadline.

Please address the conflicts the Gateway Area Draft Plan has with the California Coastal Act, Sea Level Rise, Local Coastal Program, SB1000, and General Plan Update with Emphasis on the Land Use and Growth Management Element Updates.

Sincerely,

Gregory Daggett

From: [REDACTED]
To: [Meredith Matthews](#); [Sarah Schaefer](#); [Kimberley White](#); [Stacy Atkins-Salazar](#); [Alex Stillman](#); [David Loya](#)
Subject: Please Support the Gateway Plan and General Plan Updates!
Date: Tuesday, May 28, 2024 6:42:54 PM

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

I just want to encourage you to support the Gateway Plan and the associated General Plan updates as this much discussed, much massaged plan enters the home stretch. As we often do in Arcata, we process these kinds of initiatives to the point of exhaustion. I have attended informational sessions about the Gateway Plan that have now spanned the better part of three years and seen it modified in response to community concerns. I do think it is time to approve these plans.

Although I am grateful that the surge of Cal Poly enrollments has yet to materialize, I do believe that it will eventually happen and that the Gateway Plan provides a reasonable template for managing that growth. I support the emphasis on increased housing density and support for walking, biking and public transportation. These are my values and I believe Arcata values.

Thank you for all the time you have committed on our behalf to this planning effort.

Rees Hughes

[REDACTED]
Arcata, California

From: [REDACTED]
To: [Meredith Matthews](#); [Sarah Schaefer](#); [Kimberley White](#); [Stacy Atkins-Salazar](#); [Alex Stillman](#); [David Loya](#)
Subject: Please Vote Yes on the Gateway Plan and General Plan Updates!
Date: Tuesday, May 28, 2024 12:54:49 PM

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

Hello,

I live in Arcata and I support the Gateway Plan. So much work has been put into this plan and I urge you to vote for it.

Thanks,

Lynn Kerman

From: [REDACTED]
To: [Meredith Matthews](#); [Sarah Schaefer](#); [Kimberley White](#); [Stacy Atkins-Salazar](#); [Alex Stillman](#); [David Loya](#)
Subject: Please Vote Yes on the Gateway Plan and General Plan Updates!
Date: Tuesday, May 28, 2024 7:25:53 PM

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

Dear Arcata City Councilmembers,

I am writing to voice my support for the Gateway Area Plan, in particular the ways in which it promotes housing density and designing for walking, biking, and public transportation. Walkability, bikeability, and affordability should be our top three priorities as we face a changing climate and growing town.

Thank you,
Maggie McKnight
Sunny Brae



OPERATING ENGINEERS LOCAL UNION No. 3

1330 BAYSHORE WAY, SUITE #103, EUREKA, CA 95501 • (707) 443-7328 • FAX (707) 443-9238

Jurisdiction: Northern California, Northern Nevada, Utah, Hawaii, and the Mid-Pacific Islands

May 28, 2024

Arcata City Council
736 F St.
Arcata, CA. 95521

The Operating Engineers Local #3 District 40 Eureka would like to express our support for the Arcata Gateway Plan. Our members support the plan which will lead to demolition, remediation and infilling projects and provide work for Operating Engineers in this area. As you know, many of our local members must work out of the area to make a living in Humboldt County, but if they wish to remain here, there must be housing for them. This project provides necessary housing for local people who would like to maintain Humboldt County as their home.

Operating Engineers Local #3 District 40 Eureka hopes that the Arcata City Council will consider a Community Workforce agreement to ensure local hire, safe work environments, and good benefits for future projects associated with the Gateway Plan.

Sincerely,

A handwritten signature in blue ink that reads "Jeff Hunerlach".

Jeff Hunerlach, District Representative
Operating Engineers Local #3
District 40 Eureka
1330 Bayshore Way, Suite 103
Eureka, CA. 95501

JH:jm
OPEIU 29 afl-cio

From: [REDACTED]
To: [Meredith Matthews](#); [Alex Stillman](#); [Kimberley White](#); [Sarah Schaefer](#); [Stacy Atkins-Salazar](#); [Karen Diemer](#); [David Loya](#)
Subject: L Street Rails with Trail Pathway
Date: Tuesday, May 28, 2024 12:36:45 PM

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

Dear Council members,

During a joint study session on August 22, 2023, the City Council directed staff to begin planning for a combined woonerf and full-width linear park along the L Street Rails with Trail Pathway. This was nine months ago, and yet, as Fred Weis points out, there is "still no mention and no accommodation for the linear park and the L Street Woonerf. This is not good planning."

I am writing to request that you rectify this, but also to exclude the L Street Rails with Trail Pathway from policy CM-5e7 of the General Plan. "This would enable the Pathway to be removed from the Corridor," as James Becker said, and I don't think that's what anyone had in mind. (It's called the Rails with Trail Pathway for a reason.)

I further request that you agendize this item to allow for further discussion of the plans for the L Street Linear Path, and to give staff direction to include the plan in the draft, as well as to exclude mention of the L Street Rails with Trail Pathway from policy CM-5e7.

Also, please include language that designates a full-width Linear Park from Alliance road to Samoa Blvd and to preserve the open spaces north of 11th Street and south of 7th street along the L Street Rails with Trail Corridor. And please direct the staff to specify the right of way/ footprint of the Linear Park in figures and language in the Gateway Draft.

Another concern I have is that the latest GAP draft appears to allow for 4, 5, 6 and 7-story buildings to be built directly adjacent to the pathway. This would create a dark canyon of overlooming buildings that block out the sun, defeating the whole purpose and vision of the Linear Park. Tall buildings should not be built directly adjacent to the path, as this would be an eyesore and discourage people from visiting the linear park.

As Mr. Weis suggests, "What is noticeably missing from the Gateway Code are standards for buildings that are constructed on parcels adjacent to the linear park and the woonerf." He suggests that "buildings adjacent to the southern section of the woonerf section of the L Street Corridor (7th to 11th Street, most likely), there should be a requirement for ground-floor commercial facing the woonerf. As the code is written now, the back side of an apartment building could be adjacent to the woonerf, with parking, trash sheds, etc." He further states that this is poor planning, and that "the woonerf can be a jewel." Let's make it one!

Anyway, we still have a lot to discuss concerning the planning for the L Street Rails with Trail Pathway, so it's really important to many of us (your constituents) that you put this on the agenda soon - before final approval of the GAP and General Plan 2045. Thank you for your attention to this matter.

Respectfully,
Lisa Pelletier
Arcata resident

From: [REDACTED]
To: [David Loya](#)
Cc: [Karen Diemer](#); [Meredith Matthews](#)
Subject: Please agendize fire safety in tall buildings (Submitted pursuant to Section 1094.5)
Date: Tuesday, May 28, 2024 10:18:56 PM

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

(Submitted pursuant to Section 1094.5 for the May 29, 2024 and the June 5, 2024, public meetings)

From Lisa Pelletier, Arcata resident

Dear Mayor Matthews and City Council members,

As City leaders, you have a duty of care to ensure the safety and well-being of your constituents. AFD Board President Eric Loudenslager has alerted you to "the critical importance of incorporating adequate fire protection measures into the final drafting of Arcata's 2045 General Plan, particularly concerning zoning and form code permitting for residential and mixed-use buildings taller than 40 feet in designated opportunity zones such as the Gateway Area Plan" in letters dated April 9 and April 18.

The Fire District does not have the staffing, equipment or training to suppress fires or deal with a major emergency in those taller buildings."

"What we're asking the City to do is actually get out their typewriter and type in, either in policy or in the codes, that they **won't implement the four through seven story floors in the Gateway Area until such time that the City and the District come to consensus**" [Emphasis mine].

I urge you to agendize this as soon as possible to ensure that such language is included in the policy or in the codes, as Mr. Loudenslager has requested.

I would remind you that the four-story Sorrel Place structure is already at risk. It has had a couple of close calls, and we have just been very

fortunate thus far. If a fire were to break out in this tall structure today or in the near future, AFD would not have the means to fight it, as you well know. The City was clearly negligent to put up a tall structure like this without having a fire safety plan in place. I fear you are going down that path again, and that would be a disservice to the residents of Arcata, to say the least.

So I hope you will take this seriously and put this on the agenda without delay. As our representatives, you should care more about protecting the lives of future residents who will live in these tall buildings (over 40 feet or 3 stories) than you appear to be. It would also save the City and taxpayers from any lawsuits that may arise through your negligence.

If that seems harsh, it is **not** my intent to be critical, just to light a fire under you to act without haste! [Sorry for the pun.] I have raised this issue previously in emails to you and at council meetings to no avail. And AFD Board President Loudenslager said he feels disappointed with the City's response to AFD's concerns.

"I don't think the City Planning Commission and the City Council have actually heard us. We've spoken, but I don't think we've been heard," Loudenslager said. "I don't think they've come to grips with the scale of what they're proposing and how that will affect the District, how it will be funded and how that will be put in place." I'm sorry, but this is unacceptable.

I hope you can see that this is a matter of the utmost urgency. Please put this item on the agenda without delay. Thank you.

Respectfully,
Lisa Pelletier
Arcata resident

To: Mayor Matthews and Arcata City Councilmembers Stillman, Schaefer, Atkins-Salazar and White

From: Lisa Brown

Date: May 29th, 2024

Concerning: General Plan update

Dear Mayor Matthews and Arcata City Councilmembers,

Implementation Measure LU-9, the **Residential-Low Density Rezone** reads the “City shall consider a rezone to consider allowing mixed uses and more housing in current R-L neighborhoods within walking distance of the Plaza and Cal Poly Humboldt, including: The Bayview, Northtown, Arcata Heights, and Sunset neighborhoods.”

This means that these neighborhoods would be considered in a matter of a couple of years for a rezone to either RM or RH, enabling up to 4-story buildings.

I would like to ask the Council to consider how the scenario visualized below would **NOT** be possible if this Implementation Measure was passed.

These homes are **NOT** historic landmarks and therefore are **NOT** afforded protection from demolition.



Why keep something in the plan if the possible implementation of it is something we do not want to see?

There are actually very few homes that are Local or State recognized Historic Landmarks in the City of Arcata and while the Land Use Code has excellent provisions and policies to protect currently unidentified resources, Community Development has not been following these policies as written in order to determine historic significance as per CEQA.

As we saw on Spear Avenue just recently, getting approval to demolish a home for additional housing is not difficult, **especially** if the Zoning Administrator has full jurisdiction over these decisions. This kind of review process is contrary to the attentive and comprehensive review the City of Arcata has conducted in the past making an effort to determine unidentified resources while preserving the wonderful character of our town and our treasured neighborhoods.

Protecting community resources and neighborhood values and character are goals of the General Plan 2045,

Putting the decision making in the hands of one person is not wise - decisions that will change the face of this community forever. We still have control over our community and how it develops into the future. We have not been stripped of our autonomy nor has the state tied our hands, this simply is not true no matter how often it is repeated.

We can provide ample housing into the future while continuing to protect our historic homes, our resource lands and the unique character of our town by continuing to be thoughtful in our approach to development, by protecting our RL neighborhoods and by including many great minds into the review process through the City's committees, Planning Commission and when applicable, the City Council.

Please remove LU-9 from the Implementation Measures in the Land Use Element.

Do not leave language in the General and Gateway Plans that leaves most of the development decision-making powers in the hands of one person.

Please do consider that care must be taken to not rezone too much land for multi-family development - by expanding RM or RH zonings into our existing RL neighborhoods. In the long run, this will result in the loss of resources -including historic, agricultural and forested hillsides - as we potentially grow too fast resulting in the State demanding we accommodate even more growth in order to keep our Housing Element certified. It is a vicious cycle that I do not believe we want to find Arcata facing.

Thank you for your attention.

From: [REDACTED]
To: [Meredith Matthews](#); [Stacy Atkins-Salazar](#); [Alex Stillman](#); [Kimberley White](#); [Sarah Schaefer](#); [City Manager's Office](#); [David Loya](#)
Subject: General Plan
Date: Wednesday, May 29, 2024 8:53:08 AM

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

Dear City Council,

Four- Story Buildings do not belong in Bayview, Sunset, Northtown, and Arcata Heights Neighborhoods. Implementation Measure LU-9 has no business in the General Plan. It must be removed. Neighborhood Conservation Areas should recognize key design characteristics of these neighborhoods.

Sincerely,

Gregory Daggett

From: [Alex Stillman](#)
To: [David Loya](#); [Karen Diemer](#)
Subject: Fwd: Operating Engineers Local #3 District 40 Support of Arcata Gateway Project
Date: Wednesday, May 29, 2024 9:48:49 AM
Attachments: [OE3 D40 Support Arcata Gateway Plan 5.28.2024.pdf](#)

Alex Stillman
707-845-3900
iPhone

Begin forwarded message:

From: Jennifer McKenzie <jmckenzie@oe3.org>
Date: May 29, 2024 at 8:42:27 AM PDT
To: Alex Stillman <astillman@cityofarcata.org>, Kimberley White <kwhite@cityofarcata.org>, Meredith Matthews <mmatthews@cityofarcata.org>, Sarah Schaefer <sschaefer@cityofarcata.org>, Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org>
Cc: Jeff Hunerlach <jhunerlach@oe3.org>, Cody Freitas <cfreitas@oe3.org>
Subject: Operating Engineers Local #3 District 40 Support of Arcata Gateway Project

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Dear Councilmembers,

Attached is a letter of support from Operating Engineers Local #3 District 40 Eureka. We hope you will consider this letter as you discuss this future project for Arcata.

