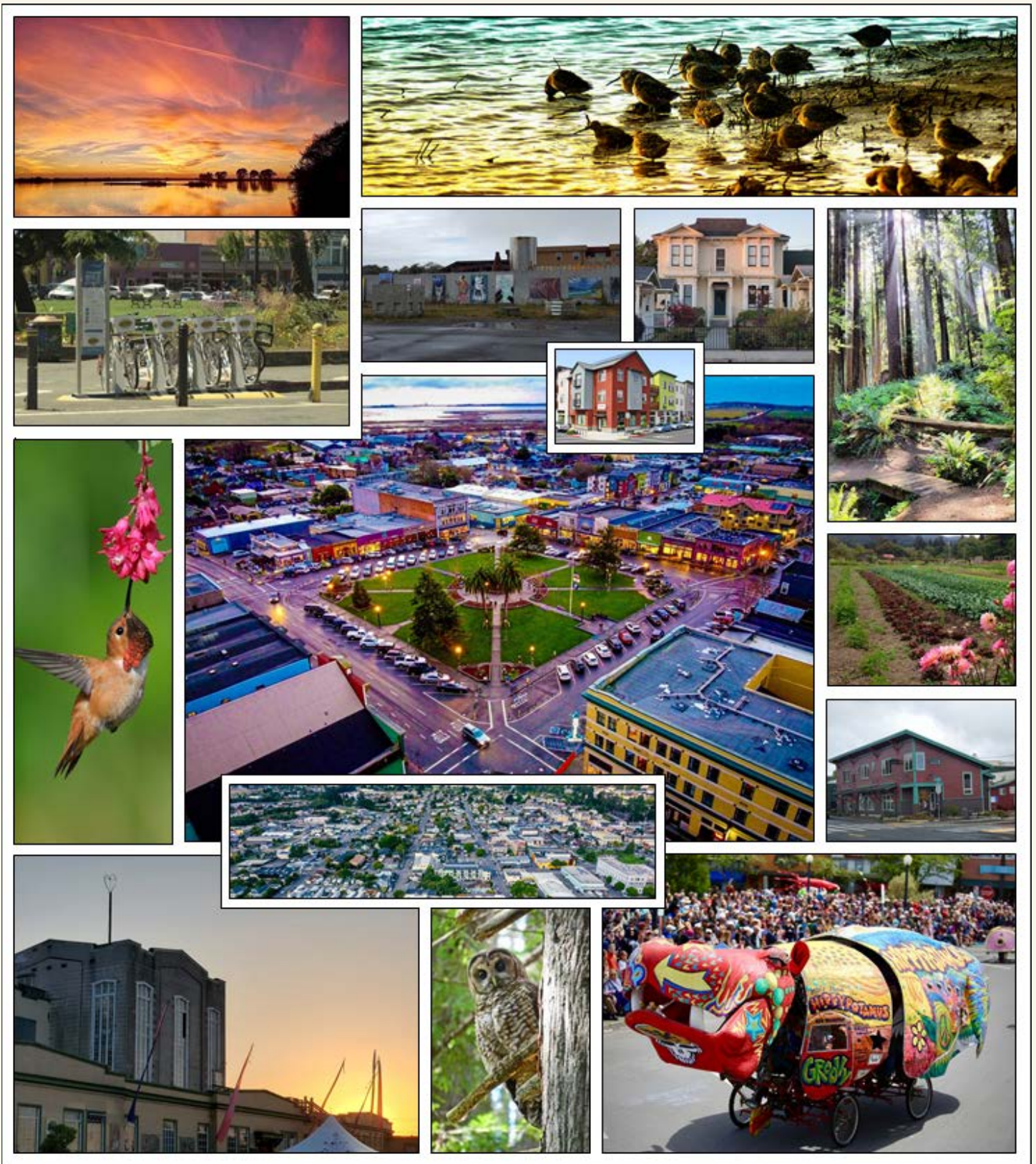
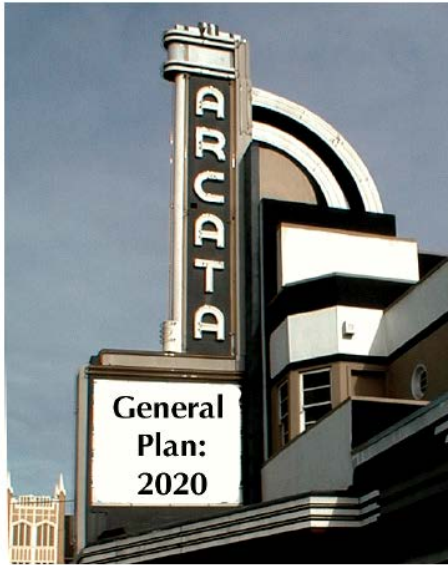




Arcata General Plan 2045

Adopted xx, 2024

Arcata General Plan: 2020 and Local Coastal Land Use Plan



October, 2000
Amended October, 2008
(Ordinance No. 1377, September 3, 2008)

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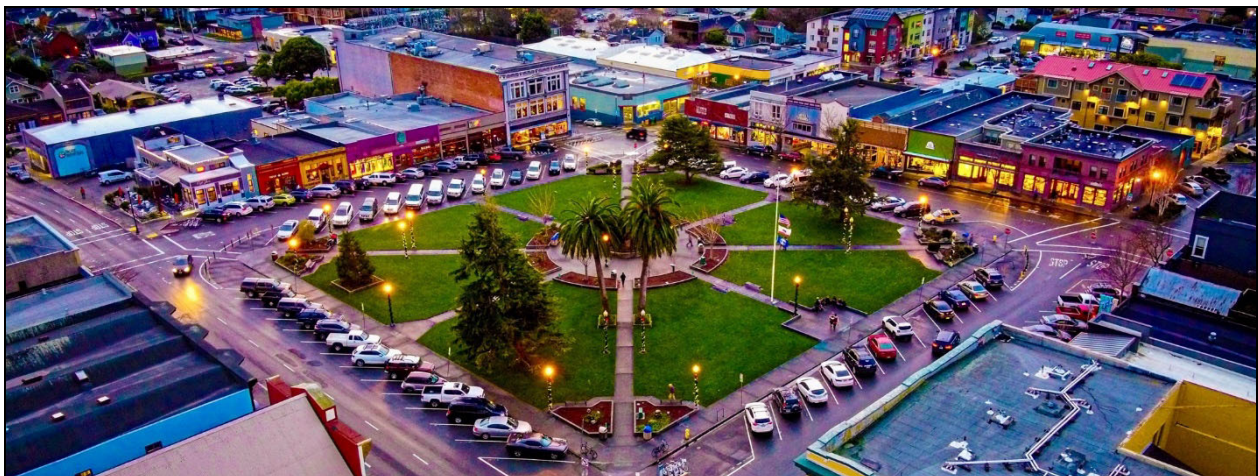
July 17, 2024

INTRODUCTION

The Arcata General Plan 2045 will help shape how the city of Arcata will look, function, provide services, and manage resources for the next 20 years. The plan is the City's “constitution” for physical development and change within the existing and future city boundaries. The plan is a legal mandate that governs both private and public actions. The general plan is at the top of the hierarchy of local government laws regulating land use. Other laws and policies, such as specific plans, subdivision regulations, and the zoning ordinance are subordinate to, and must be consistent with, the general plan. This means that each decision made by an elected or appointed body is vetted for consistency with the General Plan. Comprehensive in scope, the plan conveys the fundamental values of the community that public decision-makers will use to guide the City's evolution, from its physical development to the ever-changing network of services provided to its citizens.

AUTHORITY AND PURPOSE OF THE GENERAL PLAN

California State law requires cities and counties to prepare and adopt a general plan. The Government Code Sections requiring general plans are listed and summarized in the box on the following page.



Government Code § 65300. Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan.

Government Code § 65300.5. The Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

Government Code § 65300.7. Requires planning agencies and legislative bodies to implement this article in ways that accommodate local conditions and circumstances, while meeting minimum requirements.

Government Code § 65302. The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

Land Use	Circulation	Open Space	Safety
Housing	Conservation	Noise	

Government Code § 65303. The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.

California Coastal Act. Public Resources Code § 3000 et. seq. The General Plan must comport with legislative policies relating to the California Coastal Act (see box on next page).

LOCAL COASTAL LAND USE PLAN

A large portion of Arcata lies within the California Coastal Zone. The Coastal Act of 1976 requires the City to have a Local Coastal Program certified by the State Coastal Commission. The City of Arcata's Local Coastal Program consists of two parts. The first part is the Local Coastal Element of the General Plan, which contains the goals and regulatory policies that affect coastal resource. The second part is a set of implementing ordinances to carry out the policies of the Local Coastal Element, the Coastal Zoning Ordinance. The City's Local Coastal Program provides additional specificity in addition to Citywide General Plan policies to address requirements of the Coastal Act.

Chapter three of the Coastal Act, "Coastal Resource Planning and Management Policies," provides the standards for the review and certification of the Local Coastal Program. The Local Coastal Element of the General Plan satisfies these Coastal Act Requirements.

California Coastal Act

The Coastal Act's policies guide coastal zone conservation and development decisions to protect California's coastal resources and provide for their wise use. These state policies call for:

- Providing for maximum public access to and recreational use of the coast, consistent with private rights and environmental protection.
- Protecting marine and land resources- including wetlands, rare and endangered habitat areas, environmentally sensitive areas, tidepools, and stream channels.
- Maintaining productive coastal agricultural lands.
- Directing new housing and other development to urbanized areas with adequate services rather than allowing a scattered, sprawling, wasteful pattern of subdivision.
- Protecting the scenic beauty of coastal landscape.
- Locating any needed coastal energy and industrial facilities where they will have the least adverse impact.
- Designating coastal dependent development, where appropriate.

ORGANIZATION OF THE PLAN

The Arcata General Plan 2045 consists of seven chapters, which arrange fourteen elements into related groups, as shown in Figure I-a. In addition to the seven required elements identified in Government Code § 65302, this General Plan includes nine optional elements:

Growth Management (Chapter 2)	Design (Chapter 5)
Air Quality (Chapter 3)	Parks and Recreation (Chapter 3)
Public Facilities and Infrastructure (Chapter 2)	Historical Preservation (Chapter 5)
Health (Chapter 6)	Gateway Area Plan (Chapter 2)
Local Coastal Element (Chapter 4)	

The Housing Element is revised on a periodic cycle pursuant to state law.

Each element begins with an introduction, which includes an overview, guiding principles, and goals. The introduction is followed by a detailed policy section and concludes with a section identifying implementation measures that require future actions. All elements are designed to be consistent with each other.

PLANNING COMMISSION & CITY COUNCIL REVIEW & ADOPTION

The updated General Plan 2045 was adopted by City Council on _____, 2024 following substantial public involvement, review of several City committees, and Planning Commission recommendation. This involvement is reviewed in further detail below.

PUBLIC PARTICIPATION IN CREATING THE 2045 GENERAL PLAN

Preparation of the 2045 General Plan was a community effort, guided by public engagement throughout Phases 1 and 2 of the City's Strategic Infill Redevelopment Program development. The updated General Plan elements found in this 2045 document are a key product of the SIRP.

Phase 1 of the Strategic Infill Redevelopment Program started in 2017 and produced both the City’s 6th Cycle Housing Element (adopted December 2019) and its Infill Market Study (adopted February 2021). Phase 2 began in 2020 and has focused largely on updating existing General Plan Elements and developing those new to the 2045 update—namely, the Gateway Area Plan and the Health Element.

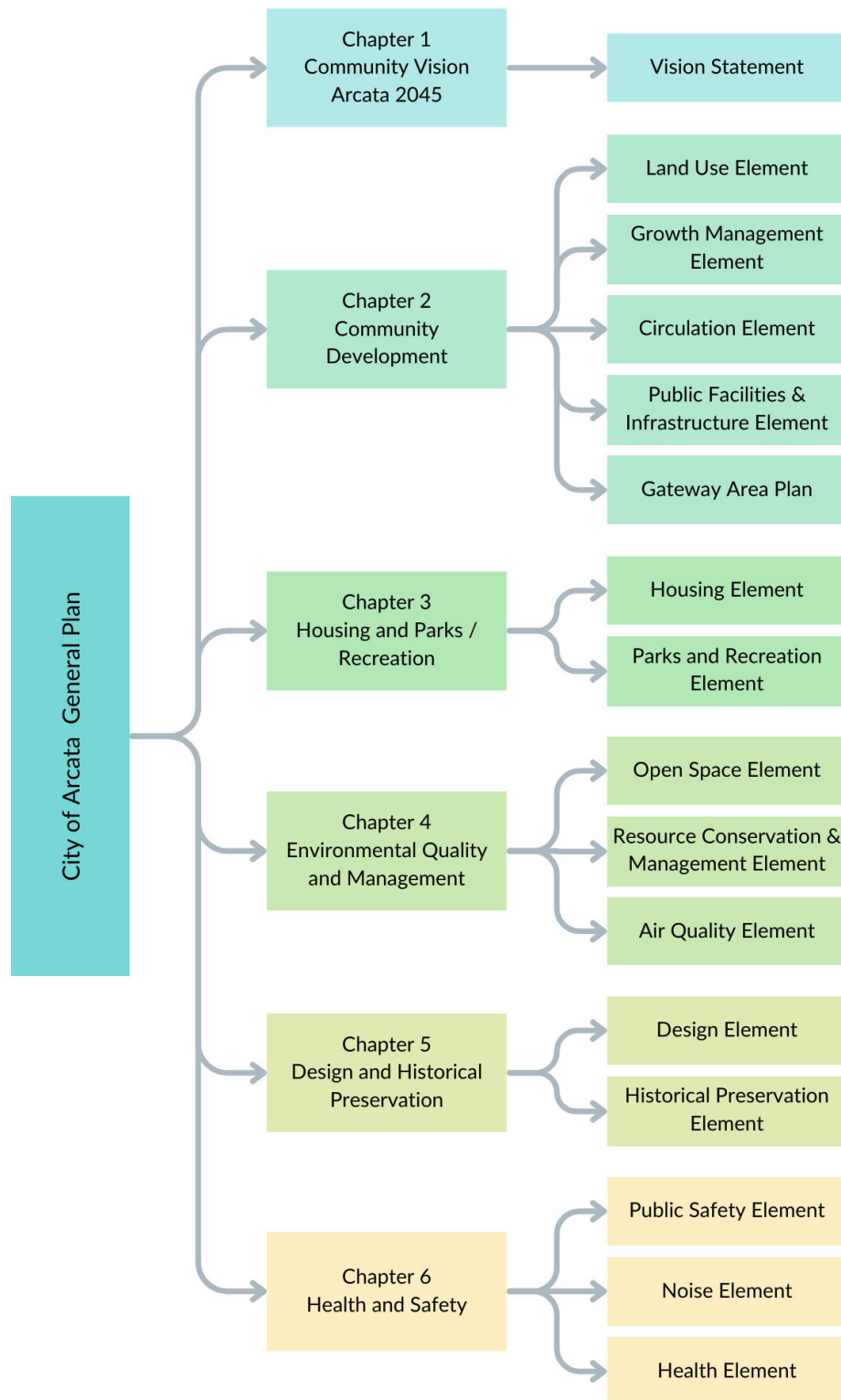
Public engagement in preparation of the 2045 General Plan took various forms, giving Arcatans diverse opportunities for participation. City staff conducted virtual visioning sessions, led walking tours of the Gateway Area, hosted an online visioning survey and an in-person “Open House” event, and tabled at various community gatherings. Individual engagements are identified in further detail below.

This General Plan 2045 also includes extensive input from decision makers. The Arcata Planning Commission as well as the City of Arcata’s nine City Committees worked through chapters of the General Plan and Gateway Area Plan at their regularly scheduled meetings. The Planning Commission and the City Council also held study sessions on various aspects of the planning effort, such as sea level rise and the Gateway Area Form-Based Code. Each of these hearings provided opportunities for public comment.

Taking the community’s lead from public engagement conducted, Community Development staff consulted with Planwest Partners to produce the revised elements that represent Arcata’s General Plan 2045. The Health Element was drafted in partnership with ChangeLab Solutions, a Bay Area-based nonprofit that specializes in health equity.

A final factor of engagement to note is that the City of Arcata contracted with equity partners, local consultants, to convene a diverse group of community members and solicit their feedback for General Plan development. The City’s Community Development department sought this partnership for two primary reasons: 1) community calls for increased attention to equity (specifically racial equity) and 2) difficulty gathering comprehensive input from all facets of the Arcata community to inform the General Plan update.

The City recognizes that centering marginalized voices and making decisions to improve systems and services for the most systematically disadvantaged residents improves quality of life for everyone in a community. Equity partners aided the City in striving for these objectives by facilitating a series of meetings that prioritized the voices of Black, brown, and disabled residents. Equity partners then compiled the visions for Arcata heard throughout these meetings in a report. Staff utilized the recommendations therein to create new policies and modify draft policies.



REGIONAL AND LOCAL SETTING

Regional Setting. The City of Arcata is located on the Northern California coast, 275 miles northwest of San Francisco, in the heart of the redwood region. It is in the west-central portion of Humboldt County, six miles north of the City of Eureka, the County seat. Arcata is situated at the north end of Arcata Bay, which is part of Humboldt Bay, the second largest marine embayment in California. The City is located on U.S. Highway 101, which connects to Eureka and the San Francisco Bay Area to the south, and to Crescent City and the Oregon Coast to the north. The City is at the western terminus of State Highway 299, which connects Arcata and the north coast to Redding and the Upper Sacramento Valley to the east.

Local Setting. The City is situated on a coastal terrace, the lower portions of Fickle Ridge and the easterly portions of the Arcata Bottom, between Arcata Bay and the Mad River.

Arcata's Neighborhoods. Arcata is a city comprised of several distinct neighborhoods and recognized community areas. While the Plaza is the commercial, cultural, social, and civic center of activity, residential neighborhoods and employment centers offer unique living, working, shopping, learning, recreation, and community opportunities and facilities.

Arcata's Residents. 2021 census estimates put Arcata's population at 19,114. Its residents reflect the spirit of innovation the university brings to the community and a deep reverence for the environment and natural resources that grace the North Coast region. Arcatans describe their collective identity as:

- Progressive
- Niche
- Collaborative
- Funky
- Inclusive
- Outside-the-box
- Creative
- Outdoorsy
- Community-oriented
- Emerging

HISTORY

The City of Arcata acknowledges that the lands we are located on are the unceded ancestral lands of the Wiyot tribe. The land that Arcata rests on is known in the Wiyot language as Goudi'ni, meaning "over in the woods" or "among the redwoods." Past actions by local, State and Federal governments removed the Wiyot and other Indigenous peoples from the land and threatened to destroy their cultural practices. The City of Arcata acknowledges the Wiyot community, their elders both past and present, as well as future generations. This acknowledgment seeks to aid in dismantling the legacy narratives of settler colonialism.

For time immemorial, the Wiyot have inhabited the Humboldt Bay region, including in the area now known as Arcata. An Algonquian-speaking people, the Wiyot lived along the lower Mad River, other local streams, and along Humboldt Bay. Their way of life was shaped by the remarkable surroundings of forested hills, bountiful streams and rivers, and the Pacific and Bay shores, which generously provided for both their survival and cultural needs.

Following Humboldt Bay’s settlement by European-Americans in the spring of 1850, Arcata served as a supply center for the interior mining districts of the Trinity and Klamath River regions. During the first decade of contact with European-Americans, the population of the Wiyot Tribe fell from approximately 1,500-2,000 to 200 due to genocide and disease.

The importance of gold in the region was soon eclipsed by lumber. It was timber resources—particularly the vast, virgin forests of giant redwoods that covered the ridges and valleys along California’s North Coast—that sustained the development of Arcata through the 19th century and into the mid-20th century. For more information on this period in Arcata, see the Historical Preservation Element.

The establishment of the Humboldt State Normal School in 1913 made Arcata a university town, drawing young people from other parts of the state, country, and world to study on its forested campus. At first, the school was established as a teacher’s college. Over the century since, it grew to an accredited university with extensive research facilities—joining the California State College system in 1960 and becoming the third polytechnic university in California in 2022. California State Polytechnic University, Humboldt (Cal Poly Humboldt) brings over 8,000 new student community members to Arcata and annually contributes 4,900 jobs and \$459 million in industry activity to the local economy.

As logging declined in Humboldt County throughout the latter 20th century, Arcata established itself as an innovative leader in the national environmental movement—largely due to the tireless advocacy of its student population. The city became home to the Northcoast Environmental Center and the Arcata Recycling Center (one of the nation’s first recycling institutions). Most notoriously, throughout the 1970-1980s the Arcata City Council led the development of the Arcata Marsh & Wildlife Sanctuary—the community’s innovative, award-winning wastewater treatment plant. The Marsh hosts over 300 bird species and acts as a community hub with over five miles of walking and biking paths.

Arcata today is known for its vibrant arts and cultural life, unique local business, and tight-knit community. Recognizing inequities past and present, the City strives to consistently improve services and quality of life for all residents. Arcata’s history—full of advancement and achievement—situates the community well to solve the challenges it will face in its next chapter.

FUTURE TRENDS AND ASSUMPTIONS

The last twenty years have brought significant change to Arcata and further transformation is certain for the future. The Arcata General Plan: 2045 includes goals, policies, and implementation measures that anticipate and help shape those shifts to ensure that they reflect the shared values of the community. Future trends may reflect changes in social, economic, cultural, and environmental factors—both from within Arcata and outside its boundaries—but they will be moderated and shaped locally by the guidelines expressed in this plan.

One of the largest changes to life in Arcata over the next twenty years is likely to be the expansion of Cal Poly Humboldt's student, faculty, and staff community as the university continues the transition to a polytechnic. This shift will require additional planning for housing and infrastructure. It will also bring more technical expertise, scientific and innovative capacity, and young community members to Arcata.

General Plan Assumptions

1. Growth from 18,801 in 2020, to a 2045 population of about 27,000.
2. Cal Poly Humboldt, health providers, education facilities, small-scale manufacturing, agricultural, and retail trade continue to be the primary employers.
3. No new large-scale employers in City Limits.
4. Cal Poly Humboldt will operate year-round instruction and enrollment will increase from 6,000 in 2020 to 12,000 full-time equivalent students in 2045.
5. Infill development will be prioritized and expansions of infrastructure will be limited.
6. The Coastal Zone, resource constraints, and greenbelt will limit outward expansion.

OPPORTUNITIES AND CHALLENGES

The following opportunities and challenges were identified through public engagement and community visioning for the General Plan 2045. These themes are also visible throughout annual City Council and department goals in the decade leading up to the Plan update as well as planning documents of partner entities (such as Cal Poly Humboldt, the Wiyot Tribe, the County of Humboldt, and scientific government agencies). These represent predominant forces of change the City of Arcata is planning for. As they unfold, these factors will affect the City's priorities in implementing this Plan over the next 20 years.

Opportunities identified:

- With increased active transportation infrastructure, Arcata can offer a car-free lifestyle to able-bodied residents. Regional trail projects running through and extending out from the city can allow for sustainable transportation to and from neighboring communities.
- The strong network of nonprofits pushing positive progress in Arcata combined with resident and City commitments to increasing equity may lead to more socially and environmentally just outcomes for vulnerable Arcatans.
- Wider community recognition of Indigenous rights and the need to connect more with local tribes—looking to these partners for guidance and collaboration—can help build a more secure, sustainable regional future.
- Technological developments will bring new industries and businesses to Arcata.
- The university's transition to a polytechnic can grow capacity in Arcata's science, technology, engineering, and mathematics (STEM) sectors—filling identified workforce gaps in areas such as healthcare.

Predicted challenges:

- Sea level rise will increasingly impact the community, specifically the south end of Arcata near Humboldt Bay.

- Weather cycles will continue to increase in intensity due to climate change, leading to increased emergency events and potential influxes of those seeking refuge from neighboring communities.
- Arcata has limited land available for development. The capacity of public infrastructure will need to be expanded and fortified as Arcata's population grows.
- The percentage of community members experiencing houselessness may increase as housing costs continue to rise faster than incomes.

As the above assumptions and predictions reveal in a glance, conversations about Arcata's future during the development of the General Plan 2045 centered around climate change, houselessness, equity, the evolving university-off-campus community relationship, community health, Humboldt County's evolving economy, public safety, and population growth.

In terms of physical development patterns, infill redevelopment of vacant and underdeveloped parcels within City limits is expected as opposed to outward expansion and sprawl. The Growth Management Element establishes an Urban Services Boundary that limits the extension of City services and outward growth of the City.

Transportation and other community infrastructure systems are expected to increase in efficiency, due to changes in travel choices and improved management of facilities. The General Plan emphasizes non-motorized vehicle connections throughout the city and more efficient transit service to reduce reliance on single-occupancy vehicles. Water, wastewater, energy conservation, and source reduction measures will minimize the need for increases in infrastructure capacity and promote more efficient operation of existing systems.

Protection and enhancement of the natural environment and preservation of open space will continue to be high priorities. Creek, wetland, bayland and tideland, agriculture, forest, soil and mineral resource issues, and the broader issue of natural biological diversity and ecosystem function, are specifically addressed in the General Plan. The protection of open space within the City and an agricultural and forest greenbelt around the City are integral to the future form of the City.

Reduced air, water, and noise pollution, along with increased protection from natural and man-made hazards, are expected in the future. Emergency preparedness will increase through neighborhood-based efforts such as the Community Emergency Response Teams (CERT), and improved coordination with emergency response agencies. California's North Coast is seismically active and care must be taken to avoid unnecessary harm related to hazardous and unstable areas.



Improved identification of these areas, and construction methods to increase stability of new and retrofitted structures, will help minimize risks and reduce potential damage.

The architectural diversity and historic structures that form Arcata’s special ambience and character are important community assets to be preserved into the future. The General Plan includes Design and Historic Preservation Elements that provide guidelines for compatible design and resource protection. The Design Element is intended to ensure diversity and quality in the built environment, encouraging structures that are harmonious with their neighborhood context and natural settings. The Historic Preservation Element designates significant landmarks and sites that are representative of various periods in social and physical development in Arcata.

IMPLEMENTATION MEASURES

At the end of each element there is a list of measures that will implement General Plan policies. These directed actions are what transform the objectives of the policy they correspond to into real outcomes in Arcata. The implementation measures have an alpha-numeric reference corresponding to their related element. For example implementation measures related to the Land Use Element are labeled LU-1, LU-2, and so on. For each measure, a responsible party is identified and a time frame is given. Time frames are expressed as Year 1, Year 2, and so on, to indicate the year after General Plan adoption they are scheduled to be carried out. Some of the implementation measures are identified as ongoing. Many of the measures will be incorporated into the City’s zoning ordinances. These code amendments are all identified as Implementation Measure LU-1, as shown in the example below.

EXAMPLE IMPLEMENTATION MEASURE

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
LU-1	Zoning Amendments Revise the City’s Land Use Code and other zoning codes so zoning districts and land use regulations are consistent with the General Plan land use designations, densities, and policies.	Community Development Department/ Planning Commission	Year 1



DEFINITION OF TERMS

The most frequently used General Plan terms are defined below. A more complete definition of terms may be found in the glossary.

Goal	A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.
Principle	An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (§65302) requires that general plans spell out the objectives, principles, standards, and proposals of the general plan. “Adjacent land uses should be compatible with one another” is an example of a principle.
Policy	A group of related actions or means that will be employed to achieve objectives.
Objective	A specific measurable statement of desired future condition toward which a policy is directed. Where possible, objectives are time-specific. The State Government Code (§65302) requires that general plans spell out the objectives, principles, standards, and proposals of the general plan. “Allow for a mix of housing types and densities to ensure residents at all ages, income levels, and abilities have safe, healthy, and affordable homes that meet their physical, social, and economic needs through housing production, preservation, and conversion that is compatible with established and planned neighborhood design elements.” is an example of an objective.
Standard	A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (§65302) requires that general plans spell out the objectives, principles, standards, and proposals of the general plan. Examples of standards might include: five acres of parkland per 1,000 population; the traffic Level of Service C; or a residential density standard of two units per acre.
Implementation Measure	Actions, procedures, programs, or techniques that carry out policies.
Program	An organized activity carried out in response to adopted policy to achieve an objective. Programs establish the “who,” “how,” and “when” for carrying out the “what” and “where” of goals and objectives, subject to budgetary allocations of resources.

Arcata Community Vision

Arcata is a community that prioritizes ...

Conservation

We pride ourselves on our continuing efforts to preserve the unique, natural beauty within and around the City, and are committed to living sustainably within Arcata's resource base. We will prevent pollution, protect the environment, meet climate goals, and conserve water, wastewater, energy, and land so they may be enjoyed several generations into the future. We promote compact growth to maintain a permanent greenbelt, and preserve our marsh and wildlife sanctuary, community forest, and trails.

Prosperity

We promote universal access to quality life-long learning, education, and opportunities for economic success. We support and encourage responsible economic activity across industry sectors from retail activity, restaurants and entertainment to entrepreneurs, artisans, and local small businesses. We support all members of the business community as well as our residents who are committed to local investment.

Health and Safety and Community Well Being

We keep it healthy. We strive for Arcata to be a safe and healthy place to live, work, play, and learn. Our economy, educational opportunities, health services, housing availability, built environment, and our inclusive community, all support physical, mental, and social well-being. We see opportunities for artistic expression, access to recreation in the natural environment, and walkability as key components of a healthy community.

Equity

We ensure a welcoming, safe, and equitable community where everyone has the opportunity to attain their full potential and no one is disadvantaged in achieving this potential because of race, religion, age, social position, economic position, culture, background, or any other socially defined circumstance. We recognize that the City of Arcata is located on the ancestral territory of the Wiyot peoples and work in partnership with local tribes to dismantle the legacy narratives of settler colonialism. We offer reconciliation and respect to their elders, past and present.

Connection and Community

Arcatans of every age, race, religion, ethnicity, gender identity, sexual orientation, disability, and socioeconomic background share a sense of connection. Everyone feels welcome to actively participate and involve themselves in shaping our collective community. This sense of community is present in all civic activities, neighborhood and interest groups, community events, cultural events, and social activities for the entire region. The University is a stimulating presence, and we work to grow with Cal Poly Humboldt. Our connectivity goes beyond Arcata; we work with partners to tackle problems we can solve only together.

Diverse Character

Arcata is made up of a variety of distinctive, interconnected neighborhoods with diverse architectural heritage and well-designed, high quality gathering spaces for neighbors and visitors. New development complements the character of the neighborhood in which it is located. Arcata's focus is on creating human-centered spaces that are well-designed and enjoyable to exist in, with a focus on future development that will encourage both livability and "thrivability". We work with Cal Poly Humboldt with mutual respect and consideration to support this vision.

Chapter 2

Community Development

Land Use Element

Growth Management Element

Circulation and Mobility Element

Public Facilities and Infrastructure Element

Gateway Area Plan



July 17, 2024

LAND USE ELEMENT

2.1 INTRODUCTION

Overview of existing land uses and resources. Arcata's land use patterns have been shaped by many factors and reflect more than one-hundred and sixty years of community development. The early settlement of the town, initially called Uniontown, grew around a central plaza. Arcata's Plaza area, including a hotel, storehouse, and other commercial buildings, was originally constructed in the late 1800s and early 1900s and continues to be a major center of the community. The timber industry also left an indelible land use imprint on the community. Many of the lumber mills which operated in the late 1800s to mid-1900s, are now closed and the abandoned mill sites are undergoing a slow transformation to other uses. California State Polytechnic University, Humboldt (Cal Poly Humboldt) occupies approximately 160 acres east of State Route 101, within walking distance of the downtown area. The northernmost campus in the California State University system is the community's major employer and regional education center.

The City of Arcata acknowledges that the lands the City is located on are the unceded ancestral lands of the Wiyot tribe. The land that Arcata rests on is known in the Wiyot language as Goudi'ni, meaning "over in the woods" or "among the redwoods." Past actions by local, State and Federal governments removed the Wiyot and other Indigenous peoples from the land and threatened to destroy their cultural practices. The City of Arcata acknowledges the Wiyot community, their elders both past and present, as well as future generations. This Acknowledgment seeks to aid in dismantling the legacy narratives of settler colonialism.

Long before Humboldt Bay was "discovered" by European-Americans, the bay and tidelands were used by the Wiyot for food collection and villages. After early European settlement, there was a community dock and shipping port on Arcata Bay. The Arcata marsh now functions as a world-renown wastewater treatment facility and wildlife refuge. Some residential areas such as Sunset, Sunny Brae, and Bayside were developed while unincorporated, and then subsequently annexed to the City, creating the opportunity for diverse community nodes. Their lot sizes,



subdivision designs, and street configurations reflect County, rather than City, development standards. These and other factors have influenced the existing land use characteristics of the community and will play an important role in shaping land use patterns for the future.

Arcata's residential, commercial, industrial, agricultural/natural resource, and community facility uses are similar to those found in other communities. It is Arcata's mixture of history, the diversity of uses, and

the value placed on our history and diversity, that make the city unique. The Land Use Element contains goals, policies, and implementation measures for each land use category. These are intended to guide land use decisions, preserve important historical elements, and maintain diversity of use and character.

By recognizing and valuing the diversity of existing neighborhoods and prioritizing existing place-based strengths, the City can support the development of more connected and vibrant communities—and ultimately grow a more equitable, prosperous, and resilient region by targeting the places with the most potential to have a transformative impact on community and city prosperity.

To achieve these goals, the City of Arcata's Land Use Element identifies local "activity centers", meaning places within the City where a diversity of economic, physical, social, and civic assets cluster at a walkable neighborhood scale. Over the General Plan planning period, the City will target investment in economic development, infrastructure, and placemaking resources in ways that strengthen these centers, support their growth and development in more equitable ways, improve connectivity within and between them, and ensure that existing residents and businesses benefit from this new investment.

These identified existing activity centers are:

The Downtown/Uniontown Activity Center surrounding the Arcata Plaza and the core of Arcata's historic downtown is located north of State Route 255, west of State Route 101 and Cal Poly Humboldt, and east of K Street/Alliance Road. The Plaza area includes a mix of shopping, dining, and office uses, as well as residential, cultural, and civic activity. The Arcata Plaza is a unique historic public plaza and is home to many local events, including the Farmer's Market and Kinetic Sculpture Race, and has historically been considered the commercial, cultural, social, and civic center of the community. The downtown area is identified as one of the City's Priority Infill Opportunity Zones (See Figure LU-a).

The Valley West Activity Center, in the northern part of the City between State Routes 101 and 299. This mixed commercial/residential area includes access to Carlson Park, a regional draw with access to the Mad River, as well as a shopping center and transit hub, visitor-serving commercial areas along Valley West Boulevard, a mix of businesses along Giuntoli Lane, and surrounding high- and medium-density residential areas. A portion of Valley West, including the shopping center and a portion of parcels along Giuntoli Lane, are identified as one of the City's Priority Infill Opportunity Zones (See Figure LU-a).

The Northtown Activity Center, located between the central-commercial area and Cal Poly Humboldt. This area functions as the de facto corridor between Arcata and the University, and includes a mix of commercial and medium-density residential developments. The "Arcata Heights" Neighborhood Conservation Area is located to the west, comprising primarily low-density residential uses as well as Arcata High School and the Stewart School building.

The West End/ Aldergrove Activity Center, in the northeastern part of the City to the east of the Valley West activity area. This area has a mix of general and limited industrial uses, including the Aldergrove Industrial Park, the Foodworks Culinary Center, and surrounding commercial, residential, and public open space areas.

The Samoa Boulevard and South G Street Activity Center, in the southern part of the City. This area includes general and limited industrial, general commercial businesses on both sides of Samoa Boulevard, and surrounding high-and medium-density residential areas.

Other smaller neighborhood-scale activity centers include:

The Westwood/Sunset Neighborhood Activity Center, in the western part of the City includes a shopping center and commercial businesses along Alliance Road and surrounding low-density residential areas.

The Sunny Brae Neighborhood Activity Center, in the southwestern part of the City. This area includes Sunny Brae shopping center and adjacent professional offices and surrounding residential areas.



Infill Opportunity Zones. In the Housing Element update in 2019, the City identified four neighborhoods whose current mix of uses present opportunities for infill development. These areas are near transit and existing activity centers, and the proposed mix of land uses is intended to allow residents to live closer to their places of work and thereby encourage alternative modes of transportation. These areas collectively are anticipated to produce approximately half of the City's infill growth during the *General Plan: 2045* planning period. The areas described below reflect current configuration as enacted at a policy level through the adoption of the City's 6th Cycle Housing Element; future planning may make minor modifications, to add or subtract acreage to areas described below.

The Downtown Opportunity Zone includes the City's center of commerce, encompassing roughly fifty-four acres of the Downtown and surrounding near Downtown areas. Land use designations include Central Commercial, Commercial General, Residential Medium Density, Residential High Density, and Public Facilities. This area is generally built out, but there are some parcels that have significant potential for redevelopment as well as several smaller parcels that could either be redeveloped if the zoning allowed more flexibility.

The Valley West Opportunity Zone includes roughly thirty-four acres in the north of the City situated along Giuntoli Lane and between Valley East and Valley West Boulevards. Zoning includes a mix of Commercial General and Industrial Limited. The Valley West commercial areas have significant redevelopment potential for both housing and economic development opportunities.

The Gateway Area Infill Opportunity Zone is in the southwestern part of the City. This area includes one hundred and thirty-eight acres of land including a mix of commercial, industrial, and residential uses including the Creamery Building, which houses a variety of businesses and cultural organizations, including the Arcata Playhouse, Arcata's Local Arts Agency. The Gateway Area Plan establishes a broad range of high- and medium-density residential and mixed-use redevelopment with an emphasis on housing creation in this area due to proximity to Downtown and other community services and destinations.

Craftsman's Mall/St. Louis Opportunity Zone includes roughly forty-one acres near the geographic center of the urbanized portions of the City and Cal Poly Humboldt. The average parcel size is 0.7 ac or 29,145.7 sq ft, and the Craftsman's Mall property, which has the highest immediate potential for redevelopment is owned by Cal Poly Humboldt. This area is near Cal Poly's campus and is an ideal location for high density housing. It is surrounded by lower density residential zoning districts. The area also includes existing industrial uses.

The planned distribution of land uses throughout the City are shown on the land use diagram, which is included as Figure LU-a. In addition, the Land Use Element addresses the City's Planning Area. The Planning Area extends north to the Mad River, west to the Pacific Ocean, south into Arcata Bay, and east to include the upper watersheds of Arcata's creeks, as shown on Figure LU-b and described in the Growth Management Element.

Guiding principles and goals.

- A. Create a welcoming, safe, and racially equitable community through the promotion of racial equity, diversity, and accessibility in all City neighborhoods and land use. Achieve this by encouraging housing development and business development in and around existing activity centers, and promoting access to transit and healthy food, among other strategies.
- B. Acknowledge and act on land use strategies brought forward by Arcata's Black, Indigenous, and People of Color communities.
- C. Establish and maintain a greenbelt around the City that consists of agricultural, forest, and natural resource lands, focusing future development in infill areas, as opposed to annexation of these lands. Preserve, as productive natural resources areas, the open agricultural lands in the Arcata Bottom, the forests on the eastern hillsides, and aquaculture in Arcata Bay. Protect other natural resource lands along the bayfront and watercourses for their ecological value as natural resource lands and community open space.
- D. Encourage a range of housing choices that includes affordable housing for all community residents, including currently unhoused people, that accommodates families as well as individuals and groups, and varies in size and type to reflect the diverse character of the community and to provide equitable access to opportunities and resources in all of Arcata's neighborhoods.
- E. Encourage retail, service, and professional businesses to locate and stay in the Commercial Activity Centers and Infill Opportunity Zones by increasing the amount of housing there.
- F. Promote commercial uses in the Downtown, Gateway Area, Westwood, Valley West, Sunny Brae, Bayside, and Greenview neighborhood centers to meet day-to-day retail and service needs of nearby residents.
- G. Designate industrial uses in existing employment centers and encourage labor intensive and technology-driven industrial and business uses in these areas rather than resource intensive uses.

- H. Maintain community facilities such as schools, community centers, parks and recreation areas, and other civic uses and ensure they are equitably distributed and located in areas that are accessible to all segments of the community.
- I. Encourage infill development of vacant, brownfield, and underutilized land designated for development as a way of meeting housing and employment needs without major extensions of infrastructure and services. Encourage high-density residential infill development and minimal parking ratios in Infill Opportunity Zones throughout the City. Ensure displacement and affordability issues related to the City's infill strategy are addressed.
- J. Permit vertical and/or horizontal mixed-use development close to clusters of activity and at major transportation crossroads where they can take advantage of higher levels of access.
- K. Retain agricultural and natural resource lands within the City.
- L. Encourage mixed use commercial/residential areas throughout the City through encouraging residential units on upper floors in commercial areas and other available strategies.
- M. Locate and allow location of land uses to minimize risks and exposure to environmental hazards, including seismic hazards and flooding.
- N. Seek and encourage open and cooperative consultation and cooperation with managers of state land not subject to Arcata's land use authority including Cal Poly Humboldt, lands within the California Coastal Commission's retained jurisdiction, and others.



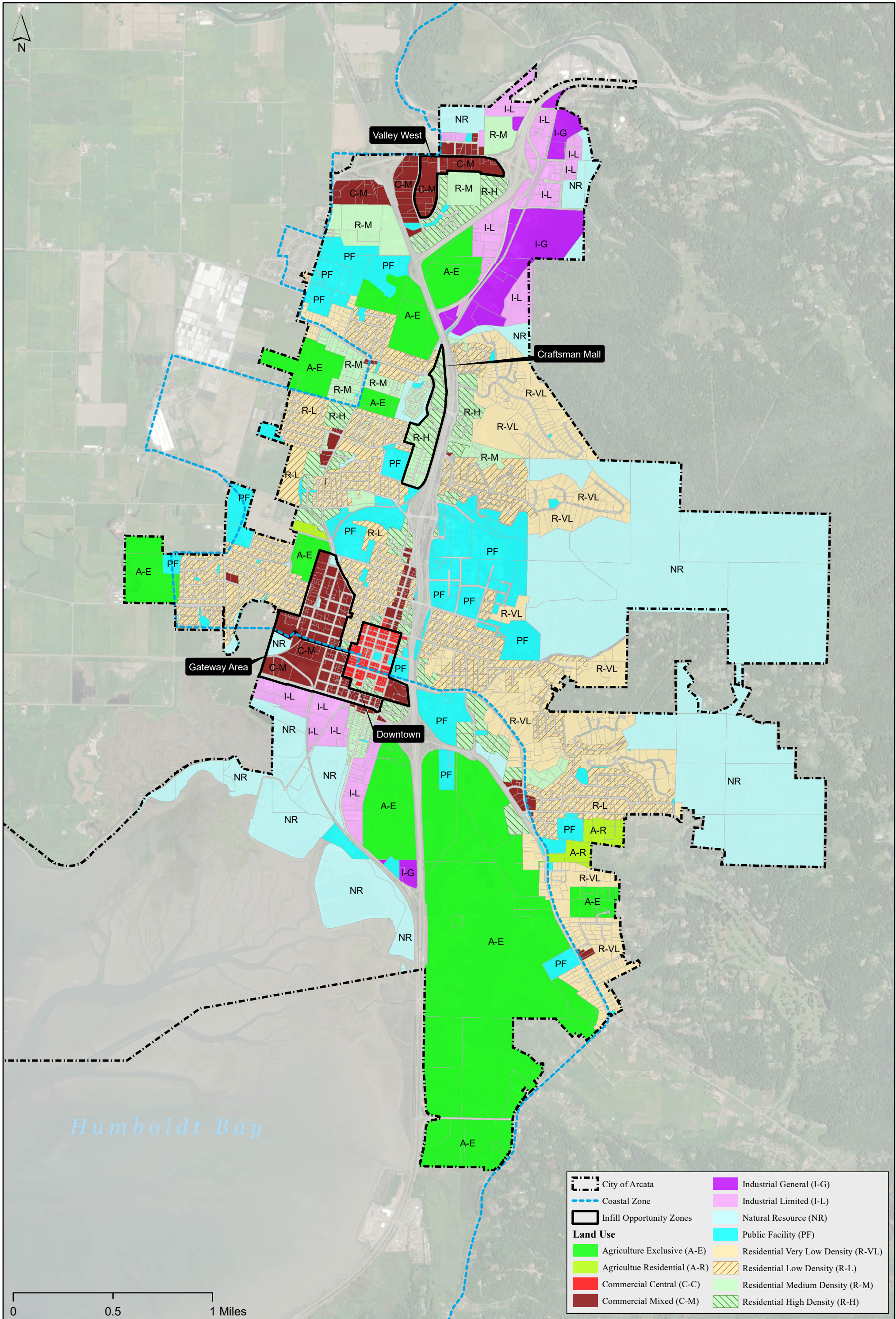
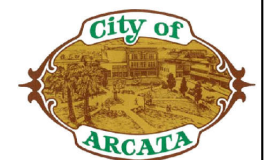


Figure LU-a City of Arcata General Plan
Land Use Map



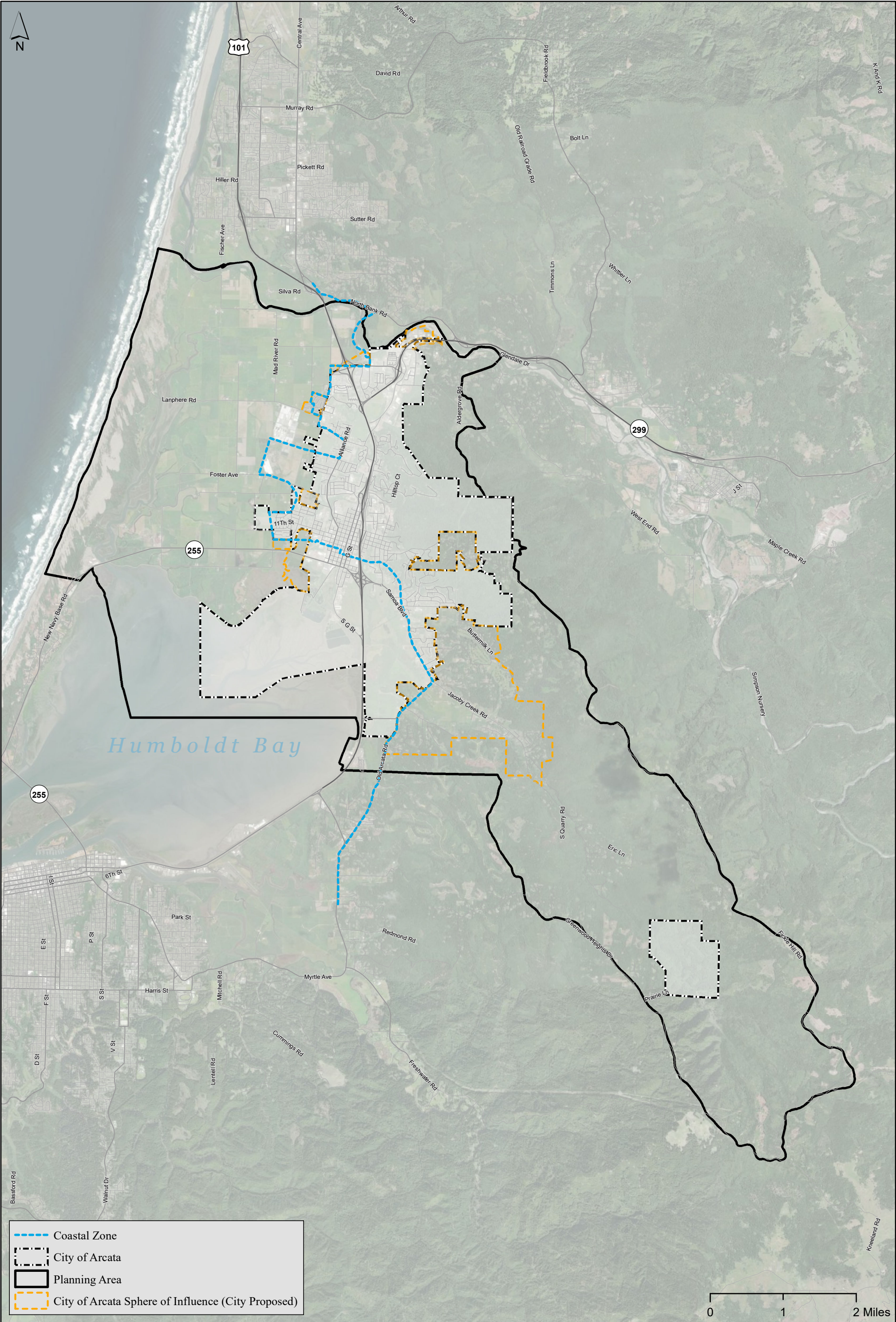


Figure LU-b

City of Arcata Planning Area



2.2 POLICIES

The Land Use Element contains the following policies:

- LU-1 Overall Development Pattern
- LU-2 Residential Land Use
- LU-3 Commercial Land Use
- LU-4 Industrial Land Use
- LU-5 Public Facilities
- LU-6 Agricultural and Natural Resource Lands

POLICY LU-1 OVERALL DEVELOPMENT PATTERN

Objective. Establish a pattern of development that concentrates activity and amenities in a pattern of centers, clusters and mixes of uses to support the City's focus on infill development and active transportation. Provide an overall land use arrangement that concentrates city-wide uses and functions in these areas with an emphasis on areas within walking distance of the central Plaza Area, Cal Poly Humboldt, and existing neighborhood and employment centers, which provide a mix of commercial services, residential uses, and community facilities.

To the maximum extent feasible, the City shall strive through its land use decisions to promote community health for all neighborhoods, with particular attention to those that have been identified as lacking in ~~amenities such as~~ transit, clean air, grocery stores, bike lanes, parks, and other components of a healthy community.

- LU-1a **Protection of natural resources and agricultural lands.** The designation of open space throughout the City, and the agricultural greenbelt area around the City, are integral to Arcata's future form. Agricultural [A-E] and Natural Resource [NR] designated lands make up over half of the community land base. Their productive, open space, and natural resource values are important to the community and shall be preserved.
- LU-1b **Promotion of infill development and designated Infill Opportunity Zones.** The City encourages appropriate redevelopment of certain parcels of land that are either underutilized, brownfields, or vacant, but surrounded by existing urban development. These sites represent development opportunities using existing infrastructure and shall have priority for development over vacant sites that are located outside the urban services boundary (designated in the Growth Management Element) that require investment in extension of infrastructure and services. The City's Infill Opportunity Zones are intended to encourage and streamline infill development in these areas, based on available land and proximity to transit, services, jobs, and activity centers. Infill development may include new residential units in new or existing structures, development of second units on residential lots, and new or expansion of existing residential and commercial structures consistent with the provisions of the applicable land use plan designations. Infill Opportunity Zones are shown on the land use plan diagram (Figure LU-a).

- LU-1c **Prioritization of transit and active transportation.** ~~Reduce or e~~Eliminate minimum parking requirements citywide.
- LU-1d **Reduce parking maximums in the most walkable areas of the city.** Reduce maximum allowable parking requirements within Infill Opportunity Zones to promote walkable communities. Minimize vehicle parking requirements and maximize walk, bike, and transit infrastructure.
- LU-1e **Streamlined review and standards in Infill Opportunity Zones.** Infill Opportunity Zones are intended to identify areas where the City plans to accommodate high density residential uses through a ministerial review process in order to facilitate housing production. In addition to creating a ministerial pathway for residential projects, applicable standards (parking ratios, height limitations, site coverage, etc.) shall be consistent with development at greater densities with a larger reliance on multi-modal transit.
- ~~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.~~
- LU-1g **Inclusion of residential uses.** Commercial developments should include residential units where feasible. Where residential units are incorporated, some ground floor commercial should generally be maintained. Any residential development in new structures shall comply with the development standards of the applicable land use category.
- LU-1h **Variety of industrial uses.** Provide sufficient land for a broad range of industrial uses to retain and expand existing uses and attract new industries. Continue to support industrial uses that are intended to retain and generate living-wage jobs.
- LU-1i **Activity centers diagram.** The activity areas diagram (Figure LU-c) for lands within the City and Sphere of Influence and the planning area land use map (Figure LU-a) show existing activity areas for the City. Continue to invest in improving housing, job, and active transportation access to these centers in addition to the City's identified Infill Opportunity Zones. Target investment in economic development, infrastructure, and placemaking resources in ways that strengthen these centers, support their growth and development in more equitable ways, improve connectivity within and between them, and ensure that existing residents and businesses benefit from this new investment.
- LU-1j **Maintain Arcata's Historic Plaza Area as a major community center in central Arcata.** The Plaza has historically been, and should continue to be, a commercial, civic, social, and cultural center of the community, and a location for community-wide special events. The area surrounding the Plaza (Commercial–Central area), including the adjacent commercial and mixed-use areas, shall be planned to accommodate retail establishments, entertainment services, restaurants, and business and professional

offices. High density residential use in the Commercial–Central area is encouraged as an Infill Opportunity Zone. Housing shall be included, where feasible, in all new commercial development within the Plaza Area.

- LU-1k Encourage Valley West’s growth as a major community center for north Arcata.** Ensure City resources are allocated to improving accessibility, safety, and attractiveness of this mixed use area, which functions as both a tourism destination and a vibrant neighborhood commercial center for many neighboring residents. The area surrounding the Valley West Shopping Center, including the adjacent commercial, office, and residential areas, shall be planned to accommodate a large concentration of high-density residential development as well as retail establishments, entertainment services, restaurants, and business and professional offices. Continue to promote Carlson Park as a regional draw to access the Mad River. High density residential use in the Valley West Infill Opportunity Zone will be streamlined and residential units shall be included, where feasible, in all new commercial development within the Valley West Area.
- LU-1l Support and revitalize other existing neighborhood and commercial activity centers.** The existing neighborhood centers of Westwood, Sunny Brae, and Greenview are designated as multiple-use sites where additional retail establishments, personal and business services, and other neighborhood-oriented commercial services are encouraged to be developed. The City encourages residential uses in mixed use centers. Reinvestment to upgrade and/or expand existing commercial activity areas shall be encouraged. Upgrades should include improvements to existing centers including landscaping areas; provision of facilities to accommodate bicycles, pedestrians, and transit and to reduce vehicle trips; and residential units on upper floors or in new structures. Appropriate lands near these centers are designated for higher density residential uses to encourage walking and bicycling to commercial services.
- LU-1m Support and revitalize the West End/ Aldergrove Employment Center as an industrial and business hub for north Arcata.** This area has a mix of general and limited industrial uses, including the Aldergrove Industrial Park, the Foodworks Culinary Center, and surrounding commercial, residential, and public open space areas. Light and general-industrial uses shall be encouraged to relocate and expand in this area.
- LU-1n Support and revitalize the Samoa Boulevard and South G Street Employment Center as an industrial hub for south Arcata.** This area includes general and limited industrial, general commercial businesses on both sides of Samoa Boulevard, and surrounding high-and medium-density residential areas. Light and general-industrial uses shall be encouraged to relocate and expand within the Adaptation Zone boundary of this area as described in the City’s Local Coastal Program.
- LU-1o Land use plan diagram.** Ensure the distribution of land use designations guides permitted uses to align with the intended outcomes of pattern of development identified. The land use plan diagram (Figure LU-a) for lands within the City and the

planning area land use map (Figure LU-b) show planned land uses for the City and surrounding areas. The land use categories, and the amount of City land allocated for each category, are included in Table LU-1.

- LU-1p **Gateway Area land uses.** Gateway Area land use designations allow for a broad range of mixed-use redevelopment with an emphasis on housing creation. Gateway Area land use designations and policies are described in the Gateway Area Plan.
- LU-1q **Coastal land use plan.** The western portion of the Arcata Bottom, lands south of 7th and 8th Streets west of State Route 101, and lands south of Bayside and Old Arcata Roads east of State Route 101 are within the Coastal Zone, created by the California Coastal Act. The land use designations within the Coastal Zone are included in the Local Coastal Element, which is part of the City's Local Coastal Program (LCP).
- LU-1r **Maximum and minimum residential density standards.** In Commercial Mixed-Use and Central Commercial districts, allow residential uses. In each of these land use designations, do not establish a maximum residential density standard. Instead, allow residential density to be naturally restricted through other development standards, such as building height and Building Code requirements for minimum unit size. In addition, establish a minimum residential density standard in each of these land use designations, with exceptions established for some use types (such as theaters) and some building types (such as historically significant structures and the adaptive reuse of existing buildings). Allow buildings with residential uses to increase building height on a portion of the building.
- LU-1s **Incentivize projects that provide designated community amenities.** Establish ministerial permitting options and streamlined development processes for projects that create housing and provide designated community amenities.
- LU-1t **By-right approval.** Allow development projects participating in the community benefits program with by-right approvals when the project conforms to all applicable standards and design guidance. To promote housing production, limit participation in community benefits program to projects that include a minimum standard of residential units.
- LU-1u **Minimum residential density.** Require that all new development in C-C, C-M, R-M, and R-H land use designations provides at least some minimum quantity of housing units by establishing a minimum residential density (number of units per acre). Projects that do not provide the designated minimum residential density will need a use permit demonstrating they support the City's housing objectives.
- LU-1v **Mixed-tenure.** Encourage a mix of both owner-occupied and rental housing in C-C, C-M, R-M, and R-H land use designations.
- LU-1w **Residential relocation.** In addition to relocation support encoded in state law, support the re-housing of existing residents displaced by the redevelopment of properties containing existing residential uses.

- LU-1x **Racial equity and housing partner collaborations.** Continue to collaborate with community housing partners that work to promote racial equity and anti-discrimination in housing for both ownership and rental opportunities within the City.

TABLE LU-1 LAND-USE PLAN CATEGORIES AND ACREAGES

Arcata General Plan: 2045 Land Use Designations		Acres	%
A-E	Agriculture - Exclusive	1,040.9	19.4%
A-R	Agriculture - Residential	34.2	0.6%
C-C	Commercial - Central	25.6	0.5%
C-M	Commercial - Mixed	218.6	4.1%
I-G	Industrial General	130.7	2.4%
I-L	Industrial Limited	201.9	3.8%
NR	Natural Resources	1,811.1	33.9%
PF	Public Facilities	442.3	8.3%
R-H	Residential - High Density	185.4	3.5%
R-M	Residential - Medium Density	191.2	3.6%
R-L	Residential - Low Density	545.2	10.2%
R-VL	Residential - Very Low Density	511.2	9.5%
Total		5,357.9	100.0%

Note: The figures above do not include road rights-of-way, interchanges, or the portion of Arcata Bay within the City limits, nor do they include the Jacoby Creek Forest, a City-owned non-contiguous incorporated area.

- LU-1y **Form-based design standards.** Where high-density housing uses are appropriate, apply form-based design standards that allow high-density, multi-story buildings while simultaneously requiring a vibrant, community-oriented, street-facing built environment designed to fit a "human-centered" scale with codes designed specifically for each area where they apply.
- LU-1z **Mixed-income neighborhoods.** Incentivize mixed-income neighborhoods with housing options available for all income groups. Housing in a mixed-income neighborhood should include deed-restricted units affordable to very low-income households, small affordable-by-design units, student housing, moderate income owner-occupied condominiums and townhouses, market-rate rental units, median-priced family-sized dwellings, and penthouse units for high-income households.

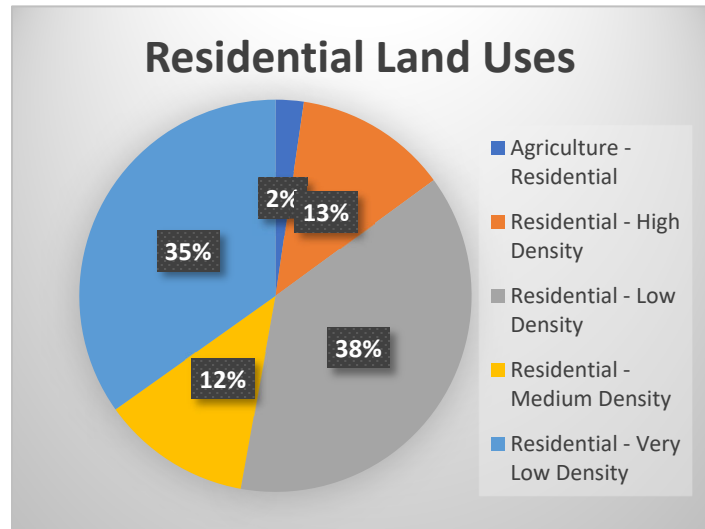
- LU-1aa **Incentivize mixed use as a community ~~amenity~~benefit.** Incentivize mixed-use projects that have a ground-floor non-residential (retail, office, light industrial, or other job-creation component) through the community benefit program where not otherwise required by the form-based code. Create incentives to mix compatible land uses.
- LU-1ab **Partnerships with the Wiyot Tribes.** Seek partnerships with the Wiyot Tribes to support housing projects.
- LU-1ac **Land use and zoning that promote community health and wellbeing.** Patterns of land use and development can either promote or deter physical, mental, and social wellbeing in different ways. Support patterns of land use and development that encourage physical, mental, and social wellbeing, as well as shape activity centers, districts, corridors, and neighborhoods to support walking, biking, and transit.
- LU-1ad **State mandated housing production.** The City recognizes that the state’s housing goals have resulted in laws that increase density above City established base density, removed discretion in housing development, required streamlining in approval processes, established by-right development for certain housing types, and has reduced local control over many land use decisions related to housing production. The City shall monitor and comment on state actions to advocate for reasonable solutions to housing production that meet both state objectives and City need for housing.
- LU-1ae **Term of Off-Premise Billboards and Prohibition.** Billboards along scenic roadways and other scenic areas impact the scenic quality by blocking views. Billboards are not only a blight within the City Arcata’s jurisdiction but also within the surrounding County’s jurisdiction and impact the City’s viewsheds. The City shall limit the term of existing off-premise billboards by ordinance to provide for removal consistent with the Outdoor Advertising Act. The City shall prohibit the construction of new off-premise billboards along mapped Scenic Highways and coastal views.
- LU-1af **Removal of Illegal Billboards.** Illegal and/or unsafe billboards on property within City jurisdiction shall be removed through code enforcement. The City shall advocate for removal of illegal billboards in areas outside of City’s jurisdiction, including petitioning Caltrans’ Outdoor Advertising Office to support removal of nonconforming billboards along highways within the Arcata viewshed.
- LU-1ag **Removal of Billboards on Public Lands, Right-of-Ways and Public Trust Resource Lands.** Support efforts of area public agencies to remove billboards from their properties, rights-of-way and public trust resource lands.

POLICY LU-2 RESIDENTIAL LAND USE

Objective. Allow for a mix of housing types and densities to ensure residents at all ages, income levels, and abilities have safe, healthy, and affordable homes that meet their physical, social, and economic needs through housing production, preservation, and conversion that is compatible with established and planned neighborhood design elements.

LU-2a Residential land use classifications. The following land use designations are applicable to residential lands. Table LU-2 defines permitted uses, densities, lot sizes, and other development standards for each classification.

Residential Very Low Density [R-VL]. This designation allows the lowest density residential development in areas where physical constraints, protection of natural features, or preservation of semi-rural character are important considerations. The R-VL designation is applicable primarily for lands with steep slopes and where the open space character of Arcata's hillsides and perimeter lands



are to be preserved. Individual homesites are allowed in hillside areas, as long as precautions are taken to prevent the excessive removal of vegetation and strict grading controls are enforced to prevent erosion. Development and grading on areas characterized by slopes over 25% should be avoided. Review of development proposals in all hillside areas shall ensure that seismic and geologic hazards are avoided or mitigated. More detailed hillside development standards are included in Policy PS-3c.

The R-VL designation allows creation of lots as small as 20,000 square feet, in the less-steep areas of Arcata's hillsides. Newly created lots in this zone must contain a buildable area of sufficient size and flatness to allow development without significant environmental damage or landform alteration. The development regulations for R-VL are intended to balance protection of the sensitive hillside environment with the need for quality housing sites. This designation is also intended to protect the existing rural environment in outlying areas of Arcata and to provide a transition between more urban uses and agricultural operations.

Residential – Low Density [R-L]. The low-density residential designation primarily provides for single-family homes, duplexes, and accessory dwelling units on individual lots. This designation is found throughout the community, including the older, historical neighborhoods surrounding the Plaza Area, Sunny Brae, Sunset, and Greenview Terrace. Under current state land use and planning law, single-family zones are authorized to construct multiple dwelling units per lot in single family residential zones and may allow up to four residential units on most R-L lots.

Residential – Medium Density [R-M]. Medium density residential unit types typically include duplexes, townhouses, co-housing, low density apartments, and modular housing located in mobile home parks.

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

LU-2b

Diversity and choice in residential environments.

The City shall encourage residential developments that collectively provide a variety of choices for housing the community, including currently unhoused people. Units shall be diverse in terms of types of units, location, unit sizes, costs, design, amount of privacy, and neighborhood environment. Inclusionary measures shall be provided for affordable housing, and the City shall continue to collaborate with the Wiyot Tribe to further City and tribal housing goals. To encourage this, the City will implement inclusionary zoning in higher density developments and provide incentives to developers to include low- and moderate-income housing units in their proposals. Small lots shall be encouraged in RL, RM, and RH. Tenement Co-housing shall be allowed in zoning districts where applicable.



TABLE LU-2 RESIDENTIAL LAND USE CLASSIFICATIONS

ALLOWABLE USES	R-VL	R-L	R-M	R-H
RESIDENTIAL				
Single-family dwellings	X	X	X	X
Mobile/manufactured homes	X	X	X	X
Mobile home park		X	X	X
Duplex dwellings	X	X	X	X
Multi-family dwellings		X	X	X
Planned developments	X	X	X	X
Group residential			X	
SECONDARY USES				
Small residential care facilities	X	X	X	X
Accessory (2 nd) dwelling unit (ADU)	X	X	X	X
Bed and Breakfast Inns	X	X	X	
Home Occupations	X	X	X	X
DENSITY				
Density Range*	2 or fewer primary units per acre,	Up to 7.25 units per acre	Up to 25 units per acre	Up to 50 units per acre

Base Density does not include additional density allowed by state ADU, density bonus law.

LU-2c Planned Development - Residential. The purpose of a Planned Development shall be to: incorporate a mix of residential types, unit sizes, affordability levels, and styles in a coordinated manner to encourage housing for all, including currently unhoused people; allow clustering of units; provide larger, more usable areas of common open space; and protect natural resources or site features, such as creekside riparian areas, wetlands, and significant vegetation such as trees to incorporate health-promoting design. Planned Development may also incorporate non-residential uses with appropriate visual and noise buffers provided between the uses.

POLICY LU-3 COMMERCIAL LAND USE

Objective. Grow a pattern of activity centers that meet the daily needs of the community and visitors and with a variety of retail goods, food, and services that are convenient, safe, accessible, and affordable to all.

LU-3a Commercial use classifications.

The following land-use plan categories are applicable to commercial lands. Table LU-3 defines permitted uses for each classification. Large scale retail uses shall require a use permit due to evaluate:

1. Potential impact on existing and projected traffic conditions;
2. Impact on municipal utilities and services;
3. Impact on the physical and ecological characteristics of the site and surrounding area; and
4. Impact on the community.



Commercial – Central [C-C]. This designation covers most of the nineteen square blocks surrounding the Plaza and includes retail, professional office, civic, hotel, theater, residential, and similar uses. The Central-Commercial Area forms the center of the City and is designed to be a high density, pedestrian-oriented activity area, with shops and services, banks, offices, restaurants, and entertainment supporting a variety of day and night activities. The Commercial-Central Zone will have no upper density limit consistent with LU-1r.

Commercial – Mixed Use [C-M]. This land use designation allows high-density infill development with a high degree of flexibility around uses. This land use designation is applied to parcels suitable for infill development, redevelopment, and densification. The Commercial-Mixed Use Zone will have no upper density limit consistent with LU-1r.

TABLE LU-3 COMMERCIAL LAND USE CLASSIFICATIONS

ALLOWABLE USES	C-C	C-M
SALES OF GOODS & SERVICES		
General retail sales and services	X	X
Food retail sales and services	X	X
Specialty retail sales and services	X	X
Personal service establishments	X	X
Shopping centers	X	X
High-impact retail commercial uses	X	X
Wholesale trade and warehousing	X	X
Transient lodging	X	X
Travel trailer [RV] park		X

ALLOWABLE USES	C-C	C-M
MOTOR VEHICLE RELATED SALES & SERVICE Motor vehicle sales and rentals Motor vehicles services Gas sales		X X
RESTAURANTS, BARS, TAVERNS AND PUBS NIGHTCLUBS	X X	X X
COMMERCIAL RECREATION / ENTERTAINMENT Indoor recreation services Outdoor recreation uses and services Theaters	X X X	X X X
BUSINESS AND PROFESSIONAL OFFICES Offices designed to serve customer traffic Offices designed to attract little customer traffic Health services	X X X	X X X
EDUCATIONAL, CULTURAL & RELIGIOUS USES Libraries, museums, art galleries, and similar uses Mortuaries and funeral homes	X	X X
PUBLIC & SEMI-PUBLIC USES Government administrative offices Post offices	X X	X X
RESIDENTIAL Multi-family residential	X	X
URBAN AGRICULTURE		X

Some uses will require a Use Permit or other special permits as designated in the zoning ordinance.

- LU-3b **Northtown Commercial Mixed Use Area.** The continuation of mixed commercial and residential uses in the Northtown area should be encouraged; including allowing redevelopment to maximize housing opportunities ~~at up to 50 units per acre.~~
- LU-3c **Primary residential uses in Commercial – Central [C-C].** To maximize housing opportunities, residential uses are allowed as the primary use on vacant sites designated C-C.
- LU-3d **Land use regulation to support health care.** Amend land use regulations to support provision and accessibility of healthcare services, including locations of healthcare providers in mixed-use and commercial land use classifications.
- LU-3e **Sidewalk dining.** Encourage sidewalk dining for restaurants and cafes along commercial and mixed-use street frontages. Areas planned for sidewalk dining may require wider sidewalks including privately-owned public spaces. Consider accessibility for the visually impaired in structures that may create sidewalk obstructions.
- LU-3f **Relationship of building height to open space.** Allow for buildings over four stories using Community Benefits Program but require greater percentages of Open Space to be retained at ratios set in the Form-Based Code to ensure residents of high-density housing retain an excellent quality of life and easy access to high-quality open space.

- LU-3g No maximum residential density.** Regulate building bulk and massing through design and community benefit measures; do not directly limit units per acre. Instead, encourage the maximum of dwelling units feasible within the allowed building envelope and allow other standards (e.g., height, setbacks, minimum units sizes) to collectively establish natural limitations on the number of dwelling units that can be developed.
- LU-3h New non-residential uses.** Permit Commercial Mixed and Central Commercial land use designations in the City to allow mixed uses to complement residential uses. Ensure that all new non-residential, mixed-use development supports an active and livable neighborhood, with residential, retail, office, and light-manufacturing uses thoughtfully blended together to create a cohesive neighborhood that feels complete. Allow flexibility in non-residential uses, with targeted limitations on uses that do not encourage street level human activity, livability, or neighborhood identity. Examples of uses that do not encourage human activity include heavy industrial uses, mini-storage, and outdoor automotive sales.

POLICY LU-4 INDUSTRIAL LAND USE

Objective. Provide for a variety of industrial uses that will retain and generate living-wage jobs, including labor-intensive manufacturing, processing, assembly, warehousing, services, and complementary non-industrial uses, in appropriate locations. Build on the City's 150-year history of supporting industrial jobs, businesses, and product generation by supporting new and existing users in identified industrial nodes.

- LU-4a Industrial uses.** The following land use designations are applicable to industrial lands. Table LU-6 defines permitted uses, densities, lot sizes, and coverages for each classification.

Industrial – Limited [I-L]. This land use designation is intended to provide attractive industrial areas suitable for light manufacturing and limited commercial uses. High impact industrial uses more prone to produce noise, odors, heavy truck traffic, or dust such as lumber mills and recycling centers are not permitted in limited industrial areas. The I-L land use designation includes auto sales; service and repairs; sales of mobile homes, trucks and tractors; warehousing and wholesaling establishments; outdoor sales and storage lots; light industrial activities (when conducted within a building); and similar uses. Some retail sales uses and services, particularly those involving sales of products made on the premises, will be allowed as an accessory use. Residential uses may also be permitted where they are compatible with the nature of the production process, or the related sales of products made on the premises (such as artists' live/work space).

The major I-L areas are the West End Employment Center near the State Route 299/Giuntoli Lane interchange including the Aldergrove Industrial Park and Happy Valley; and areas south of Samoa Blvd. including Little Lake and along south G Street. These industrial areas will be the primary focus of industrial and mixed-industrial development and investment during the timeframe of this General Plan.

Industrial – General [I-G]. This land use designation indicates areas which are appropriate for manufacturing, large-scale wood processing and storage, auto wrecking and storage yards, and all other general industrial operations. Some industrial operations generate noise, odors, or traffic which make them incompatible neighbors with residential or most commercial uses.

TABLE LU-4 INDUSTRIAL / PUBLIC FACILITY LAND USE CLASSIFICATIONS

ALLOWABLE USES	I-L	I-G	PF
SALES OF GOODS AND SERVICES			
Personal services establishments	X		
High impact commercial uses	X	X	
Outdoor sales and storage of merchandise	X	X	
Wholesale trade and warehousing	X		
Animal sales and services	X		
MOTOR VEHICLE-RELATED SALES AND SERVICES			
Motor vehicle sales and rentals	X		
Motor vehicle services	X		
Gas stations	X		
RESTAURANTS AND NIGHTCLUBS	X		
COMMERCIAL RECREATION / ENTERTAINMENT			
Indoor recreation services	X		
BUSINESS AND PROFESSIONAL OFFICES			
Offices designed to serve customer traffic	X		
Offices designed to attract little customer traffic	X		
EDUCATIONAL, CULTURAL & RELIGIOUS USES			X
RESIDENTIAL	X		
PUBLIC & SEMI-PUBLIC USES			X
HIGH IMPACT MANUFACTURING & PROCESSING		X	
MODERATE IMPACT MANUFACTURING & PROCESSING	X	X	
LOW IMPACT MANUFACTURING & PROCESSING	X	X	
URBAN AGRICULTURE	X	X	X

- LU-4b **Little Lake.** The former Little Lake Industries lumber mill on South “I” Street shall developed for industrial or business park uses. The site shall be planned as a mixed-use development including passive recreational uses and a dog park. Development shall be consistent with the adopted Long Range Property Management Plan.
- LU-4c **Happy Valley.** Development of a new “business park” at Happy Valley shall be a priority of the City. The site shall be planned as a mixed-use development. Development shall be consistent with the adopted Long Range Property Management Plan.
- LU-4d **Conversion and reuse of industrial sites.** The City shall encourage the conversion and reuse of industrial sites such as closed lumber mill sites. An environmental site assessment will be required for sites where prior uses may have caused soil contamination. Manufacturing uses may be allowed on older I-G sites, where activities

are conducted in enclosed spaces and noise, light, air quality, or traffic impacts do not significantly impact adjacent uses.

- LU-4e **Incubator industrial sites.** Encourage small business incubator sites and cottage industries as part of the City's mix of industrial uses.
- LU-4f **Industrial performance standards.** The City shall periodically review and update adopted performance standards ensuring that new and upgraded industrial uses are attractively designed, keep noisy uses in enclosed spaces, do not emit light or glare off site, and contain other features that make them compatible with adjacent uses.
- LU-4g **Energy development, production, and use.** The City of Arcata recognizes the national need for the responsible exploration, recovery, and processing of the country's energy resources. The City also recognizes the potential adverse impacts such activities may have. Petroleum extraction is of particular concern on the North Coast. On- or offshore petroleum extraction will result in negative impacts on the climate and our coastal scenic resources, as well as our sensitive land and marine environments. Therefore, the City finds that, in order to minimize adverse impacts to such resources, on- and off-shore petroleum product exploration, recovery, and processing should be confined to those geographic areas which now accommodate these uses and activities. Consistent with this policy, the City shall prohibit on-shore petroleum exploration, production, and processing within its boundaries, and shall oppose the use of off-shore areas south and west of Arcata and in Humboldt County in general for such uses.

POLICY LU-5 PUBLIC FACILITIES

Objective. Provide appropriate locations and sites for water storage and delivery; wastewater collection and treatment; drainage; solid waste management; fire protection; parks and recreation; civic and institutional uses; and education (public and private) facilities.

- LU-5a **Public Facility [PF] uses.** Public Facility land use category is applicable to those lands which are to be used for the various types of public facilities, except that some public facility uses are also allowed in other land-use categories. Public facility uses include certain uses which may be owned by private individuals, private organizations, or private institutions, as well as by government entities. Uses include schools, public services and administrative offices, wastewater and solid waste management facilities, public parking lots, parks and non-commercial recreation uses, golf courses, auditoriums, and other public assembly spaces, hospitals, cultural facilities, community gardens, communication (including telecommunications) and transportation facilities, and utilities. The types of uses allowable within this category shall be specified in Table LU-6.
- LU-5b **Development standards for public facilities.** Standards applicable to development of public facility uses shall be as specified in Table LU-6.

- LU-5c Limitation of corporation yard expansion.** Development of the City corporation yard facilities shall be restricted to its existing boundaries. A landscape screen shall be maintained along with northern and eastern perimeter of the oxidation pond. Corporation yard relocation in response to climate change shall be considered during the timeframe of this General Plan.



TABLE LU-5 SPECIFIC CONSIDERATIONS FOR CERTAIN PUBLIC FACILITY AREAS

AREA	SPECIFIC CONSIDERATION
Mad River Hospital Area APN's 507-191-033, 507-191-076, 507-291-032 & 507-191-077	Hospital development on APN's 507-191-077 and 507-291-032 shall be developed consistent with the Master Site Plan adopted in 2011.

POLICY LU-6 AGRICULTURAL AND NATURAL RESOURCE LANDS

Objectives. Preserve and promote the sustained production of natural resources; preserve and promote the agricultural, forest, and aquaculture lands; and protect public natural resource/open space lands, including stream courses, wetlands, tidelands, and open space areas. Provide for complementary uses including farm worker housing, processing of agricultural and aquaculture products, and access for timber harvesting, in designated areas.

- LU-6a Agricultural and Natural Resource classifications.** The following land use categories are applicable to agricultural and natural resource lands. Table LU-9 defines permitted uses, densities, lot sizes, and coverages for each category.

The Natural Resource [NR] designation is applied to public or private lands where protection of unique and/or sensitive natural resources, or managed production of resources, are the primary objectives. The resources element describes three subdistrict zones within the NR district which are designated: Wetland Stream Protection Zone (NR-WSPZ), Timber Production Zone (NR-TPZ), and Public Trust Zone (NR-PTZ). Examples of lands designated NR include the Community Forest (NR-TPZ), Janes Creek /McDaniel Slough Linear Park (NR-WSPZ), and the Arcata Marsh and

Wildlife Sanctuary (NR-PTZ). Recreation may be considered as a secondary use when there are no adverse impacts to the protected resources. This designation is also applicable to productive resource lands, such as timber-producing forested areas (NR-TPZ) and aquaculture in Arcata Bay (NR-PTZ). The land between Cal Poly Humboldt and the Community Forest is an example of productive forest lands designated (NR-TPZ).

The NR designation is not applied to small or "pocket" wetlands, that exist on parcels large enough to accommodate development without adversely impacting the wetlands. The designation is also not applied to wetlands used as grazed agricultural lands, or riparian areas in other zones. These resource areas are protected by applicable stream and wetlands standards.

The Agriculture Exclusive [A-E] designation is intended to preserve land for agricultural production. The A-E designation is appropriate for lands with prime agricultural soils and wetlands that could be used as grazed agricultural lands. Structures associated with agricultural production, such as barns and farmhouses, are appropriate uses in A-E areas.



Agricultural and aquacultural product processing facilities for products originating outside of Arcata, and which are essentially industrial and require large-scale industrial buildings over 10,000 square feet are not appropriate for the A-E zone.

The Agriculture Residential [A-R] designation allows very low-density residential development on agricultural lands. Structures associated with agricultural production, such as barns and farmhouses, would be appropriate uses in these agricultural areas.

TABLE LU-6 AGRICULTURAL AND NATURAL RESOURCE LAND USE CLASSIFICATIONS

ALLOWABLE USES	A-E	A-R	NR
RESIDENTIAL			
Single-family dwellings	X	X	X
Mobile / manufactured homes	X	X	
Secondary residential uses	X	X	
Bed & Breakfast (as secondary use with use permit)	X	X	
COMMERCIAL RECREATION & ENTERTAINMENT			
Coastal-dependent recreation	X		X
AGRICULTURE, MINING, SILVICULTURE & AQUACULTURE			
General agriculture, except keeping confined animals	X	X	
Agriculture, including keeping of confined animals	X	X	X
Agriculture-related processing facilities	X	X	X
Commercial greenhouse operations	X		X
Aggregate and other mining			X
Silvicultural operations			X
Aquacultural operations			X
NATURAL RESOURCE CONSERVATION USES	X	X	X
RESIDENTIAL DENSITY			
Density Range	1 primary residential unit per parcel (and an accessory dwelling unit)	1 primary residential unit per parcel (and an accessory dwelling unit)	None

LU-6b Compatibility between agricultural and adjacent non-agricultural uses. Agricultural practices can include application of fertilizer, operation of farm equipment, and use of local roads by slow moving and large vehicles. These practices can cause noise, health, light, odor, and travel impacts for residents in adjacent non-agricultural areas. To minimize these impacts, development of new non-agricultural uses that locate adjacent to existing agricultural uses shall maintain setbacks and establish buffers. The potential impacts of adjacent agricultural practices shall be required to be disclosed to future residents. Where new or expanding agricultural uses locate adjacent to existing non-agricultural areas, the agricultural user shall be responsible for maintaining setbacks and establishing buffers.

LU-6c Protection of agricultural lands and uses within the City. Agricultural lands represent an important natural resource within the City. The protection of agricultural lands shall include the following:

1. Lands designated Agricultural Exclusive [A-E] with Grade* 1 and 2 soils are the City's prime agricultural resource; lands designated [A-E] with Grade* 3 and 4 soils support less intensive uses than lands with higher grade soils, but are still viable for resource production. A-E lands shall not be developed, except for agricultural-related uses.

2. Agricultural uses on lands designated other than A-E shall be allowed and encouraged, consistent with other General Plan policies.
3. Existing agricultural practices on seasonal wetlands shall be allowed to continue, consistent with other General Plan policies.
4. The minimum lot size for lands designated A-E shall be twenty acres.

Private and public non-vehicular recreational activities such as hiking, horseback riding, fishing, hunting, and other compatible, low-impact recreational activities which do not require permanent structures, facilities, or foundations may be permitted in areas designated A-E if they do not interfere with adjacent agricultural uses, or limit potential of the site to return to agricultural use, or displace the wildlife utilizing the area, especially in seasonal wetlands. This shall be implemented in the City's land use code.

LU-6d Uses allowed in diked/reclaimed former tidelands. Allowable uses and development in grazed or diked former tidelands are limited to uses compatible with the Public Trust. These uses are summarized below:

1. Agricultural operations limited to accessory structures, apiaries, field and truck crops, livestock raising, greenhouses (provided they are not located on slab foundations and crops are grown in the existing soil on site), and orchards.
2. Farm-related structures, including barns, sheds, and farmer-occupied housing, necessary for the performance of agricultural operations. Such structures may be located on an existing grazed or farmed wetland parcel only if no alternative upland location is available for such purpose and the structures are sited and designed to minimize adverse environmental effects on Public Trust resources and uses. No more than one primary and one secondary residential unit shall be allowed per parcel.
3. Restoration projects.
4. Nature study, aquaculture, and similar resource-dependent activities compatible with the Public Trust resources and uses.
5. Incidental public service purposes which may temporarily impact the resources of the area (such as burying cables or pipes).

LU-6e Restoration of former tidelands. The City of Arcata recognizes the need to restore former tidelands to salt marsh in order to adapt to rising sea levels and promote biodiversity and a safe environment. The City shall encourage and support the restoration of former tidelands, currently zoned Agricultural Residential [A-R] or Agricultural Exclusive [A-E].

LU-6f Relationship with the Open Space and Resource Conservation and Management Elements. The Open Space and Resource Conservation and Management Elements (General Plan Chapter 4) address the natural resource values of agricultural and natural resource lands. Lands designated Agriculture Exclusive [A-E] and Natural Resource [NR] are important components of City's open space, as defined in the Open Space Element. The conservation and management of these lands for their natural resource values, as well as their biological, hydrological and soil resources, are

specifically addressed in the Resource Conservation and Management Element. The policies of both these elements shall apply to future agricultural and natural resource land use decisions.

2.3 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
LU -1	Zoning Amendments Revise the City's Land Use Code and other zoning codes so zoning districts and land use regulations are consistent with the General Plan land use designations, densities, primary and secondary uses, building intensity, lot sizes, and coverages.	Community Development Department/ Planning Commission	Year 1
LU -2	Conversion and Reuse of Inactive Mill and other Industrial Sites Solicit property owner cooperation and pursue funding for environmental site assessments and clean-up of abandoned or inactive mill sites. Encourage conversion of these sites when proposed reuse is consistent with General Plan goals and policies.	Community Development Department/ Property Owners	Ongoing beginning in Year 2
LU -3	Maintain Economic Development Strategic Plan The Economic Development Strategic Plan is intended to be a guide for City actions pertaining to economic improvement. Update the report periodically for compliance with General Plan policies and the vision and needs of the community.	Community Development Department	Every five years; beginning in Year 2 <u>initiate update upon General Plan adoption.</u>
LU-4	Pedestrian-friendly activity centers Update zoning to improve the walkability of commercial activity centers using such strategies as: - Establish street-facing entrances as the norm through design standards and/or guidelines. - Update land use plan and zoning to concentrate retail land use designations in areas that are less than ½ mile across, and ideally along a single street that is less than 1000 feet from end to end. - Require maximum pedestrian block sizes of less than 300feet in primary areas of activity.	Community Development Department	Year 2

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
LU -5	New Business Park Master Plans Seek funding for and prepare business park master plans for the reuse of the Little Lake property for mixed-use development and the Happy Valley business park.	Community Development Department	Year 3
LU-7	Planned Development Overlay Evaluate application of Planned Development overlays throughout the City. Consider revising or removing PD overlays based on purpose and need.	Community Development Department/ Planning Commission	Year 2
LU-8	Commercial Visitor Serving Zoning Overlay Evaluate the need for a Commercial Visitor Serving (CVS) zoning overlay to cover the area (or a portion) of the previous CVS land use designation in Valley West.	Community Development Department/ Planning Commission	Year 2
LU-9	Residential-Low Density Rezone 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. <u>Rezone in Neighborhood Conservation Areas should recognize key design characteristics of these neighborhoods.</u>	Community Development Department/ Planning Commission	Year <u>24</u>
<u>LU-10</u>	<u>Inclusionary Zoning</u> <u>Adopt an ordinance implementing Inclusionary Zoning citywide requiring at a minimum 3% of the units reserved for very low-income, 6% for low-income, and 10% for moderate income households. The requirements will apply to projects with 15 or more base density units. The Council expects this measure to be initiated within three months of adoption of the General Plan.</u>	<u>Community Development Department</u>	<u>Immediate upon adoption</u>

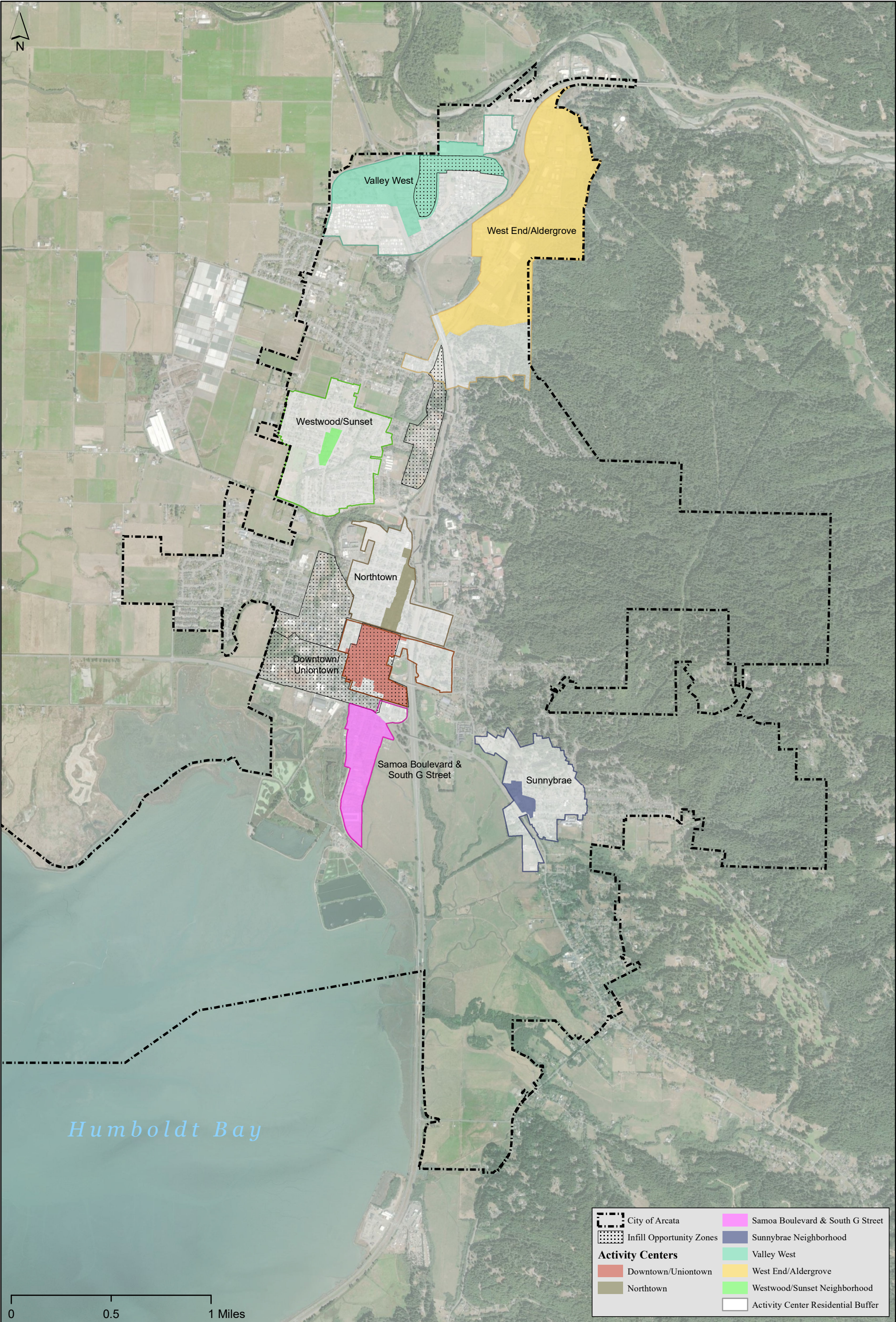


Figure LU-c City of Arcata Activity Centers

Created by Planwest Partners
Map Date: 10/5/2023



July 17, 2024

GROWTH MANAGEMENT ELEMENT

2.4 INTRODUCTION

Growth Management Overview. Arcata's population was estimated to be 18,900 in the 2020 Census. The General Plan-anticipates approximately 1-1.4% year-over-year population growth with a maximum population of 27,000 persons, by the year 2045.

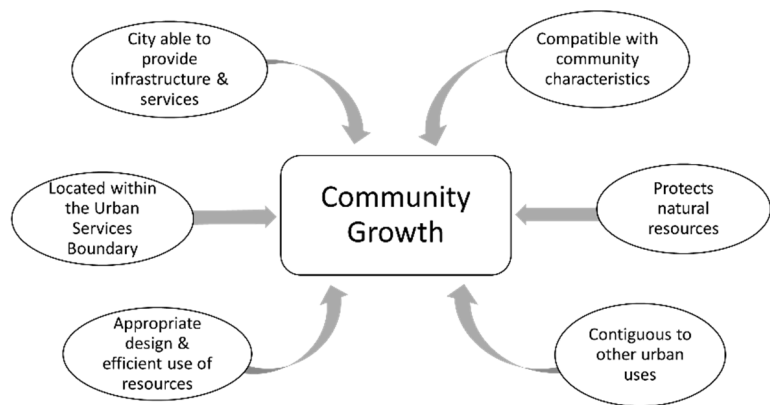
The majority of the City's growth has been, and is planned to be, within the present City boundary and concentrated within identified Infill Opportunity Areas (see Land Use Element), including the Gateway Area as well as around the downtown area, within existing neighborhood commercial centers, and near California State Polytechnic University, Humboldt (Cal Poly Humboldt). Growth is directed to these areas because they have existing urban services and infrastructure.

In addition, infill implements the Humboldt Regional Climate Action Plan and the City's sea level rise adaptation plan, preserves the natural and open working lands surrounding the City, and provides needed reinvestment in existing developed areas.

Cal Poly Humboldt is a major driver for both economic and population growth. There are currently about 5,739 students enrolled at Cal Poly Humboldt, with projected enrollment of 11,000 (full time equivalent) students by 2028. While a proportion of these students are anticipated to be remote learners, and Cal Poly Humboldt will be housing a large proportion of newly enrolled students, Cal Poly's growth will impact the population.

Guiding Principles and Goals.

- A. Lands in the Sphere of Influence should remain rural and under the land use authority of the County until it can be demonstrated that urban services and annexation by the City is necessary.
- B. Preserve the existing community character and promote resource protection in the Planning Area.
- C. Maintain an Urban Services Boundary that includes only the existing urban area, and areas appropriate for development by the year 2045.



Growth Management Considerations

- D. Prioritize infill development in areas within or contiguous to existing urban uses and services and concentrate growth around existing activity centers.
- E. Exclude flood-prone, steeply sloped, and other natural hazard areas, streamside buffers, productive natural resource, agricultural, and forest lands from urban development.
- F. Incorporate greenbelts, designated natural areas, and other open space into the planning area to maintain an identity separate from surrounding communities.
- G. Manage the timing and amount of growth in accordance with acceptable levels of service and quality of life for existing and new residents.

Planning Areas. The City of Arcata incorporated area is defined by its City limits. The City also has an Urban Services Boundary that defines the anticipated limits for extending City services and infrastructure within the General Plan time frame. There is also a Sphere of Influence that includes unincorporated lands which ultimately may be annexed to the City and developed; and a Planning Area which also includes nearby unincorporated lands. Collectively, these planning areas and the policies that guide related development activities, such as annexation, constitute much of the City's growth management program. The City's Urban Services Boundary and Sphere of Influence are shown on Figure GM-a and the Planning Area is shown on Figure LU-b. Each of these features is described in more detail below.

Annexations/ Expansion of City Boundaries. The Cortese/Knox/Hertzberg Local Government Reorganization Act of 2000 sets forth regulations under which Arcata may apply to the Local Agency Formation Commission to expand its City boundary. The intention is to encourage orderly growth and development, which is considered essential to the social, fiscal, and economic well-being. It recognizes that the formation of local agency boundaries is an important factor in assuring orderly development and the efficient delivery of services. The Cortese/Knox/Hertzberg Act gives Local Agency Formation Commissions review authority for annexations of territory to a city.

Sphere of Influence. Before the Local Agency Formation Commission may approve an annexation, that territory must be within the City's Sphere of Influence. A Sphere of Influence defines the City's probable physical boundaries and service area as determined by the Local Agency Formation Commission.

The Sphere of Influence includes unincorporated lands (under County jurisdiction) that may be annexed in the General Plan time frame. The City's Sphere of Influence is adopted, as required by state law, by Humboldt Local Agency Formation Commission, a county-wide agency.



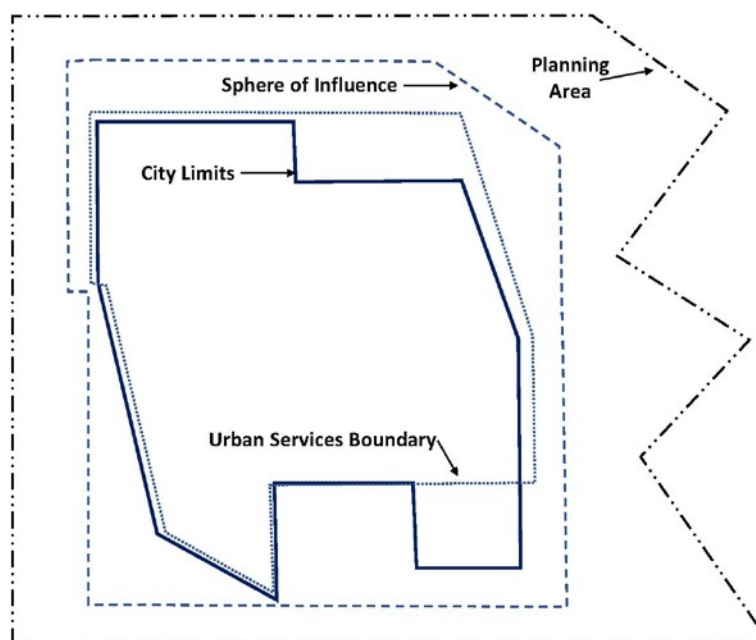
Designating unincorporated lands in the Sphere of Influence:

1. Allows the City to plan for the eventual annexation and extension of services as part of community growth.
2. Allows the City to designate uses compatible with adjacent City lands.

Arcata Planning Area. California planning law requires the City to adopt a general plan for lands within its limits and also for any land outside its boundaries which bears relation to its planning. Defining a Planning Area is a means by which the City can communicate its concerns for the future of surrounding lands under the jurisdiction of the County or neighboring cities. The Planning Area may extend beyond the City's Sphere of Influence.

The Planning Area includes the City, the Sphere of Influence and surrounding county lands beyond the Sphere of Influence intended to remain unincorporated, where uses and activities impact the City. The Planning Area boundary is determined by geographic features, such as the Pacific Dunes, Pacific Ocean, Mad River, Fickle Hill ridgeline, and hydrological features such as the watersheds of Arcata's creeks (Figure LU-b). Other considerations for determining the Planning Area include preserving viewsheds and maintaining a greenbelt around the City.

The Urban Services Boundary. The Urban Services Boundary is a mapped limit line surrounding the City's developed and developing areas. It can also include the Sphere of Influence where urban development is planned. Inside the City limits, the boundary excludes areas inappropriate for urban development, such as agricultural lands and the community forest.



Where it extends beyond the City limits, it does not extend outside the City's Sphere of Influence. The boundary is determined by the City's interest in extending services and infrastructure (water, wastewater collection, police services, etc.) to urban uses. The City provides certain areas, such as Jacoby Creek, with "water only" services. The Urban Services Boundary encompasses the area wherein urban development may occur during the General Plan's twenty-year time frame.

Illustrative of City Limit, Urban Services Boundary, Sphere of Influence and Planning Area Boundary

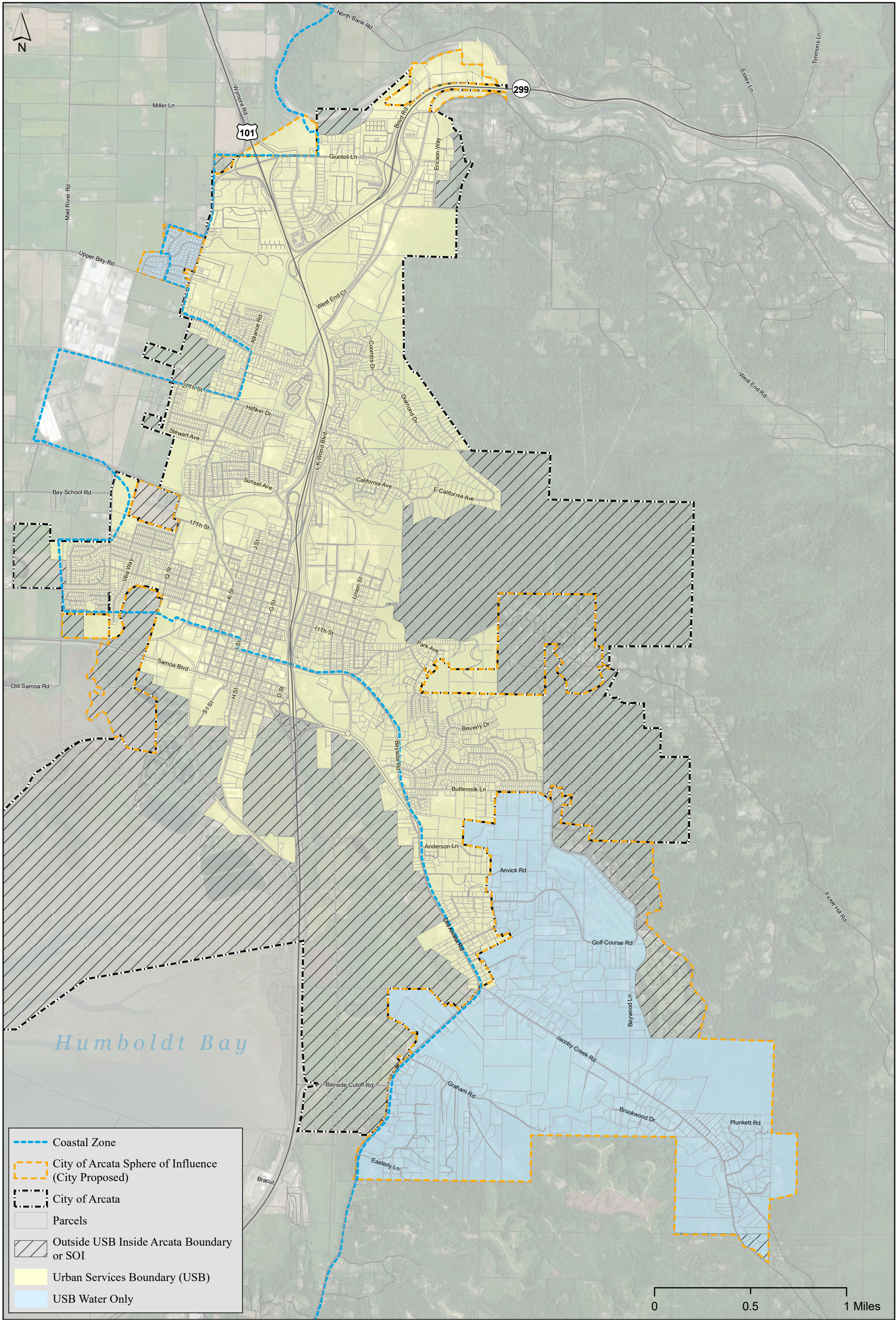


Figure GM-a City of Arcata Urban Services

Created by Planwest Partners
Map Date: 7/2/2024



Relationship with Other General Plan Elements and OPR General Plan Guidelines. The Growth Management Element includes guiding principles, policies, and implementation to ensure municipal services and management operations are coordinated concurrently with anticipated development and consistent with Land Use, Circulation, Housing and other element plans and policies. The Growth Management Element guides and sets parameters under which future development may occur, consistent with the Land Use Element. The Growth Management Element provides guidelines for analyzing future boundary changes, development project proposals and mitigation. The City can apply growth management guidance to prioritize public facilities and services access that enhances quality of life, including transportation, housing, parks, open space, trails, greenbelts, recreational facilities (including senior and youth centers), community centers, grocery stores, health care facilities, childcare centers, libraries, and cultural centers. Ensuring sufficient community facilities and support services is important to maintain social equity.

The Growth Management Element is consistent with state planning priorities (California Government Code section 65041.1) to promote equity, strengthen the economy, protect the environment, and promote public health and safety, as summarized below:

- (a) To promote infill development and equity by rehabilitating, maintaining, and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed, underutilized land presently served by transit, streets, water, sewer, and other essential services, particularly in underserved areas, and to preserving cultural and historic resources.
- (b) To protect environmental and agricultural resources by protecting, preserving, and enhancing natural resources, including working landscapes such as farm, range, and forest lands, natural lands such as wetlands, watersheds, wildlife habitats, and other wildlands, recreation lands such as parks, trails, greenbelts, and other open space, and landscapes with locally unique features and areas deserving special protection.
- (c) To encourage efficient development patterns by ensuring that any infrastructure associated with development, other than infill development, supports new development that does all of the following: uses land efficiently; is built adjacent to existing developed areas to the extent consistent with the priorities specified pursuant to subdivision; is located in an area appropriately planned for growth; is served by adequate transportation and other essential utilities and services; and minimizes ongoing costs to taxpayers.

2.5 POLICIES

The Growth Management Element contains the following policies:

- GM-1 Planning Area
- GM-2 Sphere of Influence
- GM-3 Annexation
- GM-4 Urban Services and Urban Services Boundary

POLICY GM-1 PLANNING AREA

Objective. Advocate for appropriate Planning Area land uses and management of surrounding creek watersheds, the Arcata Bottoms, and coastal areas, in recognition that they will affect Arcata's future community form. The intent is that land uses shall be limited to timber and agricultural production and natural resources management and development only at rural densities be approved within the Planning Area.

- GM-1a **Planning Area.** The Planning Area shall include all lands shown on Figure LU-b. The Planning Area includes lands where any future changes in use or management practices are likely to impact the City of Arcata. The City shall provide mapping showing the planning area boundary and request that all land use and development applications received by the County, or resource management plans received by other agencies, be referred to the City for review and comment. The City shall also advocate that the County implement policies and that property owners manage for the conservation of these unincorporated lands. This policy applies to unincorporated lands within the Planning Area.
- GM-1b **Referrals from Humboldt County.** The City shall review all development and infrastructure proposals affecting the Planning Area and communicate the City's position on these matters to the applicable decision-making body. Humboldt County shall be requested to refer all planning studies and applications for development in the Planning Area to the Arcata Community Development Department, for review and comment, prior to taking action.
- GM-1c **Land-use designations within the Planning Area.** The City shall request that the County of Humboldt retain timber, agricultural, and rural-designations on lands located within the Planning Area. The City shall request that the County adopt consistent land use designations for lands within the planning area, as shown on Figure LU-b.

GM-1d **Greenbelt.** The rural and agricultural lands within the Planning Area are designated by the City as open space or greenbelt. The intent is that such lands shall not be developed with urban densities or uses and that land uses shall be limited to timber and agricultural production and natural resources management and development only at rural densities be approved.

GM-1e **Resource Protection in the Planning Area.** Proposals which could affect the Planning Area's resources, including those resources addressed in the Resources Conservation and Management Element, shall be reviewed by the City. City review shall address the proposal's compatibility with ~~applicable~~the applicable



General Plan policy. The City shall communicate the intent of this policy to agencies with jurisdiction within the Planning Area (for example, the California Department of Forestry and Fire Protection for timber management, and the Humboldt Bay Harbor, Recreation and Conservation District for Humboldt Bay tidelands management) together with the policies in the Resource Conservation and Management Element.

POLICY GM-2 SPHERE OF INFLUENCE

Objective. Designate an appropriate amount of urban reserve land in the Sphere of Influence to provide for the ultimate development of the City.

GM-2a **Sphere of Influence.** The Sphere of Influence defines land eligible for annexation to the City in the future, shown on Figure GM-a. The City shall ~~maintain an adequate~~minimize amount of land in the Sphere of Influence to accommodate future growth, consistent with the goals and policies of this plan. Annexation of property may not proceed unless or until such lands are within the Sphere of Influence.

GM-2b **Sphere of Influence updates and amendments.** The Local Agency Formation Commission updates the Sphere of Influence every five years, as necessary, but more frequently if appropriate. The City can also apply directly to the Local Agency Formation Commission for a Sphere of Influence amendment.

Amendments to the Sphere of Influence shall be considered by the Planning Commission and recommended to the City Council, prior to Local Agency Formation Commission action. Any City decision to amend the Sphere of Influence shall be based on the following:

1. The area has an adequate supply of land to accommodate projected housing needs allocated by the Humboldt County Association of Governments (HCAOG).
2. Any property owner may request that the City add their lands to the Sphere of Influence.
3. Any such proposal shall also identify the requested land use designations and any other necessary or appropriate General Plan amendments.
4. In considering such requests, and during each Sphere of Influence update, the City Council, upon Planning Commission recommendation, shall determine whether it would serve the public interest to designate additional lands to receive municipal services and be developed with urban uses.
5. A Sphere of Influence update, to include additional lands, shall be subject to environmental review pursuant to the California Environmental Quality Act.
6. A Sphere of Influence update may be considered concurrently with an annexation request.
7. Any Sphere of Influence adjustment must incorporate adequate open space and resource management provisions.

GM-2c Areas in Sphere of Influence intended only for partial services. Some Sphere of Influence areas are only for the purpose of receiving City water service, such as the Jacoby Creek residential area. Such areas are not to be considered for annexation during the 20-year time frame of this Plan.

GM-2d City land-use designations. The City's land use designations for parcels in the Sphere of Influence are shown in Figure LU-a. These designations have legal force and effect only upon annexation to the City.

GM-2e Prezoning of Sphere of Influence parcels. Lands in the Sphere of Influence shall not be prezoned until annexation is proposed. Prezonings shall apply corresponding City land use designations, or a General Plan Amendment would be required. The purpose shall be to provide maximum latitude to the City to determine the appropriate timing of expansion of the City boundaries, extension of services, and urban development.

GM-2f County land-use and zoning designations in Sphere of Influence. The City shall request that Humboldt County adopt agricultural, timber, natural resource, or other rural land use designations, ~~within~~ outside the Sphere of Influence and within the City's Greenbelt, as a holding zone to ~~prevent premature limit~~

development ~~prior to annexation to the City. This shall not apply to areas already developed such as Pacific Manor.~~ The County's land use designations are legally binding ~~until~~ unless annexation to the City is completed.

~~GM-2g **Resource lands in the Sphere of Influence.** The City shall periodically review the Sphere of Influence boundary, especially to the west, to determine whether resource lands are being adequately protected.~~

POLICY GM-3 ANNEXATIONS

Objective. Provide for logical annexations of unincorporated areas, within the City's Sphere of Influence and/or Planning Area, only when existing or proposed development is consistent with community character and City services can be adequately provided.

GM-3a **City annexation procedure.** The City prefers to consider annexation requests prior to Local Agency Formation Commission consideration. If property owner(s) request that the City initiate an annexation request to the Local Agency Formation Commission, the following City review procedures shall apply:

1. Initiation and City review prior to Local Agency Formation Commission application filing:
 - a. A petition must be signed by no less than twenty-five percent of the registered voters, or at least twenty-five percent of property owners who also own twenty-five percent of the assessed value of land within the territory proposed for annexation.
2. The Planning Commission shall review and make a recommendation on the proposed annexation to City Council.
3. Action shall be taken by City Council to pass a Resolution of Application to Local Agency Formation Commission for annexation or advise property owners that a City application will not be filed. Property owners may apply directly to Local Agency Formation Commission by petition in accordance with petition thresholds in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.
4. Following City Council approval, including any accompanying General Plan amendment, pre-zoning ordinance and/or environmental document, the City shall prepare and transmit an annexation request application to Local Agency Formation Commission for its consideration and decision.

GM-3b **Required materials for consideration of non-urbanized land area annexations.** The following shall apply to annexation proposals where the land proposed to be annexed to the City is not developed with urban land uses:

1. The City shall prepare an annexation study addressing items "a" through "f" listed below. The annexation study costs, including City administrative costs,

shall be borne by the property owner(s) proposing the annexation.

- a. A fiscal impacts analysis projecting revenues and expenditures for proposed development in the annexed territory. One-time capital costs of facilities, as well as operating costs and revenues, including tax revenues and parcel assessments, shall be evaluated;
 - b. A study and/or proposal for tax-sharing agreements with other taxing entities, such as the County;
 - c. An accompanying General Plan Amendment, if requested or appropriate;
 - d. A proposed preliminary development plan, including phasing if appropriate;
 - e. An assessment of the City's capacity to provide facilities and services, including: wastewater collection and treatment; stormwater management; water supply and distribution; streets and circulation; fire protection; police services; parks; and others as appropriate;
 - f. A rezoning ordinance.
2. An environmental document pursuant to the California Environmental Quality Act.
 3. A Planned Development, master plan, or other comprehensive plan for development may be required for any land area greater than five acres.

GM-3c Criteria for annexation of undeveloped land areas. The City shall apply for annexation of undeveloped lands only if the following criteria are met. The proposed annexation area shall:

1. Be within Urban Services Boundary and adjacent to existing urban development; unless the annexation area is City owned land for the purposes of resource/habitat management or for the purpose of fulfilling the City's greenbelt policies.
2. Not exceed the City's capacity to provide services and infrastructure to accommodate proposed development.
3. Have annexation timed so that availability of services and infrastructure is concurrent with need.
4. Have a positive or neutral fiscal impact, or other overriding public benefits.
5. Be in compliance with General Plan policies.
6. Not include prime agriculture land (Storie Index 60 or higher) other than with designation and prezone as Agriculture Exclusive [A-E], Natural Resources [NR], or Public Facility [PF]. The Natural Resource and Public Facilities designation may be applied for uses consistent with the Open Space Element, the Resource Conservation Element, and City plans adopted pursuant to these Elements.

GM-3d Criteria for annexation of areas with existing urban development. The City shall apply for annexation of existing urban development only if the following criteria are met. The proposed annexation area shall:

1. Be within the Urban Services Boundary and adjacent to existing city boundary.
2. Have facilities brought up to City standard prior to or concurrent with annexation.
3. Have costs of service extensions borne entirely by owners of annexing properties and not by existing City taxpayers or ratepayers, or, have a financing mechanism in place prior to annexation.

POLICY GM-4 URBAN SERVICES AND URBAN SERVICES BOUNDARY

Objective. Define the boundary of City services and urban uses, within the City's incorporated area and Sphere of Influence. Extend City services-only when they will not exceed the City's planned system capacities.

GM-4a Urban Services Boundary. The City shall maintain an Urban Services Boundary beyond which urban services shall not be provided (except as provided for in Policy GM-4b), and urban development shall not be approved (see Figure GM-a). Rural residential development may be approved outside the Urban Services Boundary only if the development would not require the extension of water, sewer, and other public facilities. The area within the Urban Services Boundary shall be annexed at the time of development.

Any Urban Services Boundary changes shall be based on development capacity analysis of site characteristics such as soils, vegetation, topography (slope) and natural hazards, availability of public water, sewer and other municipal services, existing property lines, existing land use, and development potential. The Urban Services Boundary shall not be extended into the prime agricultural land or flood-prone areas on the west and south, nor extend past the Mad River on the north. To the east, the Urban Services Boundary shall not be extended into the steeper portions of Fickle Ridge, as designated on the General Plan Map. Parts of the Jacoby Creek and Bayside areas are included within the Urban Services Boundary.