Thank you,

Jennifer McKenzie, Administrative Assistant
Operating Engineers Local #3 Eureka
1330 Bayshore Way, Suite 103
Eureka, CA. 95501
jmckenzie@oe3.org
Ph: 707-443-7328 Ext 4002

From: [REDACTED]
To: [Meredith Matthews](#); [Alex Stillman](#); [Kimberley White](#); [Sarah Schaefer](#); [Stacy Atkins-Salazar](#); [Karen Diemer](#); [David Loya](#)
Subject: Inclusionary Zoning and other concerns (Submitted pursuant to the General Plan 2045 and the GAP plan)
Date: Wednesday, May 29, 2024 3:06:39 PM

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(Submitted pursuant to the General Plan 2045 and the GAP Plan for the May 29, 2024, and June 5, 2024 public hearings.)

From Lisa Pelletier, Arcata resident

Dear Mayor and Council members,

I just sent you an email (May 14, 2024) that I had sent previously to council members under the subject heading: "Residents deserve a say in the zoning/planning for their neighborhoods." I request that you place this letter in the public record.

I apologize for bombarding you with so many emails at once, but I'm aware that if we don't do it now, we can't raise these issues again should there be a legal challenge. But I shall attempt to address my other concerns with the most recent drafts of the General Plan 2024 and the GAP plan here, as succinctly as possible.

Inclusionary Zoning:

It appears that specifics on inclusionary zoning (IZ) were left out of the Gateway Area Plan, the General Plan 2045 and/or the Land Use Code. I keep hearing different percentages being batted around, and I'm not sure where you've landed on this, but it seems to be 4% IZ for very low to low income or 9 to 10% IZ for moderate income housing. Please correct me if I'm wrong, but it appears that leaves 90% or so of the new housing at market rate, and that's a recipe for gentrification. It would likely lead to the displacement of low-income folks and people of color from Arcata. Unless you provide other mechanisms to ensure that the new housing is affordable (such as cooperative housing, land trusts, etc), it won't be affordable for most low-income and very low-income residents.

As Fred Weis suggests, "What would work is a clearly-written Implementation Measure for adding Inclusionary Zoning to the Land Use Code. The intention must be clear and the Implementation Measure should be declared as immediate."

One Lane Streets on G and H Streets:

I like what you've done by making the plaza car free on Saturdays. But I think it is a very bad idea to turn G and H Streets into one lane roads. This is bound to negatively impact the downtown businesses and the Farmers Market. People won't care to drive into Arcata if it's too congested and there's no place to park. That might be the idea, but the businesses and the Farmers' Market will suffer. A better option is to lower the speed limits and put in traffic calming measures, like speed bumps. If people are forced to drive slower, it's less dangerous for pedestrians and bikers. You might also consider putting in satellite parking and offering

shuttles to the downtown businesses on and near the plaza. This would help to cut down on congestion and excessive dependence on cars to get around. And please act as soon as possible to slow traffic along K Street and Alliance before another pedestrian gets killed!

Toxic dust and contaminated soils near schools and residences:

I am deeply concerned about the potential for some of these projects to stir up contaminated soils and release toxic dust into the air near schools and residences. In our zeal to get housing built, we should not ignore potential safety risks and hazards like contaminated soils from brown sites. To ensure the well being and safety of everyone, we shouldn't be building in areas that are former brown sites that need to be cleaned up, such as the former Roger's garage site, across from the Jacoby Crwek School on Old Arcata Road, or the pickup area for the Arcata High School students (near the railway tracks) along Alliance Rd or along Old Arcata Road, across from the elementary school.

Such concerns have previously been raised by Californians for Alternatives to Toxics (CAT's) Executive Director Patty Clary, who said the dust around railroads and other brownfield sites pose a hazard. "The ties, ballast and soil under railroad tracks and the soil around them are well established to be saturated with long-lasting and dangerous chemicals including everything from reproductive toxins such as deadly dioxin, creosote and polycyclic aromatic hydrocarbons which should not be distributed within the neighboring environment," she said, adding that she was "shocked" to see the amount of dust being blown around by the demolition.

Respectfully,
Lisa Pelletier
Arcata resident

From: [REDACTED]
To: [David Loya](#)
Cc: [Karen Diemer](#); [Meredith Matthews](#)
Subject: Neighbors deserve a say in the zoning/ planning of their neighborhoods (Pursuant to the General Plan 2045 and the GAP Plan)
Date: Wednesday, May 29, 2024 1:26:12 PM

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

(Submitted pursuant to the General Plan 2045 and the GAP plan for the May 29, 2024, and June 5, 2024 public hearings.)

From Lisa Pelletier, Arcata resident

Dear Members of the Arcata City Council a.d Planning Commission,

Regarding the Gateway Plan and General Plan 2045 updates, I have a few areas of concern: Zoning; Failure to include the full-width L Street linear park in the GAP code; Building heights and lack of a plan for fire safety; Preservation of open space and greenways; Lack of a fair and thorough process due the rushed nature of the proceedings at PlanCo and City Council meetings.

Additionally, local resident Fred Weis pointed out a great many errors in the GAP and General Plan 2044 documents that have **not** been corrected. In his words:

'The Planning Commission cannot possibly provide a "recommendation" for the General Plan, Gateway Area Plan, and the Gateway Code, for a very simple reason: These documents are not ready. The documents are filled with errors. Dozens of errors, big and small. Zoning mistakes, Low- and moderate-income housing Inclusionary Zoning mistakes, policy mistakes, and just plain ordinary mistakes.'

Zoning:

So far, many of the decisions concerning the proposed zoning and planning for various neighborhoods has been top down, without having first consulted with the community members affected. A few months ago, former Councilmember Dave Meserve complained that his neighborhood was combined with the Craftsmans Mall area and rezoned before planners had consulted with any of the neighbors in his area. In fact, they weren't even notified. As Fred Weis points out:

"The General Plan still contains the "implementation measure" to **rezone the Bayview, Northtown, Arcata Heights (Upper I & J Streets), and Sunset neighborhoods for four-story apartments** and "local-serving commercial uses" throughout the residential and historic neighborhoods. (With the State density bonus law, these can be six story buildings -- and the bonus can be triggered by subsidized student housing.) "Local" or "Neighborhood -serving commercial uses" includes such as

convenience stores, hair salons, coffee shops, small retail stores, sandwich shops and restaurants, and so forth."

Do you plan to get buy-in from these residents (or of other neighborhoods) to see if they want their neighborhoods rezoned? Neighbors deserve a say in the zoning and planning of their neighborhoods! Please add language in the General Plan to reflect that.

The Omission of the Full-Width Linear Park:

One of the most glaring errors is that "the planning for the future L Street corridor linear park and Woonerf is still not in the Gateway Code." The community fought a long, hard battle to see that the full-width linear park and Woonerf be included in the GAP plans for L Street. The city council directed the planners to take the necessary steps to see that it's done. Yet, the city's Development Director David Loya sat on this for eight months, and still hasn't done anything to follow the council's directive. This is disrespectful to the council and the community. Please correct this egregious omission a.s.a.p.

Also, we don't want the L Street corridor linear park to be overshadowed by tall buildings on either side of the path. This doesn't square with the community's vision for the park to have the sunlight shut out by a canyon of tall buildings looming over it.

So please, as Fred Weis suggests, "Reduce the height and scale of buildings that are directly adjacent to the new L Street corridor linear park. Currently can be 5, 6, and 7-stories."

Building Heights and Fire Safety

I have concerns in general about imposing taller buildings on neighborhoods throughout Arcata, and not just the Gateway Area. It's not just the fire safety issue, although that is of paramount concern. But the residents of the various neighborhoods in Arcata **deserve a say** in the zoning of their little pockets of the City. We don't need or want Gateway policies, especially concerning building heights, imposed on us cookie-cutter style to resemble the Gateway Area. Our neighborhoods are distinct and we would like a say in how they look and feel.

As for the fire safety issue, if there was a fire today at the four story Sorrel Place apartment complex, the Arcata Fire District would **not** have the means (staff, equipment, training, a laddered fire truck or the funding) to fight the fire or evacuate the building, as the fire chief has made clear. And the City would be liable for its failure to have a fire safety plan in place in advance of building this structure. This underscores the need to have a safety plan in place BEFORE you start planning to build higher structures (above 3 stories).

Fred Weis says it best:

..the Arcata Fire District has formally sent a letter to the City Council, stating "we believe it would be imprudent to approve building permits and begin occupancy in the envisioned residential buildings" -- the buildings envisioned in the Gateway Area Plan, that is.

"It's being studied, which is good, but **a study is not a solution**. Getting the funding for facilities, equipment, personnel, and training is not expected to be easy.

"A recent increase in drama comes from the AFD Board President requesting that this letter "be included as written public comment to be provided to the Planning Commissioners."

"Community Development Director David Loya did not do this. Instead he put in a minimalized, watered-down, and fairly meaningless four sentences on this issue. I've been encouraging the Planning Commissioners to read the original letter..."

"What the AFD's letter means in terms of legalities, responsibilities, and liability, we don't know. As to how the Arcata Fire District is dealing with the taller buildings in downtown Arcata (Sorrel Place, Plaza Point) or the Behavioral & Social Sciences building at Cal Poly: 'We've basically been lucky,' the Commission was told."

I fully concur with Fred Weis' remarks in this regards.

Preservation of Open Space and Greenways:

As Lisa Brown, former member of the Open Space Committee, stated during public comment on January 3, 2024, she had sent you a letter with the original language of the General Plan policy from twenty years ago concerning the management of Arcata's diversity of resources, including interpretation and recreational use. In her comments, Ms. Brown said:

'The following language has been added to the end of this policy, "allows for development of open space lands" contrary to the original policy. The added language reads, "Allow for the development of existing vacant and underutilized properties with low natural resource value as a strategy to permanently protect high resource value open space and provide high quality open space." '

"I am strongly opposed to this policy addition. This is a departure from past and current directives and policies to preserve and protect our open space lands by utilizing infill development as opposed to resource land development. We do not have to look too hard to see where the City is taking underutilized and damaged resource lands and transformed them into the treasured jewels of our community they are: the Arcata Community Forest, Arcata Marsh, etc."

"One important purpose of the Gateway policies and the proposed General Plan 2045 is to continue to protect Arcata's resource lands. If we begin to pit our natural resource lands against each other for their presumed value, at any given moment in time, we depart radically from the community's strong commitment to protect our natural resource and open space lands both inside and outside of city limits."

I fully agree with Ms. Brown's comments and I urge you to commit to protecting our natural resource and open space lands in Arcata, as well as outside its boundaries. I also urge you to be consistent in this and please don't make exceptions for developers to exploit wetlands, such as those bordering the Lazy J Mobile Home Park near Mad River Hospital. According to Ms. Brown, this is some of the most fertile agricultural land in Humboldt County. It could be preserved for community gardens, at the very least.

We would like to keep at least 50% open space of these wetlands and open space that was protected by the language in the previous General Plan, and 100% of existing Greenways and agricultural lands throughout the City. This is a vital part of our open space that Arcatans have fought hard to preserve over the years. It helps the eco-system and adds to the distinct character of our city (the fact that we still have an abundance of green space).

Finally, Fred Weis suggests the following language be added to the GAP plan: "If Gateway developers don't include parks and instead pay the "in-lieu" fees, that money should go to purchase and create parks **in the Gateway area** -- not to maintain a park that is a mile or two miles away."

Again, I agree with Fred Weis and Lisa Brown in this regard.

Lack of a fair and thorough process due the rushed nature of the proceedings:

Until fairly recently, all the focus has been on the Gateway Area Plan, so we haven't had much discussion of the General Plan and what we (residents) want to see in our individual neighborhoods. The community deserved more of an opportunity to weigh in on the General Plan. Please note that the previous General Plan was debated over a period of several years with ample opportunities for the public to weigh in.

That wasn't the case with the current General Plan update for 2024. For several months last Spring, just as you got around to discussing the General Plan, the process for public comment was curtailed at the Planco meetings so that people's right to speak on agenda items was severely limited. And, as Fred Weis notes, the agendas for meetings were too confusing, as staff was constantly conflating the Gateway Plan with the General Plan, confusing everyone. The public deserved clear language about what was up for discussion.

Also, as Fred Weis mentioned recently, there are numerous errors in both documents that need to be corrected. The GP 2045 and GAP documents are simply **not** ready for a final vote up or down. We need several more sessions, whether it takes several weeks or months, to iron out the problems and come up with the best, or even just well-thought out, GP 2045 and GAP plans possible.

I appreciate everyone's efforts and hard work. But thus far, the process has been overly rushed, often unfair and poorly conceived. Consequently, I don't think you will have the widespread buy-in from the community that you're hoping for. Please take the time to get this right! Your community will love you for it. Thanks.

Respectfully,
Lisa Pelletier
Arcata resident

From: [REDACTED]
To: [Meredith Matthews](#); [Kimberley White](#); [Alex Stillman](#); [Sarah Schaefer](#); [Stacy Atkins-Salazar](#); [David Loya](#); [Karen Diemer](#); [Dan Tangney](#); cfigueroa@cityofarcata.org; [Scott Davies](#); [Matthew Simmons](#); [Peter Lehman](#); [Abigail Strickland](#); [Joel Yodowitz](#); [Millisa Smith](#)
Subject: Zoning Administrator and Ministerial Review (Pursuant to General Plan 2045 and the GAP plan)
Date: Wednesday, May 29, 2024 9:49:18 AM

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(Pursuant to General Plan 2045 and the GAP plan)

From Lisa Pelletier, Arcata resident

Dear Members of the Arcata City Council and Planning Commission,

In a recent newsletter, Fred Weis (Arcata .com) has alerted the community to the fact that "limits any future legal challenge to matters that were brought forward just at that hearing - either verbally or in writing." For this reason, I intend to address a host of concerns, so please bear with me. The General Plan 2045 and the GAP plan are long and detailed, so while I'll try to keep my letters as brief as possible, I can't guarantee it. I appreciate your understanding.