Only the Agriculture Exclusive [A-E], Natural Resource [NR], and Public Facilities [PF] land use designations shall be applied to areas outside the Urban Services Boundary and within the Coastal Zone.

GM-4b Services outside City boundary. The City shall not extend sewer or water infrastructure, or provide new service connections outside the City Limits except under the following conditions:

1. The City may provide an emergency sewer or water line extension, when approved by the Local Agency Formation Commission, under the following conditions:

- a. The property is located within the City Urban Services Boundary for water and sewer.
 - b. The property is adjacent to the City limits.
 - c. The on-site sewage disposal system has failed.
 - d. It is not feasible to replace or repair the on-site sewage disposal system as evidenced by a letter from the County of Humboldt Division of Environmental Health.
 - e. The on-site sewage disposal system failure is considered a health hazard by the County of Humboldt Division of Environmental Health.
 - f. The owner has submitted a complete application to the City of Arcata for annexation of the property.
 - g. Local Agency Formation Commission has approved the emergency sanitary sewer connection.
 - h. The sewer connection shall be sized to only accommodate the failed system.
2. The City may contract to provide sewer services to other service districts subject to the following guidelines:
 - a. Only those areas with existing contracts as of December 31, 1998, shall be served.
 - b. No new contracts for services shall be approved.
 - c. No new connections shall be allowed to the sewer lines in the area between the City Limits and the Arcata Planning Area Boundary.

GM-4c Requirements and procedures for modifying Urban Services Boundary. The following findings must be made to modify the Urban Services Boundary:

1. There are existing or planned urban uses for the area being considered.
2. There is sufficient existing or planned infrastructure capacity to extend water, sewer, police protection, and other services, without reducing service standards for other areas.
3. The area to be served is adjacent to existing urban development.
4. The area to be served is within the City limits or Sphere of Influence.
5. City services extensions will not adversely impact natural resources in the area.

2.6 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE	RESPONSIBLE PARTY	TIME FRAME
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LU-1	Annexation Procedures (LUC Amendment) Update City annexation criteria and procedures in the City's Land Use Code for consistency with General Plan policies.	Community Development Dept./ Planning Commission	Year 1
GM -1	Sphere of Influence/Planning Area Application Review Continue to participate in the County application review process that provides for City review and input on all proposed actions in Sphere of Influence/Planning Area lands. Submit mapping showing the Planning Area boundary and request that all land use and development applications received by the County be referred to the City.	Community Development Dept.	Year 1 & Ongoing
GM-2	Jacoby Creek Water Service Area Develop a memorandum of understanding (MOU) between the City of Arcata and the Jacoby Creek County Water District that addresses how services will be provided long term once the Davis-Grunsky loan payoff occurs.	Community Development Dept.	Year 5
GM -3	Update Sphere of Influence Boundary Coordinate with Local Agency Formation Commission (LAFCo) to comprehensively evaluate the Sphere of Influence boundary to ensure that City growth and resource protection objectives are being met. In coordination with LAFCo as part of the next municipal service review and Sphere of Influence update process evaluate potential Sphere of Influence reductions in the following areas: east of Aldergrove/Ericson Way, Bay School Road, east of Buttermilk Lane near Baywood golf course, and Bracut.	Community Development Dept.	Every 5 Years

July 17, 2024

CIRCULATION AND MOBILITY ELEMENT

2.7 INTRODUCTION

Circulation and mobility consider how people and goods move through and around the City. The Circulation and Mobility Element addresses how a comprehensive, integrated transportation network can be planned to maximize individual mobility in a manner consistent with community character and environmental protection. The City is committed to providing a complete, connected, multimodal transportation network. California law requires that transportation and land use policies be closely correlated. The Arcata General Plan accomplishes this correlation in two ways. First, travel demand has been forecasted based on the amount and distribution of growth anticipated by the land use plan. Second, the Transportation, Land Use and Air Quality policies are linked to balance land uses and the transportation facilities that serve them. The overall theme of this element is achieving a balanced transportation system that is safe, accessible, comfortable, accommodating, and welcoming to all users. Transportation and mobility planning and policies in Arcata will put the safety of people first, both outside of vehicles and in them, recognizing that mobility goes beyond vehicular circulation patterns. Protecting and improving safety must come first in our transportation, circulation, and mobility policies and planning decisions. This is in line with a “Vision Zero” approach to transportation planning that strives to eliminate traffic-related death and injury as the highest priority in transportation planning, above and beyond speed, convenience, and financial cost.

Guiding principles and goals.

- A. Provide a connected multimodal transportation and mobility system that contributes directly to the safety, health, economic vitality, and quality of life of all people in Arcata.
- B. Create a transportation system that incentivizes a choice of travel modes and is safe, accessible, comfortable, accommodating, and welcoming to all users. Put safety first in all mobility planning, policies, and projects.
- C. Provide for increased use of active and shared transportation modes as alternatives to the single-occupant vehicle, including walking, rolling, bicycling, public transit, carpooling/vanpooling, and ridesharing.
- D. Prioritize investment and transportation planning that shifts the City's transportation system from being car-centric to one in which transit and active transportation are competitive or superior to single-occupancy vehicles in terms of convenience, perceived and actual safety, and accessibility for all residents.
- E. Manage the street and highway system to promote more efficient use of existing facilities rather than increase the number of travel lanes or make other capacity enhancements.
- F. Create an accessible multimodal transportation system for people of all mobility levels that will improve the livability of residential neighborhoods, including use of methods to calm or slow traffic and reduce through-traffic on local neighborhood streets.

- G. Educate residents, employees, and students about the importance of using alternative forms of transportation and mobility instead of the single-occupant automobile.
- H. Promote land use patterns that encourage walking, rolling, bicycling, and public transit use.
- I. Establish a set of fee-based parking prices that are high enough to drive more active and shared transportation.
- J. The City recognizes that safe mobility is a right of all people in Arcata.

Existing roadway system. Arcata's pattern of highways and streets is like that of many small and rural communities. The central business district has a traditional grid pattern of streets with a one-way couplet system comprising the primary arterial. A non-grid series of arterial and collector streets surrounds the central business district and serves outlying residential subdivisions, neighborhood shopping centers, Cal Poly Humboldt, and industrial areas. On the outer edges of Arcata, the transportation system is comprised of rural roads and highways serving isolated farms and residences. Arcata is bisected by the US 101 freeway, the main highway serving the North Coast of California from San Francisco to Oregon.



Functional classifications of the street system. Arcata's existing and planned primary streets and their functional classifications are shown in Figure CM-a. The functional classification system is described in the following paragraphs. All streets within Arcata city limits, except for access-controlled segments of Highways 101 and 299 and certain rural roads, are lined with homes and businesses and will be managed primarily to provide safe access and high-quality public space regardless of functional classification. Slow speeds and traffic calming will be prioritized on all city streets.

Freeways and highways are high speed facilities with restricted access that move traffic on an intercity or regional basis. Access to freeways is limited to grade-separated interchanges. Routes 101 and 299 are designated as freeways. Highways are also high-speed facilities but have fewer restrictions on access and at-grade intersections. Route 255 is designated as a highway.

Arterial streets provide intracity mobility as efficiently as possible. In addition to interconnecting the various parts of the City, arterial streets provide some access to abutting lands. Arterials in Arcata have fewer traffic control devices at intersections compared to those in other communities. Every traffic signal in Arcata is located on Samoa Boulevard, which is State Route 255. Examples of arterials include the "G" and "H" Street one-way couplet, Alliance Road, Samoa Boulevard and L.K. Wood Boulevard.

Minor arterials provide access to development on adjacent lands, primarily provide mobility between arterial and collector streets. Examples include Buttermilk Lane and West End Road within City limits, and Jacoby Creek Road and Upper Bay Road(within the Sphere of Influence).

Collector streets provide both mobility and access to land in about equal proportions. These roadways move vehicular, pedestrian, and bicycle traffic within and between residential, commercial, and industrial areas. As the name implies, collector streets are intended to collect traffic from local streets and channel it to the arterial street system. Examples of collector streets include 7th Street, 14th Street, Union Street, Buttermilk Lane, and Fickle Hill Road.

Local streets mainly serve to provide access to development on abutting parcels of land. These low-speed roadways provide access between land uses and collector streets. Local streets serve various land uses including residential, commercial, and industrial. Often, local streets in residential areas are utilized by through traffic, resulting in complaints from residents about speeding and high traffic volumes.



Rural roads are generally two-lane unimproved facilities located on the outer edges of the community, not within the City. Their primary function is to provide connection and access to farms, isolated residential areas, and industrial uses. Rural roads usually do not have typical urban improvements such as underground drainage, lighting, sidewalks, or curb and gutters. Examples of rural roads in the Arcata area include Mad River Road, Upper Bay Road, Jackson Ranch Road, the western portion of Foster Avenue, and Jacoby Creek Road.

~~Operational analysis and intersection level of service (LOS) summary. Deprioritize level of service as a management consideration for City streets, and shift focus to methods of analysis that better measure a project's transportation-related environmental impacts such as Vehicle Miles Traveled. Decades of research and experience show that projects that attempt to relieve congestion and improve level of service simply attract more traffic and are ultimately unsuccessful at relieving congestion. Furthermore, congestion is often desirable from a safety standpoint, as it results in slower traffic speeds. To that end, the City will use level of service to reduce speeds and encourage mode shift.~~

Existing transit. The Arcata & Mad River Transit System (A&MRTS), operated by the City, offers public bus service to the City. Fixed service routes include the Red, Gold, Green and Gold, and Orange Route(s) running along major streets in the City to destinations including City Hall, Uniontown Shopping Center, and Mad River Hospital and to major inter-route transfer points including the Arcata Transit Center and Cal Poly Humboldt (Figure CM-b). The Willow Creek route offers travel between the communities of Arcata and Willow Creek, located east of Arcata. Humboldt Transit Authority (Transit Authority) also provides regional public transportation for

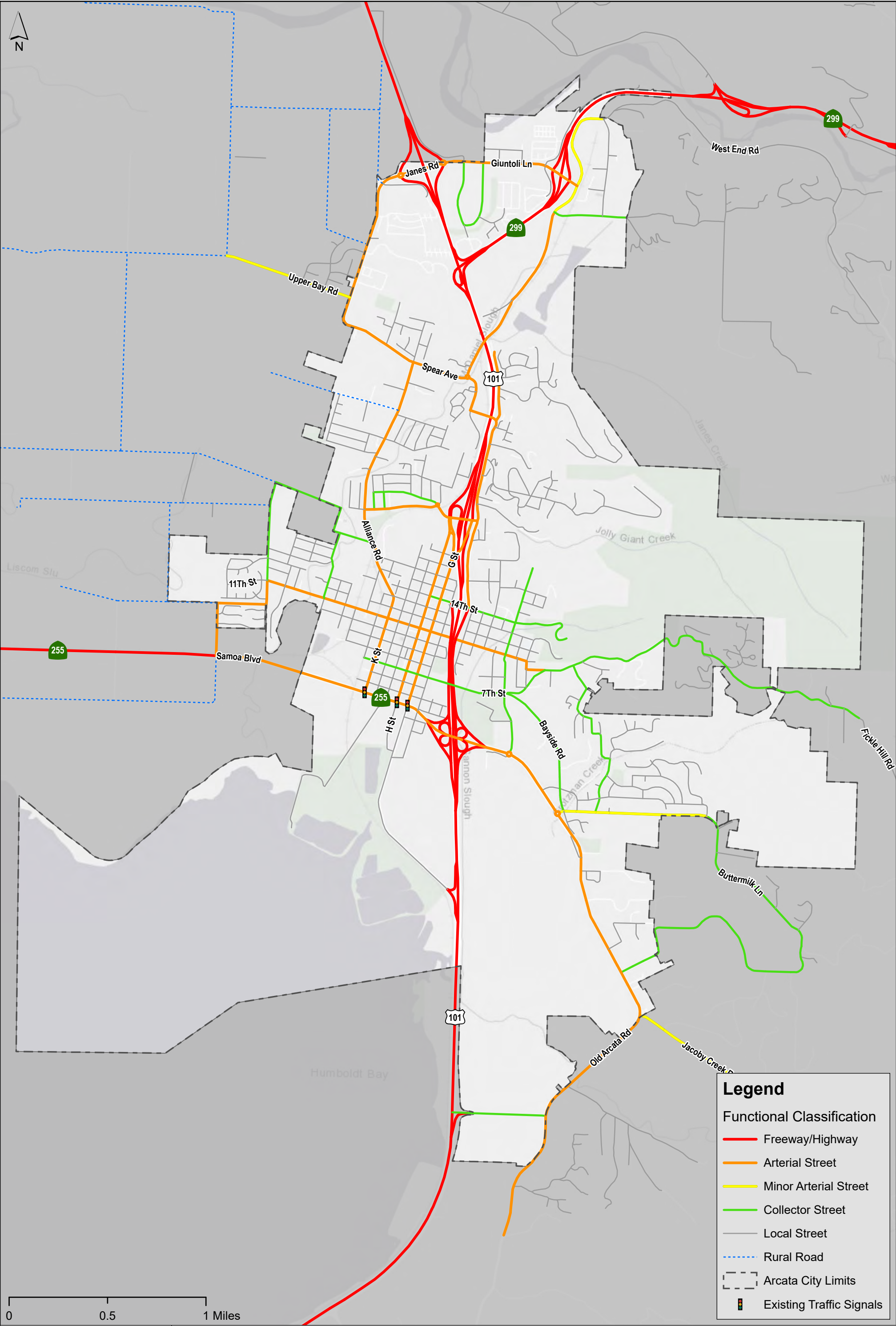


Figure CM-a City of Arcata General Plan:
Street Functional Classifications



Humboldt County, including service through Arcata via the Redwood Transit System, a fixed route system serving cities along the Highway 101 corridor from Trinidad to Scotia. The Redwood Transit System has four stops in Arcata including Cal Poly Humboldt and the Arcata Transit Center. The Arcata Transit Center, located on "F" Street between 9th and 10th Streets, provides a centralized transit facility for buses operated by A&MRTS, Transit Authority, Greyhound, and Amtrak. The Transit Center provides a park-and-ride lot and secure bicycle facilities.

Cal Poly Humboldt student ridership is significant during the school season. Cal Poly Humboldt provides unlimited free ride access on several Transit Authority routes, including A&MRTS, through the Jack Pass program. The Jack Pass program aims to encourage mass transit and reduced travel via single-occupant vehicles.

The Humboldt County Transit Development Plan (Transit Plan), prepared for the Humboldt County Association of Governments, provides guidance to local agencies on service programs, capital improvements, and financial strategies to improve the public transit services in Humboldt County over a five-year period. The City will review and consider adopting the recommendations in updated Transit Plan as they become available. Recommended alternatives in the Transit Plan include the following.

- *Adjust Schedule to Better Match University Class Schedules / Increase Trip Choices.* The Transit Plan found that adjustments to transit schedules that allowed more time for students to get to class from campus stops would encourage more transit use.
- *Make the Community Center an "On Demand" Stop.* Due to low ridership, the Community Center stop was identified and recommended for "on demand" service. On demand service procedures include passengers telling operators on boarding to be dropped off and calling a service helpline in advance to be picked up.
- *Extend Transit Service to South G Street.* Higher density housing and commercial activities are identified south of Samoa Boulevard on H and G Streets and potentially capture additional ridership for the Red Route.
- *A&MRTS Services Recommended Contingent on Funding: Provide a High Frequency Shuttle between Cal Poly Humboldt and Downtown in Peak Periods.* The Transit Plan also recommended considering a new shuttle service during peak periods so that students and university staff would be better served as the highest transit demand was noted between Downtown Arcata and Cal Poly Humboldt.

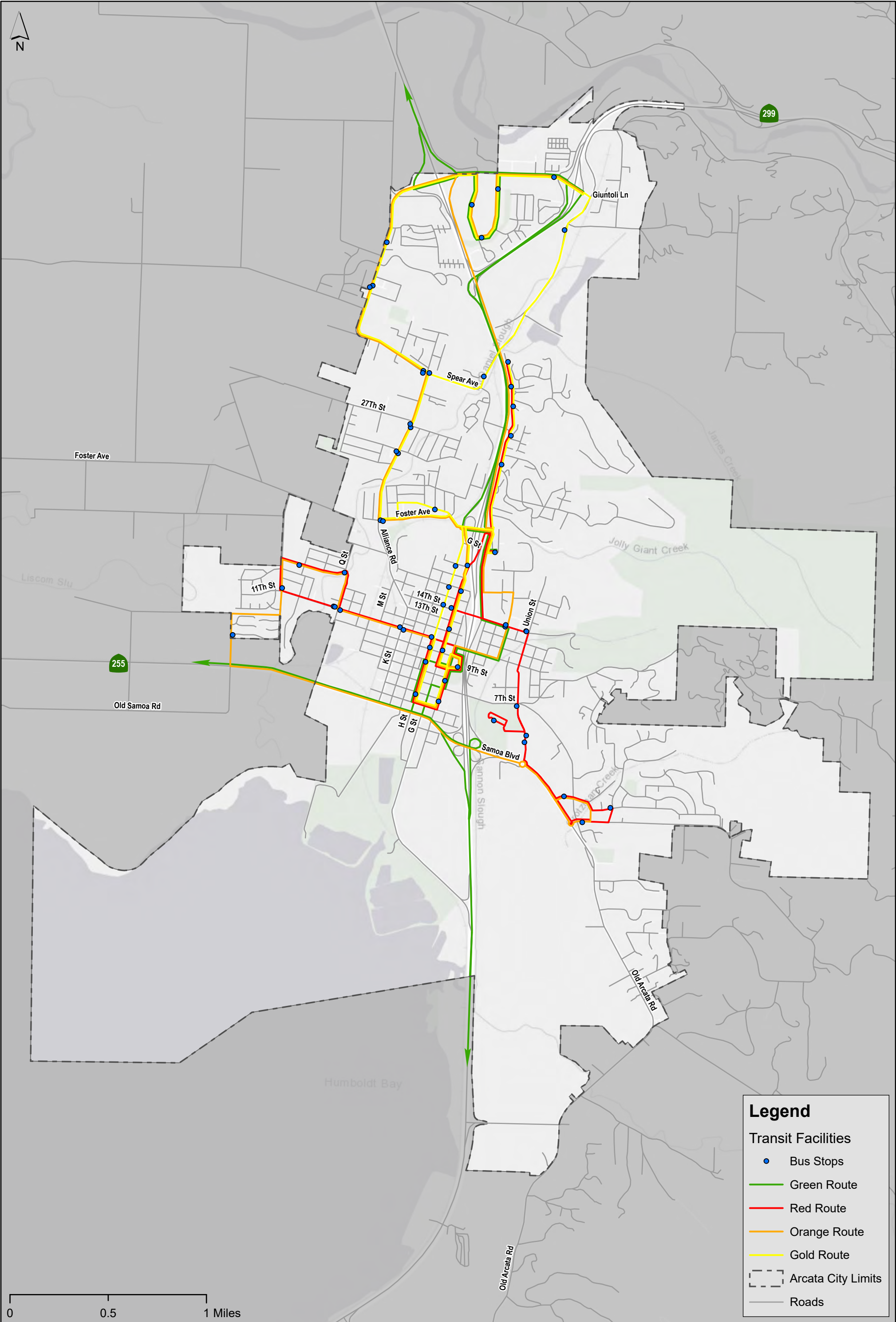


Figure CM-b City of Arcata General Plan:
Existing Transit Routes



Existing Bicycle and pedestrian facilities. Arcata's bicycle transportation system consists of Class I off-street shared use paths, Class II bike lanes, Class III bike routes, and bicycle boulevards on public streets. Class I facilities are multi-use paths that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized. Class II bike lanes provide a striped and signed lane for one-way bicycle travel on a street or highway within the paved area of a roadway. Class III bike routes are specially designated corridors in which the travel lanes are shared by motor vehicles and bicycles and are usually marked with on-street pavement stencils. Research has shown that Class III bike routes do not provide adequate safety or comfort for bicyclists unless significant additional design features are included. Bicycle boulevards are a type of Class III facility on low-volume roadways that prioritize the use of bicycles with traffic controls, signage, roadway markings, and traffic calming measures, including bicyclists having the right-of-way. Class IV bike lanes are protected from traffic by a vertical barrier. Arcata does not currently have any Class IV bike lanes, but research has shown that most people will not bike on busy streets without them.

Arcata presently provides a bikeway network connecting most major areas of the City on primary arterial streets, but many of the current facilities do not provide adequate protection for the comfort and safety of bicyclists. The primary Class I shared use path along the L Street rail alignment provides a north-south connection from the southern City limits and to the Humboldt Bay Trail south to Eureka, connecting to Alliance Road north of the Gateway area and Foster Avenue at Sunset Avenue. Additional Class I facilities provide brief connections between existing roadways and on-street bicycle facilities. Most Class II bike lanes are located on north-south streets, while Class III bike routes provide east-west connection on key streets. The western portion of the City (west of Alliance Road) is least served by bike lanes, providing an opportunity to expand the bike lane system to encompass more residential areas. Figure CM-c presents the existing bicycle and trail facilities. The City of Arcata adopted a Pedestrian and Bicycle Master Plan, last updated in 2010 that identifies pedestrian and bicycle conditions and various proposed improvements. Regional trail needs are assessed when Humboldt County Association of Governments updates the Regional Bike Plan and the Regional Transportation Plan. The 2018 Regional Bike Plan identifies the following proposed bikeways for short-term regional priority projects (not yet completed):

- 11th Street Corridor (Janes Road to Bayview Street) – Class II / Class III
- F Street (7th Street to 14th Street) – Class I / II
- Sunset Avenue east (L.K. Wood Boulevard to Jay Street) – Class I

Improvements since 2020 General Plan. Below is a list of bikeway and trail improvements that have been implemented since the last update of the General Plan and since the 2010 Pedestrian and Bicycle Master Plan:

- Class I Shared-Use Paths/Trails:
 - Humboldt Bay Trail – Arcata Segment, Arcata Skate Park to Bracut Marsh
- Class II Bike Lanes:
 - Foster Avenue Extension (east) – from Alliance Road to Sunset Avenue (also includes adjacent Class I trail)
 - G and H Streets

- Old Arcata Road – Hyland Street south city limit
- Samoa Boulevard – Union Street to Crescent Way
- Class III Bicycle Boulevards:
 - Q Street – 11th to 10th
- Class III Bicycle Routes:
 - 11th Street – B Street to Union Street
 - 14th Street – K Street to L.K. Wood Boulevard
 - Baldwin Street – Cahill Park to Sunset Avenue
 - Union Street – Samoa Boulevard to 14th Street
 - Westside Corridor (includes Janes Road, Vaissade Road, V St.) from Foster Avenue to Samoa Boulevard

Pedestrian facilities are provided throughout Arcata in the form of sidewalks on public streets and along Class I shared use paths that also accommodate bicyclists. Refer to the City's design standards for sidewalk widths and right of way. Many streets, particularly local, collector, and rural roads, do not have curb and gutters or sidewalks – forcing pedestrians to walk on unpaved shoulders or within the travel lanes. While the downtown and areas surrounding Cal Poly Humboldt provide a continuous sidewalk system in other areas of the City, there are many gaps in the sidewalk system. The City's standard sidewalk meets the minimum Americans with Disabilities Act (ADA) requirements, but wider sidewalks are desirable for high-traffic pedestrian locations and to encourage walking. Narrow sidewalks are often obstructed with utility poles, signs, and street furniture, further reducing their effectiveness. In addition, the City's street standards lack sufficient width for a planting strip or street trees, which are important elements in promoting walking as an alternative mode of transportation. Opportunities exist, however, within the standard fifty-foot wide right of way to provide street trees in planter boxes located in the parking lane, or to add a planting strip between the sidewalk and travel lanes when new development projects are considered.

Existing Freight Transportation Systems. Arcata has designated truck routes on several key arterial and collector streets including Giuntoli Lane, Valley West/Valley East Boulevard, West End Road, Alliance Road, "K" Street, Spear Avenue, L. K. Wood Boulevard, 11th Street, Fickle Hill Road, Union Street, Old Arcata Road, Vaissade Road, Heindon Road, South G Street, Janes Road, and Samoa Boulevard. These streets provide intracity connections for freight travel and serve most of the industrial areas of the City. All state facilities including Routes 101, 299, and 255 are designated truck routes. US Highway 101 is considered an STAA Terminal Access Route within Humboldt County, apart from Richardson Grove at the southern border with Mendocino County where access is limited as a California Legal Truck Route. SR 299 is considered an STAA Terminal Access Route between US Highway 101 in Arcata and Interstate 5 in Redding, and SR 255 is considered a California Legal Truck Route between Eureka and Arcata.

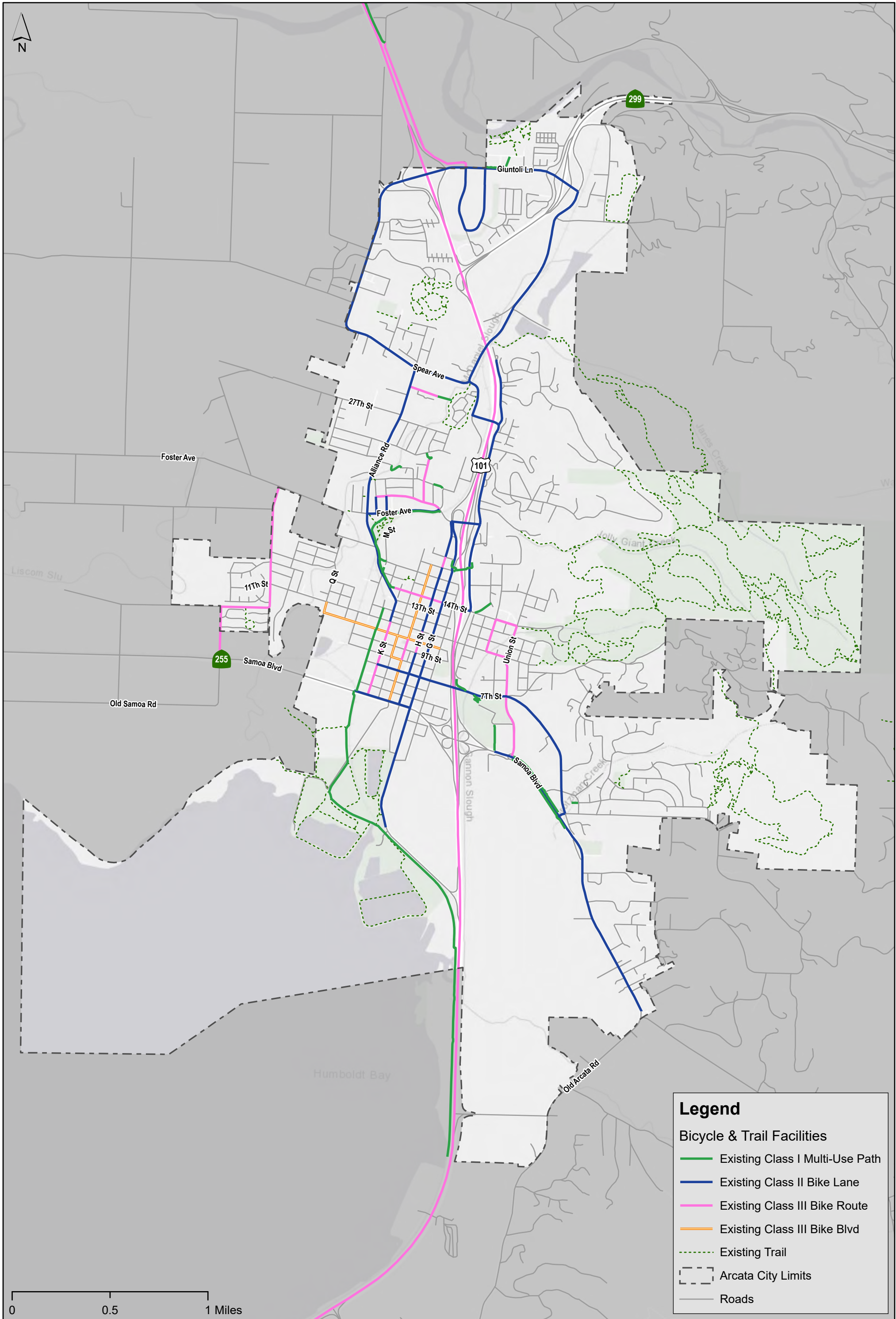


Figure CM-c City of Arcata General Plan:
Existing Bicycle and Trail Facilities



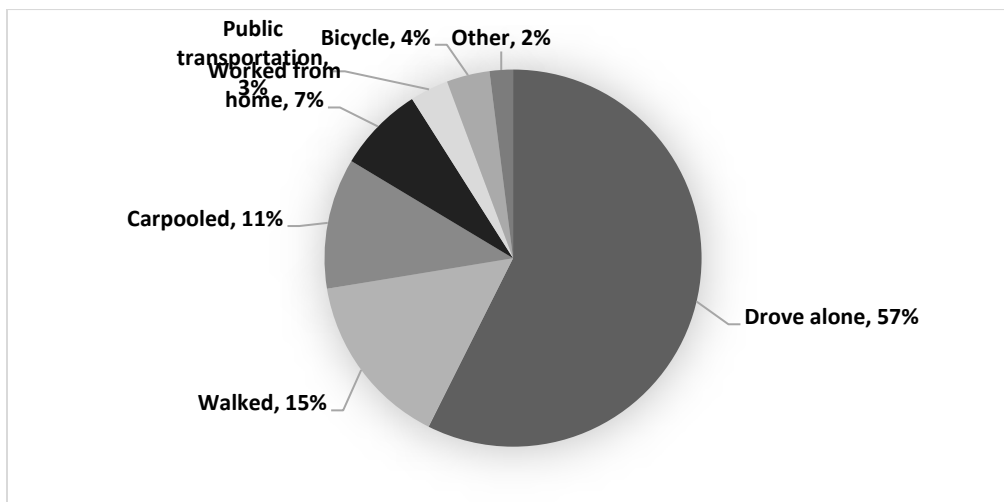
Railroad Right of Way Transportation Systems. Arcata has railroad right-of-way managed by the Great Redwood Trail Agency (Trail Agency), with spurs into several industrial properties. Although most rail service was suspended following damage to tracks caused by storms in 1997, the mainline and many spurs in Arcata were active prior to that time. They served several industrial uses in the northeast and southwest areas of the City and were used to move freight between Arcata and Eureka. The Trail Agency was established in March 2022. The Great Redwood Trail is a proposed multi-use rail-to-trail project connecting San Francisco to the Humboldt Bay area.

Several rail corridors in Arcata have already been converted into Class I trails with others planned. The Arcata Rails with Trails Project was completed connecting Foster Avenue and Alliance Road south to SR 255 along the L Street rail alignment (Phase 1 of the Humboldt Bay Trail).

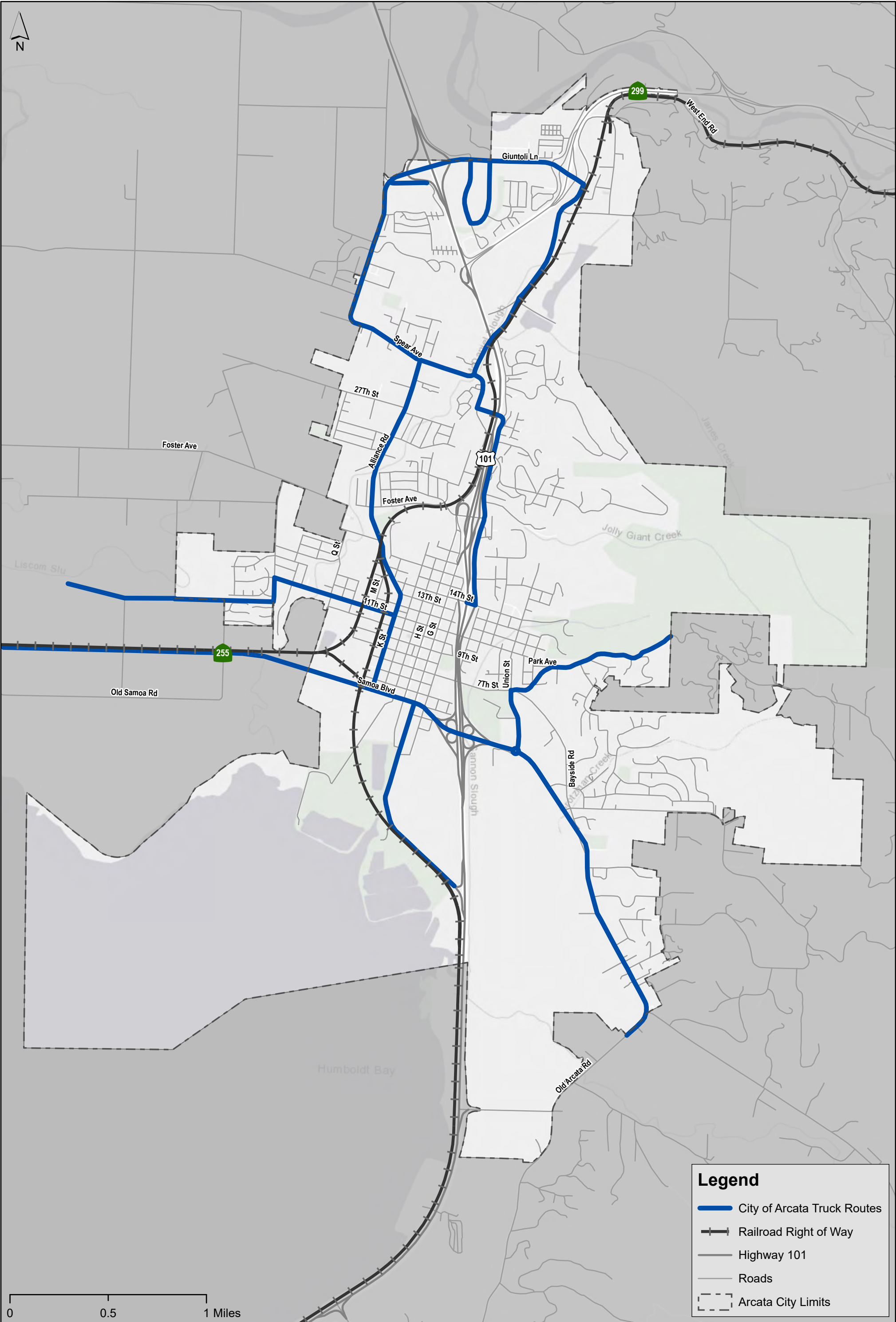
The rail to trail corridor south of SR 255 at this location to US 101/Bracut has also been constructed (City of Arcata Rail with Trail Connectivity Project) and is part of the Humboldt Bay Trail connecting to Eureka. The Annie and Mary Rail Trail and Trail Connectivity Project are planned trails that will connect Sunset Avenue to the Aldergrove Industrial Park along West End Road in Arcata, and then continue east to the City of Blue Lake along the inactive rail corridor.

Existing Modes of Travel. Based on 2020 census data, the majority of Arcata residents drive alone to work (57%) as shown in the accompanying graph. Walking and bicycling modes make up 15% and 4% respectively. About 7% of Arcatans work at home and 3% commute via public transportation. While low on a citywide basis, public transit usage is higher in some areas of the City when examined at the census block level using Replica. In the downtown area, the split for walking increases to up to 37%.

Existing Modal Split



Source: US Census, 2020 ACS 5-Year Estimates.



Existing Travel Demand Management. The most comprehensive use of Transportation Demand Management (TDM) measures is by the City's largest employer, Cal Poly Humboldt, which has the following programs offered by the University:

- *Jack Pass* – utilizes student ID cards and reduced rates for staff and faculty to ride local bus system.
- *Zipcar* – car-sharing program offered to students as alternative to car ownership or rental with two cars on campus.
- *Humboldt Bikeshare* – bike-sharing program with stations on campus and in and around Downtown Arcata.
- *Bicycle Learning Center* -campus bike shop run by students offering parts, tools and instruction on bike repair, maintenance, and safety.
- *Carpool Preferential Parking* - allows commuters by car with additional passengers between designated hours (7am and 11am) to receive permission to park in preferred locations for the day.
- *Homeward Bound Bus Charter* – Program offered during school year that provides students discounted round-trip fare for travel between Arcata and San Francisco or Los Angeles. (Note program offered for free during 2022 school year supported by funding to meet students with basic needs, subject to funding availability in the future.)

Proposed Circulation Network. Arterial, collector, and local roads will provide access to new and established residential, commercial, and industrial areas, connecting those areas with the existing local and regional transportation system. Buildout of the General Plan land uses to year 2045 will increase multimodal access demands and will result in areas already under stress to exceed acceptable limits for safety.

To accommodate the existing and planned land uses within the City, a robust network of multimodal safety improvements will be needed. At the US 101/Sunset Avenue interchange, the City proposes to install two roundabouts at the interchange including pedestrian and bicycle facilities.

Additionally, implementation of the mobility improvements within the Gateway Area Plan, including the 8th and 9th Street couplets extension, will ensure all transportation modes remain



comfortable, convenient, safe, and attractive to residents, workers, students, and visitors, with an emphasis on mode shift away from single-occupancy vehicles. The City should fully investigate and publicly assess detailed alternatives to provide access to the west side of the Gateway Area.

Table CM-5 presents the proposed circulation improvements identified to meet City goals. Figure CM-e presents the proposed Vehicular Circulation Plan on the following page.

Table CM-5 Proposed Vehicular Circulation Improvements

Location	Improvement	Notes
Sunset Avenue Interchange	Dual Roundabouts at both ramp termini. Easternmost roundabout will be 5-legged combined with ramps and L.K. Wood Boulevard. Class I path on south side of overpass.	Traffic operation improvements (Travel Demand Management). Safety improvements for all modes, with bicycle and pedestrian safety addressed through design phase.
Samoa Boulevard (SR 255) at US 101 Interchange	Full Interchange redesign with two roundabouts via “diamond” ramp configuration.	Improved pedestrian and bicycle connections across US 101 overpass. Improve interchange access.
14 th Street at L.K. Wood Boulevard	Roundabout	Large intersection, will provide safer access for all modes. Entry feature for campus and City at US 101.
14 th Street at H Street	Restripe southbound left lane to be dedicated left turn lane. Also provide improved bicycle access.	Traffic operation improvements (Travel Demand Management).
Alliance Road at M Street/15 th Street	Intersection improvements including channelization.	Traffic operation improvements (Travel Demand Management). Ensure bicycles and pedestrians are a priority in design.
Alliance Road at Foster Avenue	Roundabout (or mini roundabout)	Traffic operation improvements (Travel Demand Management).
Foster Avenue Connection	Connect Foster Avenue west of Alliance	Circulation improvement. Traffic will be diverted from 17 th Street and some from M Street at Alliance Road.
Giuntoli Lane / SR 299 Interchange	Dual Roundabouts at both ramp termini	Traffic operation improvements (Travel Demand Management). Safety improvements for all modes.

Location	Improvement	Notes
Giuntoli Lane at Valley West Boulevard	Roundabout	Traffic operation improvements (Travel Demand Management). Safety improvements for all modes.
<u>K Street between Samoa and Alliance</u>	<u>Consider bike lane, sidewalk, bulb outs, crosswalk improvements, and other features to improve safety.</u>	<u>Safety improvements to better accommodate all modes.</u>
Gateway Area Plan Improvements	Improvement	Notes
Barrell District Roadways	New roadway connection through Barrell District. New emergency access roads along southern end of Q Street and between N Street and O Street west of 9 th Street.	
8 th Street and 9 th Street One-Way Couplet	Extend existing couplets west to N Street.	

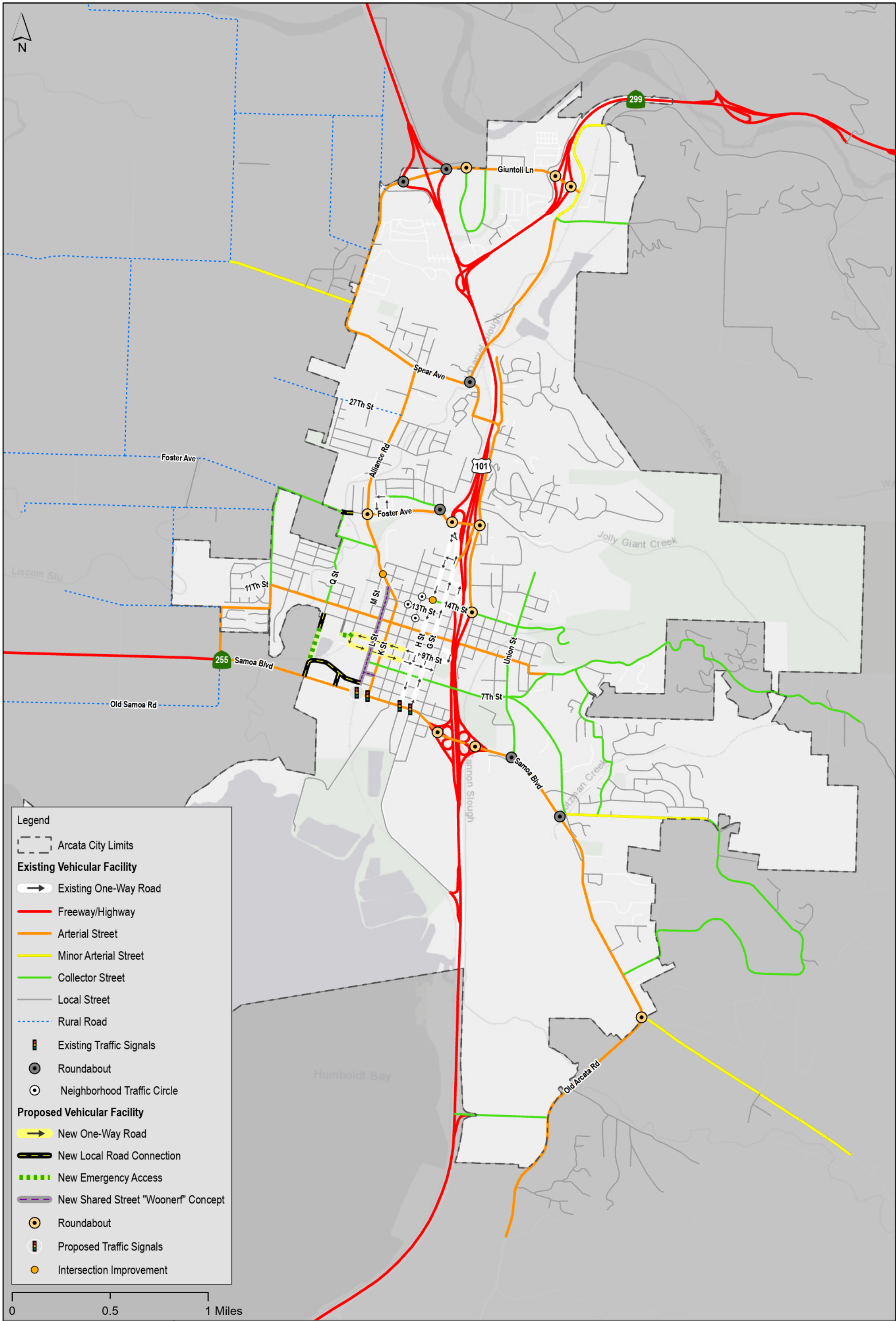


Figure CM-e City of Arcata General Plan: Vehicular Circulation



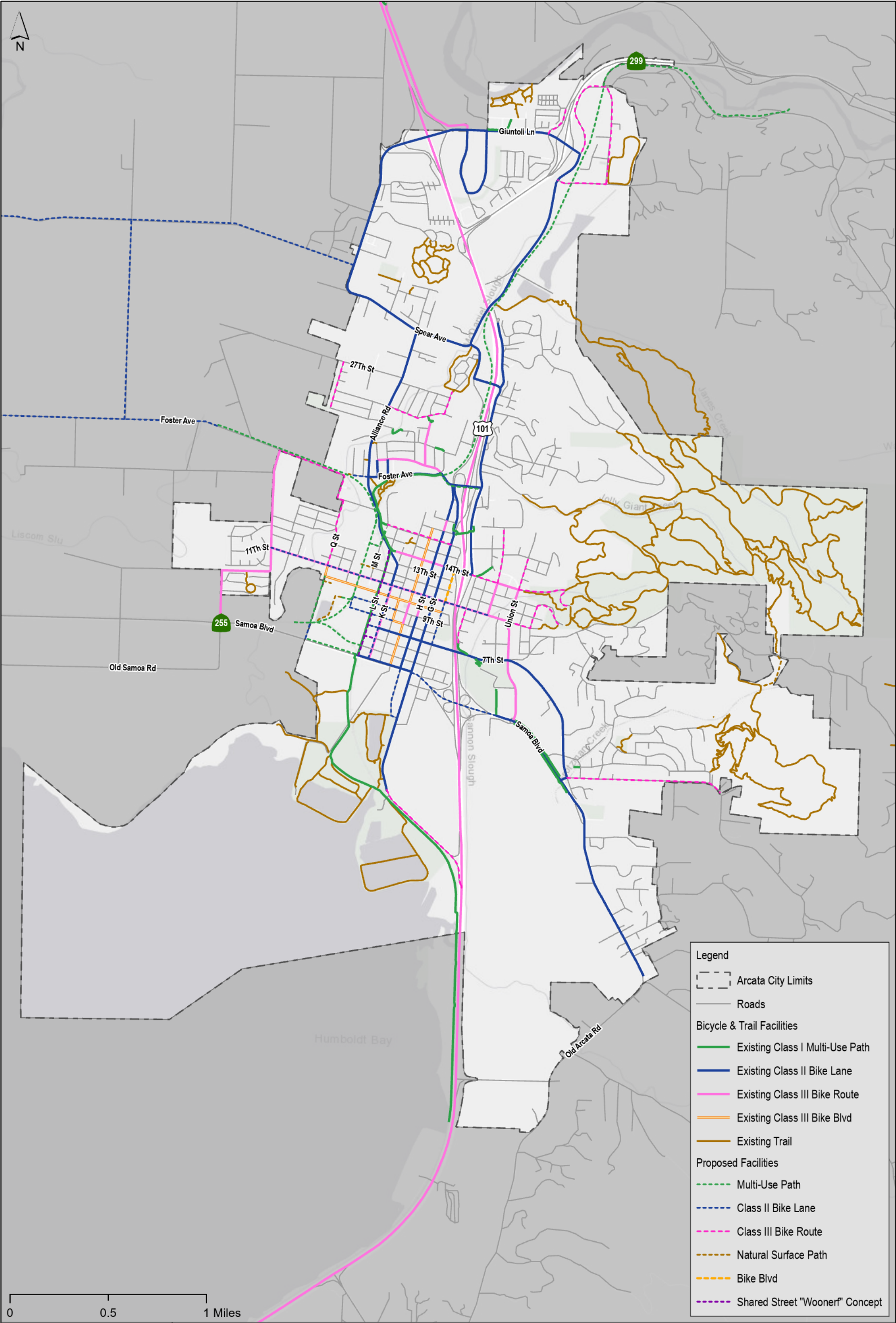


Figure CM-f

City of Arcata General Plan: Active Transportation Circulation



Active Transportation ideas included in the Gateway Area Plan include the Shared Street, “Woonerf” concept proposed on 6th Street between K Street and L Street. A woonerf is a low-flow, slow-speed, local traffic only street that is designed to safely accommodate bikes, pedestrians, and play, as well as limited use for vehicles. Through this concept walking and bicycling are the primary modes emphasized and vehicle traffic is de-emphasized. Through traffic calming, lowered speed limits and enhanced streetscapes, Shared Streets allow more public space opportunities that prioritize people over vehicles. The potential to apply these concepts outside of the Gateway Area depends on context but the City should consider context-specific implementation via Policy.

Table CM-6 presents the proposed bikeway improvements identified to meet City goals and are consistent with the Gateway Area Plan and the City of Arcata Pedestrian and Bicycle Master Plan (2010). This list may be superseded based on subsequent updates of the Pedestrian and Bicycle Master Plan or a similar planning document. Since this list is shown for illustrative purposes, any future updates that add or remove facilities that accomplish the overarching goals of active transportation will not be considered in conflict with the General Plan simply because the projects differ from Table CM-6. Figure CM-f presents the proposed Active Transportation Circulation Plan on the following page.

Table CM-6 Proposed Bikeway and Trail Improvements

Bicycle Facility	Roadway/Name	Location
Class I Trail / Shared-Use Path		
	Annie & Mary Rail Trail	West End Road to Arcata Skate Park
	Hammond Trail	Arcata Bottoms to west of Foster Avenue Extension
	Sunset Avenue	L.K. Wood Blvd to Jay Street (south side of 101 overpass)
	Giuntoli Lane	West End Road to Janes Road
	Samoa Blvd.	Union to G street K Street to V Street (and eventually to Manila)
	10 th and/or 11 th Streets	Bayview to Janes Road
	Spear and St. Louis	Janes Road to L.K. Wood Blvd.
	Class I Paths in Gateway Area Plan:	South of Q Street alignment to Barrell District Roadway Along Barrell District Roadway Along rail line southwest of 9th Street Along N Street alignment from 9th St to Alliance Road

Bicycle Facility	Roadway/Name	Location
		Along L Street north along rail line to M Street then north to Alliance Road 14th Street west of M Street to proposed trail along N Street alignment Pedestrian path along 12th Street west of M Street to proposed Class I path Pedestrian path south of O Street to proposed Class I path
Class II Bike Lanes		
	11 th Street	Janes Road to B Street
	7 th Street	Between L Street and K Street
	8 th Street	N Street to J Street (Gateway Area Plan)
	9 th Street	J Street to N Street (Gateway Area Plan)
	F Street	7th to 11th Streets
	Foster Avenue Extension (west)	West of Alliance Road to Foster Avenue
	K Street	Samoa Blvd to 11th Street (Gateway Area Plan)
	N Street	9th Street to 8th Street
	Sunset Avenue	Jay Street to G/H Streets
Class III Bicycle Boulevard		
	F Street	11th Street to 14th Street
Class III Bicycle Route		
	11 th Street	Union Street to Bayview Road
	14 th Street	L.K. Wood Blvd to B Street, then Union Street
	16th Street	M Street to G Street
	Alder Grove Road	West End Road to Ericson Way
	Bayview Street	13th Street to 11th Street
	Boyd Road	Giuntoli Ln to Sierra Way
	Buttermilk Lane	Samoa Blvd east to Arcata city limit
	D Street	11th Street to ped. trail south of 9th

Bicycle Facility	Roadway/Name	Location
	Ericson Way	West End Road to Aldergrove Road
	Foster Avenue	Janes Road to Alliance Road
	Q Street	17th Street to 11th Street
	Stromberg Ave/Maple Ln	Alliance Rd to Janes Creek Linear Trail
	South G Street	Arcata Corp. to Yard Highway 101
	Union Street	14th Street to 17th Street
	West End Road	Giuntoli Ln to Ericson Way
	Wyatt Lane	27th Street to Stewart Avenue
Shared Street	6 th Street	Between L Street and K Street
Class IV Facilities		

2.8 POLICIES

The Circulation and Mobility Element includes the following policies:

- CM-1 Balanced Transportation System with Choice of Modes
- CM-2 Travel Demand Management
- CM-3 Bus Transit System
- CM-4 Circulation Maps and Context Sensitive Street Design
- CM-5 Bicycle and Pedestrian Facilities
- CM-6 Parking Supply and Parking Management
- CM-7 Freight Transportation
- CM-8 Financing Transportation Improvements

POLICY CM-1 BALANCED TRANSPORTATION SYSTEM WITH CHOICE OF MODES

Objective. Create and maintain a balanced transportation system with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. Reduce the percentage of trips that are made by automobile and provide the opportunity and facilities to divert trips from automobiles to other modes. In planning for improvements to the overall circulation system, design the system to accommodate the planned amount of growth outlined in other policies. Ensure the circulation system supports a functioning, safe, sustainable multi-modal network. Support increased demands for all efficient forms of mobility emphasizing alternative modes, pedestrians, bicycles, and other non-motorized or shared transit options, then vehicles and trucks, to induce demand of multimodal transit alternatives and implement transportation demand management strategies, in keeping with citywide Circulation Element policies.

CM-1a **Complete streets.** The City shall direct the design, construction, reconstruction, repair and maintenance efforts on the City's streets, bridges, pathways, and sidewalks, creating a comprehensive, integrated transportation network that is safe, accessible, comfortable, accommodating, and welcoming to users of all ages, races, ethnicities, incomes, and physical abilities, and all modes of transportation, particularly those walking, rolling, biking, and using transit, and in doing so the City shall apply a Complete Streets framework in all applicable and feasible transportation projects to allow the safe, comfortable, convenient and accessible use of streets for all street users. Throughout the City, design sidewalks and street crossings for maximum accessibility. Accessibility features may include but are not limited to widening sidewalks, requiring high-visibility/striped crosswalks, installing bulb-outs, pedestrian activated crossing signals, and aligning ramps with path-of-travel. Where the urban grid pattern is interrupted or incomplete, evaluate opportunities to continue the circulation block patterns with new connections that consist of entirely non-vehicular active transportation facilities.

CM-1b **Investment in alternative modes.** To provide a realistic and cost-effective balance between travel modes, the City shall emphasize investment in alternative modes

(bikeways, etc.) as a priority over increasing vehicular capacities of streets. Support ride-share in various modes (car, bike, etc.) through public and private infrastructure, and encourage systems designed to provide access to shared facilities. Improvements and programs should include public options, such as bike share racks or carpool parking, public-private partnerships for vehicle share, and private facilities or programs, such as project-based car share.

- CM-1c **Interconnections and transfers between travel modes.** The City shall provide and maintain a Transit Center to facilitate interconnection and transfers between bus routes and systems. As funding permits, Transit Center facilities shall be improved to encourage its use as a multi-modal transfer point. Pedestrian and bicycle amenities shall be provided at other locations that serve as modal transfer points such as bus stops and park-and-ride lots.
- CM-1d **Intercity travel.** The City shall coordinate with Humboldt County and Caltrans to provide adequate facilities for vehicles, buses, and bicycles to serve intercity demand. Joint efforts may include transportation improvements outside of Arcata that serve intercity travel, such as bicycle links, timed-transfer bus stops, park-and-ride lots, and regional transit service and development of park-and-ride lots in Arcata to reduce intercity vehicular travel.
- CM-1e **Critical transportation facilities.** Critical transportation facilities for emergency vehicle access and emergency evacuation shall be maintained and improved as a priority need. However, when determining needed improvements, ease and speed of emergency vehicle access shall be weighed against safe design for all street users. Critical transportation facilities include the major routes into and out of the City such as Highways 101, 299, and 255, their interchanges with City streets and primary intra-city street connections including Samoa Boulevard, 11th Street, "G" and "H" Streets, Sunset Avenue, L.K. Wood Boulevard, Alliance Road, Janes Road, and Giuntoli Lane. Due to the potential for structural failure of these facilities in a seismic emergency, alternative routes and procedures for their use shall be identified.
- CM-1f **Parking and public transit service study.** The City shall undertake a comprehensive study of parking and public transit service options for the downtown/uptown area and Cal Poly Humboldt, with cost/revenue implications presented for each option. This study shall be undertaken jointly with Cal Poly Humboldt.
- CM-1g **Mobility equity.** The City will adopt policies, pursue plans, and implement programs and projects that further transportation and mobility equity. Safe mobility is a right of all people in Arcata. Recognize and work to address the systemic barriers that many Arcata residents, specifically persons with disabilities, families with children, and lower-income Arcatans, face accessing both active transportation and public transit.
- CM-1h **Transportation network that promotes wellbeing.** Create a transportation network that promotes physical, social, and mental wellbeing. Transportation networks consist of the routes that connect places and shape how people move around their

communities. Prioritize the design of transportation infrastructure projects to support convenient and safe active transportation and affordable public transit.

- CM-1i **Balanced transportation system.** Create and maintain a balanced transportation system with choice of bus transit, bicycle, and pedestrian as well as car sharing and private automobile modes. Reduce the percentage of trips that are made by automobile and provide the opportunity, incentives, and facilities to divert trips from automobiles to other modes. Provide negative incentives, such as parking meters, permit parking, time limited parking, carpool incentives, and other targeted parking measures that encourage alternative modes utilizing “induced demand” strategies.
- CM-1j **Mobility infrastructure that supports a car-free lifestyle.** Plan and implement the mobility and circulation infrastructure to support a car-free lifestyle, increase pedestrian safety, reduce greenhouse gas emissions, and minimize vehicle miles traveled.

POLICY CM-2 TRAVEL DEMAND MANAGEMENT

Objective. Reduce the percentage of automobile trips and reduce the annual vehicle-miles of travel.

- CM-2a **Land use development patterns.** The City encourages and supports travel demand management efforts. The City shall promote land use and development patterns that encourage walking, bicycling and transit use. In recognition of the link between land use and transportation, the land use plan shall discourage low density, homogenous land-use patterns that foster automobile travel and are impractical to serve with transit. Land use planning shall emphasize high density and mixed land-use patterns that translate into higher transit and pedestrian travel in the downtown and neighborhood commercial areas. Infill, redevelopment, and reuse of underutilized property at higher densities shall be encouraged prior to outward expansion of City boundaries. The following land use measures are emphasized:
1. Mixed-use neighborhood centers within transit corridors that include housing and commercial services near employment.
 2. Land use patterns that maximize linking trip opportunities by assembling uses, thus allowing people to take care of a variety of daily needs with a single trip.
 1. Clustering of higher density housing and incorporation of residential units on upper floors of commercial buildings.
 2. Integration of new housing into neighborhood shopping centers, including Sunny Brae, Westwood, and Valley West.
 3. Pedestrian-oriented land use and urban design, including the following elements:
 - a. Pedestrian-scale block patterns.
 - b. Incorporate pedestrian and bicycle amenities into public and private projects.
 - c. Design streets for multi-modal use.
 - d. Integrate transit stop facilities into public and private projects.