I will start by addressing the issue of the Zoning Administrator and ministerial review. I will address other concerns I have in separate letters before the meeting tonight. I would like them to go in the public record.

Zoning Administrator and Ministerial Review:

First, and perhaps most alarming (other than the fire safety issue) is the amount of power delegated to one person, the zoning administrator (David Loya) to approve buildings up to 4 stories. As Mr. Weis points out, previously this was for buildings up to 3 stories, and Planning Commission Chair Scott Davies said that this would not be changed. However, it was changed to 4 stories without any public discussion and was not recorded in the "tracked changes" document. This is bad, and could lead to potential lawsuits.

In any case, I agree with Fred Weis that it is inadvisable and lends too much power to one individual to make decisions that will significantly impact our lives. As Mr. Weis says, "I would far rather have the seven sets of eyes, brains, and the collective experience and sensibilities of the entire Planning Commission -- **every single project.**" I fully concur. All projects should go before the Planning Commission.

Mr. Loya is an unelected official unbothered to the public. While it's true that planning commissioners are appointed, not elected, there is a much fairer process in which the entire panel deliberates and the public has ample opportunities to weigh in publicly (where the meetings are recorded). The commissioners answer directly to the city council, whereas Mr. Loya often directs proceedings of council matters (which seems inappropriate; isn't that the city manager's job?). In my humble view, he already has too much power with the council, over and above that of the citizenry.

With no disrespect intended, Mr. Loya does **not** have the trust of large swaths of the

community to be making these decisions on our behalf. Moreover, Mr. Loya has an obvious conflict of interest, as it is in the nature of his job to try to attract developers to Arcata. There's simply no way he can be objective or fair when it comes to hearing the concerns of residents who will be impacted by his projects. He's not about to overrule his staff, or even offer mitigations to a project, as I've personally witnessed during a recent hearing of the zoning administrator regarding a project in my neighborhood.

We have seven perfectly good and thoughtful planning commissioners to make these decisions. That's where the power should lie, not in one inherently biased individual. The position of "zoning administrator" should be done away with, in my opinion. It will just lead to potential lawsuits and dissatisfaction among residents who don't feel heard. It is inherently undemocratic and unfair to give one individual that much power.

I'm also alarmed at the way Mr. Loya "regularly refers to 'ministerial review' as though it were a virtual automatic approval process that is done by a single person" (to quote Fred Weis). As Mr. Weis says, this is simply **not** true. Ministerial review also includes review by the Planning Commission.

Mr. Loya needs to decide whether he serves the public or his own interests, because it is not a good look to be amassing power to oneself. If you must have a zoning administrator, please find someone else - someone who can be fair and objective. But these decisions would best be left to the Planning Commissioners who have the trust of the public and can be held to account in transparent processes. Thank you.

Respectfully,
Lisa Pelletier
Arcata, CA

From: [REDACTED]
To: [Meredith Matthews](#); [Alex Stillman](#); [Stacy Atkins-Salazar](#); [Sarah Schaefer](#); [Kimberley White](#)
Cc: [Karen Diemer](#); [David Loya](#)
Subject: Certain topics of GP, GAP -- Suggestions for review and revision -- Gateway Area Plan, Gateway Code, Program Environmental Impact Report, and General Plan Comprehensive Update.
Date: Wednesday, May 29, 2024 1:24:14 PM

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To: Honorable Mayor Meredith Matthews, Vice-Mayor Alex Stillman, Councilmembers Stacy Atkins-Salazar, Sarah Schaefer, and Kimberley White.
CC to: Community Development Director David Loya, City Manager Karen Diemer

From: Fred Weis
Date: May 29, 2024
Subject: Suggestions for review and revision of certain topics of the Gateway Area Plan, Gateway Code, Program Environmental Impact Report, and General Plan Comprehensive Update

Note: This document is submitted pursuant to §1094.5 for the May 29 and June 5, 2024, public hearings and other dates as may be the case.

Dear Mayor and members of the Arcata City Council --

As you must be aware, the Council is in a difficult situation here. You are being asked to approve a set of documents that are incomplete.

Why the Community Development Director and the Planning Commission chose to provide you with deficient documents is an entirely separate conversation. The important thing now is to repair the documents.

To the extent that I can, I am going to put aside what I want. (With some exceptions, of course.) I will state "**In my view**" marked in purple as is appropriate.

Instead, I will offer what I see as **what it will take to get these documents into a form that you can, with honesty and integrity, vote to adopt them.**

Included here are, in my view, the more important or easily fixed missing or incorrect items. There are other issues in these documents -- some big ones. But here I am only listing ones that can be quickly fixed.

I hope this is helpful.

Finally, if you could use 2-1/2 minutes of comic relief, the audio and lyrics of a then-famous folk music group called **The Gateway Singers** performing "The Ballad of Sigmund Freud" from 1958 is at arcata1.com/the-gateway-singers-ballad-sigmund-freud

Thank you.

-- Fred Weis
707-822-4400

How this memo is organized -- to make this easier for you.

Starts with a list, then greater detail, then even more specific detail.

1. **Contents:** A list of the topics
2. **Bullet points:** Short explanations of the topics
3. **Longer explanations** and links on some (not all) topics.

Contents

GP = General Plan GAP = Gateway Plan

The 5 largest issues -- In order of importance:

1. Inclusionary Zoning -- **easy to correct** (GP)
2. Protect the linear park and "woonerf" (GAP)
3. Ministerial Review (GAP)
4. Remove "LU-9" Implementation Measure for upzoning of Bayview, Sunset, Northtown, upper I & J Streets neighborhoods. (GP)
5. Consider removal of LU-1f "Development of a diversity of housing types."

Also significant -- and some are easy to change

1. Protect the L Street corridor trail -- General Plan Policy CM-5e-7 -- **quick and easy to correct** (GP)
This change is very easy and will greatly help public perception.
2. Environmental Impact Report issues. States requiring central air conditioning as mitigation for traffic noise. Numerous errors of fact. In terms of a potential lawsuit, I believe the existing Final EIR is vulnerable.
3. No requirement for indoor bike storage / secured bike parking -- **quick and easy to correct** (GAP)
Increase the requirement for short-term bike parking (currently inadequate) (GAP)
4. "Tenement housing" policy -- **quick and easy to correct** (GP)
5. Gateway Area Plan policies that were transferred to the General Plan -- some need re-wording (GP)
 - o **IMPORTANT:** In my view any Gateway-worded policies that are in the General Plan should be re-worded or removed before the 5-person City Council has any discussion on the General Plan.

As long as there are Gateway-specific policies that were transferred to the General Plan and not re-worded with general City-wide wording, **the City is vulnerable to a negation of the approval vote**, on the basis of disregarding the FPPC recusal rulings. The word "Gateway" and Gateway-appropriate policies can be in the General Plan, of course.

But a policy cannot, **in my view**, be worded as it had been -- as though it were in the Gateway Area Plan. Such as General Plan policy D-8n: "Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that provide...." **In my view** that is worded as a policy for the Gateway area only.

6. Overall notes and comments

Bullet points

GP = General Plan GAP = Gateway Plan

1. Inclusionary Zoning -- **easy to correct** (GP)

- There are no currently no specifics on Inclusionary Zoning.
- The Council has agreed on the actual numbers, so adding Inclusionary Zoning should be easy.
- The Community Development Director wants the specifics of Inclusionary Zoning to be in the Land Use Code. This is okay.
- What would work is a clearly-written **Implementation Measure for adding Inclusionary Zoning to the Land Use Code**.
- Possible wording for this Implementation Measure is below.
- The intention must be clear.
- The Director may say that an Implementation Measure is not needed. **In my view**, it is absolutely needed. Without it, you have nothing. The Implementation Measure should be declared as immediate.

2. Protect the linear park and "woonerf"

- This has been discussed many times. The current Gateway Code gives no protection to the L Street linear park and woonerf area.
- The "woonerf" section of the L Street corridor linear park needs to be defined, with aims and goals.

(Note: The way we've been using "woonerf" here in Arcata is not strictly speaking what a woonerf is. We can discuss this at another time. I believe many of us are in agreement about what we are looking for Arcata for this.)

- The article on Arcata1.com that speaks to this is:
A successful woonerf and linear park in the L Street corridor needs Gateway Code policies
arcata1.com/a-successful-woonerf-and-linear-park-in-the-l-street-corridor-needs-

[gateway-code-policies/](#)

Note: That article calls for commercial storefronts along the woonerf section. That may not be feasible, and I will modify that suggestion.

- A simple change will go a long way. **In my view**, more is required -- but what's outlined below would be a big improvement.
- **A system for partial protection of the linear park already exists in the Gateway Code but is not now applied to the linear park.**
- It is written for "Privately Owned Publicly Accessible Open Space" **but could apply to the woonerf section of the L Street corridor.**
- Please see: "Figure 2-61: Privately Owned Publicly Accessible Open Space" in the Gateway Code. See **page 60** in the current "May 14, 2024 v2 Resolution No. PC-24-05" version.
www.cityofarcata.org/DocumentCenter/View/14200/Gateway-FBC20240514_PC-Adopted or
arcata1.com/general-plan-gateway-area-plan-gateway-code-latest-versions/#gateway-code

Paragraph 8 starts with "In order to activate and enliven open space areas, the following shall be required on sites with ground-floor non-residential uses."

- This change would still not project the L Street corridor linear park and woonerf from solar shading caused by adjacent taller buildings. **More work will be needed.** But it would be a start.
- **Consider having creation of the Linear Park and Woonerf area as an Implementation Measure** in order to be certain that the needed protections take place.
- Solar shading of the linear park is not a theoretical matter. **In my view**, this is not a question of a "trade-off" or an accomodation for providing housing. If the L Street linear park is in shadow for all but a few hours of the day -- Spring, Summer, Fall, Winter -- then **in my view** we will have failed to create and preserve a vital, vibrant, wonderful area of Arcata.

3. Ministerial Review: The Zoning Administrator (David Loya) would be the single person approving buildings up to four stories. (GAP)

- This is a large issue, and can be put off until the June 5 meeting or longer if needed.
- As the change to the Gateway Code states, the Zoning Administrator (David Loya) would be the single person approving 4-story buildings.
- For almost a year, it was set that 4-story buildings would go to the Planning Commission.
- **Despite the Planning Commission Chair stating that this would not be changed, it was changed.**
- The change was made by the Community Development Director, **without any discussion** with the Planning Commission.
- The change was likely made to clear up a poorly-written section of the Gateway Code.
- **The change is not shown as a "tracked change" in the Gateway Code document.**

- To make such a substantial change without having this be clear to the PC and the Council **is a very bad process**.
- **In my view:** For at least five projects or five years -- or longer -- all Gateway projects should come before the Planning Commission. There is very little downside to this, and much strength for improvements to the projects. See below for more on this. It is likely the Community Development Director will disagree -- but for different reasons than what I am talking about.

4. Remove "LU-9" Implementation Measure for upzoning of Bayview, Sunset, Northtown, upper I & J Streets neighborhoods. (GP)

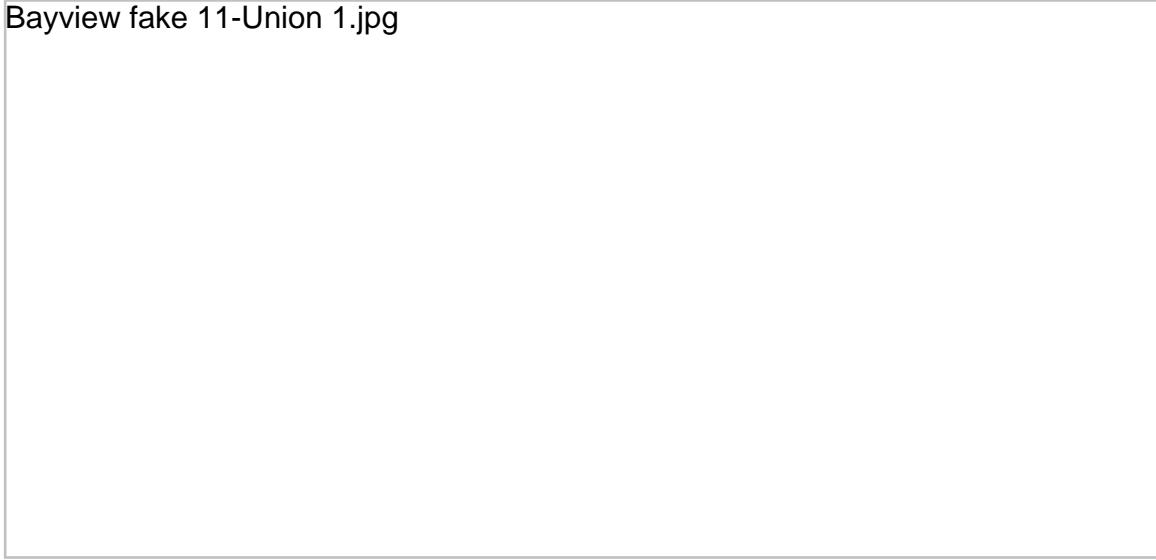
- By having this as an Implementation Measure, it is almost guaranteed that this will be accepted as General Plan policy.
- **In my view this should be the other way around.** I suggest removing this from the General Plan as an Implementation Measure. The General Plan can be amended to include this re-zoning later if a future Council so wants.
- As it is, it would be very easy for a Planning Commission two years from now enact this Implementation Measure. To include this as an Implementation Measure would show the Council's support of it.
- This measure would allow four and possibly five-story (with State density bonus for low-income student housing) buildings in a Neighborhood Conservation area.
- The clause "Rezone in Neighborhood Conservation Areas should recognize key design characteristics of these neighborhoods." has already proven to be easily over-ridden and of very little value.
- Even more important and more likely in my view is the addition of "Local" or "Neighborhood-serving commercial uses" includes convenience stores, hair salons, coffee shops, small retail stores, sandwich shops and restaurants, and so forth.