- e. Orient buildings and houses to the street.
 - f. Provide attractively landscaped streets and buffers.
 - g. Preserve existing and historic urban fabric.
 - h. Eliminate blank wall facades.
 - i. Incorporate bicycle routes and enhancements in public and private projects.
4. A fixed urban services boundary to reduce sprawl and infrastructure costs.
 5. Focused growth along existing or planned transit corridors rather than extension of transit to serve new isolated development.
 6. Prevention of large areas of single uses. Isolated single-use developments at the edge of the City could encourage automobile travel for commuting and errands.
 7. Provision of convenience retail and services in ground floor space downtown to accommodate the needs of employees and reduce the need for mid-day automobile trips.
 8. Adopt and maintain zoning regulations that allow for a mix of land uses to reduce vehicle trips and the overall need for automobile use.

CM-2b Consider Non-motorized Campus Layouts. For areas that have incomplete block patterns and/or are currently lacking in vehicular roadways, consider providing limited to no new facilities for motorized vehicles. Instead, consider creating a campus layout with vehicular access on the perimeter and robust non-motorized facilities throughout the interior. Plan for the infrastructure that would be required for these areas to serve as key park and ride/transit hubs. Where new vehicular roadways are constructed within currently roadless areas, provide for a wide right-of-way whose cross section includes ample on-street parking, narrow vehicle lanes, bike lanes, sidewalks more than six feet, street trees, and enhanced pedestrian crossings at least every 300 feet.

POLICY CM-3 BUS TRANSIT POLICY

Objective. Maintain a bus transit system that connects and serves major commercial and employment areas within Arcata, Cal Poly Humboldt, public schools, and higher density residential areas. Increase average citywide transit mode share of daily person trips to 12% from the 2020 level of 3% by 2040.

CM-3a 5-year transit plans. The City shall improve the existing A&MRTS routes (as shown in Figure CM-b), frequency, as recommended in the latest Transit Development Plan and level of service as funding permits.



CM-3b Regional transit service. Short- and long-range transit plans shall be coordinated with the regional transit service provided by the Redwood Transit System. The City supports regional transit plans that improve service and timed transfers, and reduce headways for intercity travel. In the interest of enhanced coordination and efficiency for local and regional service, the City shall

continually evaluate alternatives to existing services including potential mergers with the Humboldt Transit Authority or other service providers.

- CM-3c **Bus route system.** Public transportation is both a civil right and a critical climate solution and should be designed to provide service competitive with automobile travel in terms of access and rider safety, convenience and comfort. Potential improvements to the transit system should be assessed according to the best available evidence of both need and existing and induced demand. To increase safety and access to basic needs, work with relevant transit agencies, major employers, key user groups, and area schools to plan for enhanced public transit and school bus lines and new stops to both accommodate the new growth and serve existing community needs.
- CM-3d **Transfers between routes and systems.** The public transit system shall provide convenient transfers between routes, other transit services, and other modes of travel such as bike share locations with racks for one-way trip use. The Arcata Transit Center shall serve as the primary multi-modal transfer station. Bus stops should be located near municipal parking lots or future park-and-ride lots. The A&MRTS and Redwood Transit System schedules shall be coordinated to provide a timed-transfer system at key stops.
- CM-3e **Bus stops.** Existing bus stops should be improved and new bus stops on future routes should be designed with appropriate amenities and features. Design elements include either bus stop lanes or bus turnouts. Bus stop design amenities that increase rider comfort and feeling of safety and encourage walking and bicycling are emphasized, including shelters, benches, lighting, shade trees, signs, information kiosks, waste receptacles, paved surfaces, facilities for disabled and alter-abled riders, and secure bicycle parking. Prioritize covered seating at all bus stop locations wherever feasible. Bus stop areas should be consistently maintained and cleaned, including vandalism repair and graffiti removal. Developers shall be required to provide bus stops and amenities on their frontage if the property is located on an existing or future bus route and is an appropriate location for a stop. Pedestrian, bicycle, and handicapped rider access should be provided to neighborhood bus stops.
- CM-3f **Transit subsidies for Cal Poly Humboldt.** The City supports continued A&MRTS contract services with Cal Poly Humboldt to provide subsidized fares to its students and employees. This revenue source, which allows these users to ride without cost to the individual, is the single most important Transportation Demand Management strategy for Arcata.



- CM-3g **Transit implications of new development.** The engineering department and A&MRTS shall evaluate proposed new development projects and make recommendations prior to project approval regarding transit improvements and road designs.
- CM-3h **Use of Micro-transit.** The City shall study investigate the possibility of pairing its traditional fixed-route bus system with an on-demand micro-transit system that could serve lower density areas and feed into the fixed route system to increase transit mode share.
- CM-3i **Increase transportation safety and accessibility.** Plan a transportation network that is accessible to persons with disabilities and Arcatans of all ages and income levels. Prioritize public transit in planning for Arcata's transportation network.

POLICY CM-4 CIRCULATION MAPS AND CONTEXT SENSITIVE STREET DESIGN POLICY

Objectives. Plan the circulation network consistent with Figure CM-e and Figure CM-f to create Complete Streets solutions that are appropriate to individual contexts; that best serve the needs of all people using streets and that support the land-use, climate, safety, and environmental quality targets and policies of the City and that: 1) efficiently utilizes existing facilities and reduces need for investment in new or expanded street and highway facilities or capacities; 2) improves connectivity of streets to provide for direct routes between origins and destinations; and 3) has a high quality of regular maintenance and repair; ~~and 4) to the extent feasible, maintains a level of service that minimizes delays, acknowledging level of service is not a high priority of the City in street design.~~

- CM-4a **Freeways and highways.** The following standards shall apply to US 101 and State Routes 299 and 255:
1. No additional travel lanes. The City does not support development of any additional through-travel lanes to US 101 and State Routes 299 and 255 in Arcata or nearby areas. Existing and projected traffic volumes do not warrant additional lanes on these facilities.
 2. Auxiliary lanes. The City does not support construction of auxiliary lanes between existing interchanges, or any new interchanges, on US 101.
 3. Interchange improvements. The City supports interchange improvements that increase safety and reduce potential conflicts created by unrestricted access from freeway off-ramps.
 4. Landscaping. The City encourages Caltrans to maintain and improve landscaping along freeway corridors in Arcata and surrounding areas to improve aesthetics, and provide a visual and noise buffer.
 5. Undesignated right of way. All public rights of way with no land use designation (i.e. freeways, highways and associated interchanges) should be used for transportation purposes, including multi-modal use. Land uses within these rights of way should be prioritized for transportation or related (i.e. lighting, drainage, utilities, pedestrian and bicycle) purposes.

CM-4b **Vehicular Circulation.** The following shall apply to vehicular circulation routes:

1. Alternative street cross-sections. The Engineering Department shall prepare alternative cross-sections for existing and proposed new arterial, collector, and local streets utilizing a smaller roadway and that reduces traffic speed and shall be designed to allow the safe, comfortable, convenient and accessible use of streets for all roadway users.
2. No additional vehicular travel lanes. Street projects shall not be designed ~~solely~~ to improve vehicular traffic flow ~~and LOS shall be de-emphasized in street capacity planning and design.~~ If congestion occurs, it shall be managed using alternative methods such as diversion of trips to other travel modes or intersection improvements. Construction of additional vehicle travel lanes shall not be considered unless it supports the land-use, climate, safety, and environmental quality targets and policies of the City.
3. Improvements at intersections. Improvements at intersections shall be designed to allow the safe, comfortable, convenient and accessible use of streets and walkways for all roadway users.
 - a. Minor improvements at intersections. Minor projects to improve traffic safety include redistributing lane allocations and coordination of traffic signals. The City shall consider developing traffic signals and signalized pedestrian crossings to accommodate new or denser land uses, traffic patterns, and safety concerns, especially in the Downtown, Gateway Area, and the Giuntoli/Valley West neighborhood.
 - b. Minimize the installation of new traffic signals. New traffic signals shall be provided only in instances where there is no feasible alternative to relieve a demonstrated safety problem at an intersection and based on California Manual on Uniform Traffic Control Devices warrants ~~(based on documented collisions)~~. Alternatives that shall be studied prior to signals include roundabouts or installation and monitoring of all-way stop signs.

CM-4c **Slowing traffic.** The City ~~shall~~ should employ a range of measures to reduce speeds and “calm” traffic throughout the City to improve safety and comfort for those walking, rolling, biking, and taking transit:

1. The Transportation Safety Committee holds regular public meetings and reviews matters related to traffic safety in Arcata and make recommendations to the Council, Commissions, or City staff as appropriate. Measures requested by residents or property owners, or initiated by City staff, that are intended to slow traffic shall be presented to the Transportation Safety Committee for recommendations. The Transportation Safety Committee shall make recommendations after a public meeting where any public comments are heard.
2. Measures should be context sensitive and may include the installation of physical infrastructure, such as street trees, speed bumps, speed humps, narrowing streets, mid-block crossings, and bulb outs, while ensuring that the

techniques employed have the effect of slowing traffic without compromising emergency access consistent with Policy CM-1e.

3. The installation of speed tables, humps and lumps shall-should adhere to the then current City of Arcata policy regarding installation of speed tables, humps and lumps for residential and local streets administered by the Engineering Department ~~of Public Works~~.
4. All neighborhood streets shall-should remain open to through vehicle travel unless there is a demonstrated warranted application of safe streets policy that cannot be adequately addressed through the measures identified above, as determined by the City Engineer, or to create a woonerf.

TABLE CM-7 PASSIVE AND RESTRICTIVE TRAFFIC CALMING MEASURES

PASSIVE MEASURES	RESTRICTIVE MEASURES
Neighborhood campaigns for traffic safety or speed watch reporting	Traffic circles or roundabouts
Textured crosswalks	Medians
Parking restrictions or modifications	Raised intersections and raised crosswalks
Active police enforcement	Speed humps/speed tables
Pavement markings and signage	Curb extensions at intersections or midblock
Neighborhood gateway features	Chicanes or slow points
Visual cues at neighborhood entries	Narrowing travel lanes
Emphasis on visual rather than physical deterrent	Reduced curb radii

CM-4d **Street maintenance.** The Pavement Management System shall be maintained to identify and prioritize street maintenance projects in the City's Capital Improvement Program (Capital Program). The maintenance program shall include regular street cleaning and repair of pavement, sidewalks, multi-use paths, and bicycle lanes, and pay particular attention to conditions that discourage bike usage.

POLICY CM-5 BICYCLE AND PEDESTRIAN FACILITIES

Objective. Create a complete, interconnected bikeway system and pedestrian network. Increase the percentages of person trips via walking and bicycling, which serves the full range of mobility needs.

CM-5a **Overall bicycle route system and connectivity.** Bicycle trails and facilities are shown in Figure CM-c. The bikeway system shall be improved and expanded consistent with the City of Arcata Pedestrian & Bicycle Master Plan and applicable Regional Transportation Plans prepared by the Humboldt County Association of Governments

to serve new development and activity centers. Routes that provide access to and between major destinations including public facilities, schools, parks and open space, employment, and shopping, shall be the highest priority. Future improvements may be made that upgrade bike routes to a higher class. The City shall:

1. Regularly (at least every five years) update the City of Arcata Pedestrian & Bicycle Master Plan and coordinate planning efforts with Caltrans and the Humboldt County Association of Government's bicycle plans and advocacy groups to provide continuous bicycle routes.
2. Maintain existing bicycle routes and provide additional routes where feasible connecting the various neighborhoods with Cal Poly Humboldt. Class IV bike lanes shall be provided on routes with the highest bicycle demand, where destinations should be better linked by bike and trail infrastructure, and where heavy traffic discourages alternative modes. Where there is insufficient right of way; in areas with insufficient right of way, Class II lanes shall be considered if right-of-way acquisition is not an option.
3. Improve and maintain bicycle infrastructure including removal of height differences between pavement and gutter pans, smooth pavement on street edges, drainage inlet grates, and street cleaning to remove debris from street shoulders.
4. Continue to implement Pedestrian & Bicycle Master Plan bicycle boulevard project, including the public awareness campaign about the form, functions, and routes of the bicycle boulevards, with messages that bicycle boulevards are preferred routes for bicyclists and pedestrians and do not exclude motor vehicle traffic.
5. Emphasize Class IV bike lanes where greatest benefit, and not in conflict with other community values or amenities where warranted.
6. The presence of on-street parking may be eliminated in favor of adding or enhancing non-motorized facilities, such as sidewalks, bike lanes, landscaping, Class I trails, etc.
7. Class II bicycle facilities (i.e., standard bike lanes) may be converted to Class IV bicycle facilities (i.e., protected bike lanes), which may necessitate adjustments to the dimensions of other features.

CM-5b Bikeway system and pedestrian network standards. The City of Arcata Pedestrian & Bicycle Master Plan and Humboldt County Association of Governments (Association of Governments) Humboldt Regional Bicycle Plan contain appropriate design standards and guidelines for the proposed bikeway system and pedestrian network improvements in the City of Arcata. Continue to work with regional partners and Association of Governments to plan improvements to the bikeway system and pedestrian network.



1. Right of way opportunities. As opportunities arise, the City shall utilize existing or acquire new easements or right of way for Class I bikeways. Such opportunities may include connecting dead-end streets in new developments with existing neighborhoods, along streets with excess width and unpaved right of way, along drainage channels or creeks, or along abandoned railroad rights of way.

CM-5c Bicycle parking facilities. Secure bicycle parking facilities shall be provided at important activity centers, civic facilities, apartment complexes, employment centers, shopping centers, major bus stops, and schools. Bicycle parking facilities include racks, and lockers, ~~and bollards~~.

Developers shall be required to provide a minimum number of bicycle parking devices at convenient and visible ground-floor locations within the development. Bicycle parking should be in an interior location near an entrance whenever feasible. The required number of bicycle parking spaces shall be calculated as a proportion of the number of users.

Designate locations for public, outdoor bike lockers coordinated with public transit stops accessible in the public right-of-way.

CM-5d Pedestrian network enhancements. Prioritize implementation of improved pedestrian facilities and enhancements linking residential areas with important destinations such as health care, education, employment, shopping, and recreation with priority given to neighborhoods with the greatest need (e.g., disadvantaged communities). The following pedestrian improvements and safety enhancements should be considered in future planning for these areas:

1. Close sidewalk gaps.
2. Install vertical curbs to keep vehicles from parking on sidewalks.
3. Reduce street crossing distance with curb extensions and smaller curb radii.
4. Use on-street parking as a pedestrian buffer.
5. Install textured crosswalks.
6. Provide adequate street lighting focused on crossings.

7. Restrict parking near crosswalks to improve sight distance.
8. Install rumble strips on approaches to crosswalks.
9. Plant street trees or place street trees in planters in the parking lane.
10. Relocate intersection stop bars five feet back from crosswalks to improve driver and pedestrian visibility.
11. Install wayfinding signage where appropriate.
12. In all newly created roadways, incorporate curb extensions (“bump outs”) or other design features to increase pedestrian visibility and safety at crosswalks, calm traffic speeds, and provide space for rain gardens, tree planting, street furnishings, and other amenities.
13. Connect the City to the Downtown/Plaza core with safe and attractive pedestrian friendly walking routes that incorporate art and street lighting.
- 13-14. Provide high visibility crossings.

CM-5e **Pedestrian pathways and multi-use trails.** Pedestrian pathways or multi-use trails for the exclusive use of non-motorized transportation modes and non-auto motorized vehicles, such as electric bikes with appropriate limitations should be provided. Pathways may be long facilities located along corridors or short facilities providing direct access through development projects or connecting areas not directly accessible by streets. Pathways should be planned to serve the full range of mobility needs for people of all ages, races, ethnicities, incomes, and physical abilities. The following shall apply to pedestrian pathways or multi-use trails:

1. Easement or right of way dedication. Dedication of easements or rights of way for pathways through new private developments may be required.
2. Cooperation with local and regional agencies and jurisdictions. The City shall cooperate with other agencies to establish and maintain off-street pathways and trails utilizing creek, utility, and railroad right of way.
3. Other potential locations for multi-use paths are within the ~~North Coast Railroad~~ Great Redwood Trail Agency right-of-way from Giuntoli Lane to Samoa Boulevard, along the west side of Samoa Boulevard/Old Arcata Road east of US 101, and along the perimeter of Arcata Bay towards Manila.
4. Create separated walk/bike lanes in multi-use trails with explanatory signage on placement and how to safely pass, as deemed necessary based on increased use in future.
5. Provide sidewalks or multi-modal trails on both sides of all streets.
6. Support ride-share in various modes (car, bike, etc.) through public and private infrastructure, and encourage systems designed to provide access to shared facilities. Improvements and programs should include public options, such as bike share racks or carpool parking, public-private partnerships for vehicle share, and private facilities or programs, such as project-based car share.
7. ~~In general, r~~ 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

Council 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.

8. Reduce vehicle trips from other parts of the City by creating pedestrian and bicycle-friendly corridors that draw residents and visitors to enter the various neighborhoods via means other than motorized vehicles. Fulfill the potential of the existing and planned Class I trails by planning for expanded connections that will draw bikes/peds from between activity centers.

CM-5f **Sidewalks.** A continuous and interconnected system of sidewalks shall be provided throughout the City. The existing standard right of way of most arterials, collectors, and local streets (fifty feet) permits a five-foot sidewalk in each direction, the minimum width to comply with ADA requirements. Some commercial areas in downtown Arcata should have wider sidewalks to accommodate higher levels of pedestrian traffic and window-shopping. The following standards shall apply to sidewalks:

1. Sidewalk continuity. Gaps in existing sidewalks should be closed to provide a continuous pathway. Cul-de-sacs should be discouraged because they disrupt pedestrian connectivity.
2. Sidewalk widths. New development projects shall be required to construct or reconstruct sidewalks along the property frontage in accordance with adopted City standards. Explore sidewalk widening strategies that include land dedication or easements to create unobstructed accessible pedestrian pathways.
3. Sidewalk Requirements. Where adequate width exists to maintain ADA clearance, sidewalk pedestrian amenities should be provided in the downtown commercial area. These include benches, bicycle parking, pedestrian-scale lighting, street trees, flower boxes, trash receptacles, drinking fountains, and awnings. Private development projects shall be required to include sidewalk improvements; other landowners are encouraged to provide improvements.
4. Sidewalk Maintenance. Sidewalk facilities shall be systematically inspected and maintained to clean and repair damaged surfaces and remove impediments such as poles, newspaper racks, and other obstructions that interfere with pedestrian flow.

CM-5g **Retention of railroad right of way.** The Great Redwood Trail Agency, as the holder of the former North Coast Railroad Authority right of way, is encouraged to maintain railroad rights-of-way through railbanking for interim use as a multi-purpose trail. The City may consider purchase of right of way should the Authority decide to sell. Railroad right of way may potentially be used for creation of multi-use trails. Long range potential uses of railroad right of way include an exclusive bus transitway or passenger rail service.

- CM-5h **Rails to trails conversions.** The City supports plans to convert abandoned railroad rights-of-way to provide multi-use trails. Planning efforts shall be coordinated with federal, state, and regional agencies to obtain funds to purchase or lease abandoned lines if the railroad authority selects not to dedicate the right of way. If feasible, non-abandoned railroad lines should also be explored for multi-use trail purposes.
- CM-5i **Pedestrian-friendly streetscapes.** Ensure that streetscape design and improvements prioritize pedestrian circulation that promote walkability and support a car-free lifestyle and accessibility for all ambulatory modes.

POLICY CM-6 PARKING SUPPLY AND PARKING MANAGEMENT

Objective. Manage parking to reduce the incentive for single occupancy vehicle use.

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

1. Smart Meter System. The City shall ~~explore~~ implementing a smart parking meter system in the Downtown area to manage parking demand while generating revenue to support public transit and/or active transportation.
- ~~2. In-lieu fee for on-site parking. Payment of a fee in lieu of providing required parking spaces should be required in the Central Commercial District or for Landmark Historic Structures. Fees collected shall be used exclusively to fund municipal off-street parking lots or alternative travel mode facilities.~~
- ~~3.2.~~ 3.2. On-site parking standards. The City ~~should~~ shall ~~reduce or~~ eliminate the parking standards applicable within the downtown area. ~~New development is encouraged to pay in-lieu fees rather than provide parking on-site within the immediate Plaza area.~~ Any on-site parking in the downtown should be located to the rear or side of buildings. Park and ride, car shares, downtown parking benefits districts, and other measures to encourage alternative transportation shall be considered.

CM-6b **Parking in neighborhoods impacted by Cal Poly Humboldt.** The City shall employ the following measures to reduce the impacts of University related parking on the surrounding neighborhoods:

1. Management of on-street parking. Metered on-street parking shall continue to be provided along local streets in the neighborhoods south of Cal Poly Humboldt to prevent all-day parking by students.
2. Preferential parking zones. The restrictive residential permit parking program shall be maintained for neighborhoods severely impacted by Cal Poly Humboldt to provide residents and their visitors more on-street parking and to discourage students from driving to campus.
3. Other parking management approaches. Alternative parking management approaches shall be considered if the student population and parking demand increases. Alternative approaches include time limit parking without meters, increasing no-parking zones to decrease supply of spaces, and implementing a

strictly enforced tow-away policy. The City encourages Cal Poly Humboldt to reduce parking impacts on the City.

CM-6c **Parking standards for new development.** The City's should continue to specify maximum parking requirements for new development and eliminate minimum parking requirements. Parking lots should be located, where feasible, to the rear or side of commercial and multi-family residential buildings.

~~CM-6d **Shared or joint use parking for commercial development.** Reductions in the individual use parking requirements should be considered where two or more uses provide joint parking. Developers of projects with appropriate land uses for effective shared parking are encouraged to provide joint parking facilities. Examples of compatible land uses include office buildings and any use that generates primarily an evening parking demand such as restaurants and theaters.~~

POLICY CM-7 FREIGHT TRANSPORTATION

Objective. Provide a transportation system that adequately serves the freight shipment needs of the City's industrial and commercial uses. Recognize that freight transportation via truck is an essential element of the area's economic base.

CM-7a **Truck routes.** The circulation system shall be planned to provide truck mobility to serve all commercial and industrial land uses in Arcata. Specific truck routes are designated in Figure CM-d, although other highways, arterials, and collector streets may be designated in the future. The City shall actively enforce truck routes and speed limits.

POLICY CM-8 FINANCING TRANSPORTATION IMPROVEMENTS

Objective. Ensure that adequate funding is available to implement transportation improvements required to adequately serve the amount of growth allowed by the land use plan and that financing is distributed equitably based on activity density and need. Ensure that private development provides on-site transportation improvements and contributes an appropriate share of funding for off-site improvements.

CM-8a **Developer responsibilities and exactions.** Developers shall be required to construct transportation improvements along their property frontages. Where appropriate, a traffic impact study shall be required that identifies on-site and off-site impacts and mitigation measures.

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

1. If development is located on an existing street:
 - a. dedication of right of way;

- b. bicycle lane and parking lane;
 - c. reconstruction of curb, gutter and sidewalk;
 - d. transit facilities and landscaping within the right of way.
 2. If development is in a new growth area not served by streets:
 - a. dedication of right of way to construct a street to connect the project site to a public street, which accommodates all modes of transportation, particularly those walking, rolling, biking, and using transit;
 - b. construction of the street and connecting intersection(s) to City standards;
 - c. after the dedication is accepted, the City will maintain the street.
 3. In all instances, the developer shall be responsible for mitigating any off-site mobility impacts of the proposed development in a manner consistent with the policies of this plan. Measures may include installation of additional pedestrian, bicycle and transit amenities to encourage alternative travel modes; or implementation of Transportation Demand Management measures.
- CM-8b **Subdivision improvements.** All on-site transportation infrastructure shall be constructed using standards approved by the City. Developers are required to establish mechanisms, such as homeowners associations, to provide future maintenance of on-site streets and intersections that are not dedicated. The City may elect to require streets connecting to a public street to be dedicated to the City.
- CM-8c **Traffic/vehicle miles traveled impact fees.** The City may adopt a citywide traffic impact fee to fund transportation improvements to mitigate the mobility impacts of new development based on a Vehicle Miles Traveled or similar analysis. The traffic impact fee may substitute in whole or in part for the off-site mitigation requirements described in Policy CM-8a but would be in addition to the developer's responsibility for on-site and frontage improvements. The traffic impact fee may be used to fund roadway extensions, intersection improvements, safety improvements, transit facility improvements, and pedestrian and bicycle facilities or amenities.
- CM-8d **Transit finance.** A&MRTS should continue to fund capital and operating expenses through fare box revenue, Cal Poly Humboldt, and state and federal subsidies. The City will explore the possibility of new development contributing a one-time fee towards A&MRTS capital expenses through the citywide traffic mitigation fee ordinance and funding transit through parking meter revenues where feasible.
- CM-8e **Equitable transportation investments.** The City will pursue funding for projects that further transportation and mobility equity, acknowledging safe mobility is a right of all people in Arcata and that lower-income Arcatans face disproportionate challenges in accessing both active transportation and public transit.

2.9 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
CM-1	Reducing Vehicle Miles Traveled Consider application of Vehicle Miles Traveled as a metric for evaluating impacts of new development at such time as a methodology is available that is suitable for use in Arcata. Work with Humboldt County Association of Governments when evaluating potential regional applications both to evaluate and to reduce vehicle miles traveled.	Community Development/ Engineering Dept.	Ongoing
CM - 2	Pavement Management Program A pavement management program will evaluate roadway conditions, and schedule and complete needed maintenance and repair in a timely manner.	Engineering Dept.	Ongoing
CM -3	Capital Improvements Program Include transportation improvements, including bicycle and pedestrian facilities, in the City's Capital Program.	Engineering Dept.	Annually
CM -4	Adoption of Traffic Impact Fee Program The City shall consider the adoption of Adopt a citywide traffic impact fee to mitigate traffic impacts. Assess an equitable share of costs associated with cumulative traffic impacts on all development projects on facilities for all modes of travel.	Engineering Dept.	Year 5
CM -5	Pedestrian and Bicycle Master Plan Priorities Periodically review and update Pedestrian and Bicycle Master Plan priorities including collaborating with Humboldt County Association of Governments on Humboldt Regional Bicycle Plan updates. Seek funding to implement priority projects.	Engineering Dept. and Transportation Safety Committee	Ongoing
CM-6	Bicycle Boulevards Provide primary bicycle corridors between major activity centers. Clearly sign all bicycle boulevards and include traffic calming measures to discourage automobiles.	Engineering Dept.	Year 1

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
CM-7	Rail Right of Way Coordination with Great Redwood Trail Agency Coordinate with the Great Redwood Trail Agency in planning for use of the former Trail Agency rail right of way for a multi-use trail.	Engineering Dept.	Ongoing
CM-8	Weekend Transit Service Continue to monitor demand for weekend bus service to Eureka in coordination with HCOAG and transit providers and ensure that planning for weekend transit service from Arcata to Eureka is appropriately addressed in the Humboldt County Transit Development Plan.	Engineering Dept.	Ongoing
CM-9	<u>Traffic Management Program and Slow Streets Program</u> City shall create a Neighborhood Traffic Management Program to install traffic calming devices and reduce hazards due to design features or incompatible land uses. The City shall additionally consider implementing a slow streets program.	Engineering Dept.	Year 5
CM-10	Improve accessibility and mobility. The City shall undertake a comprehensive program to assess and improve accessibility and mobility for people of varied physical abilities and disabilities.	Engineering Dept.	Year 2

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
CM-11	Safe, convenient, connected, and multi-modal transportation Ensure current versions of the Regional Transportation Plan, Humboldt Regional Bicycle Plan, ADA Transition Plan and Local Road Safety Plan: 1. Focus pedestrian and bicycle transportation infrastructure improvements near primary areas of activity, including schools, town centers, commercial clusters, and workplace districts. 2. Ensure public health and equity considerations are included as part of transportation network improvement decisions, including accessibility and mobility considerations for people of diverse abilities and disabilities. 3. Plan capital improvements that will ensure sidewalks and other pedestrian routes are continuous, creating a cohesive network. Continue to assess existing sidewalks and bike lanes (or existent lacks thereof) throughout the City and identify those most in need of construction or improvement as part of yearly Capital Program planning. 4. Identify opportunities for the creation of a non-vehicular network of paved and/or unpaved trails, paths, or other travel-ways through blocks or open spaces to reduce travel distances and create safer routes for pedestrians and bicyclists.	Engineering Department, Transportation Safety Committee	Ongoing

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
CM-12	Increase transportation accessibility 1. Plan capital improvements that will remove physical barriers to and/or build facilities for walking and biking along transportation routes—especially those with higher volumes of pedestrians and bicyclists, routes known to have concentrations of people without vehicles, and along routes that provide access to major destinations including local schools. 2. Require new projects to build transportation network improvements for pedestrians, bicyclists, and wheelchairs on sites and along adjacent streets as part of new developments/improvements (and especially those in areas where there are clusters of activity and/or existing transit stops).	Engineering Department, Transportation Safety Committee	Ongoing

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
C-13	Targeted improvements to existing transportation network 1. Increase street lighting around Arcata to increase safety of walking/biking during early mornings and evenings, especially those with higher volumes of pedestrians and bicyclists, routes known to have concentrations of people without vehicles, school zones, and along routes that provide access to major destinations^a 2. When designing new or improving existing streets, implement complete streets policy to incorporate pedestrian and bicycle safety improvements. Ensure that facilities and design promote and support mobility by people whose mobility is impaired, who move slowly, or who need mobility assistance. Use cost-effective street improvements such as striping, cones, and temporary features to test improvements throughout the City in a cost-effective manner and address needs temporarily when funding does not permit a more permanent solution. 3. When designing new or improving existing streets, use traffic-calming techniques (such as narrowing traffic lanes or adding flashing beacons/radar signs) to improve street safety and access (especially in residential neighborhoods, school zones and areas with high pedestrian traffic). 4. Consider developing City-operated traffic lights with appropriate signals for people with impaired vision, hearing, or mobility.	Engineering Department, Transportation Safety Committee	Ongoing

Appendix CM-A City of Arcata Operational Analysis and Intersection Level of Service

^a Equity Partners (2023)

July 17, 2024

PUBLIC FACILITIES & INFRASTRUCTURE ELEMENT

2.1 INTRODUCTION

The Public Facilities and Infrastructure Element covers: Water Supply and Delivery; Wastewater Collection, Treatment, and Disposal; Stormwater Management; Integrated Waste Management; Educational Facilities; and Community Facilities. Policy addressing these topics is included in this section. There are many other kinds of infrastructure, physical and social, that this element does not address. See the Parks and Recreation Element, Open Space and Resource Conservation Element, and Health Element for infrastructure-related material more specific to those topic areas.

Guiding principles and goals.

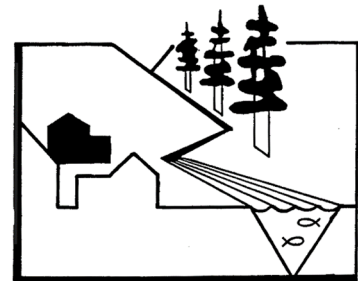
- A. Provide an adequate water supply and delivery system for day-to-day and emergency needs.
- B. Maintain the Arcata Marsh and Wildlife Sanctuary as an exemplary model of how natural systems can be effectively and efficiently used to treat and reclaim wastewater.
- C. Utilize natural systems and processes for managing stormwater.
- D. Advance waste diversion goals set forth in state mandates and the City's Zero Waste Action Plan.
- E. Promote lifelong learning by supporting educational facilities and programs at all levels.
- F. Recognize that public facilities are gathering places for social, cultural, political, educational, and entertainment events and celebrations, and that these facilities are important components of the community's identity. Protect public civil and Constitutional rights in Arcata's public sphere, and especially on City property and public rights of way, and in any facility that receives City support.
- G. Given that the City is planning for substantial residential growth in part to accommodate the planned growth of Cal Poly Humboldt, work with the University to explore ways in which the University can contribute to the infrastructure costs associated with the planned growth.

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

The City of Arcata uses a system of trunk lines and mains, above ground water tanks, and booster pumps to deliver potable water to residents, businesses, industry, and other facilities within the City's Urban Services Boundary. The City water supply, drawn from Ranney subsurface collectors located in the bed of the Mad River, is provided by the Humboldt Bay Municipal Water District, which pumps, treats, and sells the water to the City. The City's Urban Water Management Plan (last updated in 2021 and updated every five years) defines water sources, conservation measures, usage projections and shortage contingencies. In addition to the existing Mad River water source, the Management Plan also identifies a moderately deep groundwater aquifer in the north Arcata area as an additional water source. The City's Urban Water Management Plan addresses the function and capacity of the water supply system, including equipment efficiency and life expectancy, water storage, pumping, and fire flows.



Overview of Arcata's stormwater and wastewater collection and treatment systems. Arcata's best known public facility is the Arcata Marsh and Wildlife Sanctuary (Wildlife Sanctuary) where municipal wastewater is treated and re-used for wetlands, and related wildlife habitat. The Wildlife Sanctuary complies with California North Coast Regional Water Quality Control Board and California Coastal Zone Wetlands Enhancement Program policies and standards. The Wildlife Sanctuary employs natural systems as part of the wastewater treatment system to enhance water quality before final discharge to Arcata Bay while providing water reuse to support beneficial uses associated with constructed freshwater wetlands. Arcata's wastewater treatment system uses traditional mechanical treatment systems, oxidation ponds, and treatment wetlands to purify the city's wastewater. The treated wastewater effluent then flows through three enhancement wetlands in the Wildlife Sanctuary, where natural processes further polish the effluent before it is disinfected and released into Arcata Bay. Stormwater ponds, distinct from the enhancement wetlands, provide habitat related benefits separate from the enhancement wetlands. The wetland habitat attracts more than 200 species of birds and is home to a wide range of Pacific Northwest freshwater, brackish marsh, and saltwater wetland flora and fauna. The City has a Wastewater Treatment Facility Plan (last updated in 2017) to guide the rehabilitation and upgrade of the treatment system and enhancement wetlands to meet up to date regulatory requirements.





The City also manages a stormwater drainage system; it has a Drainage Master Plan and Stormwater Management Program to guide management practices of the system.

The Drainage Master Plan (last updated in 1997 with targeted project updates in 2016) includes a hydrological analysis, drainage management alternatives, a capital improvement program, needs-assessment and financial summary, and a recommended operational plan. The Plan's objectives are to: 1) identify and quantify the existing stormwater and drainage system, including channels, wetlands, creeks, culverts and pipes to determine the available capacity of the system, and 2) identify design,

maintenance, and repair alternatives to improve the capability of the system to convey stormwater without undesirable flooding, and to prevent water pollution. The Drainage Master Plan's goals are listed below.

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

DRAINAGE MASTER PLAN MANAGEMENT GOALS

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

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

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

Cal Poly Humboldt, the northernmost of California State University's system of twenty-three campuses, offers undergraduate and graduate degrees in more than fifty subject areas. The University also offers extended education courses, cultural activities, music, art, theater and athletic events that are open to the community.

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

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

Over the years the City's role in waste prevention, waste disposal, recycling, and composting components of waste management has shifted from facilitative to managing contracts for collection and processing of solid waste and recyclable materials, composting organic materials, and public education responsibilities.

The State of California has an extensive history of solid waste laws resulting in significant waste-related legislation. In 1989, the State passed the California Integrated Waste Management Act (Assembly Bill (AB) 939), requiring every city and county in the State to develop an integrated waste management planning document called a Source Reduction and Recycling Element. The California Integrated Waste Management Act and its accompanying regulations specified the content for the City's Source Reduction and Recycling Element and required a detailed plan for achieving "landfill diversion" goals of 25% by 1995, and 50% by 2000. In 2017, the City adopted a Zero Waste Action Plan that built upon the Source Reduction and Recycling Element, with a

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

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

Building on the California Integrated Waste Management Act, the Mandatory Commercial Organic Waste Recycling Law (AB 1826) became effective on January 1, 2016 and required businesses and multi-family complexes (with 5 or more units) that generate specified amounts of organic waste (compost) to arrange for organics collection services. On January 1, 2022 the requirements for the Commercial Organic Waste Recycling Law were eclipsed by those of California's Short-Lived Climate Pollutant Reduction law (SB 1383).

Regulations associated with California's Short-Lived Climate Pollutant Reduction law required a 50% reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and a 75% reduction in statewide disposal of organic waste from the 2014 level by 2025, including a goal of rescuing at least 20% of currently disposed edible food. California's Short-Lived Climate Pollutant Reduction law is the largest overhaul of the State's solid waste and recycling structure in over 30 years and requires significant action by local jurisdictions, including the City, residential and commercial organics generators, haulers, and facilities to reduce organics disposal.

ARCATA INTEGRATED WASTE MANAGEMENT GOALS:

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

ZERO WASTE ACTION PLAN GOALS:

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

California's Short-Lived Climate Pollutant Reduction law includes requirements within six main categories:

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

2.11 POLICIES

The Public Facilities and Infrastructure Element contains the following policies:

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

POLICY PF-1 WATER SUPPLY AND DELIVERY

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

PF-1a **Water supply.** Surface and subsurface water quantities that supply the City are dependent on rainfall and adequate upstream storage. The City shall continually monitor the water quantity and quality in its system and adhere to the Humboldt Bay Municipal Water District's rationing system to ensure that adequate supplies reach all users.

PF-1b **Capacity and management of City water delivery system.** The City shall update its Urban Water Management Plan at least every five years to maintain current projections, management, and contingency programs for water delivery. The City water system shall not be extended beyond the Urban Services Boundary (except as provided for in Policy GM-4b of the Growth Management Element).

The City shall continue to assess through its annual Capital Improvement Program update needed water delivery system improvements and storage capacity to meet demand and capacity to respond to emergencies including fire and disruption in water service from Humboldt Bay Municipal Water District.

PF-1c **Water conservation.** The City shall use a combination of economic incentives, educational programs, and auditing to promote water conservation and shall remain in compliance with Humboldt Bay Municipal Water District policy regarding its Five-

Stage Water Rationing System. Continue to encourage the use of infrastructure and practices that promote efficient water and energy use such as rain barrels, green roofs, and retention structures. Encourage reduced water demand by requiring water-conserving design and equipment in new construction and encouraging the retrofitting of existing development with water-conserving devices, along with water capture and conservation practices.

Water rates will continue to be higher for consumption above baseline usage.

Information about conservation devices such as flow restrictors and practices such as off-peak irrigation will be made available to the public. Building and site development permits that require connections to the City's water system shall incorporate water conservation design features and best management practices.

The City shall also implement water conservation measures through the water, wastewater, and drainage master plans, and through leak detection and inflow and infiltration reduction programs.

In response to water shortages, the City will work cooperatively with the regional water supplier and the supplier's other municipal customers to implement an effective water shortage contingency plan that defines response actions based on the severity of the water shortage. End use prohibitions shall be determined based on current conditions, recommendations of a regional task force, and historic water use data and trends, and will be considered for mandatory penalties, charges and other escalating enforcement actions including education and outreach, issuing a verbal/written warning, penalty assessment, and water service termination. The City may consider imposing sharply graduated excessive use rates and/or excessive use fines, additional forms of water rationing, warnings, and physical flow restrictions to water users who fail to respond to less severe sanctions.

Continue to encourage the use of infrastructure and practices that promote efficient water and energy use such as rain barrels, green roofs, and retention structures. Encourage reduced water demand by requiring water-conserving design and equipment in new construction and encouraging the retrofitting of existing development with water-conserving devices, along with water capture and conservation practices.

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

PF-1e **Water loss.** The City shall perform annual water loss audits to identify and better understand the type of and quantity of water losses occurring in the water distribution system. The City shall ensure that it meets any water conservation/water loss standards promulgated by the State Water Resources Control Board.

POLICY PF-2 WASTEWATER COLLECTION, TREATMENT, AND DISPOSAL

Objective. Collect and treat wastewater to achieve safe water quality standards, utilizing the City's internationally renowned marsh treatment facility.

- PF-2a **Capacity and management of City wastewater collection system.** The wastewater collection system is designed to transport community sewage to the treatment plant. The City shall update its Sewer System Management Plan (last updated in 2023) at least every five years, to maintain current projections, management, and contingency programs for wastewater collection. The Plan shall identify needed collection system improvements and anticipated extensions, so that they can be budgeted for in the City's Capital Improvement Program. The City shall continue to monitor groundwater infiltration and surface water inflow and take necessary action to ensure that these sources do not cause the collection system or the treatment plant to exceed capacity. The City shall also consider adopting building and land use code policies that provide incentives for design, operation, and technology for buildings and sites to minimize wastewater as well as stormwater loads. The City wastewater collection system shall not be extended beyond the Urban Services Boundary except as provided in Policy GM-4b.
- PF-2b **Arcata wastewater treatment system.** The City shall review and update its Arcata Wastewater Treatment Facility Operations and Maintenance Manual at least every five years to evaluate the entire system; reflect any changes in treatment standards; ensure wastewater treatment is meeting current standards; verify that there is adequate treatment system capacity; and ensure adequate water flows to maintain habitat. The City shall ensure ongoing treatment system planning and investments are consistent with mid- and long-range climate change adaptation goals, which balance preserving the City's existing investments with habitat restoration and sea level adaptation priorities. Goals, priorities, planning assumptions, and the best available science on which they are based, shall be reviewed publicly through City committees and the Planning Commission at the discretion of the City Council.
- PF-2c **Protecting, improving and restoring water quality.** Protecting surface and groundwater quality, preventing water pollution, restoring water quality in waterways and wetlands within the City and in receiving waters of California and the United States shall guide design, construction, and operation of the City's water management infrastructure. The City shall use necessary resources to comply with California State Regional Water Quality Control Board wastewater treatment and discharge standards. The City shall regularly test its wastewater discharges and make necessary adjustments in treatment processes to ensure that effluent meets the State Regional Water Quality Control Board and National Pollution Discharge Elimination System permit standards.
- PF-2d **Composting and beneficial reuse of biosolids and other wastewater system byproducts.** The City includes biosolids in compost processed at the treatment plant. The City uses this composted material as a soil amendment. The City shall continue

this practice as an efficient means of recycling treatment plant by-products and shall investigate the possibility of selling excess compost to generate revenue. This requires the City to protect the quality of its sludge by implementing an industrial and high-volume discharger wastewater pre-treatment program. (See Policy PF-2g Source Control Program, below.)

- PF-2e **Treatment of wastewater from other communities.** The City accepts for treatment wastewater from the Fieldbrook Glendale Community Services District. This practice may continue as long as the City's facilities have adequate treatment system capacity. The City shall not enter into any new agreements for processing wastewater from other communities, nor shall the City accept additional loadings from any connection from other communities through the Fieldbrook Glendale Community Services District system.
- PF-2f **Maintain the Joint City/Cal Poly Humboldt Wastewater Utilization Program.** Recognize that Cal Poly Humboldt faculty and students were instrumental in the design, testing, and development of the Arcata Marsh and Wildlife Sanctuary. The City and the University jointly participate in a wastewater utilization program, which provides ongoing research projects for students and faculty studying wastewater, stormwater, and water quality issues. The City and University maintain an agreement to operate the program. The City shall renew the program with the University when the current agreement ends and should collaborate with Cal Poly Humboldt faculty in seeking funds for future research.
- PF-2g **Source Control Program.** The City shall maintain a source control and pretreatment program that provides the legal authority to regulate non-domestic sewer use to control discharges of industrial waste. The source control and pretreatment program shall include legal authority, local limits, pretreatment permitting, and an enforcement response plan.

POLICY PF-3 STORMWATER MANAGEMENT

Objective. Implement the City's Drainage Master Plan and abide by the Municipal Separate Storm Sewer System (MS4) Permit to utilize natural drainage systems; minimize increases in stormwater runoff, flooding, and erosion; maintain the integrity of stream hydrology; and reduce pollutant loads.

- PF-3a **Utilization of City streams and watercourses as natural drainage systems.** Arcata's network of creeks provides a natural drainage system; however, this system is very susceptible to damage from urban pollutants carried by stormwater runoff, and from drainage facilities that alter creek flows and natural



functions. The City shall utilize creeks for urban drainage only when the basic natural functions of the creeks will not be degraded.

- PF-3b **Control of stormwater runoff, flooding, and erosion.** Stormwater runoff, especially at peak flows, can cause significant flooding and erosion if adequate precautions have not been taken. As stated in the Drainage Master Plan, the City shall manage the storm and surface water system in Arcata to maintain a hydrologic balance to protect water quality, prevent property damage, provide for the safety and enjoyment of citizens, and preserve and enhance habitat and sensitive areas.
- PF-3c **Stormwater quality.** Implement the City's Phase II MS4 Permit to reduce the discharge of pollutants to the maximum extent practicable and protect water quality. Manage surface water controls, facilities such as detention basins and natural infiltration areas, and education programs to protect surface and ground-water quality.
- PF-3d **City drainage system.** The City shall take a comprehensive approach to drainage system management to effectively control the quantity of stormwater runoff, protect water quality, and reduce potential flood damage from peak flows. As stated in the City Drainage Master Plan, the City shall gradually expand the City managed drainage system to:
1. Continue maintenance of all drainage facilities within public right-of-way regardless of size.
 2. Extend responsibility onto private property only when permanent easements are dedicated or otherwise available from the private property owner, and need is established based on technical criteria.
 3. Define service limits upstream of the City as the point at which runoff from a publicly (not County) dedicated street enters the drainage system, or when a drainage feature needs repairs/improvements which have public benefits that exceed the cost of said repairs/improvements.
 4. Integrate green stormwater infrastructure into streets and public spaces to create attractive public areas while also capturing and treating runoff to meet water quality requirements. In this context "Green Infrastructure" is defined as the range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspire stormwater and reduce flows to sewer systems or to surface waters.
- PF-3e **Easements and properties for drainage management.** The City shall secure the easements and properties necessary to complete and maintain the drainage system identified in the Drainage Master Plan.

POLICY PF-4 INTEGRATED WASTE MANAGEMENT

Objective. Reduce solid waste generation at the source; maximize re-use and repair of appropriate items and material; promote composting and recycling; and properly transport non-

recyclable solid waste to approved disposal sites. Coordinate with regional bodies to develop effective regional solid waste management systems. Ensure new development is adequately sited and designed, including adequate physical space for solid waste bins.

PF-4a Source reduction. Source reduction and materials re-use are the most cost-effective ways to minimize solid waste. Source reduction, or waste prevention, reduces the growing costs of collection, recycling, and disposal systems. Source reduction and re-use shall be promoted through educational programs and incentives. Examples of effective source reduction and re-use activities that shall be promoted are:

1. Backyard composting, landscaping with low water needs, and grass mulching.
2. Purchasing durable re-usable goods instead of disposable items (e.g., cloth diapers, rechargeable batteries).
3. Repairing equipment and appliances.
4. Purchasing goods from second-hand stores, flea-markets and swap meets.
5. Reducing the use of packaging by buying in bulk or purchasing fresh food at farmers markets.
6. Eliminating paper copies for as much City business as possible by working with electronic mail, forms, and agendas, and re-using scrap paper, if possible, when copying is necessary.
7. Reusable coffee cups and beverages provided in dispensers.
8. Termination of unwanted mail.
9. Incentives such as on-call garbage collection and differential solid waste fees shall be used to encourage source reduction.

PF-4b Recycling. The City's recycling program shall continue and expand unless a more efficient and cost-effective method of collecting and reusing materials is identified. The City shall continue to contract for recycling, collection, and processing to help meet and exceed the State diversion goal. The following programs shall also be promoted:

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

To minimize increases in solid waste volumes and maximize the amount of material returned to productive use, the City shall continue these programs with a target of reducing landfill volumes as specified in the Zero Waste Action Plan.

- PF-4c **Collection, transport and disposal of non-recyclable solid waste.** The City shall continue to contract for solid waste and recycling collection, transport, and disposal and will amend relevant Franchise Agreements to include the collection and transport of organic waste in the future to comply with state waste and organics regulations (e.g. SB 1383). The City is supportive of organic processing and will work with regional partners to develop an in-County organics processing facility. The City will provide educational materials about proper use and disposal of household hazardous waste, non-toxic alternatives to household hazardous waste, and recycling of materials (e.g., motor oil, anti-freeze, paint, batteries) in conjunction with local governmental and businesses partners.

POLICY PF-5 EDUCATIONAL FACILITIES

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



ARCATA HIGH SCHOOL

- PF-5a **Coordination with Arcata, Pacific Union, and Jacoby Creek school districts, the Northern Humboldt Unified High School District, and Charter School Operators.** The City shall provide demographic information to assist the School Districts and charter schools in projecting future student enrollments. The City shall encourage the school districts and charter schools to expand existing schools rather than designating new sites for this purpose. The City shall encourage public, private, and charter schools to provide and support early childhood education. Public and charter schools are allowed in all residential zones, in the Gateway Area, and in Public Facilities zoned parcels.
- PF-5b **Coordination with private and specialized education providers.** The City ~~shall~~ may accommodate providers of private, vocational, and specialized education that fills an identified community need, when they desire to locate in the City.

- PF-5c **Coordination and development review with Cal Poly Humboldt.** The City shall designate at least one member of the City Council as liaison to Cal Poly Humboldt and request that the designated Council member be appointed to the University President's Advisory Council, or other equivalent University body. The City shall invite and welcome communication and coordination on planning matters with University representatives.



- PF-5d **Joint use of school facilities for community events and recreation.** School facilities are primary locations for neighborhood level events and recreational activities. The City, school districts, and community organizations shall develop and maintain partnerships for the joint use of school facilities.

POLICY PF-6 PUBLIC FACILITIES

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



- PF-6a **Facilities for community service and private organizations.** Community service organizations, as well as non-profit and private organizations serve an important and vital role in the health of our community and offer shelter, assistance, training and other human services. These organizations also offer places for religious, cultural, social, entertainment and recreation activities. The City shall allow facilities, operated by community service and private organizations, to be located in incorporated areas designated General Commercial [C-G]; Central Commercial [C-C]; Residential High Density [RH]; Limited Industrial [I-L]; and Public Facility [P-F]. Operations and functions of these facilities may be subject to a use permit, to be granted and revocable at the discretion of the City.
- PF-6b **City Corporation Yard.** The City shall limit development of the Corporation Yard facilities to within existing boundaries, and shall maintain a landscaped screen along the northern and eastern perimeter of the oxidation pond. The City shall continue to explore opportunities for relocation of the corporation yard outside of the tsunami inundation zone and sea level rise vulnerability zone in collaboration with local, state, and federal regulatory and funding partners.

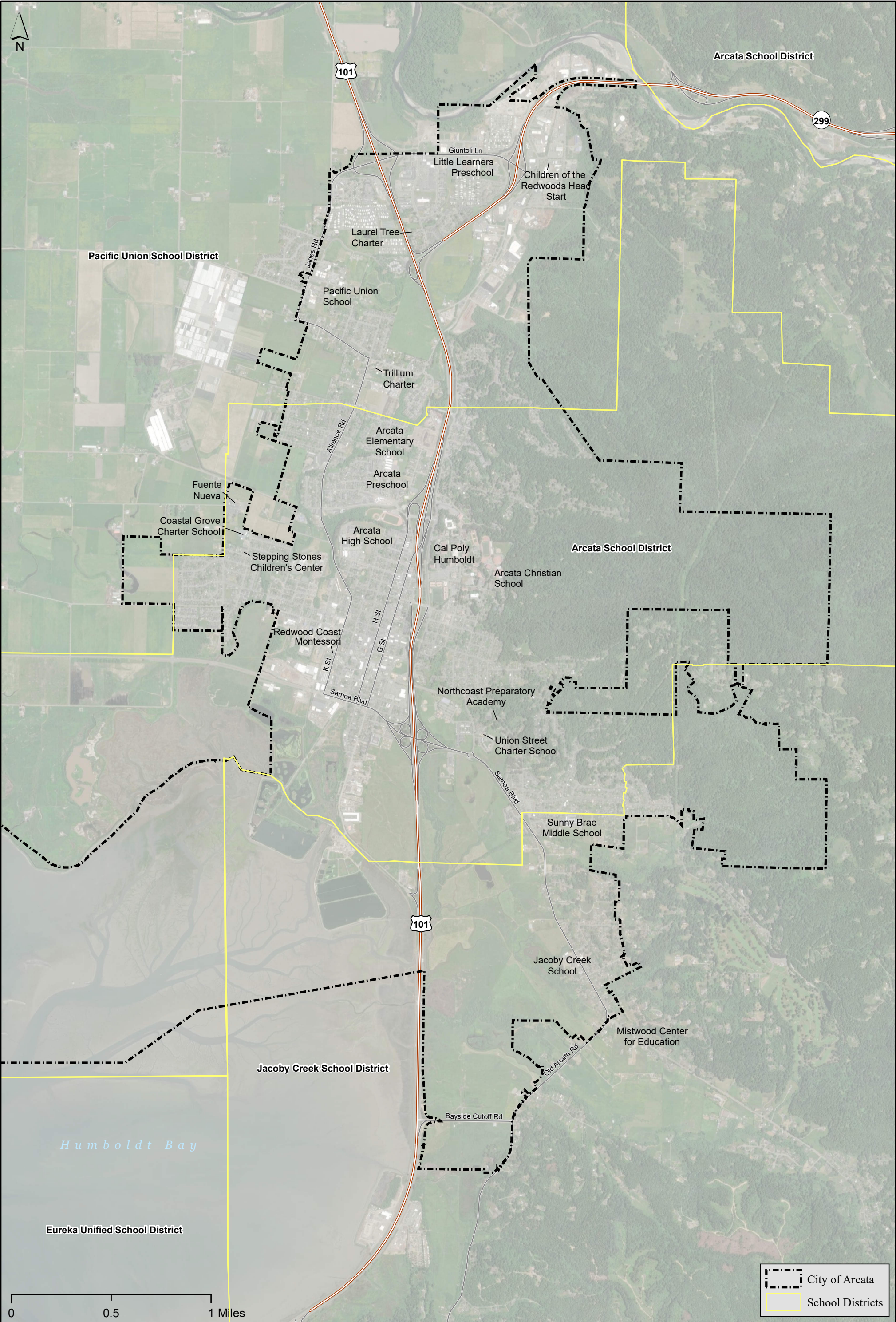


Figure PF-a

City of Arcata School Districts



- PF-6c **Public libraries and civic facilities operated by other agencies.** The City shall coordinate with Humboldt County to provide public library facilities in the City. The City shall also coordinate with other agencies, such as the Humboldt Transit Authority, to maintain joint-use facilities in the City.
- PF-6d **Telecommunications facilities.** Telecommunication towers, commercial dishes and antenna, monopoles, and other transmitting and receiving facilities shall be co-located (grouped together) to minimize the number of facilities and shall be screened to reduce impacts. Placement of commercial (serving more than a single user) telecommunication facilities shall require a use permit and shall be limited to the zoning designations outlined in the City's Zoning Ordinance.
- These facilities shall be screened from view and associated equipment rooms and switching devices shall be designed and landscaped to blend with their surroundings. In approving a use permit, findings must be made that the proposed location is the most appropriate for the neighborhood, that the facility is of the minimum size necessary for the intended use, and that it is set back and screened to reduce visual and safety impacts. Any proposed city construction projects involving trenching shall be reviewed for opportunities to extend high speed networking infrastructure.
- PF-6e **Maintenance of City streets and rights-of-way.** The City's streets and rights-of-way shall be adequately maintained for public use. Utilities within rights-of-way shall be placed underground when feasible to reduce obstructions such as poles and above-grade utility boxes on sidewalks. Pavement and landscape management programs shall be periodically reviewed and prioritized. The City shall comply with Americans with Disabilities Act requirements as a minimum and seek to develop City rights-of-way beyond those requirements to safely accommodate mobility by people of all abilities and disabilities.
- PF-6f **Energy conservation and decarbonization of City facilities.** Continue reducing City facility energy consumption, including conservation and weatherization measures exceeding building code standards, electric only appliances, HVAC, water heating systems and renewable energy sources. Consider Greenhouse Gas Reduction measures in all new facility, renovations, site design and connectivity decisions. Develop and implement City practices to increase electrification equity and affordability for all residents.
- PF-6g **Align utility infrastructure within circulation system.** To the degree possible, locate new utility infrastructure within existing and planned circulation system rights-of-way.
- PF-6h **Plan utility infrastructure to accommodate envisioned growth.** In planning for improvements to the overall utility infrastructure, including wastewater and electrical demand, design the systems to accommodate the planned amount of growth outlined in other policies and consider the impacts of locating new infrastructure on potential future habitat restoration sites. Plan for future infrastructure needs due to conversion of uses (e.g., electrification). Infrastructure will be developed over time as needed,

and the City's Capital Improvements Program (CIP) will reflect near term infrastructure needs through the annual update process.

2.12 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
PF -1	Urban Water Management Plan Update the City Urban Water Management Plan, at least every five years, to assess system efficiency and ensure there is adequate storage capacity and fire flow. The Management Plan will also include economic incentives, education programs, and monitoring measures to promote water conservation.	Environmental Services Department	Every five years
PF -2	Wastewater Collection System Maintenance Program Update the City Wastewater Collection System Maintenance Program, at least every five years, to assess collection system capacity and condition, ensure there is adequate treatment and disposal capacity, and recommend improvements necessary to reduce groundwater infiltration and surface water inflow. The Maintenance Program will also include economic incentives, education programs, and monitoring measures to reduce wastewater generation.	Environmental Services Department	Every five years
PF -3	Drainage Master Plan and Phase II Municipal Separate Storm Sewer Systems (MS4) Permit Update the City's Drainage Master Plan to implement current provisions for minimizing increases in stormwater runoff, maintaining the integrity of stream hydrology, and reducing pollutant loads. Implement the City's MS4 permit requirements through ordinance No. 1463, which sets forth standards for discharge into the stormwater drainage facilities for the City of Arcata, and establishes a stormwater pollution control program in compliance with the Clean Water Act.	Environmental Services Department	Ongoing
PF -4	Zero Waste Action Plan Update the Zero Waste Action Plan every ten years, to implement the most current technology for reducing solid waste generation at the source, maximize re-use and repair of goods, promote composting and recycling, and properly transport non-recyclable solid waste to approved disposal sites. The Zero Waste Action Plan will also include economic incentives, education programs, and monitoring measures to achieve the City's goal of reducing solid waste volume by a defined amount, and the overall long-term strategy for "zero-waste."	Environmental Services Department	Every ten years
PF-5	Arcata Wastewater Treatment Facility Operations and Facilities Plan. Review and update the Wastewater Treatment Plant (WWTP) operations and facilities plan periodically to take into account changes associated with sea level rise and climate change.	Environmental Services Department	Ongoing

CITY OF ARCATA

Bound Separately

Gateway Area Plan 2024

May 14, 2024



Chapter 3

Housing and Human Services

Housing Element
Parks and Recreation Element



July 17, 2024

PARKS AND RECREATION ELEMENT

3.7 INTRODUCTION

The Parks and Recreation Element plays an important role in the Arcata General Plan. This Element expresses the degree to which the community values park and open space land and establishes a policy framework and priority for the provision of park and recreation services, park improvements and provides the framework required by state law for the dedication of land or payment of fees in lieu of dedication for park or recreational purposes as a condition of subdivision approval. In addition, the General Plan must identify existing and planned public facilities, including land for parks and recreation, which is critical for future dedications, acquisitions and park improvements, which must be consistent with the General Plan. In 1994, the City adopted a General Plan Parks and Recreation Element (Resolution 945-26) to serve as the central policy document to guide the provision of parks and recreation in the City. The Element considered a wide variety of recreation programs with policies addressing the community's desire to provide a wide spectrum of parks and recreation opportunities and facilities; encouraging cooperative agreements with other government entities and public/private partnerships to enhance the availability of recreation programs; and emphasized fiscal responsibility and the objective to minimize environmental impacts. This Element was maintained as a separately bound document in the Arcata General Plan, 2020.

In 2010, the City updated its Parks and Recreation Master Plan, originally compiled in 1979 and updated with the preparation of the Parks and Recreation Element in 1994. The Parks and Recreation Master Plan establishes a vision for a sustainable and interconnected parks and recreation system relying on local standards and guidelines and a comprehensive implementation strategy to address community needs. This Parks and Recreation Element updates the policies and program of the 1994 Element and incorporates the vision and objectives of the 2010 Parks and Recreation Master Plan.

The City of Arcata divides the responsibility for parks and recreation services between the Parks and Recreation Divisions of the Environmental Services Department. The Environmental Services Parks Division is responsible for the design, development, landscaping, and maintenance operations of the City's parks and facilities. The Environmental Services Recreation Division provides recreation services, facilities, and programs geared to all ages and interests ranging from traditional and nontraditional athletics to arts, science, music, and seasonal community events that are intended to improve the quality of life in Arcata. Supported by the Environmental Services Department, the City Parks and Recreation Committee holds regular public meetings and serves in an advisory capacity to the City Council on matters pertaining to public recreation, parklands, and related facilities.



Guiding principles and goals.

- A. Provide residents with an accessible variety of recreation opportunities and park experiences that are equitably distributed throughout the City.
- B. Expand the range of park types and recreation programs to meet changing community needs and priorities.
- C. Design sustainably to maintain carbon neutrality, operate efficiently and minimize water/energy needs.
- D. Optimize natural resources and amenities for the enjoyment of residents and visitors.
- E. Make parks and recreation programs safe, accessible by multi modal transportation, usable by all ages, inclusive, and without barriers for those with limited mobility.
- F. Assess user needs and adapt as needed on an ongoing basis.

Existing parks and recreation system overview. The City of Arcata is a unique community, in terms of the parks, trails, and recreation opportunities it provides. The City owns and maintains more than 3,744 acres of parkland at 41 sites. The City's system for classifying parks is based on National Recreation and Park Association standards but defines park types and appropriate levels of service to reflect the unique characteristics of Arcata and to facilitate future parks planning for the City. Arcata's classification system includes:

- **Neighborhood Parks** that provide access to basic recreation opportunities for nearby residents;
- **Community Parks** that are larger parks that provide both active and passive recreation opportunities and that appeal to the entire community;
- **Special Use Areas** that are stand-alone recreation facilities not located within larger parks;
- **Greenways and Linear Parks** that are natural or built corridors that provide green buffers between communities or around the city; and
- **Natural Areas** that are undeveloped lands left in a natural state for conservation or outdoor recreation.

More than 97% of the City's parks and recreation acreage is provided as Natural Areas or undeveloped park reserves and a relatively small proportion of the park system is devoted to developed parks. As shown in the table below, park development is not divided evenly among the existing park types. Most developed parkland (over 63.7%) is provided at two large community parks: Arcata Community Park and Redwood Park. Remaining acreage (approximately 32 acres) is distributed among 21 small parks, consisting of special use areas (19%), neighborhood parks (10.7%), and linear parks/greenways (6.6%). Figure PR-a illustrates the Arcata parks and playground amenities.

In addition to City parks and recreation areas, there are a number of local schools in Arcata whose sports fields, sports courts, playgrounds, and gymnasiums are regularly used by the community, including: Arcata Elementary; Jacoby Creek, Pacific Union, and Sunny Brae. In addition, Cal Poly Humboldt is a major provider of recreational facilities and programs, primarily available to faculty, staff, and students, who also use City parks and recreation facilities. The Arcata Community Pool is managed by the Northern Humboldt Recreation and District Park and

located adjacent to Arcata High School and serves surrounding communities as well, including Manila, Jacoby Creek, and the Warren Creek area. HealthSPORT is a private health club located in Arcata Community Park.

The City has a comprehensive system of trails within and connecting parks that provide a valuable recreation resource to the community in addition to regional linkages. The City has a mix of hard and soft surface multi-purpose trails that support activities, such as running, hiking, mountain biking and riding horses.

Developed Parks	#	Acres	Percent
Arcata Parkland by Classification			
Community Parks	2	56.6	63.7
Special Use Areas	6	16.9	19.0
Linear Parks/Greenways	3	5.9	6.6
SUBTOTAL	23	88.8	100%
Undeveloped Parks			
Natural Areas	15	3,625.4	
Undeveloped Sites	5	29.9	
SUBTOTAL	18	3,655.3	
TOTAL PARK SYSTEM	41	3,744.1	

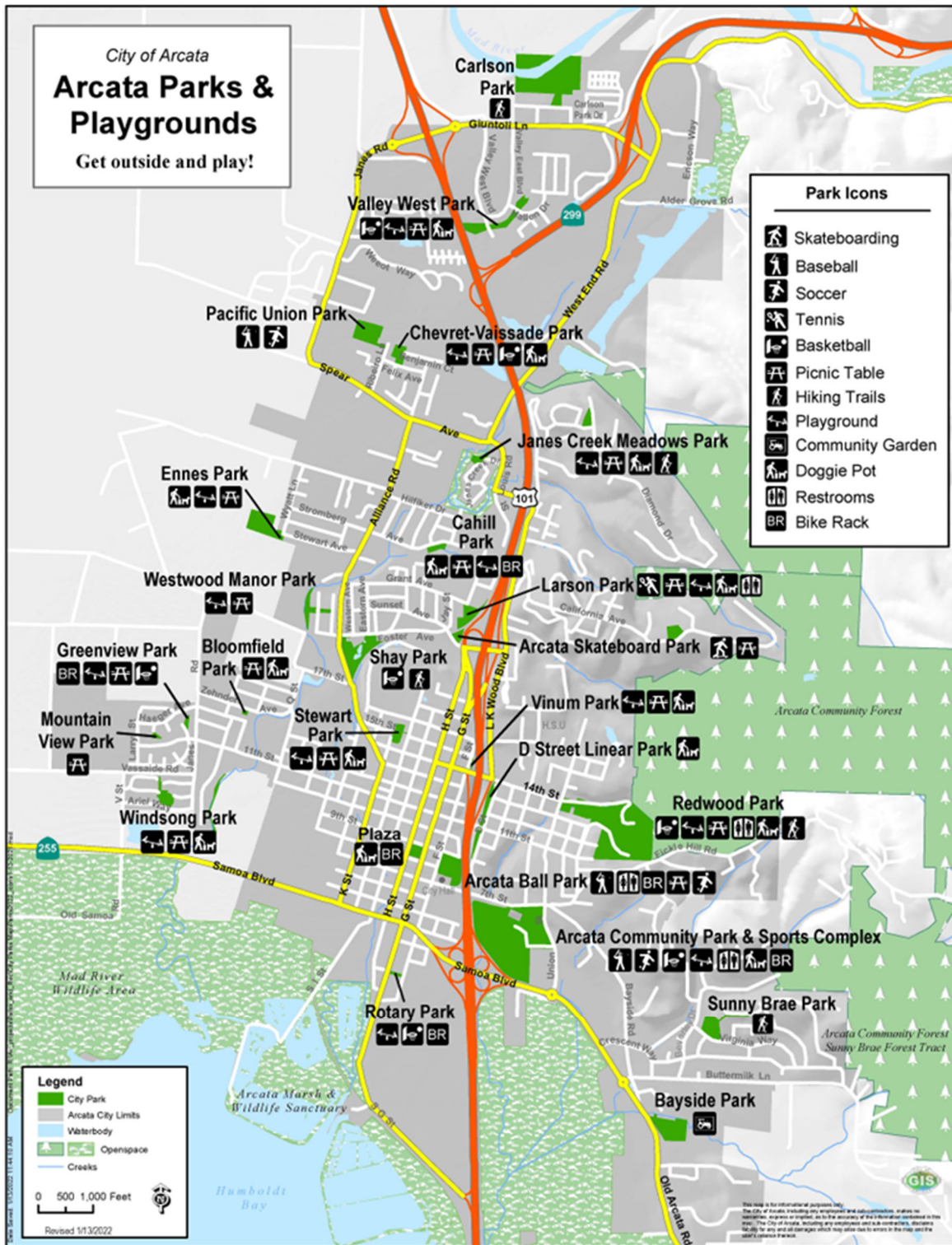
Source: Arcata Parks & Recreation Master Plan (2010)

Parkland Dedication Standards. The State’s “Quimby Act” (Government Code Section 66477 of the Subdivision Map Act) allows cities to require residential subdividers to dedicate land, or to pay in-lieu fees, for park and recreational purposes if the general plan contains policies and standards for parks and recreational facilities and definitive regulations are in place specifying the proportion of a subdivision to be dedicated or the payment of in-lieu fees. The Quimby Act allows for minimum dedications of three acres per 1,000 residents and the dedications of up to



five acres to match a jurisdiction’s actual parkland to population ratio. In spite of the small proportion of City parkland that is improved as community and neighborhood parks, Arcata maintains a very high parkland to population ratio, 5.15 acres per 1,000 residents. As a result, the City’s General Plan and Development Code require dedications of the maximum amount under the Quimby Act, five acres per 1,000 residents.

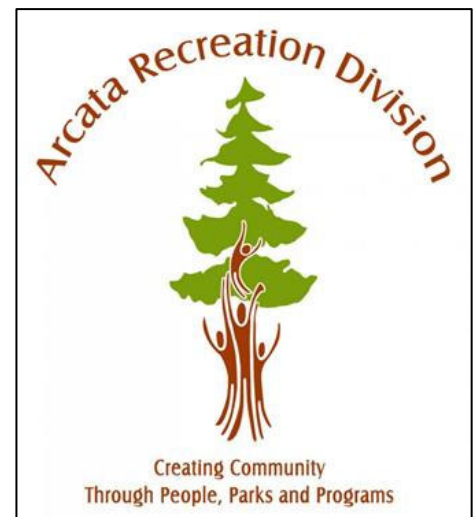
Figure PR-a Outdoor Recreation Map



Natural Resources Values. The City of Arcata has a strong commitment to its parks and natural open space areas and the City's parkland protects natural resources, offers scenic views and contributes to the City's unique character, aesthetic appeal, and high quality of life. Arcata's parks, waterways, agricultural lands, wildlife sanctuary, and forests help establish community identity and a strong sense of place. The protection and preservation of the natural environment through park design is an important value in Arcata and environmental protection and sustainability are integral components of park design, forest and open space maintenance and management, operations, and programming. In particular, the Arcata Marsh provides secondary treatment for the City's wastewater treatment plant and serves as an important natural and recreational area; and the Arcata Community and Jacoby Creek Forests serve many functions, including supporting recreation, education, watershed protection, wildlife habitat, and sustainable timber harvesting to support additional park acquisition, development and maintenance.

Community Values. Based on findings from the Parks and Recreation Master Plan Questionnaire, nearly all community members consider parks, recreation, and open space to be important to Arcata's quality of life. Residents value a park system that emphasizes natural areas and trails and express a desire for additional multi-use trails, natural and multi-use parks that serve the whole community, and small parks in neighborhoods.

The people of Arcata also highly value art and culture. In 2021, the City Council adopted the City of Arcata Strategic Arts Plan 2022-2025, to articulate the community's values that expands and formalizes the City's support for Arcata's arts and artists and guides the City's engagement with community partners in the arts. In relation to the Parks and Recreation Element, the Strategic Arts Plan encourages community beautification and public art, which will no doubt involve city parkland. The Strategic Arts Plan also seeks to develop policies and support community organizations that provide services that improve the quality of life in Arcata and events that promote Arcata as a 'livable community', which closely matches the objectives of this Element.



The City and Cal Poly Humboldt are both experiencing demographic changes that will influence demand for parks and recreation services and facilities. The proportion of the County population that is 55 years and older is growing and expected to continue to increase into the future and as a result, more facilities and programs will likely be needed to serve a growing senior population in the City. The University is experiencing substantial change, which will increase the numbers of students and faculty that may increase the demand for active and passive City recreation activities.

Community Needs. The Parks and Recreation Master Plan included a comprehensive assessment of community needs. The need for parkland in Arcata considered the community's desire for diverse recreation experiences, including active and passive recreation opportunities,

the need for open space, natural resource management and preservation, and opportunities to

The Parks and Recreation Element includes the following policies:

- PR-1 Park Standards
- PR-2 Park Development and Maintenance
- PR-3 Coordinated Open Space, Park and Recreational Facilities Planning and Use

enjoy the outdoors. The needs analysis evaluated the existing parks level of service and geographical access to parks from within the City and then identified service gaps based on these factors, plus the preferences and demands by Arcata residents for recreation opportunities. Despite relatively good park coverage in Arcata and the wide range of park facilities, there are still a number of service gaps in the City. The Parks and Recreation Master Plan includes a series of maps to characterize service areas for parks facilities and areas with identified needs and recommendations for actions to address these needs.



The City of Arcata has worked to incorporate accessible amenities and facilities into the City's park system. Although most playgrounds have surfacing that promotes universal accessibility, only a few have accessible amenities, such as picnic tables and benches, and many sites lack an accessible path of travel to link facilities. The Parks and Recreation Master Plan Update includes recommendations to Update the City ADA Transition Plan for parks and recreation facilities and to incorporate universal design principals into all master planning efforts.

3.8 POLICIES

POLICY PR-1 PARK STANDARDS

Objective. Provide parklands to defined City Service Areas to meet unique community preferences and demands for recreation opportunities. Maintain park standards that facilitate future planning and help define appropriate levels of service for various types of parkland.

PR-1a City of Arcata Parks Classification System. The following is a summary of the City Parks Classification System. The complete system description is contained in Appendix B of the Parks and Recreation Master Plan with the Park Design and Development Guidelines.

Neighborhood Parks. Located within walking and bicycling distance of most users, neighborhood parks are small parks that provide access to basic recreation opportunities for nearby residents. Designed primarily for non-supervised, non-organized recreation activities, neighborhood parks often include amenities such as playground equipment, outdoor basketball courts, picnic tables, pathways, and multi-use open grass areas. Neighborhood parks may include small-scale natural areas, such as riparian areas, and can contribute to environmental sustainability by incorporating sustainable design elements. These parks generally are one to five acres in size and serve residents within a ½-mile radius. Smaller mini parks (of less than one acre) will have a smaller service area (less than ¼ mile).

Community Parks. Community parks are larger parks that provide both active and passive recreation opportunities that appeal to the entire community. These sites are generally designed around organized, active recreation, supported by facilities such as sports fields and outdoor courts. These parks also serve as community gathering spaces, offering a variety of facilities that can accommodate small or large groups, such as recreation centers, group picnic areas and shelters, rental space, festival space, amphitheaters, and large playgrounds. The optimum size of community parks is between 15-30 acres.

Special Use Areas. Special use areas include stand-alone recreation facilities not located within larger parks. These include single-purpose sites, such as community centers, aquatic centers, sports complexes, boat ramps, skate parks, outdoor theaters, urban plazas, and gardens. Special use areas promote a variety of personal, social, and economic benefits depending on facility type and location. In some cases, these facilities may attract new residents and businesses and support tourism.



Linear Parks/Greenways. Greenways and linear parks include natural or built corridors used to link features together and provide green buffers between communities or around the city. Greenways and linear parks typically support trail-oriented activities, including walking, jogging, biking, and skating, which play a major role in health and fitness. These parks may incorporate smaller scale neighborhood park amenities, such as play areas, picnic areas, or exercise trails. Trails between key destinations can help create more tightly-knit communities, improve children's access to schools, and provide opportunities for non-motorized transportation. Greenways and linear parks may be of various lengths and widths, and these corridors typically support facilities such as viewing areas, picnic tables, or trailheads.

Natural Areas. Natural areas are undeveloped lands left in a natural state for conservation or outdoor recreation. They protect and manage unique or significant natural features, such as rivers and streams, wetlands and marshes, steep hillsides,

environmentally sensitive areas, and wildlife habitats. Some natural areas may have limited access due to resource conservation needs. Sites may provide a number of ecological benefits, such as shoreline protection, wildlife habitat, stormwater filtration, riparian corridor and wetland preservation, and erosion control. Where appropriate, natural areas may support passive, outdoor recreation, such as trail-related opportunities, bird and wildlife viewing, environmental interpretation and education, and nature photography. These parks provide opportunities to promote conservation and stewardship, develop an appreciation for nature, and improve health and wellness by providing a physical and mental refuge from the built environment. The size and shape of the natural area will vary depending on the protected resource.

Undeveloped Sites. Undeveloped sites include land that has been acquired by the City for possible future park improvements. These sites are not managed as natural areas, although they do provide green space in the City. Their size varies depending on the purpose of their acquisition.

Beautification Areas. Beautification areas are landscaped areas, typically located along street rights-of-way and intersections, entry features, and parking lots. Beautification areas can incorporate flowers, shrubs, trees, native plants, or other ecologically appropriate landscaping to add green space to the urban environment, provide visual and economic benefits, and promote environmental health. Through the use of signage, fountains, or other features, these areas also may add to community identity. Unlike parkland, beautification areas have reduced recreational value.

PR-1b **Parkland Dedication.** For all residential subdivisions, require parkland dedications, or fees in lieu of dedication, according to the following standards:

1. Land or fees shall be based on five (5) acres of parkland per 1,000 persons.
2. Subdivisions having fifty-one or more lots shall automatically be reviewed by the Parks and Recreation Committee for possible dedications. Any other residential subdivision creating five or more lots, and that proposes to pay a fee in lieu of dedicating land, shall also be reviewed by the Parks and Recreation Committee for possible dedications.
3. Land that is not suitable for recreation or wildlife habitat may not be counted toward fulfilling parkland dedication requirements.
4. Parkland dedications should be consistent with the following criteria:
 - a. Average slope should not exceed 10 percent;
 - b. Access to the site shall be adequate for the purpose of the community or neighborhood park;
 - c. The site shall not have significant topographic or environmental constraints that would render the site unsuitable for development.
5. Riparian areas, wetlands, and forests shall be accepted for dedication only if it has been determined that the recreational needs of the area will be adequately met by other sites. Where such lands are accepted, development of parklands

should recognize existing wildlife and habitat values and minimize the disturbance of riparian, wetland, and other wildlife habitats.

6. The City shall maintain a schedule for the use of land and fees acquired pursuant to parkland dedication requirements, including mechanisms for tracking the receipt and expenditure of funds over a five-year period.

PR-1c Create a public space network that promotes physical, mental, and social wellbeing. Design an accessible public space network that promotes physical and mental health, contributes to a sense of community, improves air quality, and supports storm water management.

PR-1d Ensure a diversity of public spaces. Plan for a variety of types of open spaces—including plazas, parks, playgrounds, and amphitheaters/stages—that accommodate a variety of types of activities (formal, informal, structured, and unstructured) and promote physical activity and social interaction. Prioritize areas lacking in existing parks, facilities, and/or recreational opportunities in the development of new public spaces.

POLICY PR-2 PARK DEVELOPMENT AND MAINTENANCE

Objective. Encourage appropriate and sustainable new park design and development and existing park maintenance.

PR-2a Natural resource protection. Protect natural areas and wildlife habitat within parks and open space land to the greatest extent feasible. Integrate recreational use in natural areas, where not in conflict, through appropriately designed trails, trailheads, and interpretive resources to achieve the community's desire for access.

PR-2b Park and Recreation Master Plan. Use the Park and Recreation Master as a guide for the provision of parks and recreation in the City and implement the plan in a manner consistent with the Arcata General Plan. Periodically update the plan to reflect changes in the environment, economy, population, and land use and the unique needs of Arcata residents. Use Appendix B, Design and Development Guidelines for direction regarding the amenities and facilities to be provided for each park type.

PR-2c Park system improvements. Parks and recreation projects that provide desired levels of service and minimize energy and water use, sustain existing resources, improve maintenance efficiency, reduce life-cycle costs, and otherwise promote environmental sustainability should be given high priority. Park and Recreation Master Plan recommendations should be used as a guide for new park and trail development to meet community needs and as a guide to prioritize the renovation and rehabilitation of existing parks. In general, prioritize projects that:

1. Enhance sustainability;
2. Increase trail connectivity;
3. Improve park access;
4. Expand recreation opportunities and opportunities for physical activity;
5. Serve future growth areas;
6. Enhance natural areas;
7. Support community values and strengthens the community;
8. Utilize available funding; and
9. Encourage participation and recognition of partners for matching funds and volunteer efforts.



PR-2d Active use amenities. Provide active use resources in new parks to expand recreation opportunities in the City using the Park and Recreation Master Plan Appendix B, Design and Development Guidelines. Priority should be given to the redesign and integration of active use resources into the following existing neighborhood parks, where feasible:

1. Bloomfield Park
2. Cahill Park
3. Mountain View Park
4. Vinum Park
5. Westwood Manor Park
6. Windsong Park
7. Valley West Park

PR-2e Trail improvements. Provide an interconnected, multi-purpose trail system with regional linkages that includes mountain bike, fitness, nature, and equestrian trails and that enhances individual mobility. Priority should be given to the following trail projects identified in the Parks and Recreation Master Plan:

1. Arcata Rail with Trail Corridor integrated with the Great Redwood Trail
2. Annie and Mary Rail-Trail
3. Hammond Trail
4. Aldergrove Open Space/Arcata Community Forest trail connection
5. Route 255 Connection

6. Baylands Trail
 7. Arcata Ridge Trail – enhancements to existing trail segments connecting the Arcata Community Forest Tract and the Sunny Brae Forest
 8. Jacoby Creek Forest Trails – Conduct planning with community partners and adjacent property owners to identify feasible public access opportunities for the future.
 9. Carlson Park and Giuntoli connection
- PR-2f **Mobility and Accessibility.** Design new, and enhance existing, parks and recreation facilities to be inclusive for all community members, including people with cognitive and physical disabilities; multi-lingual/multi-cultural users; groups hosting events; teams; and seniors.
- PR-2g **Maintenance best practices.** Use best management practices to ensure that parks are maintained at the desired levels of service. Prepare a Maintenance Management Plan and Natural Resource/Open Space Management Plan that reflects each facility's use, assigned maintenance tier, and level of service and that incorporates the anticipated lifecycle of facilities and projects and an appropriate reinvestment and replacement schedule.
- PR-2h **Art in parks.** Consider public arts, both visual and opportunities for public performing arts, in planning for new public spaces and in activating existing public spaces. Integrate arts and cultural activities with City parkland through the implementation of the City of Arcata General Plan and the Strategic Arts Plan.
- PR-2i **Community Health in Parkland Planning and Development.** Research has found that residents who live adjacent to green space have lower levels of illness and disease than people of similar income levels who do not, and that that social cohesion is partially dependent on residents' ability to connect through public spaces and facilities within them. Rates of physical activity, in turn, are linked to a range of health outcomes including emotional wellbeing, risk of mental disorders, body weight, blood pressure, heart disease, respiratory illness, and social interaction. Design public spaces to promote community connection, engagement with Arcata's natural environment, and physical activity.

POLICY PR-3 COORDINATED OPEN SPACE, PARK AND RECREATIONAL FACILITIES PLANNING AND USE

Objective. Undertake effective ongoing coordination between local and regional parks and natural resources agencies, community groups, and the private sector that enhances environmental sustainability and the availability of park and open space for Arcata residents.

- PR-3a **Coordinated recreational use of Community Forests and Marsh and Wildlife Sanctuary.** Work with local and regional partners to protect and enhance the roles of the:

1. Arcata Marsh and Wildlife Sanctuary as an important regional natural and recreational area and as an essential component of the City's wastewater treatment plant; and
2. Arcata Community and Jacoby Creek Forests as a source of watershed protection, wildlife habitat, and sustainable timber harvesting to support City park acquisition, development, and maintenance.

PR-3b **Coordinated recreational use with schools and State/Federal Agencies.** Coordinate closely with community organizations, schools, Cal Poly Humboldt, the private sector, and local, state, and federal agencies in developing creative solutions for meeting recreation program and facility needs. Consider developing a formal partnership with the schools to maintain and program sports fields at school sites, in particular a formal partnership with Cal Poly Humboldt to address existing and potential increases in service demands for City parks and recreation facilities from planned increases in student enrollment, faculty, and other staff.

PR-3c **Use and management of indoor and athletic facilities, special recreation facilities and gathering areas.** Work with community groups, sports organizations, and other coalitions to define mutually compatible recreational facility needs and mechanisms for the operation, maintenance, and enhancement of these facilities.

3.9 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURES	RESPONSIBLE PARTY	TIME FRAME
PR -1	Design and Development Guidelines Use the Appendix B , Park Design and Development Guidelines as the standard for park and recreation improvements, facilities, and amenities. (Park and Recreation Master Plan Implementation C)	Environmental Services Department	Ongoing
PR -2	Parkland Dedication Program and Schedule Continue to implement fees/dedications pursuant to Quimby Act (California Government Code § 66477, as amended), including (1) the preparation and maintenance of a five-year schedule specifying how, when, and where it will use the land or fees, or both, to develop park or recreational facilities to serve the residents of subdivisions, plus a regularly scheduled re-evaluation of the formula for fees in lieu of land based on current persons per dwelling unit and fair market value of land; and (2) a procedure to ensure that accounting and use of parkland fees is consistent with 66477(a)(6).	Environmental Services Department	Every five years starting in Year 2
PR -3	Level of Service Standards-Parkland to Population Update the Park and Recreation Master Plan Community Needs, Level of Service Standards-Parkland to Population.	Environmental Services Department	Every five years starting in Year 2
PR-4	Increase Use of Public Spaces In collaboration with community organizations, establish a calendar of City-sponsored programs and events taking place in public spaces, including offerings that encourage physical activity, educational opportunities, arts programming, and community outreach.	Environmental Services Department, City Manager's Office	Ongoing
PR -5	Park Funding Continue to implement the strategic funding options outlined in the Park and Recreation Master Plan, Implementation A through C (Park and Recreation Master Plan Implementation A, B, and C), and continue to use a portion of net forest revenues for park development, maintenance, and acquisition.	Environmental Services Department	Ongoing

#	IMPLEMENTATION MEASURES	RESPONSIBLE PARTY	TIME FRAME
PR -6	Park Development and Maintenance Continue to implement Park and Recreation Master Plan recommendations relating to park development and maintenance, including those for Master Planning and Design, universal design upgrades, Natural Resource Management, and Maintenance Practices. and	Environmental Services Department	Ongoing
PR-7	Maintenance Management Plan and Natural Resource/Open Space Management Plan Prepare a Maintenance Management Plan and Natural Resource/Open Space Management Plan that reflects each facility's use, assigned maintenance tier, and level of service and that incorporates the anticipated lifecycle of facilities and projects and an appropriate reinvestment and replacement schedule. Prioritize improvements to areas with comparatively less open space/public facilities access as part of the ongoing established public space maintenance schedule.	Environmental Services Department	Ongoing starting in year 2
PR-8	Natural features and built facilities Prioritize improvements to areas with comparatively less open space/public facilities access as part of the ongoing established public space maintenance schedule	Parks and Recreation Department	Ongoing
PR -9	Coordinated Open Space, Park and Recreational Facilities Planning and Use Update the Park and Recreation Master Plan every ten years. Use periodic updates to identify opportunities for enhanced partnerships with agencies and organizations to enhance City parks and recreation facilities and activities. Coordinate updates and regional trails planning with Humboldt County, Humboldt County Association of Governments, Great Redwood Trail Agency, Redwood Community Action Agency, Redwood Coast Mountain Bike Association and the Humboldt Trails Council.	Environmental Services Department	Every ten years starting in Year 2

Chapter 4

Environmental Quality and Management

Open Space Element

Resource Conservation and Management Element

Air Quality Element



July 17, 2024

OPEN SPACE ELEMENT

4.1 INTRODUCTION

Overview of Arcata's open space resources. Arcata's open spaces take many forms and serve a variety of functions. Open space contributes to the community's character and provides natural, recreational, and visual resources for community use and enjoyment. Open space is valuable for both passive and active uses. Designating or otherwise protecting lands as open space provides for: protection of natural habitats and species; managed production of natural resources such as agricultural and forest products; recreational uses; coastal access; scenic, aesthetic resources; and avoidance of development on such areas as steep slopes, faults, and flood zones. Open space is also valuable for preserving scenic views and other aesthetic considerations. Open space networks are enhanced when natural biological corridors, greenways, easements, parks, and other connections are linked. Open space categories are described in more detail below and mapped on Figures OS-a and OS-b.

Guiding principles and goals.

- A. Protect open space lands with native biotic resources as a natural legacy for future generations.
- B. Protect and manage public trust lands to sustain plant and animal species and ecosystem health.
- C. Recognize that the value of natural resources lands of all sizes and shapes are significantly enhanced when linked together in an open space system.
- D. Designate as open space, resource lands capable of producing agricultural, forest, mineral, and aquaculture products; and manage those lands for sustained production as well as habitat, hydrological, mineral, recreational, and aesthetic values.
- E. Preserve sufficient lands, for both active and passive recreational activities, and coastal access to serve the present and future needs of the community.
- F. Protect lands that, due to instability, flooding, high fire hazards, or seismic risks, pose potential human health and well-being risks.
- G. Provide additional entryways to the Community Forest to promote greater accessibility from Arcata's adjacent neighborhoods.
- H. Recognize open space as an important feature that impacts individual and community health. Manage open space access equitably and with accessibility considerations to ensure underserved areas are included.

Natural resource maintenance and enhancement. Open Space for natural resource maintenance and enhancement protects plant and wildlife habitat, especially in areas where rare, endangered, or threatened species exist. Arcata's creek watersheds and watercourses, McDaniel, Gannon, Butcher and Mad River sloughs, Arcata and Aldergrove Marshes, wetlands,

baylands and tidelands and ecological and scientific study areas, may also be included in this category.

Managed production of resources. Open space for the managed production of resources includes forest lands on the west slopes of Fickle Hill, agricultural lands in the Arcata Bottom and Bayside areas, aquaculture areas in Arcata Bay, and the aggregate deposits along the Mad River. These areas are important for their production of agricultural, forest, and mineral resources, as well as for recharge of groundwater basins. Open space management also enhances surface water supplies for Arcata Bay, McDaniel Slough, Arcata Marsh, the Mad River, and the multiple streams that flow through the area, maintaining water quality and other ecological functions.

Outdoor recreation. Open space for outdoor recreation includes both active and passive recreation uses in City parks and recreation areas, such as Redwood Park and the Community Center; cultural and special use areas such as the Arcata Ball field, Skate park, and Plaza; neighborhood parks such as Sunny Brae and Stewart Parks; and natural areas such as the Arcata Marsh and Shay Park.



Public health and safety. Open space for public health and safety includes earthquake fault zones, liquefaction areas, steeply sloped hillsides, and 100-year floodplains. Vegetation in open spaces provide habitat, sequester carbon and reduce air pollution, wetlands filter contaminants. Linked open space can accommodate trails, which are part of alternative transportation routes that aid in reducing greenhouse gases, by promoting cycling and walking.

Open space lands address public health by providing accessible and low-cost public recreation opportunities to all, regardless of income, age or ethnicity. Active recreation facilities have beneficial effects on reducing obesity and illness in youth and adults; and common areas accessible to all improve equity for the community. Open spaces support community gardens where food production increases access to fresh local produce for farm to table connections.

Open spaces are important environmental sustainability considerations for the City. Natural systems managed and even expanded as open space, provide active public stewardship opportunities for aquatic and terrestrial biodiversity. This significantly contributes to watershed health and implements environmental, ecological and conservation policies.

Open space offers economic benefits as well. City investments in parks, ballfields, sport courts recreation equipment, benches, picnic tables and landscaping make the City's private lands more desirable for investment, help attract and expand local businesses, and can increase tourism.



Open space can provide multiple benefits, such as Agricultural lands in the Arcata Bottom and forested lands on the western slopes of Fickle Hill are important for their natural and resource production capabilities. These lands also retain natural drainage systems, sustain natural habitats, enhance the community's viewshed and provide an aesthetic resource. Designating these and other open spaces in the General Plan documents their value to the community. It also allows City decision-makers to identify open space as an important resource when considering proposed changes in community form.

Within the city and surrounding Planning Area, natural resource lands that are part of a broader open space system include: ocean beach; sand dunes; back-dune woodlands; Arcata Bay; Mad River; Mad River Slough; and buffer corridors along the Mad River,

and Jacoby, Jolly Giant, Janes, Sunset, Grotzman, Beith, and Campbell Creeks.

The Open Space Element is closely linked with General Plan Resource Conservation and Management, Public Safety, Health, and Parks and Recreation Elements. These linked elements contain policies for the protection, management, enjoyment, and access to and appropriate use of identified open space areas. The Open Space Element identifies natural and productive resource areas, parks, coastal access, outdoor recreation, and hazard areas that should be considered for their open space values.

4.2 POLICIES

The Open Space Element includes the following policies:

- OS-1 Overall Open Space System
- OS-2 Natural Resource Protection and Enhancement
- OS-3 Open Space for Managed Production of Resources
- OS-4 Open Space for Outdoor Recreation/Coastal Access
- OS-5 Open Space in Health and Safety Hazard Areas

POLICY OS-1 OVERALL OPEN SPACE SYSTEM

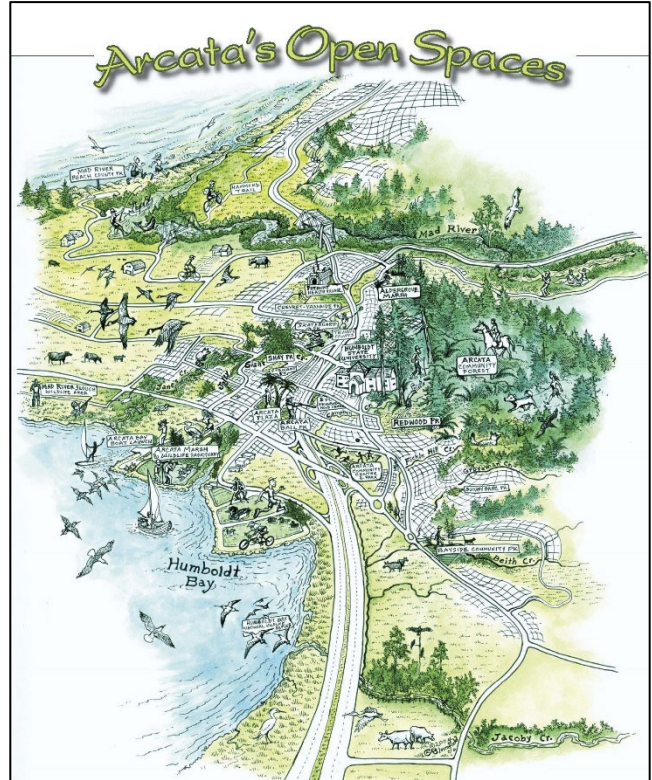
Objective. Designate, maintain, and enhance the quality, and increase the amount of permanently protected open space in the Arcata Planning Area, including: natural resource areas; resource production areas; outdoor recreation areas; and areas subject to health and safety hazards. These areas are to be protected, linked together wherever practical for habitat connectivity, managed for resource production, and maintained for enjoyment by City residents and visitors.

- OS-1a **Designation of open space lands with native biotic resources and ecosystems.** The native biotic resources of the forested western slopes of Fickle Hill, river and creek riparian zones, the Arcata and Aldergrove Marshes, and Arcata Bay tidelands and sloughs are unique ecosystems that have important habitat values in addition to their other open space values. These areas as designated on Figure OS-a shall be protected as open space for their resource values.
- OS-1b **Open Space Plan Map.** The areas designated as open space are shown on Figures OS-a and OS-b. Generally, these lands have Agriculture-Exclusive (A-E), Natural Resource (NR), or Public Facility (PF) land use designations. Other lands, where identified open space resources have been preserved through easements or other means, are also subject to this element's policies.
- OS-1c **Relationship to resource conservation and management and public safety elements.** Identified hazard areas shall be maintained as open space for the benefit of the community. The policies of this element and Public Safety Element policies provide common direction for hazard area designation and avoidance. The natural open space features of these areas, such as vegetation, shall be retained, except where they contribute to instability or increased hazards.
- OS-1d **Linkages between open space areas.** Open space links, especially in biological corridors and greenways, is important for wildlife migration, non-motorized vehicle transportation, and community recreation, and shall be encouraged. Trails along levees or adjacent to railroad tracks and street rights-of-way can serve as links to parks, open space, and natural areas. Easements shall also be considered as a lower

cost alternative to preserving links between open space. The City shall preserve or create corridors in underserved areas, such as the Valley West neighborhood, to prepare for future linkages.

OS-1e Appropriate uses and development limitations within open space lands.

Certain open space areas contain wetlands and other critical habitat and must be preserved in a natural condition and enhanced. Other areas can accommodate managed activities such as mining and timber harvesting, subject to sustainable yield policies RC-6 and RC-8 in the Resource Conservation & Management Element, while other areas shall be designated for interpretive and recreational use. Each designated open space area shall be evaluated by the appropriate City advisory board (e.g., Wetlands & Creeks, Forest Management Committee) to determine resources present, acceptable use levels, and appropriate management. Open space area management and use are guided by applicable Resource Conservation and Management and Land Use Element policies. 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.



OS-1f Designation of lands with scenic, aesthetic, historic, and cultural value. The City has scenic routes, including Highway 101 and State Route 255 - Samoa Boulevard; vistas, including the forested slopes of Fickle Hill, the Arcata Bottoms; and areas of historic and cultural value, such as the Plaza. The open and natural characteristics of these areas shall be maintained. Policies for retaining scenic vistas and landscape features are included in the Design and Arcata Gateway Area Plan Elements.

OS-1g Public and private ownership and management of open space. Open space resource areas are owned and managed by the City, state agencies, tribal governments, land trusts, corporations, and private individuals. The City shall set the standard for responsible resource land stewardship through its management of the Community Forest, marshes, parks, and other resource lands, and encourage other public and private entities, entrusted with the ownership and management of similar resource

areas, to consider natural resource values to the community in all long-term use decisions.

- OS-1h **Greenbelts.** “Greenbelt” is a general term that refers to natural, undeveloped, and/or agricultural lands that surround urban areas. Preserving greenbelts of agricultural and other open space lands is an effective method of defining urban development limits. The City shall encourage the County to preserve agricultural designations in the City’s Planning Area. The City also supports greenbelt preservation through land and conservation easement acquisition. These measures will help preserve visual and associative links to nature and reinforce the distinction between the City and adjacent communities.
- OS-1i **Additional open space area identification and acquisition.** There are parcels, including forested property on the west slopes of Fickle Hill, and lands around Arcata Bay that would contribute significantly to the City and regional open space systems. The City shall continue to pursue, or coordinate with land trusts, for acquisition, from willing sellers, to expand the amount of open space and also for conservation easements to preserve open space values of private parcels. Joint land acquisition funding will be coordinated with County, regional and state agencies. Community Forest acquisitions and acquisitions to benefit sea level rise adaptation will continue to be a priority. Other acquisition priorities shall be based on capital, operation and maintenance costs, accessibility, resource preservation, ability to complete or enhance an existing open space linkage system and unique environmental features. Lands acquired outside of the City Limits should be annexed pursuant to the Growth Management Element.

POLICY OS-2 NATURAL RESOURCES PROTECTION AND ENHANCEMENT

Objective. Designate, maintain, and enhance natural resource areas, including sensitive habitat areas, necessary to sustain plant and animal life and native biological diversity.

- OS-2a **Open space plan map designations for natural resource protection.** Publicly held lands containing creeks, sloughs, wetlands, other open water, sensitive habitat, forests, and other important natural resources are designated on the Open Space Map (Figure OS-a). While this map is comprehensive, it is not exhaustive. Additional natural resource lands suitable for protection may be identified through site specific studies and or develop in new areas due to changing environmental conditions.
- OS-2b **Development limitations and management for maintenance of biotic resources and diversity, including aquatic resources and sensitive habitats.** Creeks and wetlands are significant components of Arcata’s natural open space system. The City shall restore and maintain this system for the benefit of tribal members, residents, visitors, fish, and wildlife.

The Arcata Bay and tidelands represent an important natural edge and open space feature of the City. Buildings, landform alterations, or access routes in this area shall

be of a design and scale that preserves open space and natural characteristics and maintains public views to the Bay.

Local creeks that flow openly through the developed portion of the community shall have biological corridors and greenways established and shall be maintained as visual assets to any developments that adjoin them. Daylighting of channelized or culverted creeks is encouraged where feasible, with a special emphasis on Jolly Giant Creek.

The natural features of the Mad River corridor, Arcata's creeks and adjacent areas, marshes, and other wetland areas, shall be retained.

Unique vegetation and wildlife areas shall remain in a natural condition. Such areas include sand dunes and back-dune woodlands, eel grass areas, salt marshes, and special habitats (tern and osprey nesting areas, cormorant, night heron and egret rookeries, and harbor seal resting areas). The policies of this element shall also call for protection for habitat of species that become threatened in the future.

POLICY OS-3 OPEN SPACE FOR MANAGED PRODUCTION OF RESOURCES

Objective. Designate and conserve resource areas, including forest and agricultural lands, fisheries and aquaculture, groundwater, and mineral resources, for their sustainable, long-term productive capabilities.

- OS-3a **Designations for forest, agriculture, fisheries, aquaculture, groundwater, and mineral resource uses and management.** All publicly held lands, and some privately held lands adjacent to the Community Forest and east of Aldergrove Industrial Park, actively managed for production of forest, fisheries, aquaculture and mineral resources are designated as Natural Resource [NR] on the General Plan Land Use Element map. Productive agricultural lands are designated on the Open Space Map (Figure OS-b).



- OS-3b **Development limitations and management for productive resource areas.** The policies of the Resource Conservation and Management Element shall be followed for the development and management of productive resource lands. This includes policies for: Natural Biological Diversity; Streams Management; Wetlands Management; Baylands and Tidelands; Agricultural and Forest Resources; and Water, Energy, Soils and Mineral Resources. The City shall require that open space resource management be consistent with these and other applicable General Plan policies.

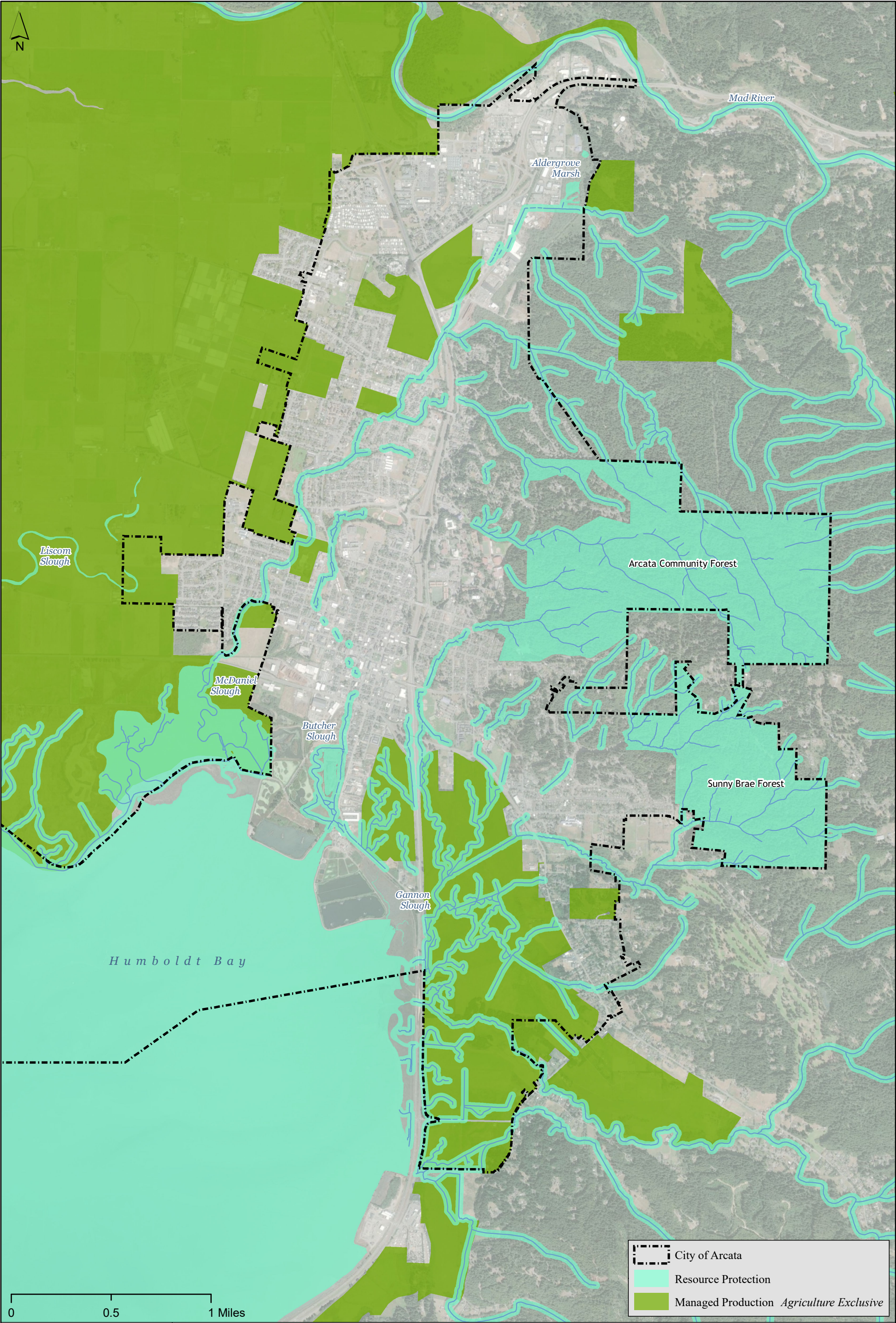


Figure OS-a City of Arcata Open Space Plan
Natural Resources/Managed Production

Created by Planwest Partners
Map Date: 12/21/2023



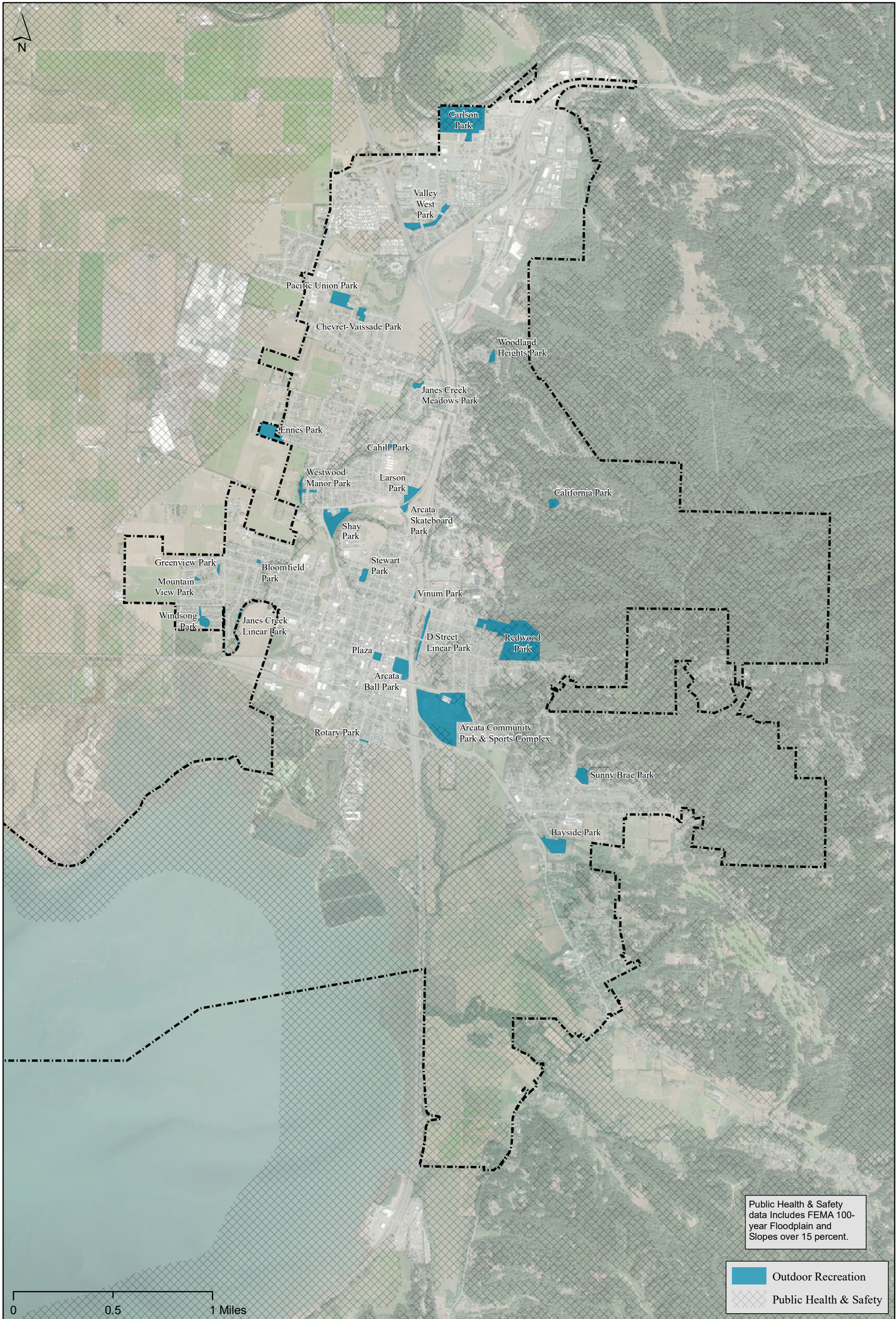


Figure OS-b

City of Arcata Open Space Plan

Outdoor Recreation/Health & Safety



POLICY OS-4 OPEN SPACE FOR OUTDOOR RECREATION AND COASTAL ACCESS

Objective. Designate and secure public access to a sufficient supply of land and water areas with recreation resource value, including parks, forests, coastal areas, baylands, and stream corridors, to meet the outdoor recreation needs of Arcata residents and visitors.

- OS-4a **Designations for park lands and outdoor recreation areas.** All publicly held park lands and outdoor recreation areas are designated as Public Facility [PF] on the General Plan Land Use Element map. The natural resources present on these lands are also subject to the applicable policies of the Resource Conservation & Management Element. Recreation areas are mapped on Figure OS-b and PR-a.
- OS-4b **Coastal access policy.** The City shall maintain coastal access corridors to Arcata Bay and other public use areas and public trust lands within the coastal zone. Coastal access routes are identified in the City's Local Coastal Element of the certified Local Coastal Program.
- OS-4c **Relationship to the Parks and Recreation Element.** This element contains policies for management of open space lands designated for outdoor recreation. The Parks and Recreation Element contains goals and policy direction for: providing a range of recreation opportunities; sharing facilities; park and recreation program efficiency; environmental compatibility; and user safety.

POLICY OS-5 OPEN SPACE IN HEALTH AND SAFETY HAZARD AREAS

Objective. Designate health and safety hazard areas such as seismic fault and liquefaction zones, unstable soils or slopes, floodplains, areas susceptible to wildland fire, and watershed/reservoir safety zones for risks such as dam and tsunami inundation. Provide appropriate protections, or restrictions, to minimize unnecessary exposure of people and property to health and safety hazards.

- OS-5a **Designation of open space for public safety.** Open space is important for public safety. Setbacks for seismic faults and liquefaction zones, unstable soils or steep slopes, mapped Flood Hazard Zone A, areas susceptible to wildland fire, and watershed/reservoir safety zones, shall be established as part of the development review process. Where severe safety considerations exist (e.g., within the Alquist-Priolo Fault Hazard Zone), open space easements shall be granted to the City to protect people and property from health and safety hazards.

Open space lands, with slopes 15% or greater shall retain their natural landform features; excavation shall be restricted, according to the City's adopted grading ordinance, and removal of vegetation shall be limited to selected thinning of timber stands and removal of hazard trees.

Open Space areas that are flood-prone may be used for agricultural and recreational purposes but shall be kept free from urban development. A flood plain overlay zone shall be applied to all Natural Resource [NR] and Agricultural [AE] areas subject to inundation according to the Flood Insurance Rate Map (Flood Hazard Boundary Map) developed by the Federal Emergency Management Agency (FEMA) or the Federal Insurance Administration.

- OS-5b **Development limitations and management for health and safety hazard areas.** Public Safety Element policies shall be followed for all development activity in areas with known or suspected safety hazards. In particular, seismic hazards, other geologic hazards, and flood hazards policy topics are applicable. Areas of high fire risk shall also be subject to defensible space, non-flammable materials and suppression measures as applicable.

4.3 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURES	RESPONSIBLE PARTY	TIME FRAME
OS -1	Open Space Preservation Preserve existing and acquire additional open space lands identified in this element through the following measures: • Purchase of open space lands in fee. • Secure easements by negotiated agreement. • Maintain open space designations on City and County planning maps.	Environmental Services / Community Development Dept./ Planning Commission / City Council	Ongoing

July 17, 2024

RESOURCE CONSERVATION & MANAGEMENT ELEMENT

4.4 INTRODUCTION

Overview of Arcata's Natural Resources. Collectively, Arcata's natural resources are a significant component of the community. The forested hillsides, including the Arcata Community Forest and Jacoby Creek forests, the Arcata Bottom, baylands, tidelands, creeks, sloughs and wetlands are defining natural ecosystem features. They are as much a part of the community as homes, businesses, and schools. Goals and policies for conserving, enhancing, and managing the City's natural systems and features are critical ingredients of the General Plan.

Arcatans have demonstrated that natural resource conservation and management are civic responsibilities that can be met by emphasizing resource enhancement rather than resource depletion. By taking an ecosystem management approach, the City can evaluate natural resource interrelationships, and plan to maintain regional biodiversity when making resource conservation and management decisions.

Biodiversity - *"The variety of organisms considered at all levels, from genetic variants belonging to the same species through arrays of species to arrays of genera, families, and still higher taxonomic levels; includes the variety of ecosystems, which comprise both the communities of organisms within particular habitats, and the physical conditions under which they live."*

Edward O. Wilson

The Diversity of Life, 1992

Guiding Principles and Goals.

- A. Protect, maintain, and enhance natural ecosystem processes and functions in the region, in order to maintain their natural ecological diversity and tribal connection.
- B. Restore and maintain the physical and biological integrity of Arcata's streams.
- C. Protect, restore, enhance, and maintain riparian habitat on those lands subject to wetlands and streamside protection zone.
- D. Recognize and protect wetlands as highly productive complex ecosystems that provide vital habitat and pollution filtration functions.
- E. Restore and maintain the physical and biological integrity of publicly owned former tidelands subject to the Public Trust easement, resulting in a diversity of tidal, freshwater, and riparian habitats.
- F. Protect and enhance prime agricultural lands for their food production, resource values, and aesthetic values.
- G. Manage a sustainable production of both public and private forest products .
- H. Manage water resources at the watershed level, to maintain high groundwater and surface water quality.