These would be approved, likely, by the Zoning Administrator. If an existing single-family rental home were to be converted to a coffee shop/sandwich shop (open 12 or more hours a day) or to office use, the neighbors would not even have to be informed, as the change would be permitted.

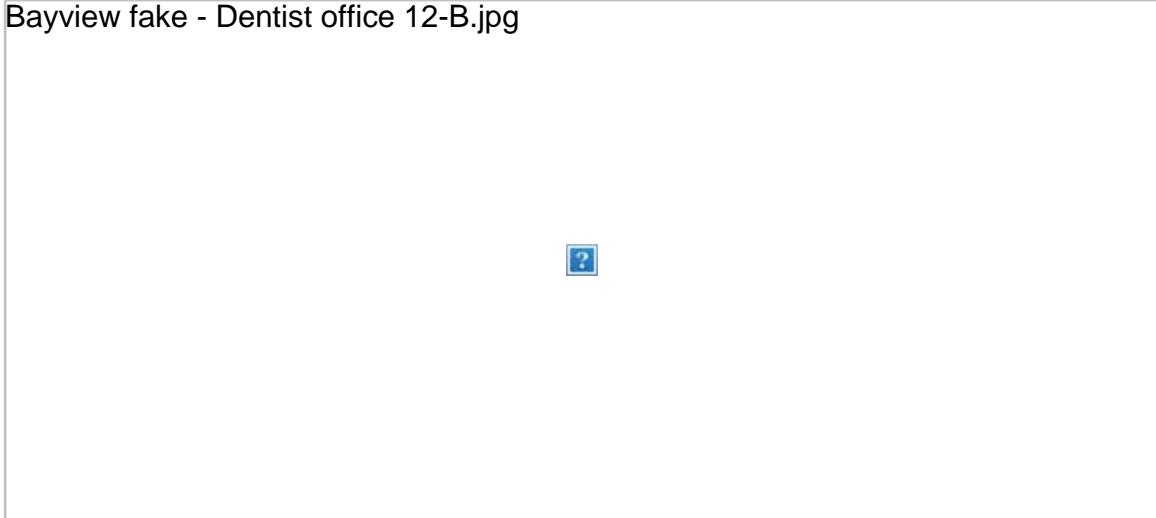
- For a fictitious representation of what four-story buildings might look like in the Bayview neighborhood, see:
Four-Story Buildings do not belong in the Bayview, Sunset, and Upper I & J Street Neighborhoods

arcata1.com/no-4-story-buildings-in-bayview-sunset-i-j-streets/

Bayview fake 11-Union 1.jpg



Bayview fake - Dentist office 12-B.jpg



5. Consider removal of LU-1f -- "Development of a diversity of housing types." (GP)

- This policy calls for "**an appropriate balance between single-family housing on individual lots and multi-unit housing types.**"
- This is a carry-over from the General Plan 2020.
- **In my view**, this policy is obsolete and invites liability.
- **In my view** this cannot possibly be accomplished as described.
- **In my view** this is essentially **an invitation to a future lawsuit** from the Realtor or builders associations.
- Please consult with the Community Development Director on any potential downside to **just removing it entirely**.

Also significant -- and some are easy to change

1. Protect the L Street corridor trail -- General Plan Policy CM-5e-7 (GP)

- This is a very minor issue -- and quick and simple to fix.
- **This change will greatly help public perception.**
- The current policy looks as though it protects the L Street trail. But as it is worded, it does not.
- The "no net loss of trails" part of the policy is very good. The Council has already voiced your support of that. But when wording on the L Street trail was inserted into the policy, it was not written so as to absolutely prevent that trail from being moved.
- **In my view**, it is very unlikely that the L Street path will be moved. So why not put this into writing?
- **In the interest of reducing the anxiety of people who are currently upset, Policy CM-5e can be easily modified.** Adding or changing ten words or so will take the Council three minutes to accomplish. If you choose to do this before oral communications, it will save time, I would think -- **and change complaints into gratitude.**
- Suggested alternatives for changes to the wording of this policy are below.

2. Environmental Impact Report issues.

- There are too many errors in the Draft EIR and Final EIR to list here -- errors of fact.
- **In my view** this is a highly potential "attack point" for the City's vulnerability to a future lawsuit.
- It is clear from the timing and lack of discussion that the Planning Commissioners did not review the Final EIR document.
- **As just one example**, the EIR recognizes that **traffic noise** may have already exceeded allowable standards in certain sections of Arcata, including along Alliance Road and K Street. **What is proposed as a "mitigation measure"** is to have the the developers -- at their expense -- do an accurate sound-level measurement survey (which the EIR engineers did not do -- instead they relied on data from 1997). And then -- and I am not making this up -- **require the building's developer to install a central air conditioning system**...so that tenants can keep their windows closed, in order to keep the noise out.
This is wrong on so very many levels, not the least of which is **climate-change issues from energy use** from air conditioning.
A more appropriate mitigation measure would be to have the traffic on Alliance and K Street slow down. Lower speeds equate to less traffic noise. But that is not what the EIR supplies as a mitigation.
- The Environmental Impact Report is deficient in dozens of ways. It is just a report, and does not have to be factual. **But: By voting on it and certifying it, the City Council is attesting to your approval.** If that's not what you want to do, then

schedule an extension to study this further.

3. No requirement for indoor bike storage / secured bike parking -- **quick and easy to correct**

Increase the requirement for short-term bike parking (currently inadequate) (GAP)

- The Gateway Code does not require indoor bicycle storage for tenants or employees.
- The Community Development Director told the Planning Commission that indoor storage was required, multiple times. This was not true.
- In the current Code, all that's required is that there be a security camera. It is not even required that there be a fence.
- How this got past the bicycle-advocate community here in Arcata is a mystery to me.
- To see pictures of what indeed is possible according to the Gateway Code, see What does the Gateway Code say about Tenant and Employee bicycle parking? arcata1.com/gateway-code-tenant-employee-bicycle-parking/
- Short-term bike parking (restaurants, stores, friends visiting, office visits, etc) is inadequate.
- A 2,000 sq.ft. restaurant that could hold 80-100 diners would be required to have **only 4 bike parking spaces**. For the staff of that restaurant, it would require only 1 space. **In my view** this sends the wrong message about what we are promoting in Arcata on bicycle use.

4. "Tenement housing" policy (GP)

- Very simple to correct.
- The LU-2b policy had said:

"Tenement housing shall be allowed in zoning districts where applicable."

The City Council wanted this line removed. Instead, this was **incorrectly** changed to:

"Co-housing shall be allowed in zoning districts where applicable."

- We all agree that "tenement" is a terrible choice of words. There is a definition of "tenement housing" that fits what the policy refers to, but it's a non-typical use.
- **"Co-housing" is not what this is.** That is an error.
- What this policy is referring to is: Housing that has a shared bathroom and, optionally, shared kitchen arrangements. Some SRO housing is in this category, but not (I think) all SRO housing.
- **In my view** the concept for this style of housing is sound. As a personal aside, I lived in a "no kitchen at all, bathroom down the hall" long-term hotel housing as a community college student in my 20s for 1-1/2 years, and it worked great for me. I'm very fond of this style of housing as an economical alternative.
- It can be put in the General Plan as just what it is:
"Housing that has a shared bathroom and, optionally, shared kitchen arrangements shall be allowed in zoning districts where applicable."

- The Community Development Director may say that this is already allowed, and does not have to be concretely stated. **In my view there is a definite advantage to stating this explicitly.**

5. Gateway Area Plan policies that were transferred to the General Plan -- some need re-wording (GP)

- There were (I think) 86 or 87 policies that were developed for the Gateway Area Plan that were transferred to the General Plan.
- Some require further re-wording, as they still are worded as specific to the Gateway area.
- Examples include D-8n and D-9o (General Plan page 5-17, PDF page 212)
- As the Council knows and has discussed, there are four Opportunity Zones, of which the Gateway area is one. In time, each will have their own individual form-based code and (likely) community benefits program. Policy LU-1y states this clearly.
- Therefore, any reference to "**the form-based code**" or "**the community benefit program**" as a singular (not plural) code or program needs to be corrected. Examples are: LU-3f, LU-1t, 5.2 Policies. Gray areas (could be improved) include LU-1aa, D-8, D-8a, and the Contents. Correct usage is LU-1y. This is non-negotiable. **In my view** it is a matter of simple English. The Community Development Director has disagreed.
- **IMPORTANT:** As long as there are Gateway-specific policies that were transferred to the General Plan and not re-worded with general City-wide wording, **the City is vulnerable to a negation of the approval vote**, on the basis of disregarding the FPPC recusal rulings. The word "Gateway" and Gateway-appropriate policies can be in the General Plan, of course. But a policy cannot, **in my view**, be worded as it had been -- as though it were in the Gateway Area Plan. Such as General Plan policy D-8n: "Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that provide...." **In my view** that is worded as a policy for the Gateway area only.

Overall notes and comments

- What I have listed here are not all the issues in these documents. As I have noted elsewhere, the Gateway Code was in many ways written in an imprecise and sloppy manner. Some of that has been corrected and some not.
- There are a variety of policies and topics that **in my view** do not reflect the discussions of the City Council and of the Planning Commission -- and particularly do not reflect the conversations and recommendations of some City Committees.
- I have noted in this memo some of the areas in which **in my view** the City is opening itself to **potential future legal action**. Much of these vulnerable areas can easily be fixed.
- While there has been much commendable effort to remove misspellings, typographical errors, and other accepted English-language efforts from these City

documents, some still remain.

- There are still a substantial number of factually-incorrect statements and information in these documents. Whether this matters or not is up to the Council. For example, to refer to the Tom Perret's Tomas / Open Door Clinic building as "a one-story metal industrial building" is about as false a description as it can be.
- **It is my view that the Planning Commission has not done its job.** They have not supplied you, the City Council, with documents that can be approved. **In my view** this has made your task a great deal more difficult. Your choices include:
 - Noting what you want changed, and returning the documents to the Commission.
 - Making the changes you'd like to see on your own.
 - Accepting what are **in my view** deficient documents.
 - A blend of the above.

Important:

- Over this past time of over two years, the Community Development Director has made notes about revisions and additions as discussed by the City Council and the Planning Commission.
- In what I regard as a too-great number of cases, the revisions he has made to the General Plan and Gateway Area Plan documents were deficient or incorrect.
- **In my view** it has been far too often the case that in those areas where he disagreed with the decisions of the Council or Commission, there were errors, omissions, or a complete disregard for decisions of the Council or Commission. This can be documented.
- **In my view** I regard this a very unfortunate situation. This is why, **in my view**, I do not regard the Community Development Director as reliably interpreting the decisions of the City Council or Planning Commission.
- This can be seen in small items -- such as the Council's directive to remove the line on "Tenement housing" and seeing the Director instead insert "Co-housing" as his choice of wording -- and on very large matters -- including a failure **in my view** to adequately plan for the Linear Park and Woonerf in the L Street corridor.

I wish the Councilmembers the best of good wishes in getting these documents straightened out.

Miscellaneous notes and further information

Not complete, but may be useful as included here.

1. Inclusionary Zoning (GP)

Foremost of what is absent is any specifications on Inclusionary Zoning. The Council has agreed on the actual numbers, so adding Inclusionary Zoning should be easy. The Community Development Director wants the specifics of Inclusionary Zoning to be in the

Land Use Code. The Land Use Code is not being discussed at this time.

What would work is a clearly-written **Implementation Measure** for adding Inclusionary Zoning to the Land Use Code. It would be listed in the Land Use Element of the General Plan, likely on page 2-26 with the other Land Use Element Implementation Measures. It would be worded somewhat like LU-1, such as:

LU-10 City-wide Inclusionary Zoning.

Revise the City's Land Use Code so that land use regulations provide for Inclusionary Zoning in a manner that is consistent with figures and specifications as determined by the Community Development Department and City Council.

Time Frame: Year 1.

This can be worded differently, but the intention must be clear.

2. Protect the linear park and "woonerf" (GAP)

See above.

3. Ministerial Review: The Zoning Administrator (David Loya) would be the single person approving buildings up to four stories. (GAP)

This is a larger issue than can be discussed at the May 29 meeting, I think. Tabling the discussion until the June 5 meeting (or later) may be more productive.

The building heights of projects that get approved by the Zoning Administrator versus by the Planning Commission **was changed**.

It was changed without any discussion, and the change is not shown in the "tracked changes" document.

Skip or skim this section if you want.

For almost a year, the draft Gateway Code had the approval of new building projects be set as Zoning Administrator approval for buildings **up to 3 stories** (40 feet height, actually -- **including** the roofline) and a Planning Commission hearing set for buildings at 4 stories (over 40 feet) and higher.

Even though Planning Commission Chair Scott Davies, at the Commission's April 23, 2024, meeting, said that this would not be changed -- that it was not open to discussion by the Planning Commission -- this level of building heights **was indeed changed**.

To be fair, the way this was written in the Gateway Code was clumsy. It needed to be improved. It was yet another example of the lack of attention to detail that we saw in the Gateway Code document.

But to change this at this late date -- and without any discussion or track-change notice -- is very bad...and wrong.

In his speaking, Community Development Director David Loya regularly refers to "ministerial review" as though it were a virtual automatic approval process that is done by a single person. **This is not true.**

The City's Form-Based Code consultant, Ben Noble, pointed out the differences between "zoning administrator" review and ministerial review that includes Planning Commission review.

Ben Noble spoke on Ministerial Review at his first workshop (remotely) on June 29, 2022. 1 hour 34 minutes

It starts at about 59 minutes in. On Youtube it's at: youtu.be/owRO-PuQA7M?si=3IBCKNOKZPrSgoht&t=3527

Unfortunately the voice is muffled.

On Arcata1.com is a **full transcription and enhance audio of the workshop**, with participants' questions, and a full table of contents so you can jump to the section you want.

The ~20-minute section on Ministerial Review is here: arcata1.com/ben-noble-fbc-june-29/#Recommended-M

What I believe is best for Arcata

With the notion of objective standards of the form-based code, a project must (by State law) in theory be approved if it meets the objective standards. But in the real world nothing is black and white. There is often room for interpretation. **I would far rather have the seven sets of eyes, brains, and the collective experience and sensibilities of the entire Planning Commission look at every project -- every single project.** As we have seen, if it's a good project, it sails right through.

With approval based on objective standards, this is not an adversarial situation. To repeat: The projects will be approved. **With Planning Commission participation, the projects will also be improved.** Very often the developers appreciate these suggestions.

The development of a Form-Based Code is new for Arcata. The Planning Commission recognizes that they will have to "tweak" and adjust the Gateway Code periodically -- after they see what policies of the Code and the Community Benefits Program are working and which are not.

If the Planning Commission does not see the projects at a hearing, how are they going to know "give and take" was part of the approval process?

By State law, these projects will be approved. And by having input from seven Commissioners -- plus input from the Community Development Director **and from the public -- a project will become even better.**

How Redwood City does Ministerial Review with their form-based code -- for 13 years now -- is shown at Redwood City has PlanComish review arcata1.com/how-redwood-city-handles-ministerial-planning-commission-review/

4. Remove "LU-9" Implementation Measure for upzoning of Bayview, Sunset, Northtown, upper I & J Streets neighborhoods. (GP)
See bullet points above.

5. LU-1f "Development of a diversity of housing types."

From the " May 29, 2024 Draft" page 2-9. PDF page 36. Highlighting added.

www.cityofarcata.org/DocumentCenter/View/14246/General-Plan-204520240529_WEB

LU-1f Development of a diversity of housing types.

The land use plan map shall provide enough 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 achieve an appropriate balance between single-family housing on individual lots and multi-unit housing types.**

From the General Plan 2020.

Land Use Element, page 2-9. Highlighting added.

www.cityofarcata.org/DocumentCenter/View/38/Chapter-2-Community-Development---1-Land-Use-Element-PDF

" LU-2b Diversity and choice in residential environments.

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 an appropriate balance between single-family housing on individual lots and multi-unit housing types.** The City shall encourage residential developments which collectively provide a variety of choices

Less significant, but still important

1. Protection of the L Street corridor trail -- General Plan Policy CM-5e-7 (GP)
This is a very minor issue -- and quick and simple to fix. As I have explained to the 20 or so people who have contacted me about this, the chance of the L Street trail being moved is very small. But as the "no net loss of trails" policy is written, the policy does not explicitly prevent the L Street trail from being moved.

The "no net loss of trails" part of the policy is very good. The Council has already voiced your support of that. But when wording on the L Street trail was inserted into the policy, it was not written so as to absolutely prevent that trail from being moved.

CM-5e has been controversial for reasons that can very easily be removed.

In the interest of reducing the anxiety of people who are currently upset, Policy CM-5e

can be modified. Adding or changing five or ten words will take the Council three minutes to accomplish. If you choose to do this before oral communications, it will save time, I would think -- and change complaints into gratitude.

The current policy looks as though it protects the L Street trail. But as it is worded, it does not.

Currently:

7. In general, retain **and expand** the current total linear feet of Class I trails within the City, **including the L Street segment of the Bay Trail North/Annie Mary Trail.** ~~even if~~ If current facilities must be realigned or relocated to other routes, **ensure no net loss of trail length and connectivity.** In limited circumstances, the City shall retain the discretion to allow an applicant to demonstrate removal or relocation of Class I Trail sections would improve active transportation access and connectivity. Collaborate with the Great Redwood Trail Agency and other landowners and agencies to retain and expand the Class I trail and Class 4 bikeways throughout the City.

Possible addition to CM-5e:

"This policy specifically does not allow sections of Class I trail in the L Street Corridor to be relocated or removed from that L Street Corridor, unless it is to be replaced with separated bicycle and pedestrian pathways within that same corridor."

Or simpler:

"The L Street corridor trail will not be relocated or removed out of the L Street corridor."

Or even simpler:

"The L Street corridor trail will not be relocated."

But there is some ambiguity here, in that "relocated" could mean just moving it a foot or two. So the 2nd wording is probably better.

Since the City (and David Loya) seem to be absolutely positive that the L Street Linear Park pathway will not be removed or relocated, it would make sense to add one sentence to the Policy so that any future reader knows exactly what is allowed and what is not allowed. It could be argued that the section of the Great Redwood Trail system that will be running through the L Street corridor will not be removed or relocated.

I say, great: **Let's put that in writing.**

The [Arcata1.com](https://arcata1.com/l-street-stays-in-place) article that covers this is <https://arcata1.com/l-street-stays-in-place> but not necessary for you to read it.

To: Arcata City Council
Re: L St. Linear Park/ Gateway Public Process
Date: May 29, 2024

“We expect too much of new buildings, and too little of ourselves.”
— Jane Jacobs, [The Death and Life of Great American Cities](#)

I've come to speak up for protecting the existing Rails with Trial Corridor/ L street Park as it crosses the *Gateway*. The City went to some effort 10 years ago to provide this multi-use path and it's worked well. It will one day connect to the Great Redwood Trail and it is becoming a community-supported place, the L Street Linear Park. I think any way these Gateway documents can reinforce this and build upon it should happen now.

Also, I am coming to speak about the *Gateway* as a not great public process. This process has been rich on meetings and miserly on options and listening. I think there should have been a community-based agreement on the existing assets of this area from the industry, to the arts, to the families, to the gentle Bay edge where so much life happens. We should have discussed infill and vs. development, increasing density vs. high density and what kinds of housing really could be built.

I feel the *Gateway* hatched nearly full grown from a lonely Covid nursery. From the first public iteration of the zoning plan in Dec. 2021, “The People’s Summary” on page 1 brazenly spoke for us, the People, before we had even been included.

In a video that I called “Shock and Awe” at the time, Rob Holmlund proposed a plan, “5 years in the making”! There were density studies, one-way couplets, key opportunity sites, FARs, 8-story buildings and places called the Gateway Barrel District (language is familiar....) An intricate game board had been engineered where industrial uses were sent packing and developers traded chips with the City for stream-lined development that would, of course, be well-designed!

My impression is most people were overwhelmed by the 110 page Gateway document. You can have a million meeting, but if the plan is hatched “5-years in

the making!" and there are FARS and RHNA's, the people are not going to feel that they are able to participate. My impression also was City Staff felt they needed to show the State that Arcata keep providing the 4 categories of housing per gov code 65584. These things have contributed to a flawed public process.

Best,

Martha Jain

Martha Jain, Architect

[REDACTED]

Arcata, CA

[REDACTED]

Arcata, CA

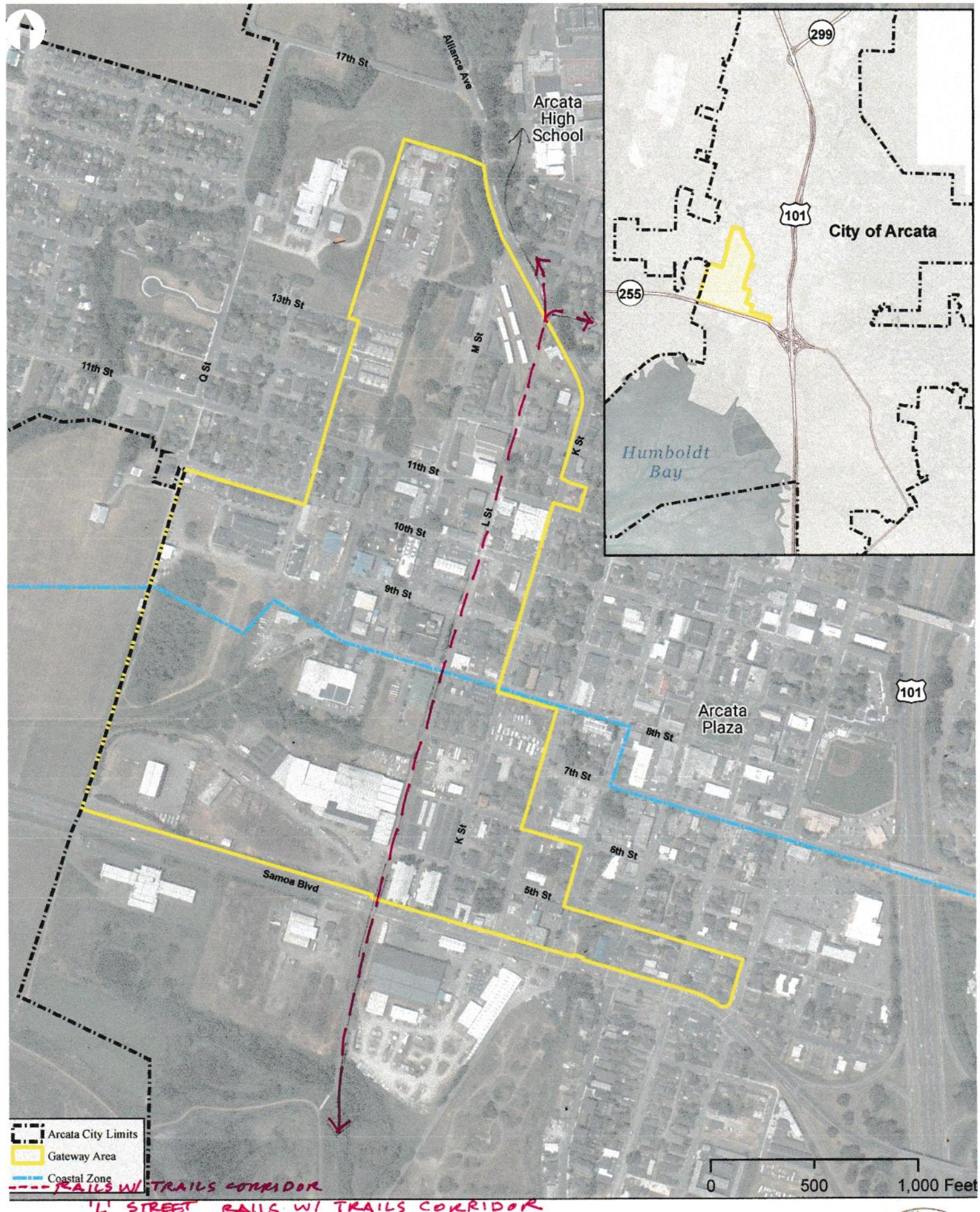


Figure 1: Gateway Area Plan Boundary

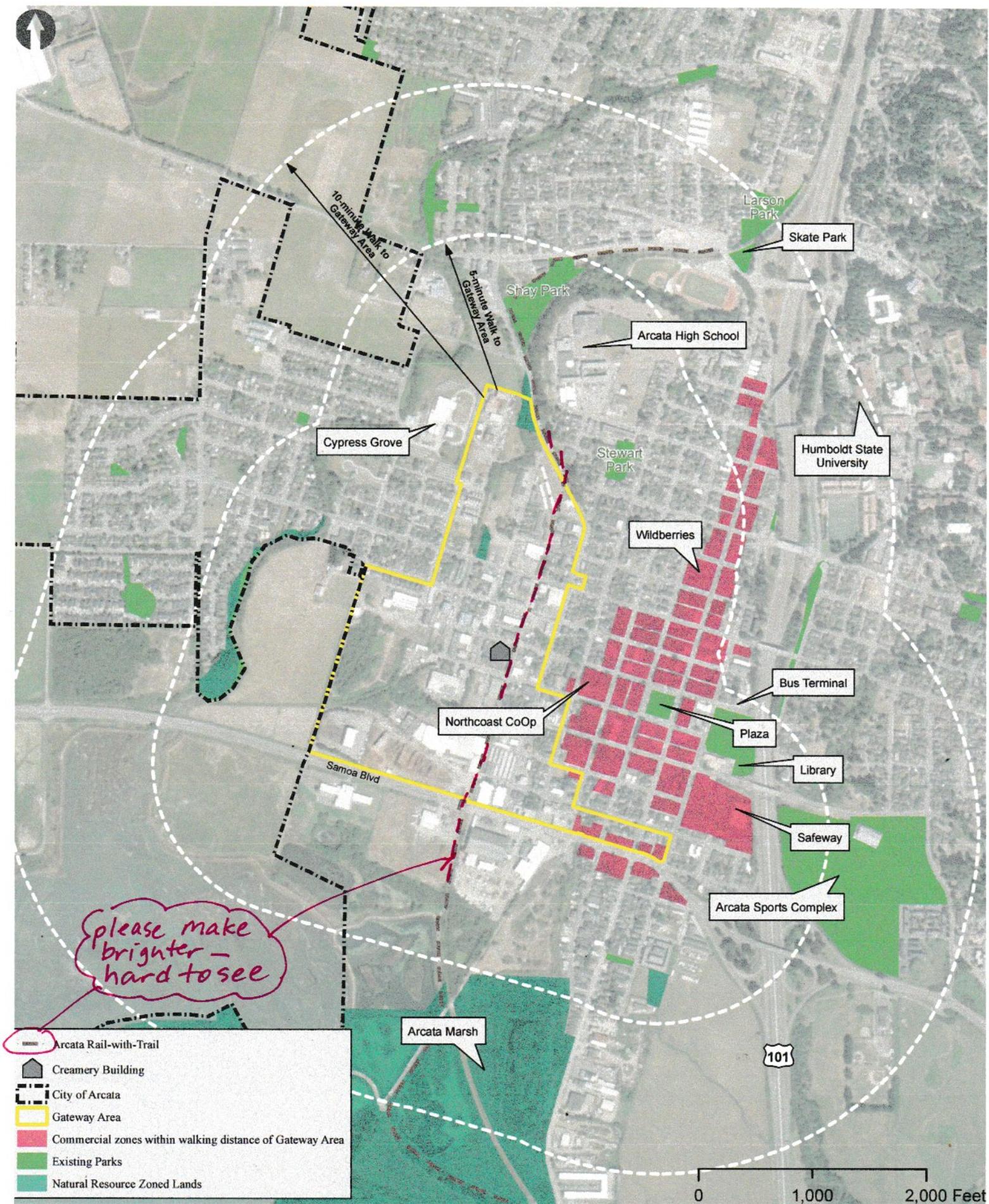


Figure 2: Gateway Area Context ~~LOCATION~~
Context is the look & feel of a place....