- I. Manage surface water and groundwater resources to provide water quality and quantity adequate to support natural ecosystem processes and functions.
- J. Conserve soil resources as the foundation of resource production and minimize erosion and other soil depleting processes.
- K. Promote energy conservation, and development and use of alternative, non-polluting, renewable energy sources for community power, with an all-electric emphasis, in both the public and private sectors.
- L. Maintain an active relationship with adjacent communities, tribal entities, and government agencies to encourage cooperative management of natural resources and ecosystems in Arcata's Planning Area.
- M. Conserve natural resources through reduced materials consumption and recycling (see integrated waste management policies in the Public Facilities & Infrastructure Element).
- N. Support the Wetlands & Creeks Committee and Forest Management Committee in providing recommendations to the City Council to continue to enhance the City's natural resources and to help maintain a compatible relationship between agricultural and non-agricultural activities and uses.

Overview of Arcata's watercourses, wetlands, baylands, and tidelands. Arcata's nine named creeks and their associated sloughs provide flood control, freshwater habitat, riparian habitat, marine habitat, fish and wildlife habitat (e.g., fish spawning and migration, wildlife nesting, roosting, and foraging areas), scenic enjoyment, open space, recreation, educational opportunities, and groundwater recharge. The creeks also have tributaries with similar features and functions. Arcata's creeks and sloughs, including areas with tidal action, are illustrated in Figure RC-a, on the following page.

The City adopted a Creeks Management Plan in 1991 that contains policies for: creek zone and flood hazard management; erosion and sedimentation control; vegetation and wildlife protection; water quality protection; recreation; and public awareness. The Creeks Management Plan was adopted to address land uses that have significantly altered Arcata's creeks from their original condition, and to provide guidance for management of creeks that flow through Arcata in order to provide the fullest realization of the creeks' beneficial uses. This guidance applies both to new and modified development along creeks, as well as existing development and practices in the creek zones, and includes both policies and implementation measures which allow for measurement of progress towards identified goals.



Those past alterations resulted from stream courses being used for stormwater conveyance, and past land use practices that produced large amounts of sediment, that contributed to creek degradation. Alterations also included installation of structures such as tide gates that prevent or severely limit fish passage to all creeks except for Jacoby, Janes and Jolly Giant creeks.

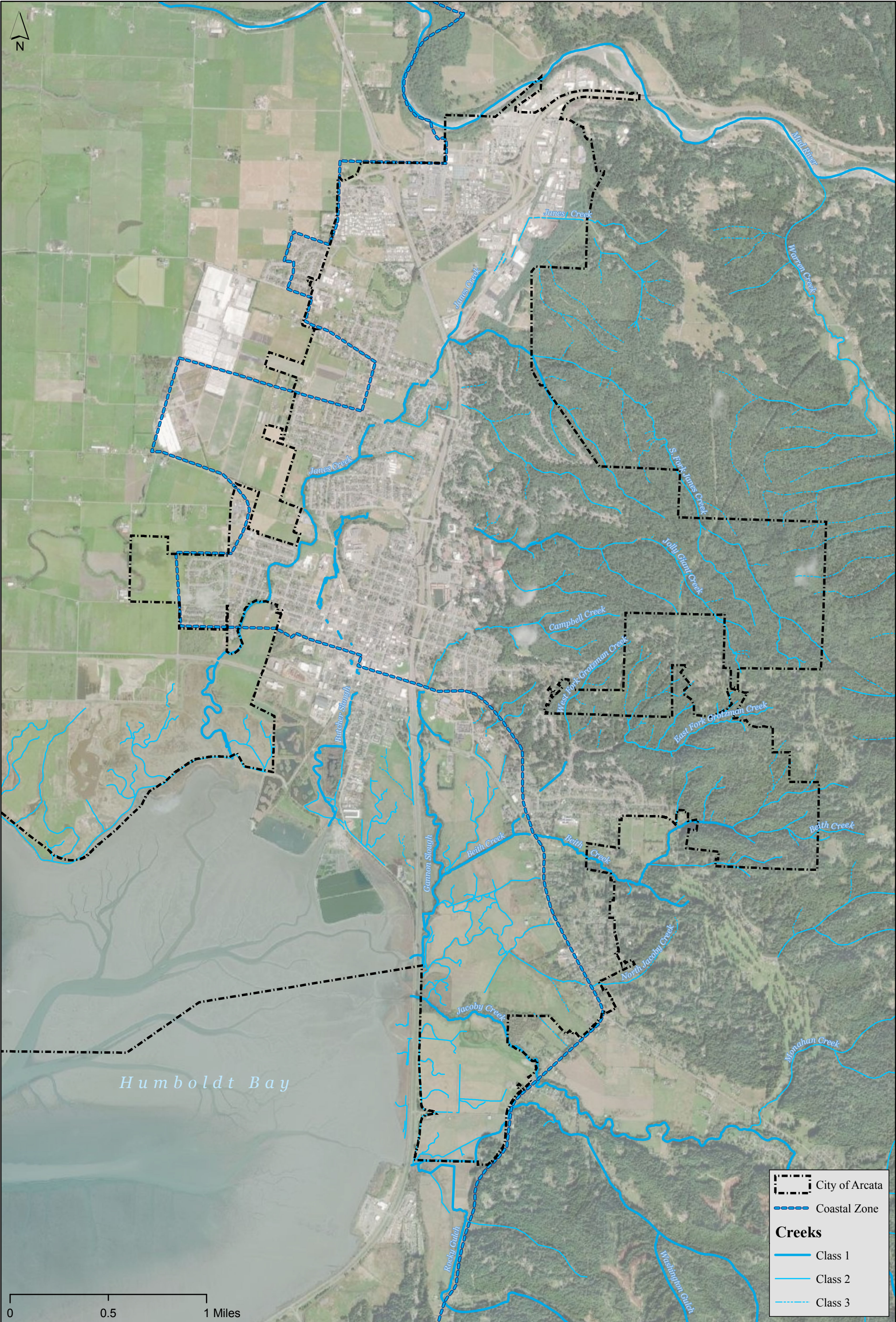


Figure RC-a.

City of Arcata Protected Watercourses



The Resource Conservation & Management Element contains overall goals and policies for creek management, which are supported by the Creeks Management Plan policies and implementation measures. The Creeks Management Plan provides policy direction for new and modified development along creeks, and for existing activities in creek zones, to fully realize the creek's beneficial uses.

The City has implemented dozens of stream restoration projects in the last thirty years to address habitat degradation and fish passage limitations, although many restoration opportunities remain. Additionally, the implementation of the City's Municipal Separate Storm System (MS4) Permit has helped to reduce pollutants from a variety of sources, including petroleum products from urban run-off and suspended sediments from soil erosion, from entering the City's creeks and riparian areas.

Jolly Giant Creek is one of Arcata's urban creeks. The headwaters of Jolly Giant Creek is in the Arcata Community Forest, and the creek flows through the urban downtown before becoming tidally influenced near Samoa Boulevard where its name changes to Butcher Slough. Butcher Slough flows into Humboldt Bay at the Arcata Marsh. As the City became urbanized, sections of Jolly Giant Creek were realigned and routed through culverts and paved over for road crossings and other forms of urban development. Restoration efforts in Jolly Giant Creek started in the 1980s and continue to the current day, with the goals of enhancing fish and wildlife habitat and reducing flooding by daylighting culverted sections of the creek, realigning sections of the creek channel, removing barriers to fish passage, planting native riparian and wetland vegetation, and establishing City protection zones/easements along the creek corridor. Throughout the Jolly Giant Creek watershed, the City has conducted invasive plant removal projects, (including reed canary grass and spartina removal), extensive riparian enhancements, fish passage and culvert improvements, and tide gate replacements.

Similar to Jolly Giant Creek, Janes Creek's headwaters is in the Arcata Community Forest adjacent to the Samuels Conservation Easement, and the creek flows through the urban neighborhoods of Arcata, west of Jolly Giant Creek, before becoming tidally influenced near Samoa Boulevard where its name changes to McDaniel Slough. McDaniel Slough flows into Humboldt Bay through the Arcata Marsh. The City has undertaken many restoration and enhancement projects in the Janes Creek watershed, including watershed-wide reed canary grass removal, installation of in-stream structures for fish habitat restoration, planting native riparian and wetland plants, channel realignment, culvert replacement to improve fish passage, and tide gate removal. The McDaniel Slough Project has been the City's largest project in the Janes Creek watershed; this project opened tide gates on McDaniel Slough in 2013, restoring tidal action to 212 acres of former tidelands. In 2021, the City completed a fish passage improvement project along Janes Creek under Alliance Road.

The Mad River's westernmost reach forms the northern boundary of Arcata's Planning Area. The river originates at the northern edge of the Yolla-Bolly wilderness area, in Trinity County, approximately 100 miles southeast of its outlet to the Pacific Ocean. The river's associated riparian corridor forms the northern portion of the City's perimeter greenbelt and is a natural buffer between Arcata and the community of McKinleyville, to the north. The Mad River also serves as the source of drinking water for the City of Arcata.

Wetlands provide flood protection, groundwater recharge, water quality treatment, food production, and fish and wildlife habitat, which are valued by the community. Wetlands are highly productive, complex ecosystems, seasonally or permanently saturated with water, and support specially adapted vegetation. Wetlands are often found in transitional zones, or ecotones, between uplands and open water habitats. Arcata's marshes may be among the best examples of local wetlands and are reflective of pre-European conditions.

The Arcata Marsh and Wildlife Sanctuary encompasses 317 acres of diverse marshland and is also home to the City of Arcata's innovative wastewater treatment facility. The Sanctuary includes freshwater marshes, salt marsh, tidal sloughs, grassy uplands, mudflats, brackish marsh, approximately five miles of walking and biking paths and an Interpretive Center. By integrating conventional wastewater treatment with the natural processes of constructed wetlands, Arcata has succeeded in turning wastewater into a resource. A portion of the Arcata Marsh and Wildlife Sanctuary is shown in the photo on the following page. The City implemented the McDaniel Slough Restoration Project that removed tide gates, deepened historic slough channels, and removed failing or obsolete levees to restore the former tidelands between Humboldt Bay and Samoa Boulevard.

The Aldergrove Marsh was a log pond that has since been reconstructed and significantly enhanced as a ten-acre freshwater marsh, as part of the Aldergrove Industrial Park development. In 2021, the City removed invasive aquatic vegetation, including reed canary grass, in approximately 0.6 acres to restore the open water habitat and restore biodiversity in the marsh.

Arcata Bay is part of Humboldt Bay, which is fourteen miles in length, from north to south; covers more than 17,000 acres; and is the second largest coastal estuary in California. A significant portion of the northerly waters of Arcata Bay are either owned or held in trust by the City, are within its City limit, and represent a significant natural, visual, aquacultural, tribal, and recreational resource for the community. The tidelands adjacent to the Bay include salt marshes and sloughs, except where they had been diked for use as pastureland.

Overview of agricultural resources. Agricultural lands represent an important natural resource within the City. Arcata's agricultural lands are currently used primarily for flowers, silage and hay production, food production, and livestock grazing. The Ferndale, Russ, and Loleta soil series are Arcata's most productive agricultural soils.

The agricultural lands in and around Arcata produce crops of raspberries, strawberries, lilies, daffodils, potatoes, corn, artichokes, hay (forage for cattle), and several other shallow rooted crops. There is community support for the continuation of dairy, beef, vegetable, fodder, and flower production in the City and the Planning Area, and recognition that protection of agricultural values, as well as open space and recreational values, is important.

Arcata's agricultural lands include diked former tidelands once owned by the State, that private parties acquired under the California Swamp and Overflowed Lands Act. These lands, now used primarily for grazing, were diked and drained (reclaimed) for agricultural use between about 1890 and 1910.

These diked former tidelands are below ten feet in elevation, have relatively impermeable soils, and retain run-off for long periods of time.

These areas are no longer salt or brackish wetlands, but now function as freshwater wetlands, with meandering year-round creek and slough channels. Arcata's diked former tideland areas typically include the less productive types of Loleta and Bayside soils and are generally used for pasture.

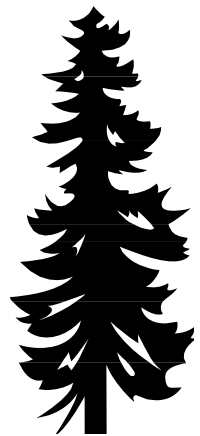


Soil classifications are based on the most recent surveys. If an updated soil survey is completed in the future, the classifications and associated mapping shall be changed accordingly.

Overview of forest resources. The eastern portion of Arcata is located on forested slopes of Fickle Hill Ridge. These slopes contain mostly second-growth conifer stands. These forested lands are both publicly- and privately held. The City of Arcata owns three separate tracts of forestland that comprise approximately 2,445 acres. The publicly owned Arcata Community Forest, which includes the Jacoby Creek Unit, Sunny Brae Unit, and Arcata Forest Unit, constitutes a significant ecological, recreational, economic, and educational resource for the citizens of Arcata and the surrounding region.

The City updated the *Arcata Community Forest Management Plan* in 2022. The 2022 Forest Management Plan replaces the *1994 Arcata Community Forest & Jacoby Creek Forest Management Plan*, by incorporating, updating, and revising much of the 1994 document. The 2022 Forest Management Plan update reflects updated information, recent research, and State Forest Practice Rule changes, thus providing management direction with a higher degree of environmental protection. The goal of the 2022 Forest Management Plan is to provide a flexible and adaptive management program that provides for protection and use of forest resources, addresses local and regional issues and concerns, and fulfills legislative requirements. The updated plan is fundamentally designed to restore and transition a relatively even-aged forest to a more structurally complex forest. The long-term goal is to develop late-seral or old-growth forest characteristics in the Arcata Community Forest. Tangible outcomes of this forest management approach include:

- Fostering and accelerating the transition to an old-growth forest stand structure



through selective thinning that promotes light in the forest understory and stimulates recruitment of new tree age classes.

- Obtaining support from the community for management that includes timber harvests in close proximity to residential areas and recreational use areas.
- Protecting and enhancing biological diversity and rare species, including maintenance of northern spotted owl (*Strix occidentalis caurina*) nesting pairs.
- Contributing to the local economy by providing a source of wood products and jobs in the woods.
- Providing an opportunity for residents to be involved in forest planning, as well as on-the-ground activities, with volunteer workdays that amount to at least 5,000 volunteer hours per year.
- Providing opportunities for non-motorized recreation and contributing to the local tourism economy.
- Testing different silvicultural practices to protect and enhance water quality, as well as providing a network of connectivity between older seral forest habitat for species that require those conditions.
- Maintaining a climate resilient landscape within the city forestlands.

The 2022 Forest Management Plan provides direction and guidance for the managed uses of forest resources and non-timber resources with an emphasis on fish and wildlife habitat, recreation, watershed protection, demonstration and education, research, and timber management. The Resource Conservation & Management Element contains overall goals and policies for forest management, which are derived from the Forest Management Plan.

Wildlife Habitat Diversity and Resiliency Overview

The City applies certain practices from CDFW's Natural Community Conservation Planning (NCCP) approach to biological diversity planning.¹ This includes a city-wide ecosystems approach for protecting native plants, animals, and their habitats, while allowing compatible and appropriate economic activity. One of the key conservation practices for maintaining natural habitat diversity is invasive non-native species control. This includes control of Pampas grass (*Cortaderia jubata*), Himalayan blackberry (*Rubus discolor*), Scotch broom (*Cytisus scoparius*), blue gum eucalyptus (*Eucalyptus globulus*), English ivy (*Hedera helix*), English holly (*Ilex aquifolium*), reed canary grass (*Phalaris arundinacea*) and cotoneaster (*Cotoneaster franchetii*), which displace native plant species. These non-native species reduce natural diversity, biological integrity, and aesthetics.

The City's wildlife habitat planning accounts for current habitats, wildlife health, projected habitat changes due to climate change, wildlife conservation, furthering responsible development, and addressing growing human population needs. The City recognizes the importance of habitat connectivity and potential habitat threats from development pressures, habitat fragmentation and edge effects. The Resource Conservation & Management Element's focus on wildlife is consistent with the State Wildlife Action Plan, California Essential Habitat

¹ <https://wildlife.ca.gov/Conservation/Planning/NCCP>

Connectivity Project, Regional Advance Mitigation Plans, the Federal Migratory Bird Act, and conservation plans developed by state and regional entities.

Energy Resources Overview. The City of Arcata is part of the Redwood Coast Energy Authority (RCEA) a joint powers authority (JPA) formed in 2003 representing all seven of the County's cities, the Humboldt Bay Municipal Water District, and Humboldt County. As a JPA, RCEA is the regional energy authority, and is governed by a board of representatives from each jurisdiction. RCEA's mission statement is:

The Redwood Coast Energy Authority's purpose is to develop and implement sustainable energy initiatives that reduce energy demand, increase energy efficiency, and advance the use of clean, efficient, and renewable resources available in the region.

RCEA implements energy strategies through a Comprehensive Action Plan for Energy. This action plan is maintained by the RCEA Board. The City of Arcata also implements energy conservation through policies and implementation measures. The Energy component of the Conservation Element promotes self-sufficiency, independence, and local energy management and supports diversity and creativity in energy resource development, conservation, and efficiency. This can reduce energy demands, stimulate the economy, and help meet greenhouse gas emission reduction targets. *[Summarized and adapted from Humboldt County General Plan, Chapter 12.]*

RCEA adopted the Humboldt County Comprehensive Action Plan for Energy (CAPE) in 2012, which is RCEA's primary guiding document. Expanding on the strategies outlined in the CAPE, RCEA initiated RePower Humboldt, a community-wide effort to define a vision and Strategic Plan for achieving energy independence and energy security in Humboldt County.

The City adopted a Community Greenhouse Gas Reduction Plan in 2006, and City Council priorities continue to emphasize energy conservation for City facilities, shifting towards a Green Fleet, and promoting alternative transportation options.

Climate Action Planning Overview

The City has participated in preparing the Humboldt Regional Climate Action Plan (CAP), a collaborative County and Cities regional approach to address climate change challenges. This regional approach enables improved county-wide coordination to maximize greenhouse gas (GHG) emissions reduction measures' effectiveness and improve the potential for future grant funding. The primary CAP goal is to reduce greenhouse gas emissions from local sources. There is scientific consensus that significant human-caused greenhouse gas emissions reductions are needed by the mid-21st century to prevent the most catastrophic effects of climate change.

4.5 POLICIES

The following policies are included in the Resource Conservation and Management Element:

- RC-1 Natural Biological Diversity/Ecosystem Function
- RC-2 Streams Conservation & Management
- RC-3 Wetlands Management
- RC-4 Open Waters of Arcata Bay and Tidelands
- RC-5 Agricultural Resources Management
- RC-6 Forest Resources Management
- RC-7 Water Resources Management
- RC-8 Energy Resources Management
- RC-9 Soils and Mineral Resources Management

POLICY RC-1 NATURAL BIOLOGICAL DIVERSITY/ ECOSYSTEM FUNCTION

Objective. Set an overarching policy that emphasizes the value of biological diversity, and the optimal function of natural resources as part of a healthy ecosystem.

RC-1a **Maintain biological and ecological integrity.** Maintaining ecological balance, system function, biological integrity, and natural diversity is the primary focus of the Resource Conservation & Management Element. Protecting the ecological functions of natural habitats, and natural drainage and infiltration processes, will enhance natural ecosystems in the Planning Area. Ecological functions and processes are maintained through the following measures:

1. The structure and composition of ecological systems within the City shall contain the same native plant and animal species, in the same relative abundances and proportions, that are found in the least-disturbed natural ecosystems in the Planning Area.
2. The ecological functions performed by ecological systems in the City shall resemble the functions of the least-disturbed natural ecosystems in the Planning Area.
3. Ecological systems and natural processes shall not be disrupted by non-native organisms to a significant degree.
4. Ecological systems and natural processes shall not be disrupted by land use activities to a significant degree (e.g., a culvert or other drainage device that restricts flow or blocks fish passage).

An "adaptive management" approach shall be used to maintain ecological and biological integrity, including monitoring the status of ecological systems in the City and adjusting the City's implementation of this Plan, to more closely approximate the conditions provided in the Planning Area's least-disturbed natural ecosystems.

- RC-1b **Non-native plant species.** Some non-native plant species, such as pampas grass (*Cortaderia jubata*), Himalayan blackberry (*Rubus discolor*), Scotch broom (*Cytisus scoparius*), blue gum eucalyptus (*Eucalyptus globulus*), English ivy (*Hedera helix*), English holly (*Ilex aquifolium*), cotoneaster (*Cotoneaster franchetii*), and reed canary grass (*Phalaris arundinacea*) are invasive and displace native species. The presence of these non-native species reduces the area's natural biodiversity, biological integrity, and aesthetics. Only native plant species, or species demonstrated to be non-invasive, shall be used in public landscapes, and native plant species shall be strongly encouraged in private landscapes. The City shall provide public information on invasive plant species, maintain a program that recommends effective but non-toxic eradication measures for invasive plant species, and eradicate non-native plant species on public lands where they are displacing native species.
- RC-1c **Protection of Environmentally Sensitive Habitat Areas.** Environmentally sensitive habitat areas (ESHA) shall be protected against any significant disruption of their habitat values, and only uses dependent on and compatible with maintaining those resources shall be allowed within ESHAs. Proposed development in areas adjacent to ESHAs shall be sited and designed to prevent impacts that would significantly degrade such areas and must be compatible with the continuance of such habitat areas.
- RC-1d **Identification of Environmentally Sensitive Habitat Areas.** The City declares the following to be ESHAs within the Planning Area.
1. Rivers, creeks, sloughs, and associated riparian habitats: Mad River; Jacoby Creek; Beith Creek; Fickle Hill Creek; Grotzman Creek; Campbell Creek; Jolly Giant Creek; Janes Creek; Gannon Slough; Butcher Slough; and McDaniel Slough.
 2. Wetlands, estuaries, and associated riparian habitats: Arcata Bay; Mad River Slough; Liscom Slough; Butcher Slough; the Aldergrove marshes and ponds; and the Arcata Marsh and Wildlife Sanctuary.
 3. Other important habitat areas: waterbird rookeries; shorebird concentration sites; habitat for all rare, threatened, or endangered species on federal or state lists; and vegetated dunes.
 4. Public Trust lands such as diked and drained former tidelands that are grazed.
- RC-1e **Threshold of City review for sensitive habitat effects.** Development on parcels designated Natural Resource [NR] on the Land Use Plan Map, or within 250 feet of such a designation, or development potentially affecting a sensitive habitat area, shall be required to be in conformance with applicable habitat protection policies of this Element. All proposed development plans, including grading and drainage plans, submitted as part of a planning entitlement application for these areas, shall show the precise locations of all sensitive habitat areas on the site plan.
- RC-1f **Sensitive habitat buffer requirements.** A setback shall be required separating all permitted development from adjacent sensitive habitat areas. The purpose of such setbacks shall be to prevent any degradation of the ecological functions provided by the habitat area because of the development. The following shall apply to such setbacks:

1. The minimum width of setbacks from development to streams and wetlands shall be as provided in policies RC-2 and RC-3, respectively.
2. The minimum width of setbacks from development to all other types of sensitive habitat shall be 100 feet unless the designated setback would eliminate all reasonable use of the property.
3. A definition and map of sensitive habitat will be maintained by the City.

RC-1g **Sensitive habitat information required in development application review.** Where there is a question regarding the boundary, buffer requirements, location, or status of an ESHA identified pursuant to General Plan policies, the public or private applicant shall provide the City with the following:

1. Base map delineating topographic lines, adjacent roads, and location of dikes, levees, culverts, flood control channels, and tide gates, as applicable.
2. Vegetation map, including identification of species that may indicate the existence or nonexistence of a sensitive environmental habitat area.
3. Soils map delineating hydric and non-hydric soils.
4. Census of animal species indicating the existence, or non-existence, of an environmentally sensitive habitat area.

This information shall be provided to the California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service, NOAA Fisheries (also known as the National Marine Fisheries Service), and other affected agencies for review and comment. Any comments and recommendations provided by these state and federal agencies shall be immediately sent to the applicant for their review. The decision concerning the boundary, location, or status of the environmentally sensitive habitat area in question shall be based on the substantial evidence in the record and supported by written findings.

RC-1h **Habitat integration for ecological integrity and development of a protected habitat corridor system.** An ecological connection network plan for linking native habitats in the Planning Area, and all the environmentally sensitive habitat areas identified in this Plan, shall be prepared. The network shall incorporate all existing large areas (or "nodes") of habitat for fish and wildlife species (such as marshes and forests) and "linkages" or "corridors" of natural habitat (such as stream zones and sloughs) for migration and species movement. The plan will link large "nodes" of natural habitat together with the "linkage" connections as a functioning ecological network. Nodes and linkages shall include a "core" of natural ecosystem elements and shall provide a protected "buffer" along the outer margins of the core habitat that shall function to protect the ecological services in the "core" habitat.

RC-1i **Use of biocides and other compounds with biological consequences.** Pesticides, herbicides and insecticides (biocides); hormones and antibiotics (growth promoters); and hydrocarbon-based compounds, used both commercially and individually, can accumulate to toxic levels in biological organisms, including humans. Certain substances, even at low levels, can affect reproductive health.

The City shall maintain and make available a current list of alternative, environmentally-safe products for controlling unwanted vegetation and pests, growing crops and enhancing production of animal products. The use of substances and compounds that can accumulate to toxic levels is restricted by the City (Pesticide Ordinance).and the City shall develop a program for fostering the reduction of pesticides in private use.

POLICY RC-2 STREAMS CONSERVATION & MANAGEMENT

Objective. Enhance, maintain, and restore the biological integrity of entire stream courses (headwaters to mouth), and their associated riparian habitats, as natural features in the City's landscape.

RC-2a **Designation of protected streams.** The provisions of this policy shall apply to those streams shown on the Protected Watercourse Map (Figure RC-a). These watercourses and their associated riparian areas serve as habitat for fish and wildlife, provide space for the flow of stormwater runoff and flood waters, and furnish open space and recreational areas for city residents.

RC-2b **Environmental Buffer Area (EBA).** A streamside protection area is hereby established along both sides of the streams identified on the City Watercourse Map. The purpose of the EBA is to remain in a natural state to protect stream ecosystems and their associated riparian habitat areas. The EBA shall include:

- ~~1. In areas where existing development, as defined in the Zoning Code, is adjacent to the stream, the EBA shall be not less than 25 feet outward on both sides of the stream, measured from the top of bank.~~
- ~~2. In all other locations within the City, the EBA shall be not less than 100 feet outward on both sides of the stream, measured from the top of bank.~~
- ~~3. In locations within the City having significant areas of riparian vegetation exceeding 100 feet in width measured from the top of bank, the EBA shall be expanded to encompass all the riparian vegetation, except in no case shall the EBA exceed 250 feet in width from the top of bank on either side of the stream.~~
- ~~4. EBAs outside of the City shall follow the policies in the Humboldt County Framework Plan, regarding Streamside Management Areas.~~

RC-2c **Allowable uses and activities in Environmental Buffer Areas.** The following compatible land uses and activities may be permitted in EBAs, subject to all other policies in this Element, including those requiring avoidance of impacts and other mitigation requirements:

1. Outside the Coastal Zone:
2. agricultural operations compatible with maintenance of riparian resources;
3. fencing along property boundaries and along EBA setback boundaries to prevent bank erosion and degradation of natural riparian vegetation by livestock;
4. maintenance of existing roads, driveways, and structures;
5. construction of public road crossings;

6. forest management practices as permitted by the State of California or Arcata's Forest Management Plan;
 7. construction and maintenance of trails for public access;
 8. construction and maintenance of utility lines;
 9. resource restoration projects;
 10. emergency or preventive removal of sediment and vegetation for flood control purposes (only when authorized by the City of Arcata).
 11. In the Coastal Zone:
 12. all uses and activities listed in (1) above;
 13. public coastal access improvements;
 14. boat launching facilities.
 15. If the provisions herein would result in any legal parcel, not on Public Trust lands, created prior to the date of this plan, being made unusable in its entirety for any purpose allowed by the land-use plan, exceptions to the foregoing may be made to allow a reasonable economic use of the parcel, subject to approval of a conditional use permit. Any land use, construction, grading, or removal of vegetation that is not listed above shall be prohibited.
- RC-2d **The Wetland and Stream Protection Combining (:WSP) Zone.** The :WSP zone of the Zoning Code shall be applied to all streamside protection areas. [The WSP zone should be a land use designation under the NR district, e.g., NR-WSP.]
- RC-2e **Review and approval of projects affecting streamside protection areas.** Applications for development on any parcel that is located partially or wholly within an SPA shall be subject to the requirements of Policy RC-1 and RC-2.
- RC-2f **Conservation easement.** Dedication of a conservation easement, or equivalent deed restriction, encompassing the area within the EBA shall be required as a condition of approval of any discretionary planning permit, including design review, when any portion of the project site falls within an EBA. Such easements may be conveyed to the City of Arcata, or to another governmental agency that shall manage the easement to protect the EBA's functions, or to a mutually agreeable non-profit entity.
- RC-2g **Maintenance of streams as natural drainage systems.** Arcata's creeks carry a significant amount of the City's stormwater runoff. Drainage controls shall be enforced through implementation of the Drainage Master Plan, to protect water quality, and to minimize erosion, sedimentation, and flood impacts to City creeks. A comprehensive stream maintenance program shall be prepared to augment stormwater utility rehabilitation projects designed to maintain or improve flow capacity, trap sediment and other pollutants that impair water quality, minimize channel erosion, prevent new sources of pollutants from entering the stream, and enhance instream and riparian habitat.
- RC-2h **Restoration of degraded creek resources.** Portions of Janes, Jolly Giant, Campbell, and Grotzman Creeks are culverted or covered, causing degradation of creek resources. Tide gates on creek systems can be barriers that prevent anadromous

salmonids from accessing critical habitat. Furthermore, recreational use can degrade riparian vegetation along upland reaches of certain creeks (e.g., Jolly Giant, Campbell, and Jacoby Creeks) within Redwood Park and the Community Forest. Lack of vegetation along creek courses can cause erosion, resulting in water quality and air quality impacts. Restoration activities for improving degraded stream resources shall include:

1. Uncovering of creek courses in public rights-of-way, as part of public works improvement projects.
2. Encouraging landowners to restore degraded EBA and stream resources, including native riparian vegetation establishment and invasive species removal, as part of a new development or renovation.
3. Controlling uses that are damaging to upland reaches of creeks in the Community Forest and Redwood Park.
4. Removing or modifying barriers such as tide gates that prevent migrating anadromous salmonids which are federally listed endangered species from reaching their critical habitat.
5. Exclusionary fencing to keep livestock out of the EBA.
6. Identifying and addressing sources of pollutants that adversely impact water quality, if applicable.

POLICY RC-3 WETLANDS MANAGEMENT

Objective. To protect existing wetlands areas and their functional capacities and services, maintain a standard of “no net loss” of wetland area and services, restore degraded wetland areas, enhance wetlands functions, and create additional wetland areas to replace historical losses.

RC-3a **Requirement for wetland delineation and study.** All proposed development applications shall include a site plan that shows the precise location of any wetlands that exist on the subject property. Any application for development on a parcel where wetlands may be present shall include a wetland reconnaissance or delineation report as follows:

- ~~1. The wetland reconnaissance or delineation report shall be based upon field investigations and shall be prepared by a professional or technical expert qualified in wetlands science.~~
- ~~2. For the purposes of this plan, wetlands shall include Coastal Zone lands where one or more of the following three wetland indicators are present or non-Coastal Zone lands where two or more of the following three wetland indicators are present:~~
- ~~3. source of water (surface or subsurface) which is present for sufficient periods to promote hydric soils formation or growth of hydrophytic plant species;~~
- ~~4. hydric soils; or~~
- ~~5. hydrophytic plants.~~

- ~~6. Where a wetland reconnaissance indicates the probable existence of wetlands, a detailed wetland delineation shall be required, including a map with the best available contour information showing where each of the three wetland indicators are present, why the boundary was established with data sheets to back it up, and the precise boundaries of any areas that are determined to be wetlands.~~
- ~~7. If wetlands of any size are found to exist on the property, an analysis of the potential functional or habitat services of the wetlands shall be required.~~

RC-3b Filling of wetlands. The following shall apply:

Filling of wetlands shall be prohibited in the Coastal Zone, unless it can be demonstrated that:

1. the wetland restrictions, if imposed, would render a parcel, not subject to the Public Trust, unusable for any use permitted by the land use plan;
2. there is no feasible, environmentally less damaging alternative to wetland fill for development of a permitted use; and
3. the fill is the least amount necessary to allow development of permitted uses.

Filling of wetlands outside the Coastal Zone may be permitted only when the following has been demonstrated by the project proponent:

1. the fill is the least amount necessary to allow a reasonable and harmonious configuration of development on the parcel;
2. the wetlands proposed to be filled are small and isolated, and have limited functional services when compared to larger, contiguous wetland areas.
3. Filling of wetlands shall only be authorized if appropriate mitigation, resulting in “no net loss” in the area and services of wetlands, is provided. Mitigation may consist of creating and maintaining a new wetland of equal or greater functional capacity and services than the wetland proposed to be filled, restoration of previously degraded wetlands, or enhancement of existing wetland areas.

RC-3c Designation of Environmental Buffer Areas for Wetlands. An Environmental Buffer Area shall be established to separate all permitted development from adjacent existing wetlands that are to be preserved in a natural state, and from new wetland areas that are created as mitigation of wetland infill. The Environmental Buffer Area's purpose is to remain in a natural state in order to protect wetland ecosystems and their associated habitat areas from destruction or degradation. The extent of the Environmental Buffer Area shall be established based upon analyses and recommendations contained in a site-specific wetland delineation study. ~~but shall include the wetland area and a setback area that shall generally range from a 50-foot minimum to a 100-foot maximum width. Specific findings, based on evidence provided for City review, shall be required for setbacks less than 100 feet in width.~~

RC-3d Allowable uses and activities in Environmental Buffer Areas for Wetlands. The following compatible land uses and activities may be permitted in Environmental

Buffer Areas for wetlands, subject to all other policies in this Element, including those requiring avoidance of impacts and other mitigation requirements:

1. Resource restoration or enhancement projects.
2. Farming, consistent with policy RC-3I.
3. Outdoor recreation activities, such as bird watching, hiking, boating, horseback riding, and similar activities.
4. Education, scientific research, and use of nature trails.
5. Drainage ditches when compatible with wetland function.
6. Minor modification of existing, serviceable structures.
7. Fencing to prevent livestock from degrading wetlands and riparian vegetation.

Any use, construction, grading, or removal of vegetation that is not listed above shall be prohibited.

RC-3e **Wetland and Stream Protection Combining (:WSP) Zone.** The :WSP zone of the City's Zoning Code shall be applied to all Wetland Protection Areas.

RC-3f **Review and approval of projects affecting Environmental Buffer Areas for wetlands.** Applications for development on any parcel that is located partially or wholly within an Environmental Buffer Area for wetlands shall be subject to the requirements of Policy RC-1 and RC-3.

RC-3g **Conservation easements.** Dedication of a conservation easement, or equivalent deed restriction, encompassing the area within the Environmental Buffer Area for wetlands shall be required as a condition of approval of any discretionary action, including design review, when any portion of the project site falls within an Environmental Buffer Area. Such easements may be conveyed to the City of Arcata, or another governmental agency, or a City-approved non-profit entity that shall manage the easement to protect the Environmental Buffer Area's functions.

RC-3h **Designation of wetland protection zones.** The :WSP Zone shall be applied to wetlands, wetland setbacks, wetland buffer areas and modified wetland buffer areas, as defined in the City's Zoning Code, at the time of development review and approval.

A wetlands map, maintained by the City, will show the general location of wetlands, riparian corridors, and uplands within the City limits and urban services zone. All proposed development within or adjacent to the areas identified on the map as wetlands or riparian corridors shall comply with City Wetlands Development Standards ~~and shall include the following in the development proposal:~~

- ~~1. A wetland delineation.~~
- ~~2. A mitigation plan for impacted areas.~~
- ~~3. Setback areas from delineated wetlands.~~
- ~~4. Easements for onsite delineated wetlands.~~
- ~~5. Permitted and protected uses and activities within delineated wetland areas.~~

~~6. Fencing to prevent livestock from degrading wetlands and riparian vegetation.~~

A Wetlands Buffer Area shall be required to protect the areas shown as wetlands on the Wetlands Map. All proposed development within the buffer areas shall comply with the Wetlands Buffer Area Development Standards of the Coastal Zoning Ordinance.

RC-3i **Management of Arcata Marsh for wetlands services as well as wastewater treatment.** The Arcata Marsh and Wildlife Sanctuary serves a variety of purposes and functions, including providing wetland habitat for a variety of species, wastewater treatment, and recreational use. These purposes shall be balanced for the benefit of all users.



RC-3j **Minimum mitigation requirements for wetland impacts.** Diking or filling of a wetland that is otherwise in accordance with the policies of this General Plan, shall, at a minimum, ~~require the following mitigation measures, monitoring program, and funding~~ mitigation measures, a monitoring program, and acceptable funding. .

- ~~1. A detailed restoration plan, monitoring program, and funding source for each site shall be required as part of the project application. The restoration plan shall include provisions for restoration to equal or greater wetland biological productivity and contingencies for mitigation as appropriate. The monitoring program shall include reporting requirements that document mitigation success and contingency plans as determined necessary by staff. Dedication of the land to a public agency, purchase, or other stewardship method that permanently restricts the use of the site to habitat and open space purposes, shall be required. The site shall be dedicated, purchased, or other stewardship agreed upon, and mitigation funding shall be provided, prior to any permitted diking or filling.~~
- ~~2. Areas adequate to maintain functional capacity shall be opened to tidal action, or other sources of surface water shall be provided. This provision shall apply to diked or filled areas that themselves are not environmentally sensitive habitat areas, but would become so if, as part of a restoration program, they are opened to tidal action or provided with other sources of surface water. All of the provisions for restoration, purchase (if necessary), and dedication described under part 1 shall apply to any program or activity performed pursuant to this policy.~~
- ~~3. Mitigation shall, to the maximum extent feasible, be of the same type as the wetland to be filled (e.g., freshwater marsh for freshwater marsh, and saltwater marsh for saltwater marsh).~~

~~4. Where no suitable private or public restoration or enhancement sites are available, or where a wetlands mitigation bank in Arcata's Planning Area has been established that provides suitable replacement area, an in-lieu fee may be required to be paid. The fees shall be paid to an appropriate public agency for use in the restoration or enhancement of an area of equivalent productive value or surface area, or to the entity managing the wetlands mitigation bank.~~

RC-3k **Wetland functional capacity maintenance requirement.** Diking, filling, or dredging of a wetland or estuary shall maintain or enhance the functional capacity of these resources. Functional capacity means the ability of the wetland or estuary to be physically and biologically self-sustaining and to maintain natural species diversity. To establish that the functional capacity is being maintained, all the following must be demonstrated:

1. Presently-occurring plant and animal populations in the ecosystem will not be altered in a manner that would impair the long-term stability of the ecosystem (i.e., natural species diversity, abundance and composition are essentially unchanged as the result of the project).
2. A species that is rare or endangered will not be significantly adversely affected.
3. Consumptive uses (e.g., fishing, aquaculture and hunting) or non-consumptive functions (e.g., water quality improvement and research opportunity) of the wetland or estuary ecosystem will not be significantly reduced.

RC-3l **Uses allowed in diked and drained reclaimed former tidelands.** Allowable uses and development in grazed or farmed wetlands are limited to uses compatible with the Public Trust doctrine. These uses are specified in Land Use Element Policy LU-6 and are summarized below.

1. Agricultural operations limited to accessory structures, apiaries, field and truck crops, livestock raising, greenhouses (provided they are not located on slab foundations and crops are grown in the existing soil on site), and orchards.
2. Farm-related structures, including barns, sheds, and farmer-occupied housing, necessary for the performance of agricultural operations. Such structures may be located on an existing grazed or farmed wetland parcel only if no alternative upland location is available for such purpose and the structures are sited and designed to minimize adverse environmental effects on Public Trust resources and uses. No more than one primary and one secondary residential unit shall be allowed per parcel.
3. Restoration projects.
4. Nature study, aquaculture, and similar resource-dependent activities compatible with Public Trust resources and uses.
5. Incidental public service purposes that may temporarily impact the resources of the area (such as burying cables or pipes).

Expanding farming operations into non-farmed wetlands, by diking or otherwise altering the functional capacity of the wetland is not permitted. Farm-related structures (including barns, sheds, and farm-owner occupied housing) necessary for

the continuance of the existing operation of the farmed wetlands may be located on an existing farmed wetland parcel, only if no alternative upland location is viable for such purpose and the structures are sited and designed to minimize the adverse environmental effects on the farmed wetland. Clustering and other construction techniques to minimize both the land area covered by such structures and the amount of fill necessary to protect such structures will be required.

POLICY RC-4 OPEN WATERS OF ARCATA BAY & TIDELANDS

Objective. Maintain existing Bay wetlands and tide lands, protect them from urban and agricultural encroachments or degradation, and manage the open waters of Arcata Bay for their wildlife, fisheries, and ecological services, as well as navigation, recreation, and tourism uses.

RC-4a **Protection of open waters and tideland areas of Arcata Bay.** The open water areas and tidelands of Arcata Bay constitute a fragile Public Trust resource and access shall be controlled to avoid resource degradation, while maintaining the public's right to navigation. Tidal marshes shall be enhanced and maintained, especially in the areas of McDaniel, Gannon, and Butcher's Sloughs, to protect wetland services.

RC-4b **Access to Arcata Bay.** The following bicycle and pedestrian routes are designated as Public Access Corridors, and shall be properly signed and identified as approved Bay access points.

1. "I" Street from Samoa Boulevard, south through the Arcata Marsh and Wildlife Sanctuary to the boat launching facility on Arcata Bay.
2. South "G" Street south of "H" Street, to Highway 101.
3. Humboldt Bay Trail from Samoa Boulevard (Highway 255), south to Bayside Cutoff and beyond.
4. Samoa Boulevard from Highway 101 west to Mad River Slough.

A system of foot trails and interpretive sites shall be established along the Arcata Bay shore westward to the City limit, subject to the following guidelines.

1. All planning and development in the area that is both south of Samoa Boulevard and west of Highway 101, and that is identified as tidelands, former tidelands, wetlands or riparian corridor on the adopted Wetlands Map shall be reviewed by the Wetlands and Creeks Committee, and coordinated with California Department of Fish and Wildlife.
2. Development in the area bounded by Butcher's Slough and Gannon Slough shall occur in conjunction with management of the USFWS National Wildlife Refuge, Arcata Marsh and Wildlife Sanctuary and the Jacoby Creek Gannon Slough Wildlife Area.
3. Motorized vehicles shall be restricted to paved roads and parking lots.
4. Pedestrians shall be restricted to designated trails and facilities.
5. Valid scientific and educational studies of wetlands and tidelands are encouraged with a City Nature Area Entrance Permit.

RC-4c **Coastal-dependent and Public Trust uses of Arcata's tidelands.** Tidelands of Arcata Bay support a variety of wildlife, as well as human activities. The following provisions shall be made for managing tideland areas.

1. Tidelands and open water areas of Arcata Bay shall be designated Natural Resource-Public Trust lands [NR], and identified as passive use recreational areas.
2. The Arcata Marsh and Wildlife Sanctuary shall be designated as Natural Resource [NR], and the recreational component of the project identified as a passive use recreational area.
3. The continued use of the tidelands for scientific and educational studies is encouraged.
4. The Arcata Marsh and Wildlife Sanctuary shall be maintained and any new facilities shall be built consistent with the Arcata Marsh and Wildlife Sanctuary plan adopted by the City Council.
5. The South "I" Street boat launch shall be enhanced or relocated to accommodate small watercraft and windsurfing.
6. The placement of interpretative sites along the Arcata Bay shore, including Nature and Wildlife Centers, shall be coordinated with other agencies, and serve as an educational focal point for Arcata's natural resource areas.
7. Access on the levee from the Arcata Marsh and Wildlife Sanctuary westward to the City limit shall be provided for passive recreation and nature observation.

RC-4d **Diking, dredging, filling, and shoreline structures.** Diking, dredging, or filling of Bay waters, wetlands, and estuaries is discouraged and only permitted where it has been demonstrated that the Public Trust resources and values are being protected, and mitigation measures have been provided, which minimize adverse environmental effects, for the following limited uses:

1. Incidental public service purposes including, but not limited to, burying cables and pipes, and maintaining existing dikes and public facilities.
2. Maintaining a channel adequate to serve the boat ramp at current levels of use.
3. Resource restoration purposes.
4. Nature study, aquaculture, or similar Public Trust resource dependent activities.
5. Agriculture as currently practiced within existing diked former tidelands but not including the expansion thereof.

In order to protect existing development, shoreline structures (such as dikes or tide gates) that may alter the natural shoreline, shall be permitted only when they do not adversely affect any federally listed endangered or threatened species; and no other feasible, less environmentally-damaging alternative is available, and only when the structures are not located within a wetland, unless the wetland will be the primary beneficiary of the structure.

The placement of dredge material on existing wetlands shall not be permitted unless such placement is necessary for either a Public Trust resource restoration project, or for the maintenance of existing agricultural operations in diked former tidelands.

Wetland fill shall be allowed for aquaculture projects if it can be shown that it is necessary for the project, is required to be located within the wetland, and there is no other feasible, less environmentally-damaging, alternative.

RC-4e **Aquaculture use of coastal wetlands and tidelands.** To protect aquaculture activities in Arcata Bay, the City shall:

1. Ensure that its wastewater discharge does not exacerbate existing problems with coliform bacteria levels in Arcata Bay.
2. Take measures to reduce coliform loading of perennial streams within its jurisdiction, as part of a stream maintenance program. These measures shall include controlling identified sources of coliform loading such as septic tank leachate and runoff from agricultural operations.

Aquaculture shall not adversely impact natural ecological processes nor native wildlife or fisheries or their habitat in the Bay. No new aquaculture uses shall be permitted unless it can be demonstrated that adequate precautions will be taken to prevent new adverse impacts to natural ecological processes. The City shall continue its management of:

1. Integrated wetland enhancement and wastewater treatment.
2. The tidelands, for commercial and native oyster harvesting.

RC-4f **Management of bayfront and marsh areas for coastal access, recreation, and tourism.** Tidelands and open water areas of Arcata Bay shall be designated Natural Resource-Public Trust land [NR-PT] and protected from uncontrolled access. The following guidelines shall be used when permitting access to these areas:

1. Motorized vehicles shall be restricted to paved roads and parking lots.
2. Pedestrians shall be restricted to designated trails and facilities.
3. Valid scientific and educational studies of the wetlands and tidelands shall be encouraged.

New development shall not restrict public access to the shoreline. Public access to the shoreline shall be required of new development. Where consistent with the Humboldt Bay National Wildlife Refuge Complex Comprehensive Conservation Plan, controlled public access to the Refuge's Jacoby Creek Unit shall be developed along Arcata Bay from the AMWS to the City's westward limit.

POLICY RC-5 AGRICULTURAL RESOURCES MANAGEMENT

Objective. Protect and enhance agricultural uses on prime agricultural lands within the City and encourage more productive agricultural use of agriculturally suitable lands.

RC-5a **Promotion of and participation in agricultural production within the City.** Diverse and intensive agricultural production and increased participation in agricultural production, shall be promoted, to maintain the value of agricultural lands, improve the economic base, and increase employment and food production. The City does not, however, advocate more intensive agricultural uses and practices that would

have adverse environmental impacts. Agricultural operations, such as Community Supported Agriculture (CSA) are strongly encouraged.

RC-5b **Community and farm protection.** Maintaining a compatible relationship between agricultural and residential uses shall be based on:

1. Recognizing the rights of owners of productive agricultural land to make agricultural use of their land.
2. Identifying and minimizing potential conflicts between agricultural operations and adjacent residential, commercial, and community facility uses.

RC-5c **Permanent protection for agricultural lands.** Protection of agricultural resources shall be secured through the purchase of conservation easements, development rights, and outright acquisition. The City shall work in conjunction with other entities such as land trusts, whenever possible, to preserve agricultural buffers and maintain and enhance agricultural uses on prime agricultural soils.

POLICY RC-6 FOREST RESOURCES MANAGEMENT

Objective. Protect and enhance private and public forest lands (e.g., the Arcata Community Forest Tracts) to maintain the resiliency and integrity of the ecosystem while protection timber production, recreation, habitat values, and opportunities for education and research.

RC-6a **Management of Arcata Community Forest.** The City's 2022 Forest Management plan includes the following policies:

1. Recreation and aesthetics resource management - The community forest will emphasize dispersed, day-use opportunities. Recreational use shall not be allowed to impact other resources such as fish, wildlife, or watershed.
2. Timber resource management - To ensure the sustainable and long-term production of forest products, the rate of harvesting must not exceed the rate of production. Long-term productivity refers to the continuing ability of the forest to produce timber while retaining the associated values of watershed, wildlife, soils, recreation and aesthetics. This is dependent upon the use of management practices that do not allow for the deterioration or impairment of soil productivity. For planning purposes, long term means that exceeding fifty years.
3. Watershed resource management - Water quality, soil, riparian, and aquatic biological productivity shall be maintained and enhanced through the application of City forest management standards and the implementation of watershed improvement projects.
4. Wildlife resource management - Wildlife habitat is managed to promote species diversity and to ensure that populations of indigenous species are maintained. This can best be achieved through the maintenance and enhancement of habitat values. Habitat values that lead to species diversity include the following elements: breeding, foraging, watering, rearing, hiding and thermal cover.

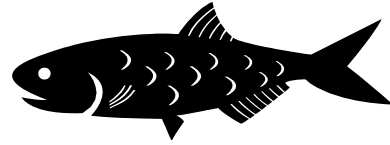
5. Vegetation and botanical resources - Maintain the native biodiversity of species found in a redwood forest habitat, both by controlling exotics and managing for a species mix that would naturally occur in a redwood forest habitat.
- RC-6b **Management of Jacoby Creek Forest.** The management policies for the Jacoby Creek Forest are the same as those for the Arcata Community Forest, listed above, except that the Jacoby Creek Forest is not open to recreational use.
- RC-6c **Allocation of forest funds.** Forest fund revenues, derived from timber harvest and carbon projects shall be deposited into a special revenue account within the City to be utilized for forest management purposes. Excess net forest fund revenues, when available, may be directed towards park acquisition, maintenance, and development. This can include acquisition of stream corridors, and riparian and greenbelt areas. These areas contribute to the diversity of parks and, in the case of linear parks along stream corridors, provide passive recreation areas compatible with the environment. The acquisition of open space shall be emphasized as an appropriate use for the remaining revenues.
- RC-6d **Management practices for private timberlands.** The management of private timberlands shall be encouraged to use current principles of sustainable forestry for all aspects of forest use and function: recreation; timber production; biodiversity; air and water quality; and carbon storage. Timber owners are encouraged to apply for conservation easements, certified forestry, or compensation for carbon storage.
- RC-6e **Timber harvest plans.** The City, in cooperation with California Department of Forestry, shall request review of all Timber Harvest Plans (THP) within the Planning Area. The City shall review THPs for measures that protect water quality, control erosion and flooding, and preserve the City viewshed. The city shall recommend that THPs that do not include these measures not be approved.
- RC-6f **Urban conversions.** The sustainable management of timber resources, and related uses, shall be encouraged, so that the long-term economic return from productive timber production will provide sufficient incentives to prevent urban conversions. Urban conversions are discouraged within the Urban Services Boundary.
- RC-6g **Setbacks.** Development adjacent to the Community Forest boundary shall be setback at least 150 feet, unless this would make the use of the parcel infeasible for its designated purpose. However, larger setbacks may be required to prevent exposure to potential hazards and to maintain forest integrity.
- RC-6h **Monitoring.** Monitoring of forest practices, to ensure consistency with adopted management and harvest plans, shall be carried out as an implementation measure of this Element. The general objectives of the monitoring will be to:
1. Determine the effectiveness of management practices at multiple scales (i.e., individual sites to watersheds).
 2. Validate ecosystem functions and processes have been maintained as predicted.

POLICY RC-7 WATER RESOURCES MANAGEMENT

Objective. Manage Arcata's water resources from a watershed perspective, to maintain surface water and ground water quality and quantity. Runoff will be managed for the benefit of aquatic habitats, native and non-invasive vegetation, and soil conservation, and to recharge groundwater.

RC-7a Protection of surface waters from point and nonpoint pollution sources. The use of natural stormwater drainage systems, which preserve and enhance natural features, shall include the following:

1. Efforts to acquire land or obtain easements for drainage and other public uses of floodplains, where desirable to maintain stream courses in a natural state, shall be supported.
2. Recreational opportunities and aesthetics shall be considered in the design of stormwater retention, detention, treatment, and conveyance facilities.
3. Sound soil conservation practices shall be required, and impacts of proposed developments, with regard to water quality and effects on watersheds, wetlands and drainage courses, shall be carefully examined.
4. The quality of runoff from urban and suburban development shall be improved through use of appropriate and feasible Best Management Practices (BMPs) including, but not limited to, bioretention basins, artificial wetlands, grassy swales, oil/grit separators, with an emphasis on a Low Impact Development approach to stormwater management.
5. New development shall be required to minimize increases in stormwater peak flows and/or volume, to the extent feasible. Stormwater management measures shall take into consideration potential adverse impacts on the Mad River, Arcata Bay, and adjoining lands in the City and Planning Area.
6. New development projects shall be designed to minimize drainage concentrations, maximize permeable surfaces (such as unpaved parking areas) and maintain, to the extent feasible, natural site drainage conditions.
7. New development projects that may adversely affect the quantity and quality of stormwater runoff shall be required to allocate land necessary for detaining post-project flows and/or for incorporating measures to minimize water quality impacts from urban runoff. To the maximum extent feasible, new development shall not produce a net increase in peak stormwater runoff.
8. All development shall comply with the City's post construction stormwater management program (under the MS4 General Permit) which includes stormwater management measures for site design, source control, runoff reduction, stormwater treatment, and baseline hydromodification controls, as applicable based on project type and size.



RC-7b Protection of groundwater sources. Septic systems and onsite disposal of toxic substances are the leading causes of groundwater contamination. Septic systems

within the Urban Services Boundary shall not be permitted, and incidents of onsite toxics disposal shall be referred to the appropriate county and state agencies.

RC-7c **Watershed and urban runoff management.** To protect structures, critical facilities, existing habitat values and water quality, flooding shall be managed on a watershed basis, using a combination of biotechnical solutions, flood protection practices, and Drainage Master Plan's management practices.

RC-7d **Water quality monitoring.** Water quality and quantity shall be monitored on a regular basis to ensure that City policies are being adhered to.

POLICY RC-8 ENERGY RESOURCES MANAGEMENT

Objective. Reduce energy use through conservation and efficiency practices, reduce energy costs to the city and its residents, and increase the percent of energy purchases from renewable sources; increase energy security and reduce our vulnerability to outages and increased price; increase public awareness of energy issues and encourage an energy conservation ethic.

The City will actively participate in Redwood Coast Energy Authority's primary guiding document the Humboldt County Comprehensive Action Plan for Energy (CAPE) and RePower Humboldt, a community-wide effort to define a vision and Strategic Plan for achieving energy independence and energy security in Humboldt County

RC-8a **Encouragement of appropriate energy alternatives.** The City will participate in Redwood Coast Energy Authority's Community Choice Energy (CCE) program, supporting renewable energy purchases over non-renewable sources.

RC-8b **Encouragement of energy efficiency and conservation.** The City shall disseminate Redwood Coast Energy Authority information to educate residents, property owners, and business operators about the need for and benefits of conserving energy. This includes information about building insulation; energy efficient appliances, lighting, and heating; other conservation measures and materials; and home power alternatives.

The City shall continuously seek and implement cost-effective steps to reduce City energy use. The City shall adopt national "Energy Star Program" goals (or its successor programs) for all City construction projects and all construction projects assisted by grants for which the City is an applicant. These goals include achieving a minimum of 15% greater energy efficiency than would a building designed with existing Title 24 standards.

Explore and, if appropriate, adopt energy efficiency standards for existing residential and commercial buildings upon substantial remodel. Consider requiring energy efficiency inspections, disclosure, and retrofits at change of ownership based on cost-effective and commercially available energy efficiency measures.

RC-8c **Promotion of energy efficiency in transportation.** Reduce motor vehicle trips within the city and between the city and other destinations and reduce per-trip energy

consumption; this policy applies to trips by residents, non-residents, and city staff. Such measures as bike and pedestrian paths, public transportation, shared parking, and alternative-fueled vehicles shall be used to make these reductions.

- RC-8d **Restoration for Greenhouse Gases Absorption.** Foster and restore forests and other terrestrial ecosystems that offer significant carbon mitigation potential, consistent with the Humboldt County Climate Action Plan.
- RC-8e **City Electrification Ordinance.** Prepare and pass an 'all electric' Ordinance that phases out natural gas infrastructure and use.

POLICY RC-9 SOILS AND MINERAL RESOURCES

Objective. Conserve and manage soil and mineral resources.