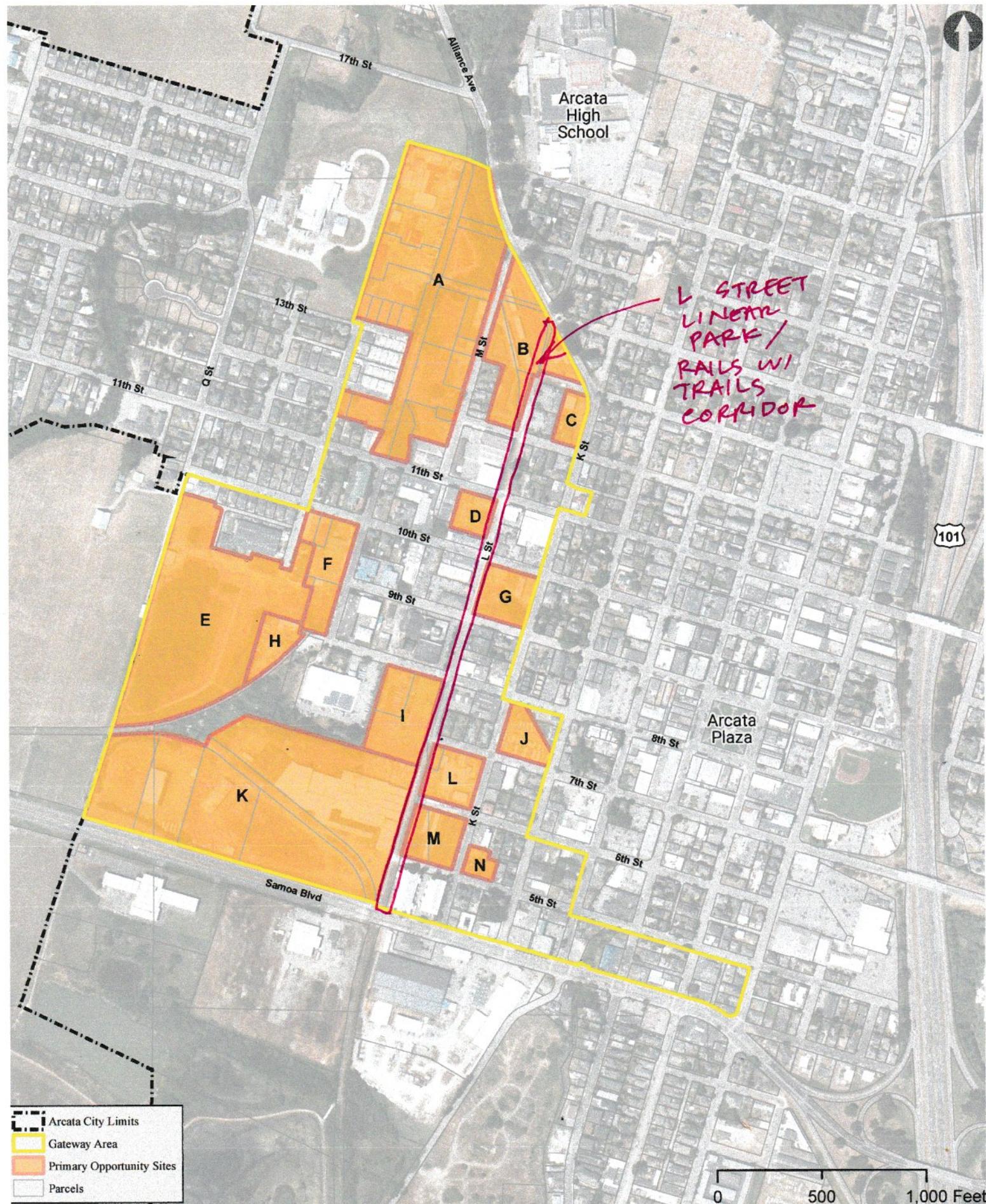


Figure 3: Primary Opportunity Sites

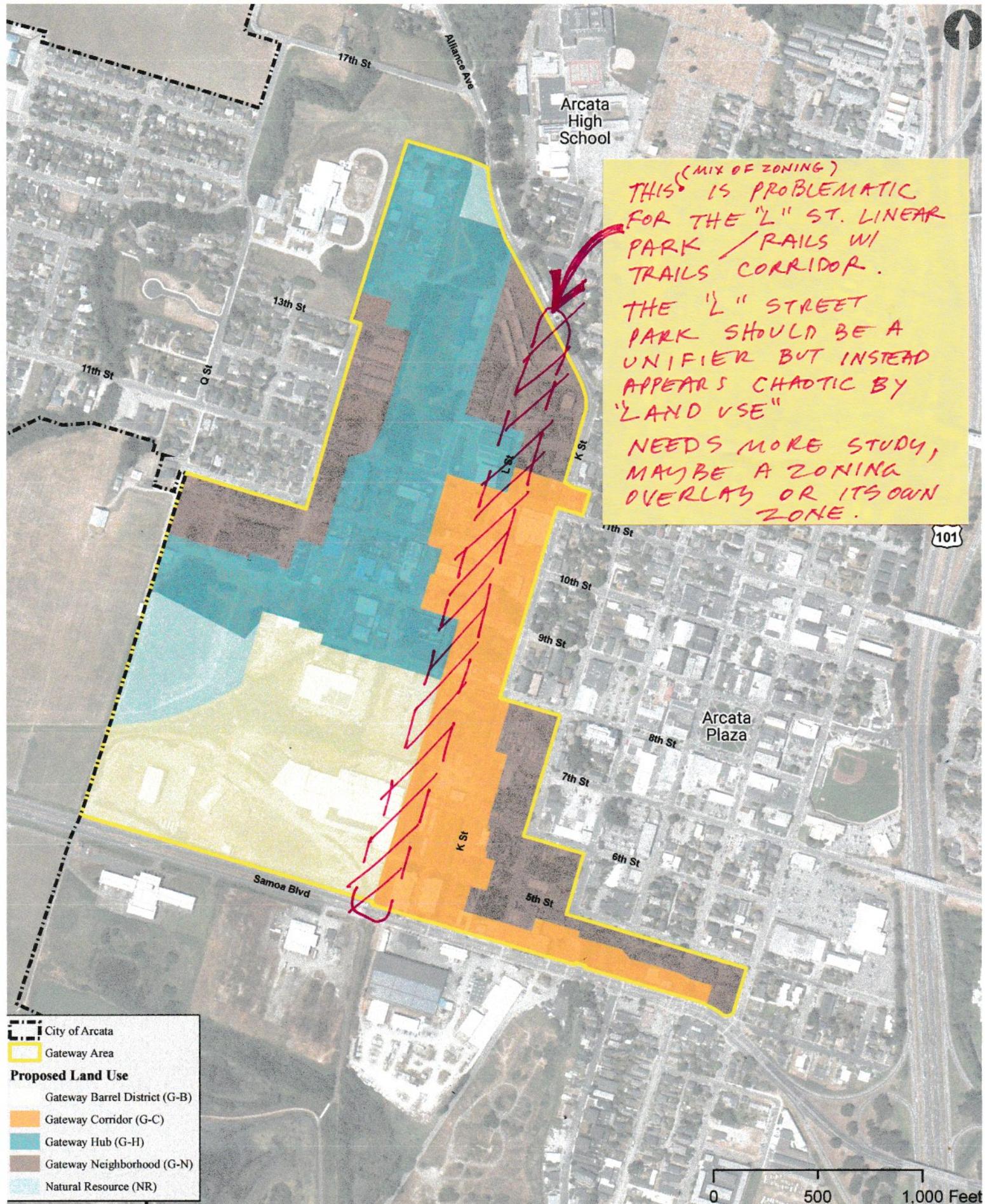


Figure 4: General Plan Land Use Designations Within the Gateway Area

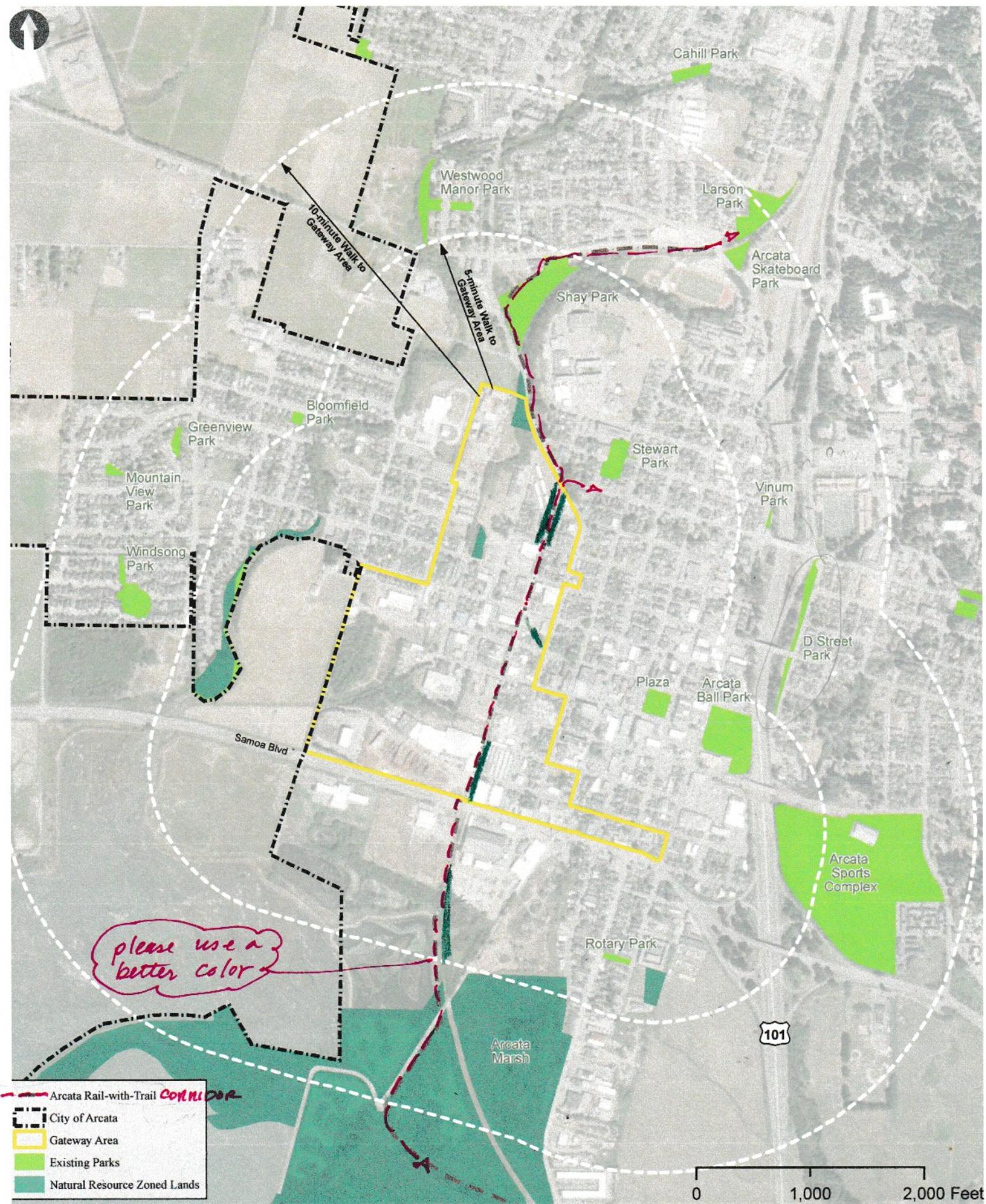


Figure 5: Existing Parks and Recreational Facilities

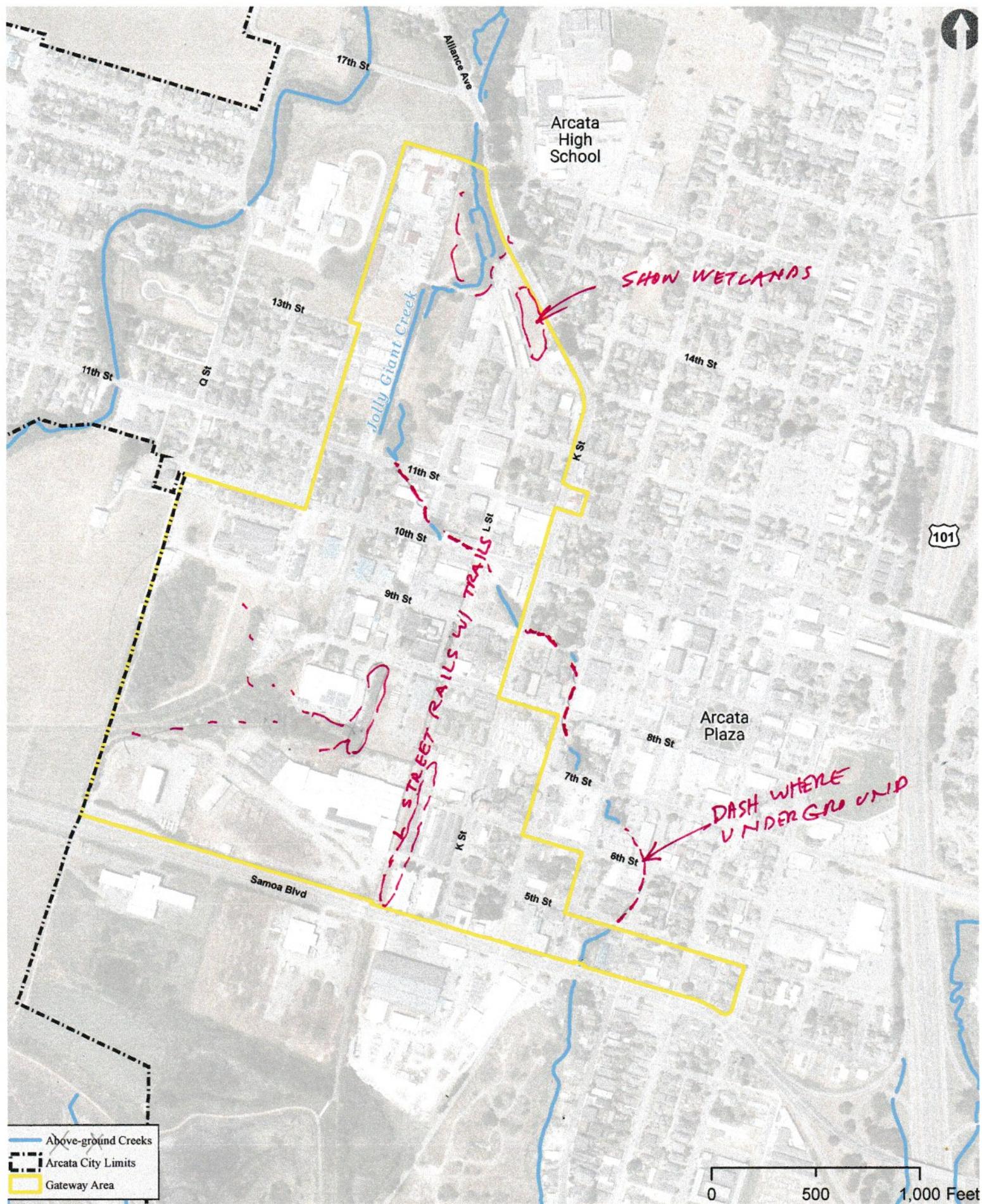


Figure 6: Existing Creeks *≠ WETLANDS*

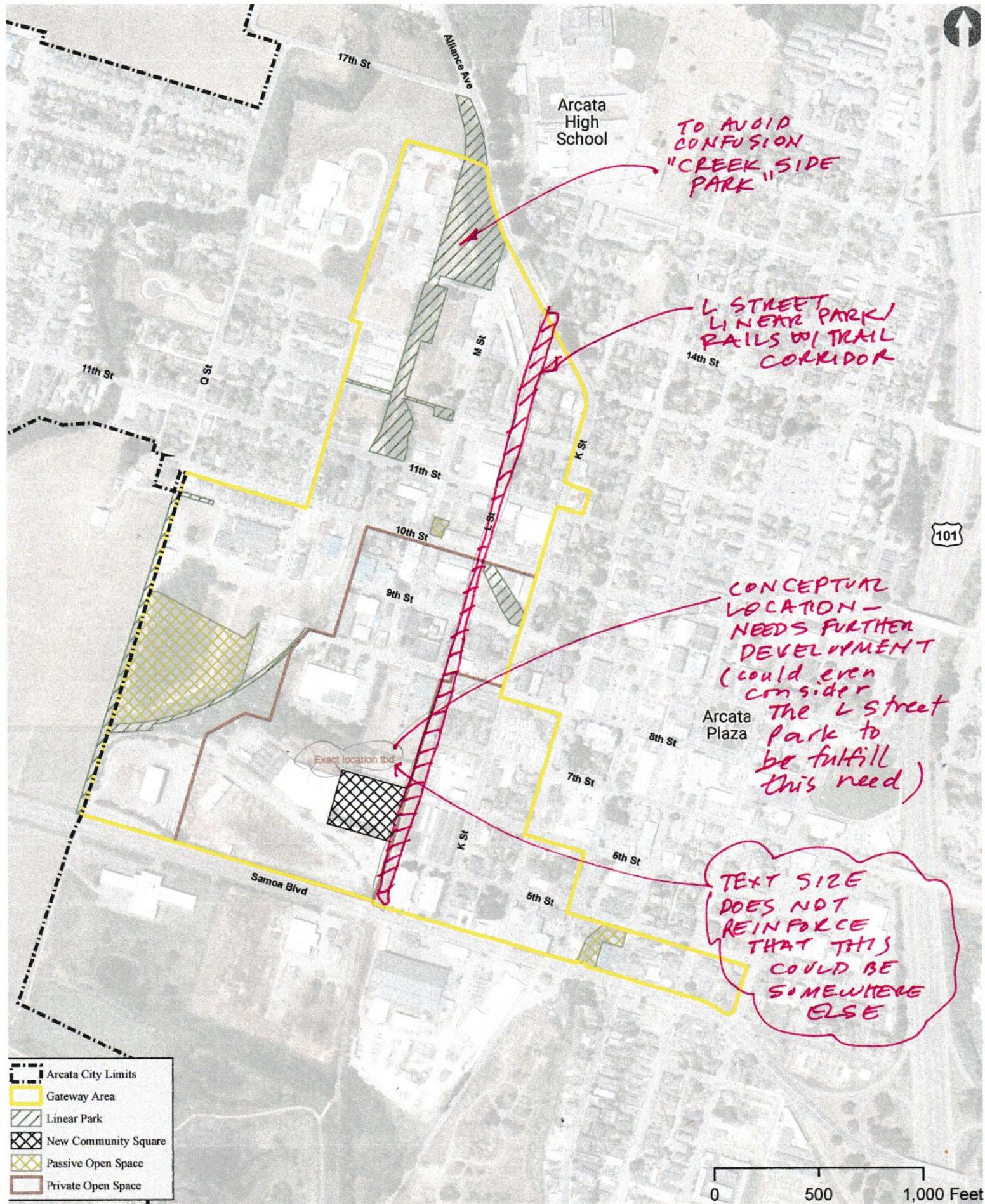


Figure 7: Conceptual Open Space Plan

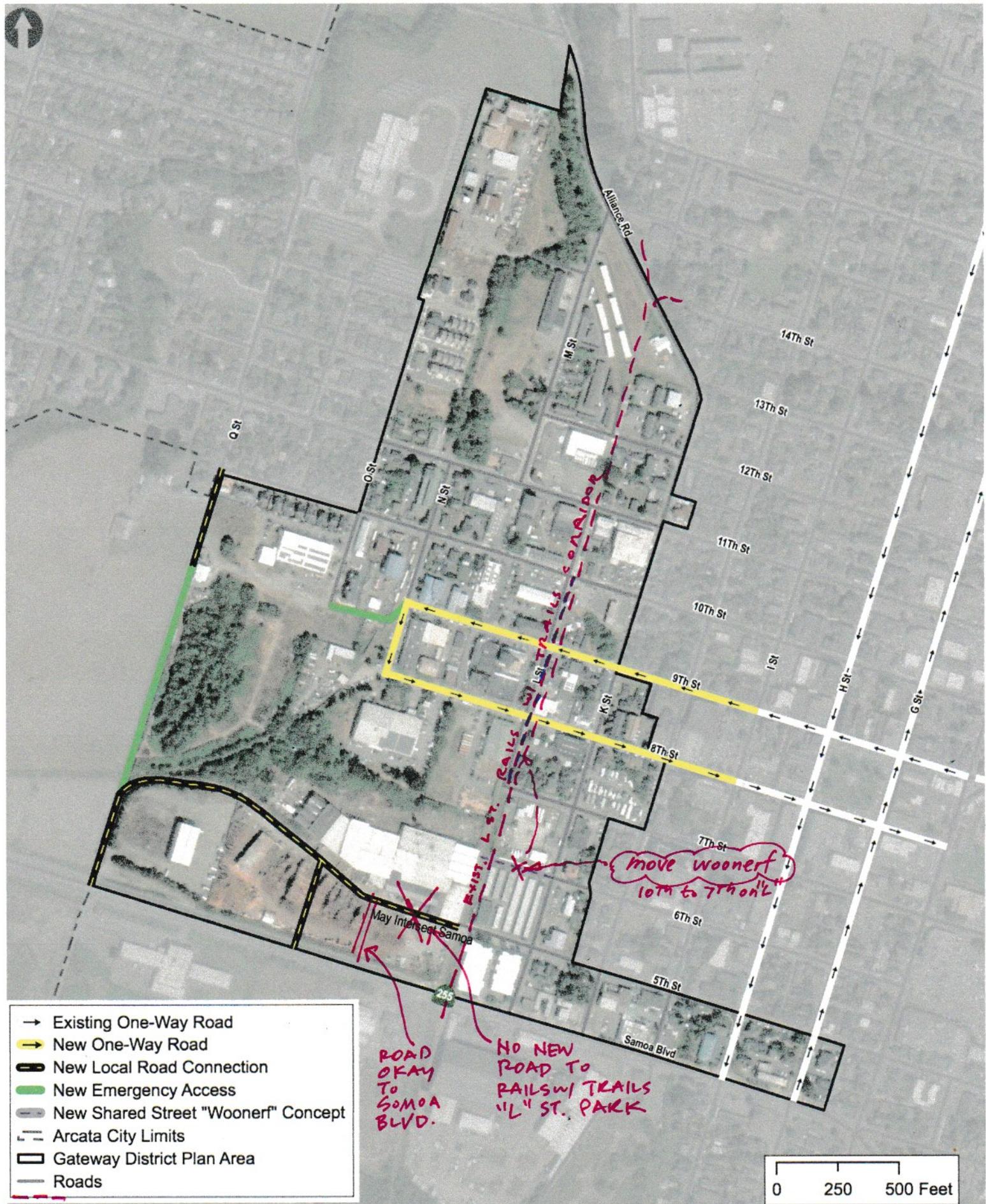


Figure 8 Proposed Vehicular Circulation

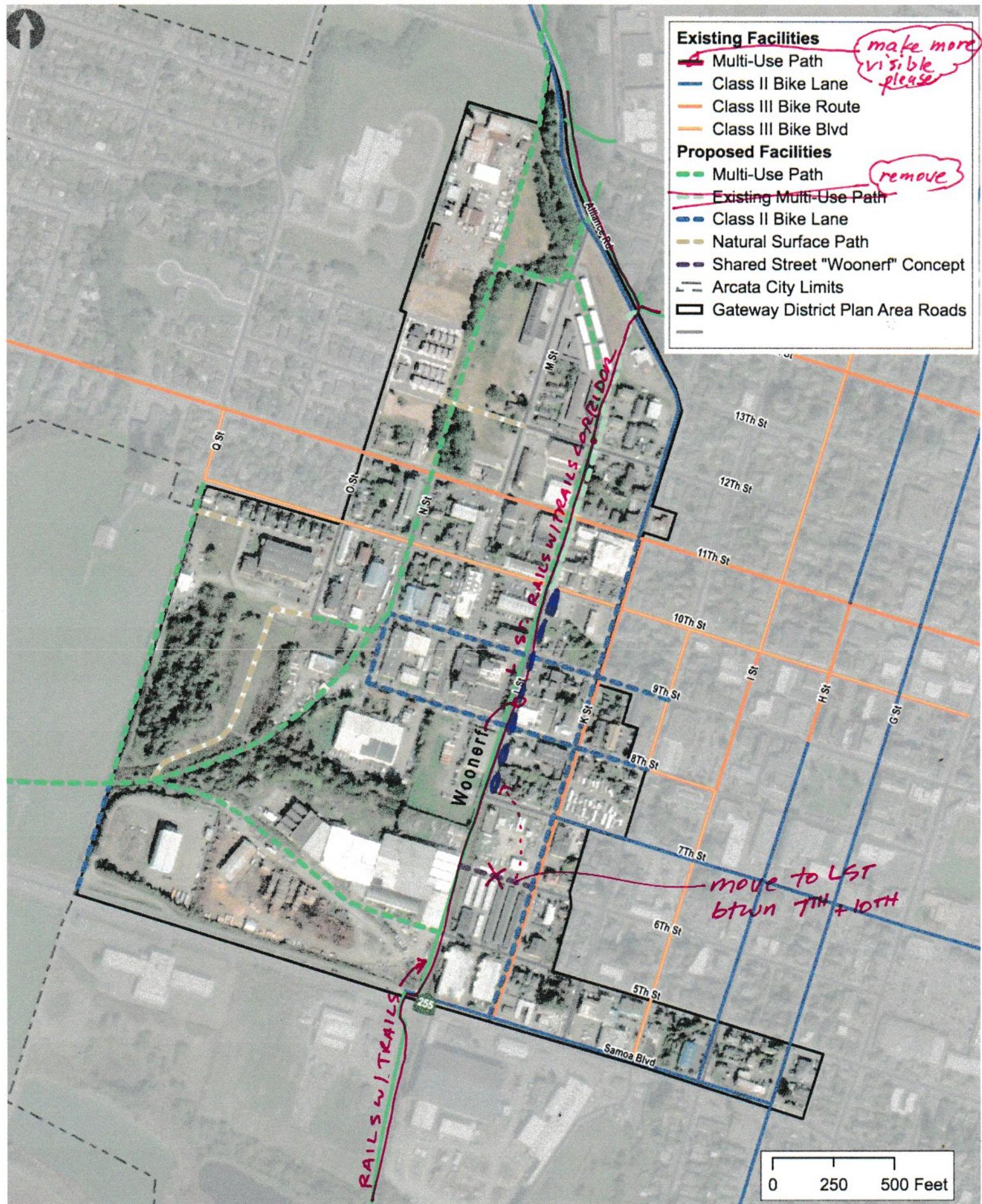


Figure 9 Proposed Active Transportation Circulation

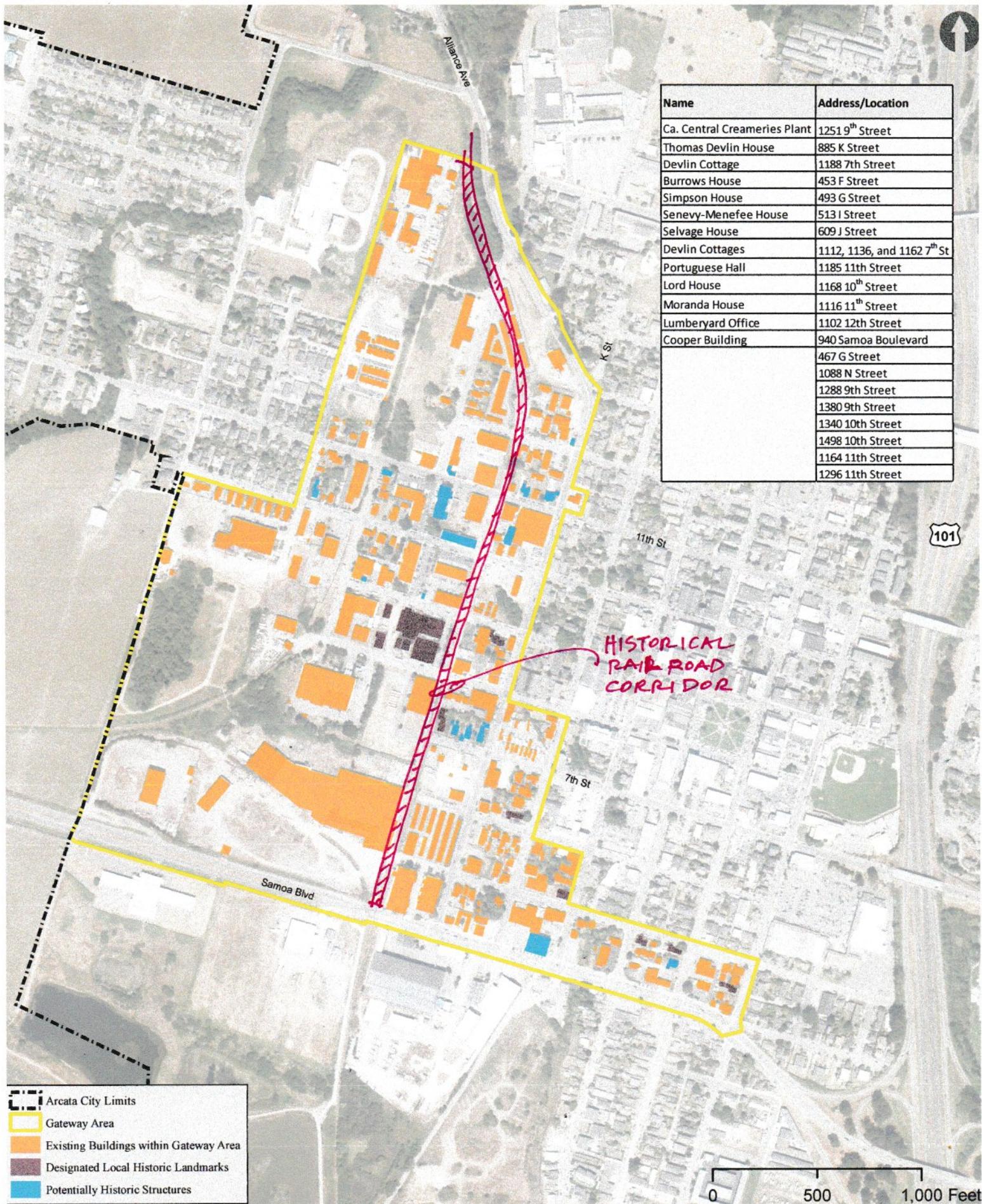


Figure 10: Historic Resources in the Plan Area

or where they are so steep
dicular roads will serve. The
nust be taken into account:
nger of accident, the actual
g, the ecological damage, the
ures. Buchanan suggests one
which sets a maximum time
ed in crossing a street by a

ing, there are social and es-
These effects occur wherever
they happen to be on foot.
merican traffic, we think of
cars, which are mechanical
and garages. But cars have

amunication between people.
ts between neighbors is to
mon pathway. Friendships
d not across the park. Conv-
cacy, division, and isolation
ed routes, such as apartment
visible. As the scale of flow
re difficult to cross. Entrances
It will then reverse its role
ded but slow-moving down-
lace, but an expressway is a
neighborhood group, and a
limit it. These effects can be
ine movements in the imag-
contacts would thereby arise.
ved many functions beyond
workroom, and meeting hall.
tions out of the right-of-way,
to society's loss. We improve
lanes, at the expense of pe-
arginal nuisances. Sidewalks
, and street corners are hang-
rt all their functions. In very
, the pedestrian can take over
it with the car, wherever the
ulders and medians are unex-
e road and its associated uses
d development is a fairly new