- RC-9a **Erosion control measures on slopes and other areas of instability.** General Plan Public Safety Element Policy PS-3 - Other Geologic Hazards includes protections for steep and unstable slopes, to minimize erosion, sedimentation and landslides. This policy shall be followed as a safety precaution and to conserve soil resources.
- RC-9b **Protection of productive soils and soils with limitations.** Local soils range from productive soil types capable of supporting agriculture and forestry, to those susceptible to shrink-swell and erosion. Clay soils are the most susceptible to shrink-swell, caused by fluctuations in moisture content. According to available soils information, the Bayside series is the only soil type in the Arcata area with identified clay content. Building construction on this soil type shall include measures to avoid damage from shrink-swell.

Certain areas of the City have high liquefaction potential during seismic events. Policy PS-2 - Seismic Hazards, in the General Plan Public Safety Element, addresses mitigation of liquefaction hazards. This policy shall be followed as a safety precaution, and also to manage related soil limitations. Policy RC-5, relating to agricultural soils, shall also be followed to conserve productive soils. The continued research, identification, and protection of productive soils by the Natural Resource Conservation Service and educational institutions shall be encouraged.

- RC-9c **Management of mineral resource (gravel) extraction, processing and transport .** Areas along the Mad River, within and upstream of the City's Sphere of Influence, are currently used for aggregate (i.e., gravel) resource extraction. The City shall encourage Humboldt County to limit the quantity of aggregate extracted to an amount that does not exceed the mean annual recruitment and shall request that Policy RC-1 and RC-2 be applied to protect natural biological diversity and ecosystem functions along the river. The City shall also request that the County not approve or renew permits for commercial mineral resource extraction in A-E designated lands in the City's Planning Area. Mineral resource extraction operations shall not result in additional soil runoff and shall be consistent with the City's seismic safety policies (see Policy PS-2 in Public Safety Element).

4.6 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
RC -1	Creeks & Wetlands Management Plan Update the City Creeks Management Plan to include wetlands and continue to implement current provisions for maintaining biological integrity of entire watercourses. The Creeks & Wetlands Management Plan will also include updated provisions for education and restoration programs for degraded creeks.	Environmental Services Dept./Wetlands & Creeks Committee	Every 5 years
RC -2	Community Forest Management Plan Update the Community Forest Management Plan, at least every ten years, to implement current provisions for managing recreation, aesthetic, timber, watershed, wildlife, and vegetation resources. The Management Plan will also include updated provisions for allocation of forest fund revenues and urban conversions, as well as setbacks from the Community Forest boundary and a monitoring program for forest practices.	Environmental Services Dept./Forest Management Committee	Every 10 years
RC -3	Energy Efficiency and Conservation Program Conduct a continuous program to identify and purchase appropriate energy supplies, implement and evaluate energy conservation measures, provide energy education and public information, and promote energy efficiency in transportation. Establish a funding mechanism to assure that a significant portion of the savings are used to fund energy programs and as a reward for savings.	Environmental Services Dept./Energy Committee	Ongoing
RC -4	Non-native Plant Species Removal Program The City shall continue to provide public information that explains why invasive plant species are problematic. The City shall maintain a program that recommends effective but non-toxic eradication measures, for invasive species and eradicates non-native plant species on public lands where they are displacing native species.	Environmental Services Dept	Ongoing

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
RC -5	Surface Water Quality Ordinance Implement the City's Municipal Separate Storm Sewer System (MS4) requirements for post-construction activities including Ordinance No. 1463 that sets forth standards for discharge into the stormwater drainage facilities for the City of Arcata and establishes a stormwater pollution control program in compliance with the Clean Water Act.	Environmental Services Department	Ongoing
RC -6	Jacoby Creek Gannon Slough Wildlife Area Management Plan Prepare a long-term management plan for the Jacoby Creek Gannon Slough Wildlife Area that includes habitat mapping, guidelines for management, and restoration goals and objectives.	Environmental Services Dept./Wetlands & Creeks Committee	Year 2
RC -7	Sensitive Habitat Mapping Using the sensitive habitat definition from Policy RC-1d, prepare and regularly update a map of sensitive habitat in the City.	Environmental Services Dept.	Ongoing
RC -8	Pesticide Ordinance Regularly update the City's Pesticide Ordinance.	Environmental Services Dept.	Every 5 years
RC -9	Programs to Promote Alternatives to Pesticides The City shall implement a program to foster the reduction in use of pesticides by the public. This shall include maintaining and making available a current list of alternative, environmentally-safe products to control unwanted vegetation and pests. The use of substances and compounds that can accumulate to toxic levels is restricted by the City (Pesticide Ordinance).	Environmental Services Dept.	Ongoing
RC-10	Electrification Ordinance and Program Prepare and adopt an electrification ordinance for new construction. Create an electrification program for phase out of natural gas including short-term, mid-term, and long-term actions, including educational and promotional materials.	Environmental Services Dept.	

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
RC-11	Explore Tribal Partnerships in Restoration Project Planning Explore opportunities for partnerships with the Wiyot Tribe and other Wiyot-Area Tribes when pursuing funding for habitat restoration within the City and seek guidance from appropriate Tribal representatives as part of the habitat restoration planning process.	Environmental Services Dept.	Ongoing
<u>AQ-6</u>	<u>EV Charging Infrastructure Ordinance</u> <u>The City shall include a policy in the General Plan 2045 to prepare and pass electric vehicle (EV) charging infrastructure ordinance requiring, at a minimum, implementation of 2022 Title 24 Part 11 (CALGreen Code) Voluntary Tier 2 EV Charging Infrastructure for residential and non-residential development. The City shall review and update ordinance on a triennial basis, consistent with the CALGreen Code's update schedule, to reflect updates to the CALGreen Code Voluntary Tier 2 measures.</u>	<u>Community Development and Engineering Departments</u>	<u>Year 1</u>

July 17, 2024

AIR QUALITY ELEMENT

4.7 INTRODUCTION

The community values clean air. To promote clean air, the City, in partnership with State and Federal responsible agencies establishes goals and policies to retain and improve the region's air quality. The City emphasizes land use practices, permitting, and programs that reduce introduction of airborne pollutants. While the Air Quality Element is a mandatory General Plan Element pursuant to state law, the City of Arcata is committed to maintaining the quality of life that we all benefit from by implementing proactive air quality policy and standards.

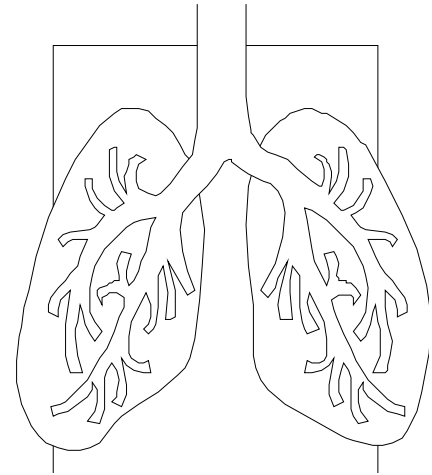
Guiding Principles and Goals.

- A. Reduce motor vehicle related air pollution.
- B. Participate in regional efforts to improve air quality.
- C. Educate the community about the effects of air pollution and how they can be reduced.
- D. Reduce emissions from wood-burning stoves and fireplaces.
- E. Reduce emissions from forest management and burning.
- F. Reduce emissions from industrial sources.
- G. Reduce emissions from residential open waste burning.

Overview of factors contributing to air pollution. One of the best ways to control air pollution is to develop transportation infrastructure and land use goals and policies that complement, and work in harmony towards, air pollution control objectives. Activities affecting air quality in the City of Arcata are regulated by the North Coast Unified Air Quality Management District (District). The District's primary responsibility is to achieve and maintain federal and state air quality standards. Humboldt County is located in the North Coast Air Basin (Basin), which includes Del Norte, Humboldt, Mendocino, and Trinity Counties, as well as the northern and western portion of Sonoma County. The District oversees Humboldt, Del Norte, and Trinity Counties. The District's region currently meets all federal standards but is classified as non-attainment (exceeds maximum limits) for California Ambient Air Quality Standards for airborne particles that are ten microns in diameter and smaller (PM-10) for exceedances of the 24-hour standard.

Federal and state ambient air quality standards also include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. Of these pollutants, motor vehicles are a major contributor of carbon monoxide, nitrogen dioxides, and ozone. While engine and fuel improvements have significantly reduced these emissions from motor vehicles, measures to reduce vehicle travel can further improve air quality from these pollutants.

Particulate matter includes a wide range of solid or liquid particles including smoke, dust, aerosols, and metallic oxides. Significant sources of PM-10 in the Basin include transportation (road dust, mobile sources), woodstoves, open burning, and a minor contribution from permitted sources (District 2022). Stationary sources include Humboldt Sawmill Company (Scotia), the PG&E Humboldt Bay Generating Station (Eureka), and the DG Fairhaven Power Plant (Fairhaven). PM-10 emissions associated with motor vehicles include vehicle exhaust and tire and brake wear. Because road dust sources are more difficult to control, reductions in vehicle use and miles traveled are needed to significantly reduce PM-10 emissions caused by suspended road dust.



Wood-burning stoves, fireplaces, and residential open waste burning are also a source of PM-10 emissions. Research on human health effects of PM-10 shows a correlation between elevated PM-10 concentrations and aggravation of chronic illnesses and elevated mortality rates. Fine particulate matter can affect health more than larger particles because it can bypass respiratory filtration systems and lodge deep in the lungs¹.

Overview of Arcata's air quality. Air quality is affected by both emissions and meteorological conditions. Arcata air quality is influenced by its coastal location and relatively stable temperatures throughout the year. Temperatures average 50 degrees Fahrenheit, with a yearly average range of 40-60 degrees Fahrenheit. Prevailing winds are from the northwest in summer and southwest in the winter. During winter months moderate temperatures, frequent fog, and moderate to heavy precipitation cause inversions which impact air quality.

Arcata is within the northwestern most air district in the State, the District, which encompasses 7,753 square miles including the counties of Humboldt, Del Norte, and Trinity, and serves a population of approximately 184,000. The District presently meets all federal and state air quality standards, except for the state standard for particulate matter of ten microns and smaller (PM-10). The table below shows the federal and state PM-10 standards.

TABLE AQ-1 AMBIENT AIR QUALITY STANDARDS FOR PM-10 EMISSIONS

AVERAGING TIME	FEDERAL STANDARD	CALIFORNIA STANDARD
Annual Arithmetic Mean	None	20 ug/m ³
24 Hour Average	150 ug/m ³	50 ug/m ³

Source: California Air Resources Board, Ambient Air Quality Standards, 2023. Note: ug/m³ = micrograms per cubic meter.

The District began measuring North Coast PM-10 concentrations in 1985. Of the total suspended particulates measured, PM-10 comprise approximately 60% of particulate matter. Table AQ-2 shows local PM-10 measurements.

TABLE AQ-2 PM-10 MEASUREMENTS IN THE ARCATA/EUREKA AREA

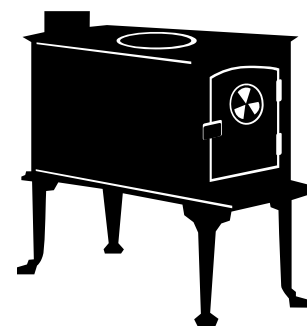
MONITORING LOCATION	MAX. 24 HOUR VALUE (ug/m ³)	ANNUAL AVERAGE (ug/m ³)
Eureka – Jacobs Station (2022)	55.0	17.21
Eureka – Jacobs Station (2021)	66.9	20.95
Eureka – Jacobs Station (2020)	171.6	21.61
Eureka – Jacobs Station (2019)	49.3	15.21

Source: California Air Resources Board AQMIS Database. All values are in ug/m³ = micrograms per cubic meter.

Humboldt County is classified non-attainment, while Del Norte and Trinity are classified as attainment. Between 2014 and 2019, the California PM-10 standard was only exceeded 12 times. Nine exceedances were due to wildfire events and three were attributed to woodstove burning (District 2022). Table AQ-3 shows general overall sources of pollution by major category.

The Chemical Mass Balance Study of Composition of Particulate Matter conducted in 1992 found that diesel emissions constituted a large component of PM-10. Diesel emissions have been declared a toxic emission by the State, and the State Air Resources Board is instituting a diesel engine replacement/retrofitting program. California adopted new regulations that will phase out diesel trucks by 2036.

District-wide, the number of days which exceed standards have decreased from about 24% in 1985 to 2% in 1997, and less than 1% in 2021. The months with highest PM-10 concentrations are generally December, January and February due to meteorological conditions and increased use of wood burning stoves and fireplaces.



Significance criteria for air contaminants. The District publishes Significance Thresholds for stationary sources of air contaminants (Regulation I, Rule 110). Emissions are considered significant (defined in terms of tons emitted per year) if a new or modified stationary source exceeds the values shown in Table AQ-4. There are no established significance criteria for mobile sources of emissions, but large projects (such as residential subdivisions and shopping centers) can be compared with stationary source criteria to identify the cumulative impacts of many mobile sources such as motor vehicles.

North Coast Unified Air Quality Management District Particulate Matter (PM-10) Attainment

Plan. As required by the California Clean Air Act, the District adopted a Particulate Matter (PM-10) Attainment Plan (Plan) in 1995 to identify major PM-10 sources and develop and implement control measures to meet state ambient air quality standards. The District's Plan established goals to reduce PM-10 emissions and reduce PM-10 levels to meet the California Ambient Air Quality Standards. Exceptions are made for uncontrollable events such as wildfires, structure fires, and unusually high winds. The plan includes three areas of recommended control

strategies to meet these goals: transportation, land use, and burning. The table below identifies the categories of measures included in each control strategy. The draft PM-10 attainment plan developed by the North Coast Unified Air Quality Management District was adopted May 11, 1995. Since that time, Del Norte and Trinity have reduced PM-10 to attainment status. Humboldt is still designated non-attainment.

TABLE AQ-3 EMISSIONS SOURCES AND CONTRIBUTION TO VARIOUS POLLUTANTS

SOURCE TYPE	EXAMPLES OF EMISSION CONTRIBUTORS
Industrial	pulp mills, sawmills, power plants, other heavy industry
Commercial	gas stations, restaurants, dry cleaners, body shops, etc.
Residential	home heating, residential open waste burning, solvent/ paint use, lawn equipment etc.
Mobile	cars, planes, trains, road dust and other transportation sources
Agriculture and Forestry	forest management burning, field burning, herbicide use, etc.

TABLE AQ-4 SIGNIFICANT EMISSION RATES FOR STATIONARY SOURCES (TONS/YEAR)

CONTAMINANTS	TONS PER YEAR
Carbon Monoxide	100
Nitrogen Oxides	40
Sulfur oxides	40
Particulate Matter (PM-2.5)	10
Particulate Matter (PM-10)	15
Ozone	40
Various Other Contaminants [1]	0.0004 to 10

Source: Regulation I of the District, Rule 110-(2015)

[1] Other contaminants include lead, asbestos, beryllium, mercury, vinyl chloride, fluorides, sulfuric acid mist, hydrogen sulfide, and reduced sulfur compounds. Contact District for detailed information on emission rates and significance criteria.

The control measures described above are included in the District's PM-10 Attainment Plan and provide additional measures to reduce air pollution emissions. The District has existing control measures for commercial, non-residential burning, industry, forestry and agricultural burning, and construction. These measures are not included in the attainment plan because emissions reductions resulting from them are already reflected in the air quality monitoring. This element's objectives and policies include many of the District's Plan's control measures, particularly for transportation and land use planning.

TABLE AQ-5 District CONTROL MEASURES

CATEGORY	CONTROL MEASURES
Transportation	Public transit, rideshare programs, park and ride lots, vehicle buy back and smoking vehicle programs, traffic flow improvements, bike routes.
Land Use	Pedestrian and transit oriented development, walkable communities, integration of land use and transportation planning.
Burning	Residential open waste burning restrictions, conventional fireplace replacements, improved woodstoves, new development requirements, woodstove curtailments on high smoke days, education, and home weatherization.

4.8 POLICIES

The Air Quality Element includes the following policies:

- AQ-1 Reduce Point and Area Sources of Air Pollutants
- AQ-2 Reduce Mobile Sources of Air Pollutants
- AQ-3 Regional Air Quality Standards, Monitoring, and Education
- AQ-4 Odor

POLICY AQ-1 POINT AND AREA SOURCES OF AIR POLLUTANTS

Objective. Improve air quality by reducing emissions from stationary point sources of air pollution (e.g., equipment at commercial and industrial facilities), and stationary area sources (e.g., wood-burning fireplaces and gas-powered lawn mowers), which cumulatively emit large quantities of emissions.

AQ-1a Reduce emissions from stationary point sources: commercial and industrial.

Coordinate with energy providers to develop incentive programs encouraging the use of less polluting, energy efficient designs and equipment in commercial and manufacturing uses. Encourage commercial and industrial uses to self-enforce emissions reductions by maintaining and repairing equipment, correcting leaks, installing control devices, and minimizing accidental releases. Coordinate with the District to establish buffer zones between point sources and the public, particularly sensitive receptors such as schools, hospitals, and convalescent facilities.

AQ-1b Reduce emissions from stationary area sources: residential, commercial, and industrial. Prohibit installation of wood burning appliances, including ~~replacement~~, remodel, addition, or new construction. New construction retrofits must comply with energy efficient construction codes to reduce energy consumption including high-efficiency windows, water heaters, and furnaces. Encourage electric heat pump appliances.

AQ-1c Coordination between the District and Arcata Fire Protection District. The City will encourage Arcata Fire Protection District officials to coordinate with the District to develop procedures for identifying, monitoring, and informing the public of high pollutant incidents related to fires and accidental or intentional releases of toxic or unknown materials. Coordination should encompass current air quality levels, meteorological conditions (stagnant air), prevailing wind directions, location of nearby sensitive receptors, potentially affected land uses, and types of potential toxic materials. Coordination and required permits are particularly important during the planning and implementation of controlled burns.



AQ-1d Review of development projects for emissions reductions. Evaluate new construction plans to reduce point and area sources of pollution. Consult with the District during the environmental review process to ensure that:

1. Air quality impacts of development projects are assessed using analytical methods and significance criteria for emission rates approved by the District.
2. Air quality mitigation is feasible, workable, monitorable, and cost effective.
3. Impacts of projects that may be individually insignificant, but cumulatively significant are minimized or mitigated.
4. Innovative measures are incorporated into the project design to reduce air quality impacts.
5. The City shall require air filtration systems at new sensitive receptor buildings to be designed and constructed with air filters rated at a minimum efficiency reporting value (MERV) 13 or higher.

Encourage the District to enforce these measures and their related policies.

POLICY AQ-2 MOBILE SOURCES OF AIR POLLUTANTS

Objective. Improve air quality by reducing emissions from transportation sources, particularly motor vehicles, and other mobile sources. Reduce vehicle miles of travel and encourage shifts to alternative modes of travel.

AQ-2a Implement land use measures to reduce vehicle trips, miles traveled, and air pollutant emissions. Implement or encourage the land use and development measures which reduce motor vehicle travel as outlined in the Transportation Element. These measures are also effective in reducing mobile sources of air pollutants.

AQ-2b Implement transportation measures to reduce vehicle trips, miles traveled, and air pollutant emissions. Implement or encourage the following measures to reduce vehicle miles traveled and provide alternatives to the single occupant motor vehicle, as outlined in the Circulation & Mobility Element.

1. Provide as direct and safe a travel route as possible for all travel modes.
2. Implement and support public education programs explaining the negative impacts of single occupant vehicle use, and encourage the development of employer-based measures to reduce employee automobile travel.
3. Require Arcata & Mad River Transit System and encourage other fleet operators to convert vehicles to run on less polluting alternative fuels at the earliest feasible time (See Policy RC-8a).



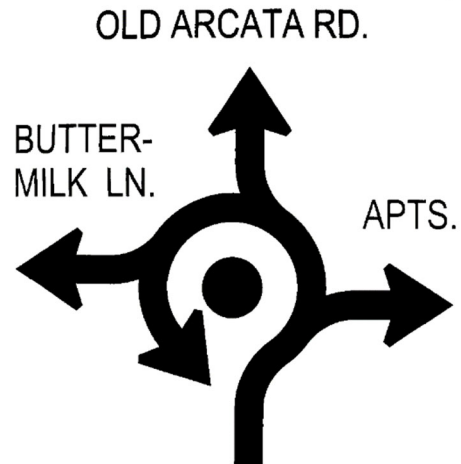
AQ-2c Reduce or minimize the creation of “hot spots” or localized places of concentrated automobile emissions. Implement or encourage the following measures to reduce hot spots, which occur where groups of vehicles are required to idle (e.g., at congested intersections, driveways and drive-through facilities).

1. ~~Minimize the delay and congestion at unsignalized and signalized intersections to reduce emissions from idling vehicles. Attempt to achieve this through reducing automobile travel, minor capacity improvements, or fine tuning of intersection operations. Discourage major capacity improvements at intersections, minimize new signalized intersections, or any other improvement which discourages walking, bicycling, or transit use.~~
2. Minimize or restrict land uses with drive-through facilities located ~~in areas of concentrated traffic or near congested intersections.~~
3. ~~Construction of p~~Projects with large parking lots or high-volume driveways shall identify ~~traffic impacts and provide evidence that project design~~ features to will

~~optimize internal circulation and minimize delay~~reduce idling. Ensure that mitigation measures balance the needs of automobiles, pedestrians, bicyclists, and transit riders.

AQ-2d **Design Arcata's highest traveled arterials to minimize stopping vehicle miles traveled.** Recognize that automobiles are most efficient and less polluting ~~at constant, moderate speeds between 25 and 35 miles per hour.~~ ~~Minimize idling delay, excessive congestion, and excessive speeds with the following measures~~when driven less. Designing roads prioritized for alternative and non-motorized modes results in fewer vehicle miles traveled considering the full scope of all travel modes:

1. Encourage California Department of Transportation to coordinate traffic ~~signals~~calming features on Samoa Boulevard to maximize ~~progressions~~safety.
2. ~~Eliminate~~Accept traffic bottlenecks with ~~traffic flows~~safety improvements (such as ~~re-allocating turning~~adding chicanes to lanes, or converting all-way stop control ~~pedestrian refugia, especially to on roundabouts or two-way stop control~~). Improvements shall consider, without impacting the safety of pedestrians, bicyclists, or transit facilities.
3. Review access plans for commercial driveways to ensure designs minimize ~~idling vehicles and concentrations of~~ points of ingress/egress for motorized traffic. ~~For larger projects require multiple driveways rather than single driveways and consider turn restrictions where delays to existing driveways could be significant.~~
4. Encourage and support law enforcement's efforts to expeditiously manage traffic ~~incidents~~safety.



AQ-2e **Recognize that poor air quality is caused by the combination of high pollutant emissions and meteorological conditions that do not allow for dispersal of pollutants.** The City shall coordinate a joint effort with the District to minimize the impact of high pollutant incidents and notify the public about meteorological conditions that contribute to poor air quality. The joint effort shall include employing the following measures:

1. Implement added air pollution control measures during predictable meteorological events of stagnant air. Inform the public of high pollutant incidents and encourage measures which minimize impacts, such as limiting use of wood-burning fireplaces, gas powered equipment, and avoiding non-essential vehicle travel.
2. Promote and encourage employer-based and project-based Transportation Demand Measures (such as subsidized bus fare, flexible work hours, indoor bike

- storage, and incentives to carpool) to reduce automobile travel, particularly during periods of poor air quality.
3. Support and encourage local industrial and commercial efforts to reduce emissions and particulate pollution from industrial plants and trucks, particularly during periods of poor air quality.
 4. Require traffic and construction site dust control measures at construction projects. Require measures which reduce emissions from construction activity and maximize efficiency of traffic flow during inversion conditions.

AQ-2f Enforce air quality control measures and monitoring at construction sites.

Construction emissions shall be controlled because, although they are temporary in nature, they can often be the greatest air quality impact of a project. Require dust and erosion control measures for construction activities.

AQ-2g Enforce air quality control measures and monitoring for agricultural operations. Air emissions from agricultural operations, including field burning, airborne soils, and over-spray from herbicide applications, shall be controlled and monitored through air quality standards, as well as adherence to the Land Use Code.

POLICY AQ-3 REGIONAL AIR QUALITY STANDARDS, MONITORING, AND EDUCATION

Objective. Participate in regional efforts to improve and monitor air quality and meet air quality goals, coordinate transportation and land use development planning with the North Coast Unified Air Quality Management District, and educate the public.

AQ-3a Air quality standards and monitoring. Identify potential emission sources of airborne toxins from mobile and stationary sources. This may be in coordination with the California Air Resource Board and the District, as appropriate. Enforce rigid high standards to restrict fumes, smoke, dust, or other environmental pollutants from stationary sources of pollution.

AQ-3b Develop and distribute material to educate the public on air quality issues. Work with Cal Poly Humboldt, the California Air Resources Board, and the District to develop educational material regarding air quality, impact of air quality on people, plants and animals, and what citizens can do to improve air quality. The City will make this information available.

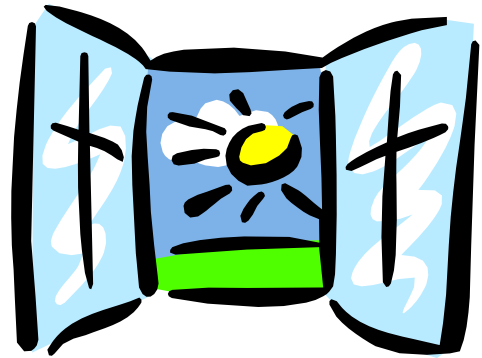
AQ-3c Cooperation in enforcement activities and programs. Cooperate with the District in implementing and enforcing the district's rules and programs. Consider joint implementation of programs between the City and the district such as:

1. A voluntary wood-burning-devices dryness certification program.
2. Free cordwood moisture checks.
3. Brochures on wood burning.

4. Conversion of conventional wood burning devices to Environmental Protection Agency certified devices.
5. Use of district non-compliance funds for low-cost replacements.

Develop land use ordinances and guidelines for new residential development to limit wood burning devices. Use District strategies to identify improper wood burning device use, improperly dried fuel, and faulty equipment, and provide education to violators or take enforcement action.

AQ-3d Indoor air pollution. Factors such as sealed building interiors, inadequate ventilation, non-openable windows, and use of building materials that release toxic substances contribute to indoor air pollution. To maximize indoor air quality, the installation of openable windows and adequate ventilation systems, the use of pollution-reducing houseplants, as well as the selection of non-toxic building materials and interior finishes, is encouraged in all new buildings and in the retrofitting of existing buildings.



AQ-3e Greenhouse gas reduction. Many of the chemicals of concern for air quality are also greenhouse gases. The City shall work locally and regionally to develop plans and programs to reduce or reverse greenhouse gas emissions to meet State and Federal greenhouse gas reduction goals.

POLICY AQ-4 ODOR

Objective. Minimize public exposure to noxious odors from industrial, manufacturing, processing, and food and beverage production operations.

AQ-4a Odor controls. Identify potential sources of noxious odors and regulate those sources to avoid adverse effects on adjacent sensitive receptors. Noxious odors are defined as foul smelling airborne emissions that are sufficiently concentrated to cause physical discomfort to those inhabiting adjacent areas. Regulations imposed to reduce effects of these odors shall include limiting hours for odor emissions, periodic monitoring, and filtering to reduce concentrations.

4.9 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
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AQ-1	Air quality education and air emissions reduction programs Continue monitoring local air quality and setting high standards for air quality. The City, including the Fire Department, shall work with the District to establish an air quality monitoring station in Arcata.	North Coast Unified Air Quality Management District	Ongoing
AQ-2	Funding sources for wood-burning appliance retrofits for low income and elderly Research and apply for grant funding for qualifying low-income and elderly households to retrofit wood-burning appliances that have high emission rates.	Community Development Dept.	Ongoing
AQ-3	Educational materials The City shall maintain a list of non-toxic building materials and interior finishes, provide available information about building techniques and designs that reduce or eliminate indoor air pollution, and encourage a good-faith effort by private industry to use those materials and techniques.	Community Development Dept	Ongoing
AQ-4	Climate Action Plan Adopt a Climate Action Plan and collaborate regionally to implement the plan.	Community Development Dept. and City Council	Year 1 and ongoing
AQ-5	Implement Construction Screening and Reduction of Toxic Air Contaminants Emissions (TACs) The City shall require applicants for development projects that would be located within 1,000 feet of an existing sensitive receptor to identify the construction schedule and, for projects that would require more than 12 months of construction, implement the following minimization measures to reduce potential Toxic Air Contaminants emissions. Measures to reduce risk from construction emission may include, but are not limited to: • During construction, use construction equipment rated as US EPA Tier 4 Interim for equipment of 50 horsepower or more. • During construction, use construction equipment fitted with Level 3 Diesel Particulate Filters for all equipment of 50 horsepower or more.	Community Development and Engineering Departments	Year 1

<u>AQ-5</u>	<u>Enhanced Evaluation between Incompatible Land Uses.</u> <u>The City shall implement an enhanced evaluation of incompatible land uses to reduce the potential exposure of sensitive receptors to substantial air pollutants for land use developments that would locate sources of air pollutants or sensitive receptors in closer proximity than the distances recommended in California Air Resources Board's Air Quality Land Use Handbook</u>	<u>Community Development and Engineering Departments</u>	<u>Year 1 and ongoing During planning, design, and CEQA review of future discretionary projects</u>
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Endnotes

1. For further information on the health effects of PM-10 see the California Air Resources Board publication "Facts about Air Pollution and Health" (ARB Publications Department); the EPA document National Air Quality and Emissions Trends Report (EPA Office of Air Quality Planning and Standards, Research Triangle Park, NC); the Air Resources Board December 1982 publication California Ambient Air Quality Standards for Particulate Matter (PM-10); Federal Register Vol. 62, No. 138, 1997 for information on PM-2.5; and Health & Environment Digest Vol. 10, No. 4 "Airborne Particulates: A Deadly Public Health Concern."

Chapter 5

Design and Historical Preservation

Design Element

Historical Preservation Element



July 17, 2024 Draft
DESIGN ELEMENT

5.1 INTRODUCTION

The Design Element is intended to guide form and functions of the City's future built environment while at the same time respecting the unique relationship to the natural environment. Design considers both preserving character defining buildings and public spaces; and for continual adaptation and improvement of the built environment.

The Design Element is not a required element under California Planning Guidelines. It is included in the Arcata General Plan due to the importance of community appearance, form, function and livability to Arcata. In addition to addressing community-wide design features and criteria, the Design Element is important for protecting City scenic and visual qualities and those in the coastal zone as required by the California Coastal Act of 1976.

Guiding Principles and Goals.

- A. Promote orderly and harmonious development of the City.
- B. Ensure new development is designed to preserve important natural features, historic resources, and scenic resources.
- C. Promote building designs well suited to their functions and sites.
- D. Prevent excessive and unsightly grading associated with development.
- E. Create both natural and built visual environments of high aesthetic quality and variety.
- F. Achieve maximum benefit from natural environmental settings.
- G. Ensure new building design fits neighborhood or area context.
- H. Promote design that maintains land value stability and encourages City investment.
- I. Incorporate "green building" and "universal design" concepts and features into new and renovated structures.

Overview of Arcata's design character. The City of Arcata's physical and cultural setting on the California North Coast is one of its most valuable assets. Physical and visual separations from other communities, include Arcata Bay, marshes, tidelands, and agricultural lands to the south; agricultural lands of the Arcata Bottoms to the west; the Mad River floodplain to the north; and forested hills to the east. Views to the marshes and open waters of Arcata Bay to the west and agricultural land with a forested coastal foothill backdrop to the east. This separation provides a distinct City image which is visible from many different vantage points. The City's built environment has evolved for more than 100 years and represents several architectural themes and forms. The sense of scale and "fit" of Arcata complements the scenic rural coastal environment.

The City's downtown urban core and Plaza are surrounded by many smaller commercial centers and distinct neighborhoods extending into the hills and bordering agricultural areas. These

mixed-use areas and neighborhoods provide a range of housing, working and recreational environments and a direct relationship to natural areas. There are still some agricultural areas within City limits. Much of Arcata's character is derived from the architectural styles of its buildings, particularly older historical residences and commercial buildings near the City's center.

The Element plans for continually integrating public spaces for informal and organized community gatherings, with art and other visual amenities, where residents and visitors can engage in both active and passive outdoor activities, and where community events can occur. These public spaces are defined in part by the City's history, diversity, distinctive physical qualities, uniqueness, and desire for equitable and accessible gathering venues.

There is an established grid of transportation corridors throughout the City. Development along these corridors must accommodate multi-modal transportation while maintaining neighborhood connections. There can be pressures to widen roadways for increased motorized vehicle capacity, which can adversely affect other transportation forms, notably pedestrian and bicycle travel. Future corridor design features should include pedestrian and cycling routes that increase mobility and create viable multi-modal corridors. There are also neighborhood development opportunities adjacent to the corridors, to improve the overall circulation system and extend sustainable streetscape practices.

In addition to the Design Element update, a Gateway Area Plan Element, specific to the part of the City west of downtown, is added to the General Plan. The Plan has a substantial design component, promoting a distinctive and attractive sense of place built through creative placemaking. There is also a connected series of green spaces, trails, protected greenbelts, and daylighted creeks planned to provide pockets of active and passive recreational opportunities, complementing the Gateway Area's urban environment. The Gateway Area Plan Element includes a form-based code for development that adheres to objective design standards.

5.2 POLICIES

The Design Element contains the following policies:

- D-1 Overall Community Design
- D-2 Downtown (Central – Commercial) Design
- D-3 Scenic Routes, Resources, and Landscape Features
- D-4 Subdivision Design
- D-5 Residential Design
- D-6 Design of Commercial and Industrial Development
- D-7 Landscape Design
- D-8 Community Benefits Program

POLICY D-1 OVERALL COMMUNITY DESIGN

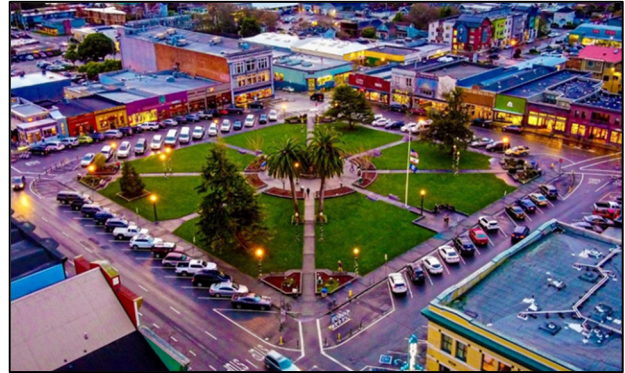
Objective. Maintain community diversity and quality in the built environment; with structures and other physical features harmonious with their neighborhood context; and with a physical and visual transition between urban area and the surrounding open space lands.

D-1a Building and Site Characteristics. Building design shall consider established City characteristics and planned features and shall offset the neighborhood impact of increased heights and new uses in some areas of the community. This shall be accomplished by:

1. Breaking the massing of larger developments through setbacks rather than constructing a single large, monolithic building.
2. Avoiding large, unbroken expanses of wall and roof planes.
3. Providing articulation in building mass, surfaces, rooflines, wall planes, and facades, and including distinctive architectural features and ornamentation.
4. Parking Lot Locations. Disallow the placement of parking lots along street frontages in the interest of maintaining continuous building frontages along the primary commercial streets and improving walkability. Parking lots and structures must be located behind buildings, or otherwise located subordinate and obscured by design features.
5. Custom Standards Along Designated Streets. Plan for custom use, development, and design standards along designated streets with the objective of generating a more welcoming and vibrant city.
6. Main Building Entrances. Require main building entries to be visually prominent and oriented to a public street or pathway.
7. Pedestrian Connections. Required pedestrian walk paths to connect entrances directly to a public sidewalk.
8. Pedestrian-Friendly Design. Require parking location and design to not detract from pedestrian-friendly streetscapes, walkable neighborhoods, and active and inviting mixed-use districts. Locate parking facilities away from building frontages in the rear of the lot unless determined infeasible in unique circumstances.
9. Minimize Visual Dominance. Screen parking facilities for limited visibility from the street frontage with landscaping, art, or other visually appealing methods.
10. Varied and interesting Facades. Create street-facing building facades that are varied and interesting with human-scale design details.
11. Articulation. Incorporate architectural elements that reduce the box-like appearance and perceived mass of buildings.
12. 360-Degree Design. Provide for buildings designed as a unified whole with architectural integrity on all sides of the structure.
13. Quality Materials. Ensure quality materials that maintain their appearance over time.
14. Design Details. Promote design details and materials compatible with the existing neighborhood design.

~~14.15. Require environmentally friendly materials.~~

- D-1b Emphasize Arcata Plaza area as a central community focal point.** Architectural and other design elements shall emphasize the importance of the Arcata Plaza as a City center for commerce, entertainment, and special events. Designs shall promote pedestrian access and retail space at the back of sidewalk. Parking should be accommodated off-site to the extent practicable.



- D-1c Promote quality and diversity of design compatible with neighborhood context.** Site and building design shall consider neighborhood context, including existing structures, especially when increased structure heights and coverages are proposed. Within new development, diversity in structure facades and materials, rather than repetitive designs is encouraged. Allow for and encourage complementary diversity in building forms and creativity in project design as long as projects support a pedestrian-friendly environment and other General Plan goals. Provide for human-scale and pedestrian-friendly building massing where large buildings are broken into smaller volumes that fit into the surrounding neighborhood.
- D-1d Preserve natural landforms and landscape features.** Site designs shall have the minimum disturbance necessary to natural conditions such as existing contours and native landscape and shall preserve, to the maximum extent practicable, any unusual natural features.
- D-1e Promote energy efficiency and solar access.** Site and building design shall emphasize energy efficiency, solar orientation and consider shading of adjacent structures, balancing development needs with solar access.
- D-1f Create buffers between incompatible land uses.** At boundaries between different land-use designations, and where different land-uses are adjacent, buffer areas shall be incorporated into site design. Buffers may consist of additional setbacks, landscaping, and visual and noise barriers such as fences or walls. Provide for sensitive transition from the public realm to the private realm. Require buildings to incorporate massing strategies to minimize impacts on adjacent uses.
- D-1g Provide for bicycles, pedestrians, and transit in design.** Design shall incorporate provisions for bicycle and pedestrian circulation, and transit. Facilities should be located and designed so that these alternative travel modes are fully interconnected.
- D-1h City edges.** Development patterns shall be designed to have distinctive physical and visual separations from adjacent communities. This shall be accomplished by:

1. Restricting development in surrounding open space lands to very low density (minimum parcel size from twenty to sixty acres).
2. Requiring that construction in hillside areas shall be sited so that it does not protrude above the ridgeline.
3. Retaining existing vegetation, providing landscape screening, and shielding exterior lighting to minimize visible impacts on prominent sites or in open space areas, especially on hillsides visible from State Route 101.

D-1i **Renewable green building.** Site and building design shall incorporate green building concepts including recycled materials use, energy efficiency, solar access, insulation, energy efficiency, use of toxic-free materials, natural lighting, native landscaping, permeable surfaces around structures, and minimizing construction waste disposal.

D-1j **“Greening” efforts.** Prioritize “greening” efforts in Arcata’s urban spaces to help dampen ambient noise, cool pavement surfaces, and maintain high air quality. These may include the addition of street trees, community gardens, and green spaces.

D-1k **Pedestrian priority and accessibility in streetscape design.** Ensure that streetscape design and improvements prioritize pedestrian circulation that promote walkability and support a car-free lifestyle and accessibility for all ambulatory modes and abilities. Require new development to consider the needs of a diverse range of abilities; for example, position obstructions to path-of-travel to the curb line or other less obtrusive locations wherever feasible.

D-1l **Utility Screening.** Minimize visual impacts from utility boxes, utility meters, backflow preventers, and other similar devices. Utility devices must be underground or located to the side or rear of buildings and screened from public view by landscaping. Exceptions may be granted through a discretionary review process.

D-1m **Lighting.** Provide adequate pedestrian-scaled street lighting to enhance public safety, encourage evening use of outdoor spaces, and enhance the visual quality of the public realm. Utilize “CPTED” (Crime Prevention through Environmental Design) guidance as applicable to ensure lighting achieves outlined goals of increasing pedestrian safety. Ensure all new lighting is compliant with “Dark Sky” policy guidance. Dark sky policy shall supersede CPTED policy.

D-n **Cohesive Identity.** Ensure new development design includes recognizable design themes and a distinctive sense of place.

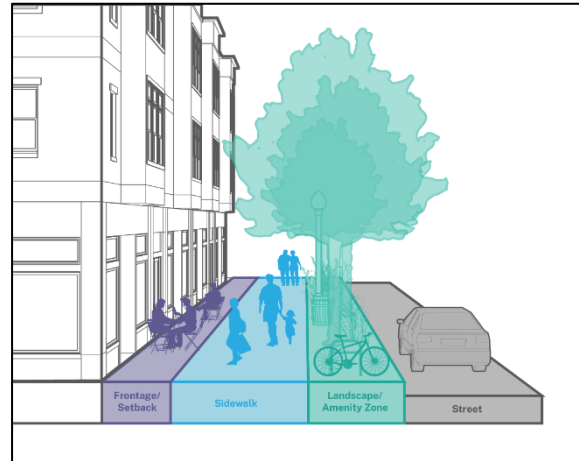
POLICY D-2 DOWNTOWN (CENTRAL – COMMERCIAL) DESIGN

Objective. Maintain and continue to develop a built environment which: accentuates the Plaza and surrounding downtown as the commercial and cultural hub of the City, consider historical

building and site features, integrates bicycle and pedestrian facilities, and incorporates appropriate trees and other "landscape" elements.

D-2a **Arcata Plaza design.** The basic historic pattern of Plaza design shall be retained, including the symmetrical pathways arrangement, open lawn expanses, and as a community focal point. The Plaza and adjacent streets may be closed to vehicular traffic. Consider making the Plaza car-free.

D-2b **Streetscape design.** Future changes to public street rights-of-way in the downtown shall include amenities such as non-obstructive street furniture, access and safety for pedestrians and bicycles, including the possibility of "car free" streets. The following design features should be considered in future improvement projects:



1. Increase the width of sidewalks.
2. Demarcate pedestrian crosswalks with pavement marking or special paving materials or colors.
3. Provide or improve bike lanes, with an emphasis on protected bike lanes, where appropriate.
4. Incorporate street trees in appropriate locations.
5. Use special paving materials or patterns for sidewalks at key locations or intersections.
6. Provide landscape screening between parking lots and the street, with preference for parking associated with new buildings behind, or away from street frontage.
7. Provide shielded and directional street and parking lot lighting adequate for safety but that is not overly bright.
8. Consider the possibility of "car free" streets.
9. Strongly encourage undergrounding of utilities to eliminate poles and overhead wires.

9-10. Woonerfs are allowed and encouraged where appropriate.

D-2c **Alleys.** The existing alleys in the downtown shall be retained and should be improved as multi-functional accessways. Businesses are encouraged to use alleys for secondary entries. Enhancements should emphasize amenities and safety for pedestrians, such as improved surfacing, lighting, landscaping, and enclosures for garbage and recycling receptacles where space permits.

D-2d **Street trees.** The City shall maintain a street trees program with the following components:

1. Identification of streets where trees may be installed.
2. Siting standards, either in wells located between on-street parallel parking areas, in cutouts within the sidewalk where the sidewalk is of sufficient width (7 feet or more), or in containers where the preceding locations are not workable.

D-2e Design criteria for new structures and additions. The height, scale, and mass (volume) of new buildings and additions to existing buildings shall take into account other buildings in the immediate vicinity. Each building shall have an entry from the sidewalk to the street-level floor. Building elevations shall be articulated: long, continuous, unbroken wall and roof planes should be avoided. The visual organization and proportions of building elevations — including the size, spacing and shape of window and door openings — should be consistent with neighboring buildings. Architectural detailing and ornamentation, such as cornices, eaves, recessed or covered entryways, and awnings, are encouraged. Design review applications shall include depiction of buildings on adjoining lots, either in elevation drawings or photographs.

D-2f Design criteria for remodeling existing facades (storefronts). Distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features shall be avoided whenever possible. Deteriorated architectural features shall be repaired rather than replaced whenever practicable. Storefronts shall be designed to fit inside the original opening and not extend beyond it. Contemporary design for alterations and additions to existing structures shall not be prohibited when such alterations and additions do not destroy significant historical or architectural character of the property. The size and proportions of any additions shall be compatible with the original building.

D-2g Site design, including parking areas. The placement of new buildings and building additions on a site should be compatible with site layout on neighboring properties. In general, buildings should be sited immediately adjacent to the sidewalk and any onsite parking should be placed to the rear of the building. Parking areas shall be the minimum necessary and be separated from the street and sidewalk by a landscape buffer. Trees that reach a mature height of at least twenty feet should be included in the interior of all parking lots with more than two parking spaces. Pedestrian spaces, circulation areas, or gathering areas are encouraged as design elements.

D-2h Incorporation of amenity features in new development. Any new development shall incorporate an appropriate combination of project enhancements ~~in lieu thereof~~. Potential enhancements include, but are not limited to, the following:

special paving materials in parking lots	special architectural features
public art, including sculpture and murals	flower beds
outdoor spaces for public use	window boxes

street trees or street furniture	courtyards
fountains or other water features	awnings
secondary pedestrian access from alleys	planted wall trellises
balconies or decks on upper floors	recessed entryways
sidewalk and/or entry mosaics or decorative tile	

POLICY D-3 SCENIC ROUTES, RESOURCES, AND LANDSCAPE FEATURES

Objective. Identify and protect scenic routes, resources, and landscape features. Retain natural features, coastal scenic resources, and scenic vistas as important aesthetic components of the built environment and visual and associative links to nature. Minimize impairment and obstructions of scenic views to the minimum necessary to allow development.

D-3a Design policy for projects affecting scenic routes and State Routes. The following standards shall apply to any development which affects scenic routes, as well as views from U.S. Highway 101 (U.S. 101), State Route 255, and State Route 299:

1. Billboards or other off-premises, freeway-oriented signs are prohibited.
2. Landscape planting along U.S. 101 shall not interrupt scenic views to the bay or eastward across agricultural lands.
3. New development or redevelopment in the area of South "G" Street shall provide dense landscape screens along all perimeter lot lines visible from U.S. 101.
4. The City shall work jointly with the County of Humboldt, Caltrans, and the Coastal Commission to enhance scenic views along scenic highways, particularly U.S. 101 and State Route 255 corridors.

D-3b City entryways. The appearance of the following additional entryways, while not scenic resources, should be enhanced with appropriate landscaping and entry signs or structures:

1. Samoa Blvd. (State Route 255) between Jackson Ranch Road and "K" Street
2. U.S. 101 between Bayside cutoff and Samoa Blvd.
3. U.S. 101 between the Mad River and Giuntoli Lane
4. State Route 299 from North Bank Road to Giuntoli Lane
5. Old Arcata Road from Bayside Cutoff to Jacoby Creek Road

These public improvements may include uniform landscaping, pedestrian enhancements, and directional signing.

D-3c Arcata Bay—open waters, shoreline, and tidal marshes. Proposed land uses and development shall not significantly alter the natural appearance or landforms of the waters, shoreline, and tidal marshes of Arcata Bay, which are designated in the natural resource land-use category. Where these resources are visually degraded, developments shall be required to restore or enhance their appearance. Development

within the area bounded by Samoa Blvd., Butcher's Slough and Gannon Slough shall include local native plant landscaping, screenings and other measures to ensure compatibility with scenic coastal resources and with the educational, recreational, wildlife and other uses of the Humboldt Bay National Wildlife Refuge and the Arcata Marsh and Wildlife Sanctuary.

D-3d **Bay and ocean views.** Views of Arcata Bay and the Pacific Ocean from vantage points along public streets in hillside areas of Arcata shall be preserved to the extent practicable, balancing development rights in these areas. Any impairment or partial obstruction of these ocean views from new development shall be the minimum necessary for allowable development.

D-3e **Wooded hillsides.** Views of wooded hillsides forming the City's eastern edge from vantage points along public streets west of the U.S. 101 should not be blocked by development to the extent practicable, balancing development rights in these areas. Any impairment or partial obstruction of these ocean views from new development shall be the minimum necessary for allowable development. The City shall encourage Cal Poly Humboldt to avoid blocking views in its new development.

D-3f **Farmlands and open countryside.** Views of farmlands and open countryside — in the Arcata Bottom, along the U.S. 101 south of Samoa Boulevard, north of Giuntoli Lane, and along State Route 255 west of the City, should be protected to the extent practicable, balancing development rights in these areas. Any impairment or partial obstruction of these views from new development shall be the minimum necessary for allowable development.

D-3g **Streamside riparian areas.** Creeks or drainage channels and any associated riparian vegetation shall be retained in a natural state and incorporated into site design as a visual asset to development that adjoin them. Design codes should encourage “daylighting” streams on City and private property, and restoration of riparian ecology and function.

POLICY D-4 SUBDIVISION DESIGN

Objective. Achieve subdivision design that accommodates orderly growth; ensures proper development of land and access to lots; promotes open space retention; ensures adequate circulation, utilities, and services; preserves existing landforms; and retains significant vegetation.

D-4a **Design of roadways, subdivision, and redevelopment site improvements.** New subdivisions and infill or redevelopment site design shall provide orderly arrangement of complete streets that minimize impacts on natural landforms and habitats and that create connectivity between existing neighborhoods and recreational areas using pedestrian oriented development and principles of Crime Prevention Through

Environmental Design. The following criteria shall be required and or encouraged as appropriate:

1. Proposed street alignments including sidewalks and bikeways shall conform to the relevant Transportation and Road Safety Plans, wherever possible. Unless it is demonstrated to be infeasible, all new lots shall have frontage on a public street or improved alley, or publicly accessible courtyard or open space.
2. Gated subdivision streets shall be prohibited to maintain a sense of community.
3. Natural drainage patterns shall be preserved to minimize potential slippage and flooding. Building site grading shall be contoured to direct water away from structures.
4. Appropriate landscaping and illumination shall be applied to enhance safety and provide attractive screening and distinctions between spaces; illumination of streets shall be unobtrusive and the lowest intensity compatible with safety, complying with night sky standards wherever possible.
5. Where existing streets are extended or new streets established, aim to keep the length of new blocks to no more than 300 feet.
6. Block Layout. When establishing new streets and extending existing streets, connect to the existing block layout and complete grid system in a manner that also protects and enhances natural resources.
7. Mid-Block Passageways. For blocks longer than 300 feet, provide for passageways mid-block through new development for convenient bike/ped through access. Passageway shall be an integral part of a project and be configured to provide safe access to rear parking lots, commercial storefronts, restaurants, and mid-block pathways.

8. Require mid-block green streets/woonerfs.

- D-4b **Lot patterns.** Lot boundaries should be regular in shape and lots should either have direct access to a public street or to an access easement which connects to a public street. Clustering of lots with common open space areas and/or common parking lots is encouraged. Condominium or other common multiple-unit tenancy designs may be approved with alternative vehicular access requirements, within fire safety considerations.
- D-4c **Grading and hillside subdivisions.** In hillside areas, subdivision design and grading shall minimize disturbance to natural landforms, and mitigate conditions that increase the risk of landslides, flooding, or erosion.
- D-4d **Retention of natural features.** Subdivisions shall be designed considering the natural conditions and features of the site. To the maximum extent practicable, development shall be located to preserve natural features and avoid areas of environmental sensitivity, including but not limited to: wetlands, significant or mature locally native trees or stands of such trees, creekside riparian habitat areas, floodplain areas, and areas with slopes greater than thirty percent. Residential structures, including decks and balconies, shall not extend into significant natural areas.

- D-4e **Open space and parks.** New residential subdivisions shall either be required to dedicate land for public parks or stormwater detention facilities, provide commonly-owned and maintained park or open space lands for use by residents of the subdivision, pay a fee in-lieu thereof, or some combination of the foregoing.

POLICY D-5 RESIDENTIAL DESIGN

Objective. Create residential living environments which meet the needs of residents, are aesthetically pleasing, provide for personal safety and privacy, promote social interaction, maintain continuity with the community's past, and provide for leisure needs. Blend residential design objectives with neighborhood conservation area objectives expressed in the Historical Preservation Element.

- D-5a **Multi-family housing design.** Within each neighborhood where multi-family is allowed by the Land Use Element, multi-unit housing designs should comply with the following criteria:



Citywide objective design standards shall be developed to ensure fulfillment of the following design policies for all new multifamily projects:

1. Buildings should maintain the scale and massing allowed in the City's zoning ordinances.
2. Buildings should be grouped compactly to provide more usable open space.
3. Building elevations should be articulated and long, continuous wall and roof planes should be avoided. Architectural features such as bay windows, balconies, porches, and similar elements are encouraged.
4. Features should be incorporated into site and architectural designs which provide maximum exposure to sunlight and protection from rainstorms and other adverse climatic conditions (such as covered entryways).
5. Site and building design shall incorporate features to mitigate noise from nearby noise sources (see Noise Element).
6. Sufficient useable outdoor open space should be provided to accommodate the recreation and leisure needs of the residents, of the development, and individual households.
7. Individual units should be designed to be readily distinguishable from one another from the exterior.
8. Parking should be designed to protect the privacy of residents and prevent intrusion of noise and lights from vehicles.
9. Parking lots shall be landscaped with trees that reach a mature height of at least twenty feet and shall be visually screened from the street by solid walls, fences, or a

planted landscape buffer of at least six feet in width. Site design should incorporate safety features that maintain visibility and provide security lighting.

10. Service and storage areas, such as for recycling and garbage, shall be screened by fencing or walls; appropriate landscape planting and setbacks from adjacent properties shall be provided.

D-5b Single-family residential design. The intent in single-family residential design shall be to allow maximum flexibility consistent with objective design standards. Design standards shall provide architectural style, standards for structures proportional to the site and surroundings, and that emphasize or contrast design of adjacent buildings. Good design respects its neighbors, is properly sited for privacy and solar access, minimizes disturbance of natural site conditions, and is landscaped to complement the streetscape, including street trees where appropriate.

Design of single-family houses on existing lots in hillside areas shall minimize visual impact on the terrain and blend with the natural features. Development on ridgelines shall be avoided unless there is no alternative developable area. In light of the policies that encourage addition of accessory dwelling units on “single family” zoned lots, strive for accessory dwelling unit design that: complements surrounding development; retains privacy; access to direct sunlight; and a sense of appropriate scale.

POLICY D-6 COMMERCIAL AND INDUSTRIAL DESIGN

Objective. Create functional commercial centers and industrial areas, suited to employee and customer needs, responsive to site conditions, and compatible with the neighborhood context.

D-6a Design of commercial development. The following criteria shall apply to design of new commercial development, except for the Plaza area, which is addressed in Policy D-2:

1. To encourage pedestrian access buildings should be sited so that entries and front facades face the public sidewalk; loading docks and vehicular entrances shall be located to the side or rear.
2. When located adjacent or near to residential areas, buildings should respect the residential character by avoiding long, uninterrupted expanses of wall and roof planes, and by incorporating architectural features such as covered entries or porches, cupolas, towers, arbors or pergolas, etc. which add variety and interest to larger buildings.
3. Pedestrians and bikes should be accommodated through appropriate location of walkways and rain-sheltered entrances to buildings.



4. Drive-through service windows for restaurants shall be restricted to the Valley West area.
5. Where commercial development abuts residential or other non-commercial uses, appropriate visual and noise buffers shall be included in the site design, such as increased setbacks, noise attenuation features, or landscaped screening.
6. Service and storage areas shall be screened by fencing and appropriate landscape plantings.
7. The siting and design of buildings shall promote energy-efficiency and consider solar access, balancing development needs with solar access.
8. If parking is necessary, the minimal necessary parking should be located to the rear or side of buildings and include trees that reach a mature height of at least twenty feet whenever feasible.
9. Noise impacts shall be minimized through acoustical features in building design and on site sound attenuation.

D-6b Design of mixed-use development. In addition to the criteria stated in Policy D-6a, the following criteria shall also apply to new mixed-use development:

1. Ensure the design provides for internal compatibility and privacy between the residential and non-residential uses on the site.
2. Ensure that new development is human-scaled and supports a pedestrian-friendly public realm. Focus on the “destination” aspect of the activity centers throughout the City to celebrate the car-free nature by encouraging pedestrian-oriented streetscape amenities, such as parklets and outdoor dining.
3. Provide for sensitive transition from the public realm (sidewalk) to the private realm (residences).
4. Encourage outdoor dining, publicly accessible courtyards, window-shopping areas, and other pedestrian-friendly uses in spaces between building walls and the sidewalks.
5. Encourage convenient pedestrian access from the public street into the nonresidential portions of the project, through such means as courtyards, plazas, walkways, and street furniture.
6. Require main building entries to be visually prominent and oriented to a public street or pathway, or publicly accessible courtyard.
7. Locate parking facilities away from building frontages in the rear of the lot.
8. Encourage non-residential uses to be located above the first floor or behind ground-floor commercial, except in limited applications.
9. Ensure that the residential units are of a residential character.

D-6c Design of industrial development. In addition to the criteria stated in Policy D-6a, the following criteria shall also apply to new industrial development:

1. Building facades that include regional materials (e.g., locally produced wood, stone and recycled products) are encouraged.

2. Outdoor storage areas, including storage of trucks and equipment, shall be screened from view from adjacent streets and parcels by appropriate fencing and landscaping.