The public street can be a significant focus for site design. The street is a true community space, the visual foreground of any urban landscape. It is already under public control and can be changed with less disturbance to private activity. A site design for streets may be system-wide: a tree planting scheme, a lighting system, new signing, a traffic plan that imposes one-way flow or prevents through movements on local streets, the replacement of utilities underground, changes of the rules for curb-side parking, or a widening of the walkway or the planting strip. Most often, such moves are considered separate functional questions, questions of lighting standards or utility installation, or ways of moving traffic. The right-of-way becomes a flood channel, with room at the edges on which it is convenient to collect public fixtures. But the ordinary street is a basic element of the city landscape, and policies for its form and maintenance are a legitimate field of site planning. Trees, signs, lights, conditions at the curb, and the rules for traffic and parking should be considered as a whole.

Minor residential streets are now receiving long overdue attention. The basic problem is one of safety from the automobile and the desire to recapture the street space for walking, talking, play, gardening, and neighborly sitting out. This must be done without denying access to the individual dwelling and without completely disrupting the general traffic circulation. Refusing entrance to the car stirs up rebellion, and so does preventing through movements over any substantial area. Such precinct plans have been successful in many places, but they impose costs on those who must bear with the added traffic which has been pushed out to the perimeter. The Dutch *woonerf* (or "living yard"), now being imitated here, is one solution to this dilemma. A small piece of local street—a block or two—is marked off. Cars may enter within that stretch, but only at very reduced speeds—8 to 15 kilometers per hour (5–10 mph)—and the responsibility for any accident involving a pedestrian is automatically assigned to the driver. He must therefore move with great care, although the pedestrian is not allowed to block his passage in any deliberate or permanent way. Within the *woonerf*, some modest physical changes may also be made: a speed bump and sign at the entrance to remind the driver, the marking out of parking spaces allotted to residents, a few new trees, or the placement of an occasional planter or other obstacle in the pavement to force the car to take an indirect course. But the physical changes are modest. The

key change is in law and expectations and in the changed use of the street that ensues.

The street as
design focus

See Chapter 6

FROM
SITE PLANNING
KEVIN LYNCH
1984

Reference 3

WOONERF

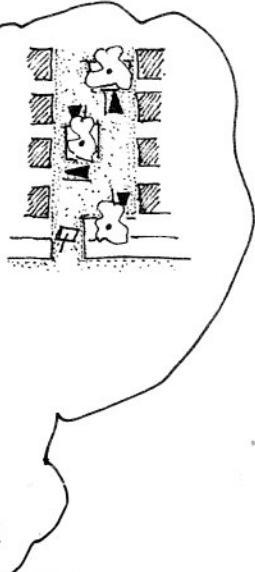
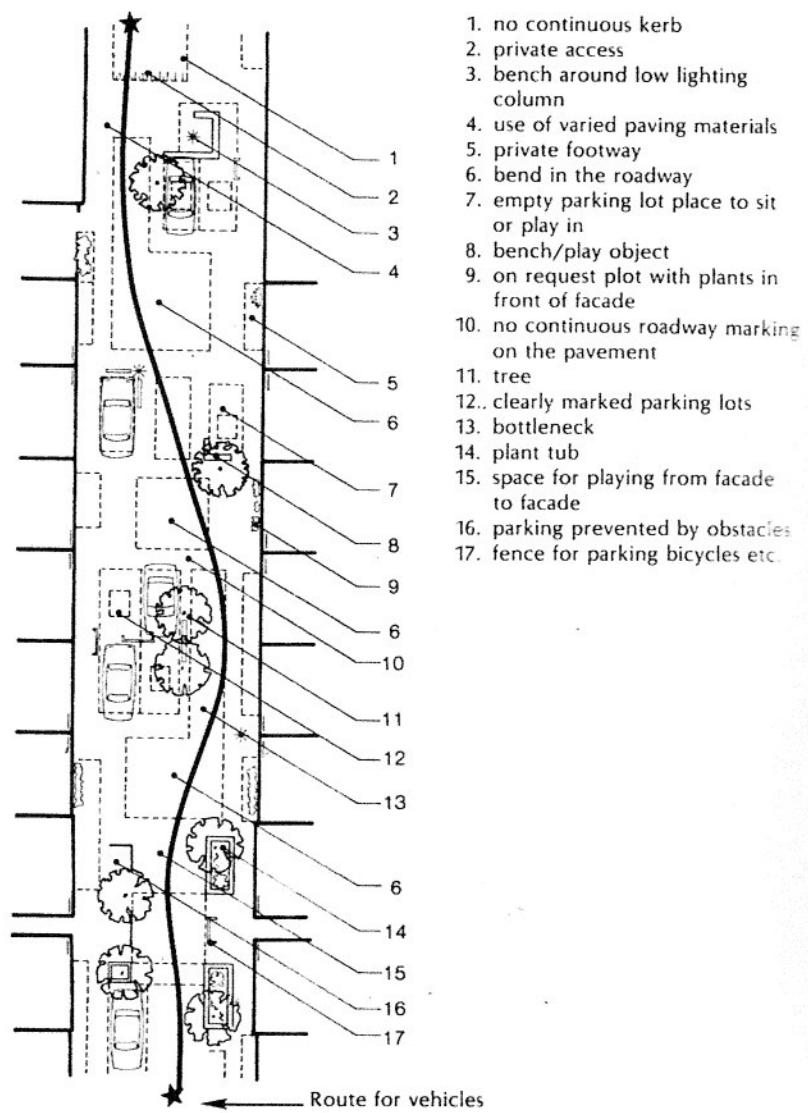


FIGURE 71
A woonerf in Delft, Holland, showing the shared street space, the planting, the unified pavement, the indirect vehicular path, and the breaks in visual continuity.



FIGURE 72
Plan of a typical Dutch woonerf. Note the strategy of locating the parking, the warning signs at the entrance, and the indirect path for vehicles.



From: [REDACTED]
To: [City Manager's Office](#)
Cc: [David Loya](#)
Subject: Gateway, letter 5-29-2024
Date: Thursday, May 30, 2024 1:32:01 PM
Attachments: [GWay 5-29-24 let.pdf](#)
[Gwy figs.pdf](#)
[Woonerfs.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.

Hi Karen,

You were very thoughtful last night. Thank you!

I am resending the letter that I presented last night about the Gateway. I will send to the Council too.

First, the date of the letter was wrong (!) and two I intended to add some notes on the Gateway "Figures" graphics that would emphasize the Rails with trail Corridor/ L Street Park. Not trying to be a bossy pants but it's seemed like a good way to comment.

Thanks again.

Best,

Martha Jain

3 attachments including a Woonerf description from my assigned college reading :)