D-6d Design of institutional development. Since institutional uses—such as churches, schools, government facilities, and others—are frequently located within residential areas, their design shall be reviewed for compatibility with the adjacent residential neighborhood. In addition, the City requests that Cal Poly Humboldt, school districts, and other institutional entities adhere to the applicable City design criteria, which apply to design of any facilities within Arcata:

1. Long, uninterrupted expanses of wall and roof planes should be avoided and architectural features, such as porches, cupolas, towers, arbors or pergolas, etc., should be incorporated.
2. Appropriate buffers and screening should be provided between institutional uses and adjacent residential uses to minimize noise and visual impacts, including increased setbacks, fencing, and landscaping.
3. The massing of buildings and the visual organization of facades, including the proportion of window and door openings to total wall surface, exterior materials and colors, and architectural detailing and ornamentation, should be designed to harmonize with any adjacent residential uses.

D-6e Design of signs. Signs shall be scaled, sized, and located appropriate to the uses on site and readily viewable from the public right of way without causing distractions through animation, flashing, or glare, or other off-site impacts that affect public safety and enjoyment.

D-6f Sidewalk zones – core area/pedestrian oriented frontage. Along pedestrian-oriented frontages, provide sufficiently wide sidewalks to accommodate outdoor seating, business display areas, and sidewalk sales. Except in unusual circumstances approved by the City Engineer, sidewalks shall be no less than six feet wide. Where viable, the City should strive for sidewalks eight feet or greater in width.

D-6g Street furniture. Provide consistent bicycle racks, seating, and trash receptacles integrated within the right-of-way and consistent and appropriate to the neighborhood design.

D-6h Building placement. Locate building at or close to the sidewalk to support a pedestrian-friendly public realm.

POLICY D-7 LANDSCAPE DESIGN

Objective. Promote landscape designs emphasizing native plants, that may be complemented by non-invasive, non-native species, when they integrate harmoniously with the scale and

architecture of buildings and improve the overall aesthetic appearance of the City and its neighborhoods.

- D-7a **Landscape plans.** A landscape plan shall be required for all new development subject to City review. The plan shall identify existing and proposed landscape and hardscape elements. Native species encouraged in all landscaping.
- D-7b **Planting area.** A minimum landscape planting area shall be required in all commercial, industrial, and multi-family residential land-use zones; and expressed as a percent of site area.
- D-7c **Parking lot landscaping.** All parking areas, other than single family residential, containing two or more parking spaces shall be landscaped. Landscaping shall include a minimum of a six-foot wide screen or buffer between the parking area and any public street. Trees that reach a mature height of at least twenty feet shall be provided within the parking area at a ratio of one or more trees to each five parking spaces.
- D-7d **Site design criteria.** Landscaping shall be an integral part of site development, connecting site design elements, enhancing the site identity, and creating a pleasing appearance. Landscape designs should incorporate existing natural vegetation where appropriate; provide for erosion control, help to manage stormwater onsite for absorption and percolation, and for privacy, and beauty.
- D-7e **Upgrade of non-conforming landscape.** When improvements are made to structures on sites where landscaping is non-conforming, landscaping should be required to be upgraded if feasible.
- D-7f **Maintenance of required landscaping.** All required landscape plantings shall be properly maintained to ensure survival with plant replacements as needed for the first five years.

POLICY D-8 COMMUNITY BENEFITS PROGRAM

Objective. Ensure new development benefits the community generally while streamlining approval and accountability in the development planning process.

- D-8a **Choice of benefits.** Allow applicant to select community benefits from a menu of available options. The Form-Based Code will reflect the community's priorities among and relative value of community benefits. All buildings that exceed four stories must include architectural features amenities.
- D-8b **Housing production emphasis.** Ensure that the available community benefits emphasize and support the City's goal of maximizing housing production.

- D-8c **Value of benefits.** Ensure that the additional intensity allowed is appropriately calibrated to the value ~~of~~ the community places on the benefits provided. High-~~cost~~ value benefits should allow for a greater increase in allowed intensity than low-~~cost~~ value benefits.
- D-8d **Owner-occupied affordable housing as a community amenity.** Encourage new home ownership opportunities to households of all income levels. Include deed-restricted affordable opportunities for low- and moderate-income households. Encourage a range of ownership opportunities including condominiums, townhouses, and other alternative ownership models. Provide strong incentives through community benefits program for owner occupancy.
- D-8e **Incentivize residential density as a community amenity.** Through the community benefit program, allow increased development intensity and simplified development processes for projects that provide residential densities above established minimums.
- D-8f **Incentivize affordable housing as a community amenity.** Through the community benefit program, allow increased development intensity and simplified development processes for projects that provide deed-restricted affordable units above established inclusionary zoning minimums.
- D-8g **Incentivize adaptable design.** Through the community benefit program, allow increased development intensity and simplified development processes for projects that provide fully accessible or “adaptably designed” units to facilitate the conversion to housing accessible for people with disabilities or general frailty.
- D-8h **Incentivize the arts as community amenities.** Through the community benefit program, allow increased development intensity and simplified development processes for projects that provide amenities that supports the arts and area artists, such as murals on building exteriors, art installations in public-facing locations, and outdoor pedestals for sculptures. Arts-related community amenities shall be informed by consultation with Arcata’s Local Arts Agency as well as other arts and equity-related stakeholders as determined appropriate by staff (e.g., equity arcata, Cal Poly stakeholders, etc.)
- D-8i **Public art.** Through the community benefit program, encourage new development to incorporate public art that both is creative and reflects neighborhood identity and history and speaks to the goals and intent of the Arcata Strategic Arts Plan. Specifically encourage development of public art that uplifts and supports BIPOC artists and narratives as described in the Arts Plan.
- D-8j **Incentivize active and alternative transportation as a community amenity.** Through the community benefit program, allow increased development intensity and simplified development processes for projects that provide on-site active and alternative transportation amenities, such as car share/bike share, free electric vehicle charging

stations, employee showers, on-site covered and secure indoor bike parking, bus passes for residents and/or employees, dedication of parcel frontage to transportation uses, charging stations for e-bikes, shared parking, and related amenities that stimulate non-motorized and zero-carbon transportation options above and beyond current requirements of state law.

- D-8k **Sustainable and green buildings as a community amenity.** Through the community benefit program, allow increased development intensity and simplified development processes for projects that provide designated levels of sustainable and green building features.
- D-8l **Incentivize energy efficiency and electrification as community amenities.** Through the community benefit program, allow increased development intensity and simplified development processes for projects that exceed Title 24 and other State or local energy efficiency requirements and all new construction to be electric only, with limited commercial cooking exceptions.
- D-8m **Incentivize privately-owned open spaces as a community amenity.** Utilize the community benefit program to incentivize the creation of new privately-owned, publicly-accessible open spaces.
- D-8n **Incentivize Artist Housing and Cultural Spaces as Community Amenities.** Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that provide various forms of artist housing, including live/work units and deed restricted low-income housing units dedicated to artists and/or with amenities to attract artists. Encourage efforts to create a Native Arts and Cultural Space within the Gateway Area boundary.
- D-8o **Incentivize Enhanced Architectural and Exterior Design as Community Amenities.** Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that provide enhanced architectural and exterior designs that go beyond base standards.

5.3 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE	RESPONSIBLE PARTY	TIME FRAME
LU-1	Objective Design Standards, (Zoning Amendment) Prepare a zoning amendment to implement Design Element policies, including objective design standards for residential projects and applicability of design review (specify when design review and approval is required).	Community Development Dept./ Planning Commission	Year 2-5
D-1	Design Criteria and Brochure Prepare design review brochures or handouts which explain and illustrate design criteria, standards, and procedures, explaining differentiation between design guidance and objective design standards.	Community Development Dept./Design Review Comm.	Year 3-6
D-2	Valley West Public Improvements Program The City of Arcata shall work to obtain funding to develop a specific public improvements program to improve the appearance of Valley East and Valley West, and Giuntoli Boulevards. These improvements may include uniform landscaping, pedestrian enhancements, and directional signage.	Environmental Services and Engineering Departments	Year 2
<u>D-3</u>	<u>Development Impact Fee for the Arts</u> <u>Consider establishing an impact fee to pay for public art.</u>	<u>Environmental Services and Community Development</u>	<u>Year 1-2</u>
<u>D-4</u>	<u>Car-Free Plaza</u> <u>Evaluate the feasibility, practicability, and desirability of making the Plaza a pedestrian zone, including closing off through traffic for motor vehicles and eliminating parking.</u>	<u>Community Development</u>	<u>Year 5</u>

July 17, 2024

HISTORIC PRESERVATION ELEMENT

5.4 INTRODUCTION

No City can hope to understand its present or forecast its future if it fails to recognize its past. By tracing and preserving its past, a City can gain a clear sense of the process by which it achieved its present form and substance. Arcata's rich and varied historical and cultural resources include buildings, structures, objects, sites, landscapes, districts, archaeological sites, and traditional cultural properties that possess historical, scientific, architectural, aesthetic, cultural, or ethnic significance.

Although not always easily distinguishable, these resources, with their inherent ability to evoke the past, represent important aspects of the history of Arcata and the region. They include evidence from the time before and during European contact with Native Americans of this area, examples from the periods of development in and around the City's core, early transportation routes and the spread of development outward, through both world wars and beyond. The identification, evaluation, registration, and protection of these resources, and thereby the preservation of Arcata's past for its current and future residents, are the essential components of Arcata's historical preservation program. This Element includes policies intended to guide the preservation of Arcata's past, with more specific regulatory guidance provided in the City's Zoning Ordinance.

Historical and cultural resources include elements from the built environment such as buildings, structures, objects, and districts, landscape features, including significant trees and plantings, hardscape, fountains, lighting, sculptures, signs and other natural or designed features, interior elements and fixtures designated in conjunction with a property, significant archaeological sites, and traditional cultural properties.

Guiding Principles and Goals.

- A. Promote preservation of buildings, structures and sites that are representative of the various periods of the city's social and physical development, including Settlement, Victorian, Transitional, and Modern architectural styles.
- B. Preserve the historical character of the Plaza and the surrounding commercial district.
- C. Encourage owners of eligible buildings, structures, or sites to seek historic landmark status and to invest in restoration efforts using preservation incentives.
- D. Conserve the many examples of early residential building styles found in the city's older neighborhoods, from Bayside to Arcata Heights.
- E. Ensure that new construction and changes to existing historically designated buildings maintain the character and livability of the historic neighborhoods.
- F. Promote interest in and appreciation of the value of Arcata's history and its heritage of historic buildings.
- G. Encourage tourism and economic development through historic resource preservation.

- H. Avoid impacts to archeological and tribal cultural resources, including but not limited to landscapes, gathering areas, sacred locations, and archeological sites.
- I. Acknowledge the Wiyot Community as the Indigenous owners of the lands in which the City of Arcata occupies and make efforts to incorporate the Wiyot Community in future decisions affecting the Arcata area and to dismantle the legacy narratives of settler colonialism. Maintain communication with the Wiyot community about cultural resources within the City and its surrounds as traditional stewards of this land.

Arcata History. Since time immemorial, before the arrival of European-American settlers in 1850, Arcata and the Humboldt Bay region were the home of the Wiyot. An Algonquian-speaking people, the Wiyot resided in settlements along the lower Mad River and Eel Rivers as well as other local streams, and along Humboldt Bay and on the hills and ridges or lands in between. Their way of life was shaped by the bountiful surroundings of forested hills, streams and rivers, the Pacific Coast and protected marshes and sloughs of Humboldt Bay, which generously provided for generations of subsistence and cultural needs.

Humboldt Bay was located by European-Americans using overland routes for the first time in December of 1849. The discovery of gold in the Trinity and Klamath River regions soon resulted in large numbers of settlers coming to the area. The displacement, disease, violence, and cultural disintegration accompanying colonial settlement brought great changes to the Wiyot peoples.

The City of Arcata recognizes and respects the indigenous Wiyot people are the ancestral inhabitants of all lands within the City of Arcata and that the lands on which we located are the unceded ancestral lands of the Wiyot tribe. Known in the Wiyot language as Goudi'ni, ("goo-deet-NEE") meaning "over in the woods" or "among the redwoods", the Wiyot are the traditional stewards of these uncaded lands. Past governmental policy encouraged the removal of the Wiyot and other Indigenous peoples from their ancestral land base or prevented their use of ancestral lands. These actions combined with intolerance have led to the displacement of the Wiyot community and their inability to engage in many traditional cultural practices. The City of Arcata acknowledges the Wiyot Tribe, their elders both past and present, as well as future generations. This Acknowledgment seeks to aid in dismantling the legacy narratives of settler colonialism.

Today, the Wiyot people are federally recognized in the Wiyot Tribe Reservation, Bear River Band of the Rhonerville Rancheria and the Blue Lake Rancheria. These tribes are actively

involved in various tribal economic projects and in the revitalization of cultural traditions such as language, basket weaving, ceremonies, and reclaiming ancestral lands. It is the City's goal to support and encourage Tribal efforts to



revitalize cultural traditions and invest in the cultural and physical health and well-being of

Tribal members as a key component of the cultural and physical health of the Arcata community.

Arcata, called Union by the European Settlers until 1860, became a supply center for the interior gold mining districts (the original name of “Union” derived from the Union Mining Company). The townsite on the well-watered coastal terraces at the foot of Fickle Hill and close to the northern shore of Humboldt Bay was selected by the Union Company and subdivided into blocks and lots. A wharf was soon constructed into Arcata Bay with a horse-drawn railway connecting to the Plaza, where merchandising establishments supplied both the miners and growing numbers of residents.

The importance of gold, however, was soon eclipsed by lumbering. It was timber resources — particularly the vast, virgin forests of giant redwoods which covered the nearby ridges and valleys that sustained the development of Arcata through the 19th century and into the mid-twentieth century. A public water system and fire department came along in 1884, followed by the *Arcata Union* newspaper in 1886, electricity in 1895, railroad connections with San Francisco in 1914, the establishment of Humboldt State Normal School (now Cal Poly Humboldt) in 1914, and the Redwood Highway in 1925 [Susie Van Kirk: *Touring Arcata's Architecture*, 1988].

Many fine examples of both residential and commercial buildings from Arcata's early history survive today. An inventory of Arcata's historical built environment in 1979 [Susie Van Kirk: *Reflections of Arcata's History: eighty years of architecture*, 1979] identified four early periods of residential building styles: settlement (1850-1885) Victorian (1885-1900), Transitional (1900-1910) and Craftsman (1910-1930), in addition to the modern period (1930-present). These identified styles have been translated to the four styles protected and celebrated under current City preservation policy, with the “Modern” style used to encompass not only Craftsman styles but International, Streamline Moderne, Art Deco, and Ranch styles, among others, in order to continue to capture post-1930 styles throughout the planning period of this document (2020-2045).

The Arcata Plaza dates from the town's beginnings and has always functioned as a centralized community space, a common town design feature for the era. Although none of the original 1850s buildings around the Plaza remain, a variety of classical revival and false-front buildings from the turn-of-the century survive around its perimeter. The Plaza remains the city's commercial hub to the present day. Many of the commercial buildings have been restored, best exemplified by the Jacoby Building (1857).

The City's first historic preservation ordinance [Ordinance No. 935] was adopted by the City Council in 1980 with the intent of recognizing the value of Arcata's many historic resources and neighborhoods and protecting them from blight, neglect and demolition through education and adaptive reuse. Since that time, 96 buildings have been formally designated by ordinance as local historic landmarks. The City's Historic Landmarks and Neighborhood Conservation Areas are shown on Figure HP-b.

5.5 POLICIES

The Historic Preservation Element contains the following policies:

- HP-1 Designated Historic Landmarks
- HP-2 Potentially Historic Buildings
- HP-3 Arcata Plaza Area Historic District
- HP-4 Neighborhood Conservation Areas
- HP-5 Controls on Demolitions of Structures
- HP-6 Incentives, Information, and Education
- HP-7 Archaeological and Cultural Resources and Wiyot Tribal History

POLICY HP-1 DESIGNATED HISTORIC LANDMARKS

Objective. Designate and preserve significant buildings, structures, and sites that are representative of the city's social and physical development; that are reminders of past eras, events, and persons important in local, state, or national history; which provide significant examples of architectural styles of the past; or which are unique and irreplaceable assets to the city, and the neighborhood in which the building, structure or site is located. Support property owners' efforts to preserve, restore, and adapt use of significant structures and sites for continuing significance.

- HP-1a **National Register and State Historic Landmarks designations.** The City encourages owners of eligible buildings, structures or sites to request National Register and State Historical Landmarks designations for their properties. As of 2022, nine National Register buildings have been designated: the Arcata Hotel (on the Plaza), the Whaley House (14th and H Streets), the Chapman House (974 10th Street), the Jacoby Building (791 8th Street), the Phillips House (71 E. Seventh Street), Arcata's Pythian Castle (1100 H Street), the Stone House (902 Fourteenth Street), the Schorlig House (1050 12th Street) and the Keiser House (1022 10th Street). The Jacoby Building is listed as a California Historical Landmark as are the historical sites of Camp Curtis and the Arcata Mad River Railroad Company.



- HP-1b **Local Historic Landmarks designations.** Buildings, structures, or sites having special character or special architectural, or aesthetic interest or value may be designated as local Historic Landmarks. Such buildings, structures or sites shall be protected from

demolition and inappropriate alterations. Locally designated Historic Landmarks are shown in Figure HP-b and are listed in Table HP-1. An updated inventory of buildings, structures and sites that are designated or potentially historic shall be set by the City Council and maintained by the City. In addition to overall high integrity and exhibiting exceptional preservation, one or more of the following criteria shall be required for a structure or site to be eligible for listing:

1. The building, structure, or site is particularly representative of a distinct architectural period, type, style, or way of life.
2. The building or structure is of a type or style which was once common but is now rare.
3. The building, structure, or site is at least 50 years old.
4. The building, structure or site is associated with a person or event important to local history.
5. The architect or builder is famous or well-recognized.
6. The building's style, construction method, or materials are unusual or significant.
7. The overall effect of the design or building details are beautiful or unusual.
8. The building contains original materials or workmanship of high or unusual value.

HP-1c Historic Landmarks (:HL) combining zone. The City shall formally designate Historic Landmarks with a special combining zone in the Land Use Code. The zone shall serve as a disclosure of the importance of the structure and of the limitations placed on its alteration or demolition. The request for designation may be initiated by the owner, City Council, Planning Commission, or the Historical Landmarks Commission. If initiated by the City, the owner shall be notified and be able to contest the process.

HP-1d Design review approval for alterations and additions. The following types of changes to a structure designated by the HL combining zone shall not be permitted without first obtaining approval of the appropriate Review Authority as identified in the City's Land Use Code:

Any exterior modifications or alterations, including changes in materials.

Interior alterations that would affect the exterior appearance.

Any addition to the designated structure.

Construction of a new building on a parcel with a designated Historic Landmark.

HP-1e Design criteria for alterations of and additions to local Historic Landmarks. At the discretion of the appropriate Review Authority as identified in the City's Land Use Code, an owner proposing any construction or alteration that may affect the historical character of the structure may be required to obtain an analysis of the proposed changes by a cultural



resources consultant or other knowledgeable professional to determine the impact on the building's historical features.

In modifying historic structures, the distinguishing original qualities or character of the building as described in the parcel's :HL ordinance shall not be destroyed. The removal or alteration of any historic material or distinctive architectural feature shall be avoided whenever possible. Whenever practicable deteriorated architectural features shall be repaired or restored rather than replaced. Contemporary designs for additions are not prohibited when such additions are compatible with and do not destroy the historical or architectural character of the property.

HP-1f Historic Landmarks on the Cal Poly Humboldt campus. The City encourages California State Polytechnic University, Humboldt (Cal Poly Humboldt) to initiate procedures for the recognition and protection, in compliance with Public Resources Code Section 5024, of historic structures and other historic resources on the campus. The following structures, located on the Cal Poly Humboldt campus, are hereby identified as local Historic Landmarks.

1. Founders Hall
2. Gist Hall
3. Nelson Hall
4. Jenkins Hall.

POLICY HP-2 POTENTIALLY HISTORIC BUILDINGS

Objective. Identify and encourage retention of buildings, structures or sites that could qualify as historical landmarks but are not currently designated. Apply similar review procedures and rehabilitation incentives to potentially historic structures as are applied to :HL properties.

HP-2a Potentially historic buildings list. The City shall maintain a current "Potentially Historic Buildings" list and encourage retention of these structures. Potentially historic structures are those which may not have complete documentation as to their historical or architectural merit but have been identified as having notable characteristics, with an emphasis on aesthetic characteristics. In addition to overall high integrity, the building, structure or site should have one of the following attributes in order to be eligible for listing:

1. Representative of a particular architectural style identified herein (Settlement, Victorian, Transitional, Modern).
2. Representative of a period in the city's historical development as identified in the City's Context Statement.
3. Associated with social history of the city as identified in the City's Context Statement.
4. Of unusual or special design character.

The City shall notify the owners of property being considered for placement on the list. Those owners shall be given the opportunity to contest and appeal the listing. There shall also be a procedure established for properties to be removed from the list. The owners of properties listed as having potentially historic structures are encouraged to apply for Historic Landmark designation.

- HP-2b **Potentially historic buildings on the Cal Poly Humboldt campus.** The City requests that all structures of historic value be preserved and protected from demolition and from alterations or additions that are incompatible with their historical character. Potentially historic structures on the Cal Poly Humboldt campus will be added to the potentially historic structures list developed by the City pursuant to HP-2a.
- HP-2c **Design review approval.** Design Review and approval shall be required from the appropriate Review Authority for all exterior alterations to potentially historic structures, when or if alterations require a building permit, including changes in types of materials and additions. The Review Authority may request a recommendation from the Historic Landmarks Committee prior to its decision on the project.
- HP-2d **Design criteria for alterations and additions.** Prior to approval of any exterior change, the Review Authority as identified in the City's Land Use Code shall make findings of fact that the alteration or addition maintains the historic integrity of the resource and is compatible with and does not destroy the historical or architectural character of the property and the immediate neighborhood.

POLICY HP-3 ARCATA PLAZA AREA HISTORIC DISTRICT

Objective. Protect and preserve the Arcata Plaza and the older structures that border the adjacent streets and help define the Plaza's character, for the unique historical, architectural, aesthetic, and economic values that it represents to the city.

- HP-3a **Arcata Plaza Historic District.** The Plaza Area has a special character and unique historical, aesthetic, and cultural interest and significance to the residents and businesses of Arcata. Reflecting its central place in Arcata's heritage and identity, the Plaza Area, as shown on Figure HP-a, is hereby designated as a local historic district.
- HP-3b **Landmark Historic District combining zone.** The Plaza Area Historic District shall, by ordinance pursuant to the Land Use Code, be designated within the Landmark Historic District Combining Zone. Structures within the Historic District shall receive the same protections as are provided to individually-designated Historic Landmarks.



HP-3c **Design review approval.** Review and approval by the appropriate Review Authority as identified in the City's Land Use Code shall be required for all exterior alterations of and additions to structures located within the Plaza Area Historic District.

HP-3d **Arcata Plaza as a historic site.** The Arcata Plaza Historic District includes at its center the city park known as the Arcata Plaza. The following principal features of the Plaza which define its historical character shall be preserved:

1. The generally symmetrical pattern of walkways;
2. The open nature of the Plaza and the absence of buildings within it;
3. The Women's Christian Temperance Union drinking fountain on "H" Street; and
4. The Plaza palm trees.

POLICY HP-4 NEIGHBORHOOD CONSERVATION AREAS (NCAs)

Objective. The Central Arcata, Arcata Heights, and Bayview neighborhoods are designated Neighborhood Conservation Areas. Ensure that new construction, modifications or alterations of historic structures, and significant changes to other structures are harmonious with established and planned neighborhood elements within the Central Arcata, Arcata Heights, and Bayview neighborhoods.

HP-4a **Neighborhood Conservation Areas.** Arcata's NCAs, with the boundaries shown in Figure HP-b, are:

1. Bayview Conservation Area;
2. "Central" Conservation Area; and
3. Arcata Heights Conservation Area.

HP-4b **Design review.** All structures located within an NCA shall be subject to design review and approval. Prior to approval of any exterior change requiring a building permit, the Review Authority as identified in the City's Land Use Code shall make a finding that the alteration or addition is compatible with established and planned neighborhood elements and does not destroy the historical or architectural elements of the property.

POLICY HP-5 CONTROLS ON DEMOLITIONS AND RELOCATIONS OF HISTORIC STRUCTURES

Objective. To prevent the premature demolition of existing buildings without first evaluating whether they are historically significant, and to consider the potential for preservation of those found to contribute to such character.

HP-5a **Discretionary demolition review required.** No building within the City shall be demolished, in whole or in part, without review and approval by the Review Authority as identified in the City's Land Use Code prior to issuance of a Demolition Permit. The Review Authority shall consider the recommendations of the Historic Landmarks Committee unless a project is determined to not be a potentially historic resource. Demolition or relocation projects within an :HL combining zone, or for potentially

historic resources eligible for listing shall be reviewed and noticed in accordance with City Design Review and Public Hearing procedure.

Prior to its decision, the Review Authority shall consider the recommendations of the Historical Sites Society of Arcata or its designated representative. For partial demolitions, the applicant shall be required to submit a demolition plan showing those portions to be demolished and those to be retained. The following findings shall be required to approve demolition permit:

1. The building is not historically significant, based on criteria outlined for potentially historic structures.
2. Although the building does have historical or aesthetic merit, it:
 - a. has sustained substantial damage to key structural components, and
 - b. there are no feasible alternatives to demolition of the building.

HP-5b **Required delay of action for demolition of designated landmarks.** Any approved demolition or relocation permit for designated historical landmarks shall be automatically subject to a delay of 180 days before the building permit for demolition may be issued by the City, unless a waiver to the delay is granted by the Review Authority as identified in the City's Land Use Code.

HP-5c **Deconstruction of older buildings.** In those instances where demolition is authorized, it is encouraged that the buildings be deconstructed and that building components, fixtures, and materials be salvaged for future re-use.

POLICY HP-6 INCENTIVES, INFORMATION, AND EDUCATION

Objective. Promote public awareness of the City's historical heritage and resources, provide information and education about the methods and techniques to protect and enhance the quality of these resources, and encourage public participation in preserving Arcata's historical heritage.

HP-6a **General Incentives for Historic Structures and Sites.** Those properties listed as Historic Landmark or as Potentially Historic structures or sites shall be eligible for the following incentives and assistance:

1. Exemption from the requirements to provide any additional off-street parking.
2. Exemption, for nonconforming uses, from Land Use Code limitations pertaining to non-conforming structures and site conditions.
3. Compliance with the State Historic Building Code and portions of the Uniform Code for Building Conservation, rather than the current edition of the Uniform Building Code.
4. Conservation easements for facades that may provide tax advantages to the donor.
5. At the option of the City, façade rehabilitation grants or loans for designated historic commercial structures, to the extent available and as approved by the City.

- HP-6b **Specific Incentives for structures and sites within the :HL District.** The City Council may grant any or all the following rehabilitation incentives to a site or structure that is designated within the :HL combining zone, in addition to the general incentives listed above.
1. Adaptive Reuse in Residential Zones. To encourage the economic viability and preservation of Historic Landmark Structures in the residential zoning districts, Historic Landmark Structures within the :HL combining zone may pursue occupancy by land uses that are not otherwise allowed within the primary residential zoning district.
 2. Fee Waivers. Permit fee waivers or reductions as granted by the City Council.
 3. Mills Act Property Tax Abatement Program. Acceptance of a Mills Act agreement between the City and property owner, which provides property tax reductions for historic properties subject to program criteria.
 4. State and Federal Incentives. Other incentives may include Federal Rehabilitation Tax Credits, and the California Heritage Fund Grant Program.
 5. Other Incentives. Other incentives deemed necessary to encourage preservation, as approved by the City Council.
- HP-6c **Public information and education.** The City shall work in partnership with the Historic Landmarks Committee, Planning Commission, and Historic Sites Society of Arcata as appropriate to promote education and appreciation of the community's heritage sites, and contribute to Arcata's tourism attractions. City staff shall continue to update informational materials describing the advantages of having structures or sites designated as local Historic Landmarks or as potentially historic structures.
- HP-6d **Role of Historical Sites Society of Arcata (HSSA).** The City shall send notice to the HSSA on all matters pertaining to the preservation of historical resources. These include, but are not limited to, historical educational opportunities for the community, requests for comments on proposed Historic Landmarks, additions to the list of potentially historic structures, and proposed alteration or demolition of such structures. The HSSA may submit its comments to the Department.

POLICY HP-7 ARCHEOLOGICAL AND CULTURAL RESOURCES AND WIYOT TRIBAL HISTORY

Objective. Protect, preserve and enrich Native American and Euro-American archeological sites and cultural resources within the City of Arcata. Preserve and enrich Native American and Euro-American archeological sites and cultural resources within the City of Arcata, particularly resources related to Wiyot Tribal history. Adopt a series of policies that ensure pre-project consultation and review as well as collaborative government to government relations with the Wiyot Tribe, Bear River Band, and Blue Lake Rancheria.

- HP-7a **Cultural resources project review.** As part of the environmental and project review process, all proposed discretionary projects under the California Environmental Quality Act shall be subject to cultural resources sensitivity review by the local area

Tribal Historical Preservation Officers (THPOs) or their designated representatives, and the Northwest Information Center. If the cultural resources project review determines that the project is located in an area with a high probability of archaeological resources, an archaeological survey and/or cultural resources monitoring by a professional archaeologist or other qualified expert shall be performed to the satisfaction of the THPOs or their designated representatives.

If the results of reconnaissance show that the project area contains a resource of cultural significance, and if it is demonstrated that a project will cause damage to such a resource, the City shall confer with appropriate agency and governmental partners. In the case of sites potentially containing resources of tribal cultural significance, all local Tribal Historic Preservation Officers or their designated representatives shall be notified. This consultation may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of other treatment include, but are not limited to, the following:

1. Formally evaluating the site/find to determine its eligibility for the California Register of Historical Resources.
2. Modifying the project to avoid portions of the site with archaeological resources.
3. Providing or conveying easements or other deed restrictions.
4. Capping or covering archaeological resources with a soil layer before construction.
5. Planning open space to incorporate archaeological sites.

HP-7b **Inadvertent Archeological Discoveries and associated mitigations.** Standard Operating Procedures for handling “post-review” of inadvertent archeological discoveries and/or human remains shall be adopted for all phases and aspects of work carried out by or for the City of Arcata and will be housed in the City’s Zoning Ordinance. This protocol shall be developed in partnership with, and approved by, local Tribal Historic Preservation Officers and/or their respective Tribal Councils. The intent of these procedures will generally be to stop work upon discovery, evaluate the discovery with support from qualified archeologists and Tribal Historic Preservation Officers or their designees, consult with the Tribes and other interested parties on the inadvertent discovery, determine significance, and if resources are determined significant per the California Register of Historical Places, avoid or minimize direct or indirect impacts to significant archaeological or Native American discoveries.

HP-7c **Wiyot Tribal History.** The City shall actively collaborate with the Wiyot Tribe and other local area tribes to educate the public on both local tribal history and current efforts to celebrate, preserve, and revitalize tribal cultural heritage and Indigenous knowledge.

5.6 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE	RESPONSIBLE PARTY	TIME FRAME
HP-1	Historic and Potentially Historic resources inventory Update historical resources inventory to include both designated Landmark Sites and Undesignated Historic Sites, in partnership with the Historic Landmarks Committee.	Comm. Devel. Dept./ Historical Landmarks Committee	Year 2-5
HP-2	Preservation Incentives and Educational Materials Develop additional regulatory and other incentives for preservation in partnership with the Historic Landmarks Committee and Historical Sites Society of Arcata. Such incentives may include: 1. Development of a commemorative plaque program to provide special identification of historical structures, buildings, or sites. 2. Informational guides and walking tours to promote appreciation of the community's heritage sites and contribute to Arcata's tourism attractions. 3. Brochure on benefits and advantages for designating historical landmarks which describes the benefits and advantages of having structures or sites designated as local Historic Landmarks.	Comm. Devel. Dept./ Historical Landmarks Committee/Planning Commission/Historical Sites Society	Ongoing
HP-3	Local Tribal Input to City Historic Context Statement To provide a context for city projects, for the evaluation of cultural significance, and for the interpretation of the results of cultural resources project reviews, the City of Arcata shall contract for a general prehistoric, ethnographic, and historic overview of the city and its environs.	Community Development Dept.	Year 1
HP-4	Local Tribal Input to Sensitivity Mapping Collaborate with the three area THPOs to undertake periodic review of the "Archeologic Sensitivity Map" to ensure updated information regarding tribally significant resources is shared.	Community Development Dept.	Every 5 years beginning in year 5
<u>HP-5</u>	<u>Open Enrollment for Historic Landmark Designation</u> <u>Create a program that allows willing owners of historic resources to obtain City designation for no or low cost.</u>	<u>Community Development Dept.; Cal Poly; City Council</u>	<u>Year 3-5</u>

TABLE HP – 1 DESIGNATED HISTORICAL SITES LIST

#	NAME		Street Address	Built	Historic Period
1	Fry House	290	12 th Street	1874	Settlement Period
2	Dillon House	188	11 th Street	1886	Settlement Period
3	Cates House	185	12 th Street	1884	Settlement Period
4	Malvich House	1030	C Street	1914	Craftsman Period
5	Moore House	930	D Street	1903	Transitional Period
6	Shuman House	965	A Street	1906	Transitional Period
7	Aaron Alden House	947	A Street	1908	Transitional Period
8	Putnam-McCready House	913	A Street	1910	Transitional Period
9	Simms-Hunt House	855	A Street	1905	Transitional Period
10	Phillips House	71	7 th Street	1855	Settlement Period
11	Beacom House	68	12 th Street	1889	Settlement Period
12	Maronich House	87	12 th Street	1889	Victorian Period
13	Susan House	67	11 th Street	1874	Settlement Period
14	Leveque House	320	Park Avenue		
15	Ca. Central Creameries Plant	2151	9 th Street	1918	Craftsman Period
16	Thomas Devlin House	885	K Street	1900	Transitional Period
17	Burrows House	453	F Street		
18	Simpson House	493	G Street		
19	Truesdell House	494	H Street	1876	Settlement Period
20	Fleckenstein-Newton House	588	H Street		
21	Monette House	665	F Street	1885	Settlement Period
22	Senevey-Menefee House	513	I Street	1880	Settlement Period
23	Baiocchi House	895	7 th Street	1925	Craftsman Period
24	Selvage House	609	J Street	1874	Settlement Period
25	Eddy-Greene House	987	8 th Street		
26	Vaissade House	927	J Street	1905	Transitional Period
27	Nixon House	1022	10 th Street	1858	Settlement Period
28	Minor Theatre	1013	H Street	1914	Craftsman Period
29	Minor Building	1015	H St.	1914	Craftsman Period
30	Epicurean Restaurant	1057	H Street	1884	Victorian Period
31	First National Bank	1000	H Street	1913	Craftsman Period

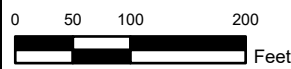
#	NAME		Street Address	Built	Historic Period
32	Arcata Theater	1036	G Street	1937	Modern Period
33	Seely & Titlow Building	970	I Street		
34	Chevret House	739	10 th Street		
35	Murray House	987	F Street	1901	Victorian Period
36	Hotel Arcata	780	9 th Street	1915	Craftsman Period
37	Hunt House	839	9 th Street		
38	Plaza		Block 167	1850	Settlement Period
39	Union Building	898	G Street	1890	Victorian Period
40	KXGO Radio/ Western Auto	826	G Street		
41	Old Post Office Building	735	8 th Street		
42	Jacoby Building	791	8 th Street	1857	Settlement Period
43	Packer's House	630	11 th Street	1870	Settlement Period
44	Sowash House	1160	G Street	1914	Craftsman Period
45	Morgan House	1192	G Street	1901	Victorian Period
46	Miller House	1193	G Street	1900	Transitional Period
47	Pythian Castle	1100	H Street	1884	Victorian Period
48	Stewart Foster House	1139	H Street		
49	Moulton-Barlow House	860	11 th Street	1907	Transitional Period
50	Wagner Block House	1157	J Street	1920	Craftsman Period
51	Wagner Block House	1187	J Street	1920	Craftsman Period
52	Wagner Block House	1087	12 th Street	1920	Craftsman Period
53	Schorlig House	1050	12 th Street	1885	Victorian Period
54	C.E. Daniels House	918	12 th Street	1885	Victorian Period
55	Beers-Ely House	1285	I Street	1877	Settlement Period
56	Bair-Stokes House	916	13 th Street	1888	Victorian Period
57	Horel House	980	13 th Street	1904	Transitional Period
58	McCormack/ MacMillan House	1056	13 th Street	1903	Transitional Period
59	Gastman-Gaynor Beer House	1362	K Street	1902	Transitional Period
60	David Wood House	1318	H Street	1910	Craftsman Period
61	Ericson House	1376	H Street	1870	Settlement Period
62	Whaley House	1395	H Street	1855	Settlement Period
63	Zehndner-Parton House	1164	14 th Street	1902	Transitional Period

#	NAME		Street Address	Built	Historic Period
64	Stone House	902	14 th Street	1888	Victorian Period
65	Cullberg House	1452	I Street	1862	Settlement Period
66	A. Gastman House	1492	H Street	1898	Victorian Period
67	William-Smith House	1542	H Street	1888	Victorian Period
68	Jako-Wagner House	1593	F Street		
69	Barter Bungalow/ Court	1645	G Street	1930	Craftsman Period
70	Smith-Mckenzie House	1619	H Street	1877	Settlement Period
71	Scribner House	1661	H Street	1885	Victorian Period
72	Sweet House	1717	H Street	1911	Craftsman Period
73	Godden House	938	17 th Street	1919	Craftsman Period
74	Davidson-Carroll Store/ House	1593	I Street	1914	Craftsman Period
75	Keller House	1566	I Street	1894	Victorian Period
76	Stewart School Building	1125	16 th Street	1925	Craftsman Period
77	St. Mary's Church	1090	16 th Street	1884	Victorian Period
78	Greenwood Cemetery	1757	J Street	1860	Settlement Period
79	Nelson Hall		Humboldt St. Univ.	1940	Craftsman Period
80	Gist Hall		Humboldt St. Univ.	1933	Craftsman Period
81	Jenkins Hall		Humboldt St. Univ.	1950	Craftsman Period
82	Founders Hall		Humboldt St. Univ.	1921	Craftsman Period
83	Bayside Post Office	1786	Old Arcata Road		
84	Chaffey House	1220	Spear Avenue	1887	Victorian Period
85	O'Grady House	1630	27 th Street		
86	Strobel House	1621	J Street	1874	Settlement Period
87	Zehndner-Harpst-Austin House	1860	11 th Street	1870	Settlement Period
88	McMillian House	589	F Street	1877	Settlement Period
89	Old Methodist Church-Parsonage House	1166	H Street		
90	Liscom-Morrell House	1166	I Street		
91	Morrell-St. Louis House/Barn/Milk House	3215	St. Louis Road		
92	Janes School House	1105	Spear Avenue		
93	Poinsett House	3501	Boyd Road	1899	Victorian Period

#	NAME		Street Address	Built	Historic Period
94	Devlin Cottage	1188	7 th Street	1904	Transitional Period
95	First Presbyterian Church of Arcata	670	11 th Street	1916	Craftsman Period
96	Chapman House	974	10 th Street	1876	Settlement Period



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1 inch = 167 feet 1:2,000



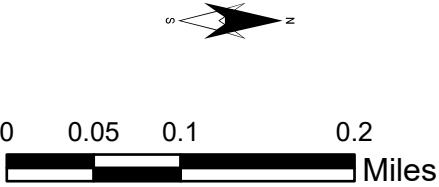
Figure HP-a
Arcata General Plan: 2045

ARCATA PLAZA HISTORIC DISTRICT

Figure HP-b
Arcata General Plan: 2045

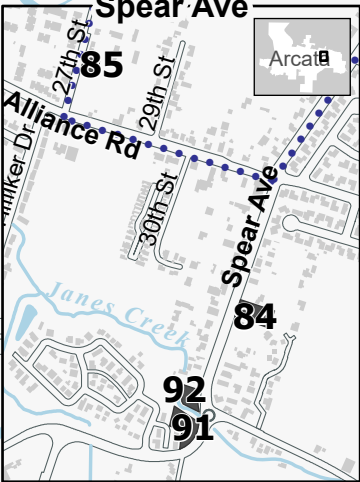
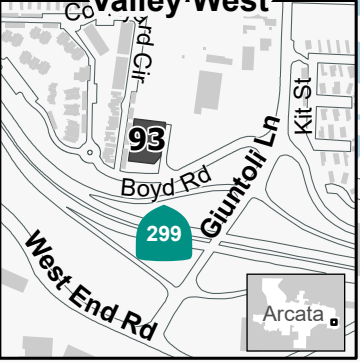
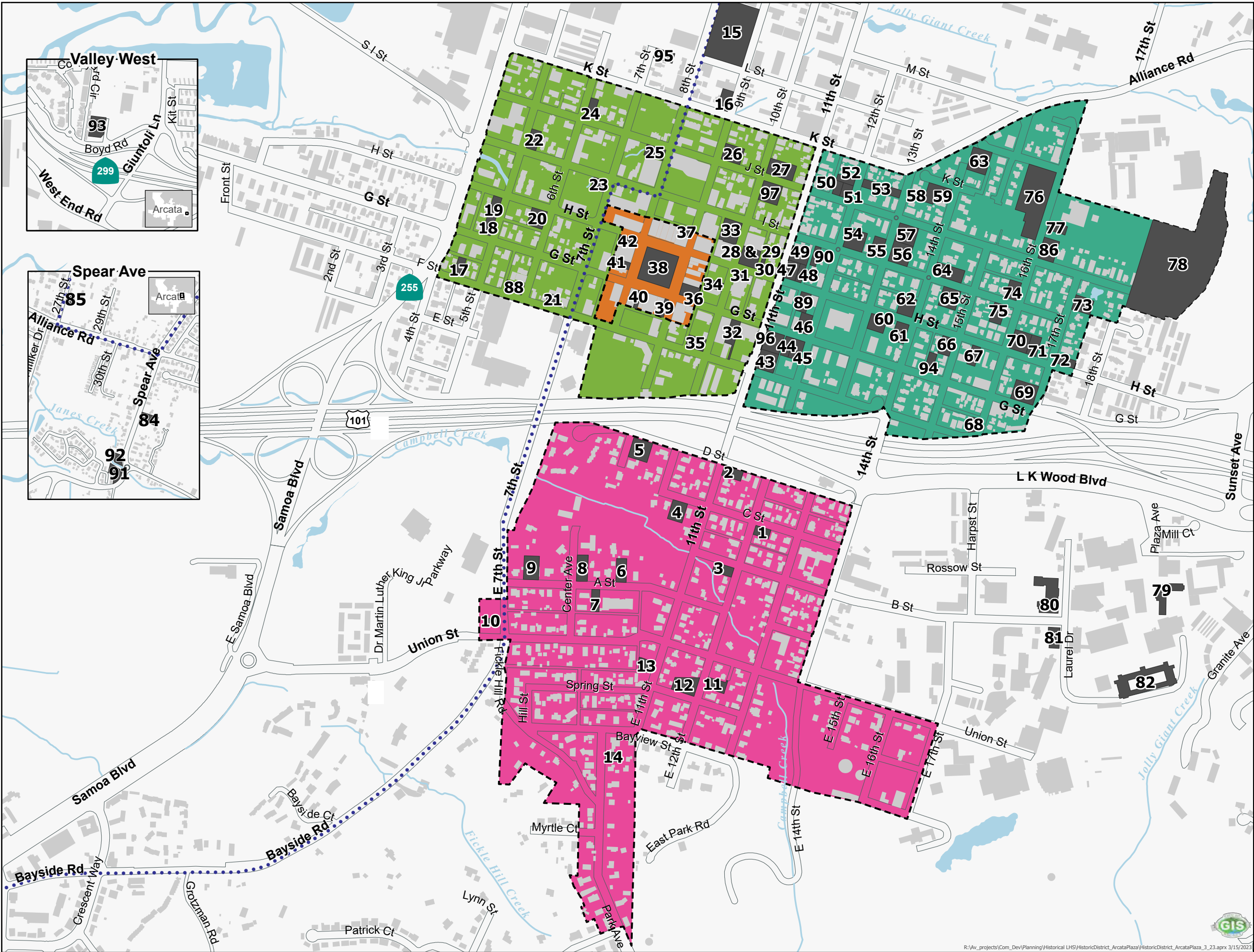
LOCAL HISTORIC
LANDMARKS AND
NEIGHBORHOOD
CONSERVATION
AREAS

- Coastal Zone Boundary
- Landmark Historic
Parcel Combining Zone
- Neighborhood
Conservation Districts
 - Arcata Heights
Conservation Area
 - Arcata Plaza Historic
District
 - Bayview Conservation
Area
 - Central Conservation
Area



Adopted XXXXXXXX, XXX

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Chapter 6

Health and Safety

Public Safety Element

Noise Element

Health Element



July 17, 2024

PUBLIC SAFETY ELEMENT

6.1 INTRODUCTION

State requirements for Safety Elements has evolved over time from the identification of unreasonable risks, such as flooding and seismic hazards, and policies for the protection of the community from such risks, to requiring that climate change vulnerabilities and adaptations be integrated and aligning the General Plan with the Humboldt County Operational Area Hazard Mitigation Plan. The City of Arcata (City) Public Safety Element addresses the protection of life and property from natural hazards, including seismic hazards, such as earthquake and tsunami; geologic hazards including landslides; wildfire; severe weather and flooding; and human-caused hazards including those related to hazardous materials use, storage, transport, and disposal, as well as aviation hazards. This Element also addresses hazards that may be intensified by climate change, including more severe storms that worsen landslides and flooding and droughts and heat that may increase wildfire frequency or severity. The overview of each hazard in this Element includes a summary of the climate change impacts on the hazard based on the climate change vulnerability assessment prepared for the 2019 Humboldt County Operational Area Hazard Mitigation Plan.

This Element is intended to facilitate safety from hazards, achieve racial and social equity, and enhance community preparedness and resilience. Risks can be reduced by considering hazards, and the potential influence of future climate change on those hazards, in land use and development decisions, and by implementing policies and programs to reduce losses to life and property. Effective land use planning, site design, and construction decisions can significantly reduce potential hazard levels and can also facilitate recovery after a disaster.

Guiding principles and goals.

- A. Establish and maintain emergency response capabilities and services at both the City and neighborhood levels.
- B. Promote seismic safety by restricting development in high-risk areas and strengthening buildings and infrastructure to withstand seismic events.
- C. Recognize that certain slopes and soils lack stability and are best left undisturbed.
- D. Establish and maintain sufficiently sized flood areas along Arcata's watercourses, to accommodate flood flows without damaging property or injuring residents.
- E. Reduce fire hazards through prevention and suppression.
- F. Protect residents and the natural environment from exposure to hazardous materials and substances.
- G. Promote a sense of security and safety by maintaining and supporting police services.
- H. Promote social services and programs that improve the physical and mental wellbeing of community residents.

- I. Continue participating in the Humboldt-Del Norte Hazardous Materials Response Joint Powers Authority and promote hazardous materials reductions and safe handling.
- J. Promote measures that address climate change impacts on the natural and built environment through protection, adaptation, accommodation, and resiliency.

Overview of emergency preparedness. Preparation for, and timely and adequate response to emergencies are essential community services that require planning and community-wide coordination. Emergency preparedness is the combined responsibility of the City, emergency response organizations, and community residents. The City adopted the Hazard Mitigation Plan on March 18, 2020, to guide pre- and post-disaster mitigation of the hazards identified. The City of Arcata Emergency Operations Plan also informs the City's response to and recovery from emergencies/disasters and outlines coordination among departments and regional partners. The 2021 update to the Emergency Operations Plan integrated the Hazard Mitigation Plan's evaluation of hazards affecting the City and the hazard mitigation action plan.

The Arcata Fire Protection District and City Police Department provide critical emergency response services and leadership and serve as the community's primary response agencies in emergency situations. These agencies are most efficient when they can rely on emergency response organizations, such as the Governor's Office of Emergency Services and the County Office of Emergency Services, community groups, and individuals to provide organized support when needed. The Arcata Emergency Response Team (CERT) consists of residents who have been trained in areas such as fire prevention and suppression, light search and rescue, and disaster medical operations in order to be able to assist their community in an emergency. The Emergency Operations Plan integrates the HPM hazard assessment and identifies the

Overview of Arcata's potential seismic and geologic hazards. The northern coast is one of California's most seismically active regions, and special precautions must be taken to protect residents from the effects of seismic events and hazards. Faults in and around the community, and the offshore Cascadia Subduction Zone (a 750-mile long major thrust fault) are considered active. Recent geotechnical studies identify fault zones, as well as areas susceptible to ground shaking, liquefaction, and tsunami run-up that represent safety hazards to the community. The potential for a major seismic event that may generate a tsunami prompted the formation of the Redwood Coast Tsunami Work Group, an organization comprised of local, state, Tribal, federal agencies and non-governmental organizations to define the needs of local jurisdictions to mitigate the North Coast earthquake and tsunami hazard and to promote a coordinated, consistent mitigation program for all coastal areas. The California Geological Survey Seismic Hazards Program has completed probabilistic tsunami hazards modelling and public tsunami hazard area maps for Humboldt County in 2021, which show tsunami inundation potentially impacting the South G

The Cascadia Subduction Zone

North of the Mendocino Triple Junction, the Gorda Plate and its northern extension, the Juan de Fuca Plate, move eastward on a collision course with the North American Plate. The Gorda Plate slowly descends beneath the North American Plate along the Cascadia Subduction Zone. Most scientists believe that the upper 50 miles or so of the contact between the Gorda Plate and the North American Plate is locked. This boundary is called the megathrust. Source: [Living on Shaky Ground](#). Humboldt State University

Street, South of Samoa, and portions of the Windsong neighborhood. Geologic hazards also include potential landslides and slope instability on Arcata's hillsides and soil erosion. Mapped hazard areas are shown on Figure PS-a through PS-d.

Potential flooding hazards overview. Arcata is bordered by the Mad River to the north and intersected by several streams.

These watercourses and their associated floodplains have been altered over time and are subject to future change. They have the potential, during peak flows, to overtop their banks with sufficient volume and velocity to damage adjacent structures, facilities, and natural areas. The California Division of Safety of Dams maintains dam breach inundation mapping for Matthews Dam on the Mad River in Trinity County. A dam breach could inundate portions of Boyd Road area and the Mad River Parkway area. Several of Arcata's creeks have been modified with culverts, channels, and coverings. These structures inhibit natural infiltration and flood protection, resulting in increased flood volumes and velocities downstream. There is strong community interest in returning local creeks to more natural conditions, and incorporating measures, such as detention basins and natural infiltration, that will reduce flood velocities and volumes.



ARCATA'S DRAINAGE MASTER PLAN GOALS INCLUDE:

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

Fire hazards overview. Despite the coastal influences and moist climate, the Office of the State Fire Marshal has classified the Planning Area surrounding the City as "Moderate" Fire Hazard Severity Zone with small pockets of "High" fire severity, indicating the relative level of wildfire hazard. Areas throughout the State are aggregated into Moderate, High, or Very High zones, based on fuel loading, slope, fire weather, and other relevant factors including areas where winds may be a major cause of wildfire spread. In addition to state Fire Hazard Severity Zone mapping, the U.S. Forest Service has identified approximately 70 percent of the City as a wildland urban interface (wildland interface), which is the area where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels.

The portions of the Planning Area outside City limits are within State Responsibility Area, which means that California Department of Forestry and Fire Protection (CAL FIRE) is financially

responsible for preventing and suppressing wildfires, as defined in Section 4102 of the Public Resources Code. All areas in State Responsibility Areas are zoned with a wildfire hazard rating, including non-wildland areas and water bodies. Areas within City boundaries are Local Responsibility Area. The Arcata Fire Protection District (Fire District) boundary includes the City and sphere of influence, and most of Planning Area. The upper Jacoby Creek area and a portion of the Planning Area on the western side of Fickle Hill Road contain rural residential development and are outside the boundaries of any fire related district.

The Fire District maintains three fire stations, two located within the City (the Arcata Station at 631 9th Street and the Mad River Station at 3235 Janes Road) to provide rapid response to all incidents within its service area. The Fire District maintains effective mutual aid agreements with Humboldt Bay Fire, Samoa Peninsula Fire Department, Blue Lake Fire Protection District, Fieldbrook Fire Department, Kneeland Fire Protection District, Westhaven Volunteer Fire Department, and CAL FIRE.

Hazardous materials overview. Human exposure to hazardous materials and conditions must be minimized to ensure the well-being of the community. Reducing this exposure must include cleaning up contamination from the past and avoiding use of hazardous materials in the future. Hazardous materials used primarily in wood products processing and auto-related operations have resulted in site and groundwater contamination that remain today. Minimizing future health hazards can be accomplished by:

1. Elimination of many toxic substances.
2. Substitution of environmentally safe alternatives.
3. Safer handling and disposal procedures of hazardous materials still available.
4. Public education of common household hazardous materials and wastes, including tobacco product waste, and proper means of disposal.

There is community interest in replacing harmful substances and materials with biodegradable and less damaging substitutes and cleaning up existing contaminated sites.

Airspace protection overview. The Humboldt County Airport Land Use Compatibility Plan Airspace Compatibility Policy Map for California Redwood Coast-Humboldt Airport shows the aircraft precision instrument approach path from the southwest for California Redwood Coast-Humboldt Airport overlaying portions of the City limits and Planning Area. The Federal Aviation Administration establishes standards to protect airspace by defining imaginary surfaces that limit maximum building heights above ground level in areas around airports. The California Redwood Coast-Humboldt Airport approach surfaces are hundreds of feet above ground level within the City and new development will likely not pose new hazards, or become an obstruction, to navigation. Nonetheless, new development in areas underlying airspace protection areas, as identified in Airspace Compatibility Policy Map for California Redwood Coast-Humboldt Airport, should be evaluated to ensure that such development does not result in hazards to air navigation by penetrating approach surfaces or creating other hazards to

navigation such as hazardous wildlife attractants, sources of glare, light displays that could disorient pilots, and sources of electromagnetic interference.

The City has also adopted the 2019 Humboldt County Operational Area Hazard Mitigation Plan. These documents address the near-term correlated impacts of climate change and significant hazard events. But the mid-term effects of increased fire hazard, and other hazards that will change in the next 50 years, should be assessed and addressed over the General Plan planning period.

Climate change adaptation and resiliency overview. The City of Arcata recognizes that the current hazard risk landscape is changing, and will continue to change, as the impacts of climate change affect ocean levels, weather and climatic patterns, extreme heat, soil and forest humidity and fire risk, among other environmental factors. The City is responding to these significant challenges by planning adaptation pathways and by building stronger, more resilient social networks, governmental systems, and partnerships to address the added stressors we anticipate climate change will bring.

Some of this work has been initiated, but much is left to be done. Consistent with state guidance, the City has conducted vulnerability assessments for sea level rise, has drafted policy to guide our response, and is developing adaptation strategies that are flexible to meet the needs of the community. This body of work is included in the Local Coastal Element, the Coastal Zoning Ordinance, and the adaptation planning associated with these regulatory documents.

This Element addresses policy that supports regional planning and action collaborations, land-use that has a positive climate impact, and strategies to build resilient networks and systems to help our community adapt, accommodate, and respond to current and future impacts of climate change. The adaptation policies generally seek to reduce greenhouse gas emissions. The resilience policies seek to build community connections.

6.2 POLICIES

The Public Safety Element contains the following policies:

- PS-1 Emergency Preparedness
- PS-2 Seismic Hazards
- PS-3 Other Geologic Hazards and Airspace Protection
- PS-4 Flood Hazards
- PS-5 Fire Hazards
- PS-6 Hazardous Materials
- PS-7 Crime Prevention and Response
- PS-8 Climate Adaptation and Resiliency

POLICY PS-1 EMERGENCY PREPAREDNESS

Objective. Ensure that the City, its residents, businesses, agencies, and organizations are prepared for emergencies or disasters and have effective response and recovery plans in place.

PS-1a **City Emergency Response Plan.** The City shall maintain a comprehensive response plan for emergencies, including seismic events, tsunamis, slope failures, floods, storms, fires, and materials spills or contamination. The plan will provide for timely and coordinated response to emergencies that threaten community residents, property, and vital services. The plan will identify City and other emergency response agencies that should be contacted, and also identify neighborhood resources available for more localized assistance and relief.

PS-1b **Evacuation routes/transportation facilities.** Emergencies such as floods, storms, fires, tsunamis, and hazardous materials spills may necessitate immediate evacuation of affected areas. A map of evacuation routes shall be included in City and neighborhood emergency response plans. These plans will include evacuation methods using a variety of available modes for transportation. An emergency access plan shall be developed for access to the east side of town (east of State Route 101) after a major seismic event.

While a majority of the neighborhoods in the City have at least two potential evacuation routes in the event of an emergency, there are some areas with only one evacuation route. Residential areas with only one evacuation route include upper Diamond Drive, California Avenue, Fickle Hill Road, Beverly Way, a portion of Beverly Drive, and others in the Grotzman Creek drainage. The City's emergency operations

plan shall identify and include evacuation options for these areas and shall include public education and outreach.

PS-1c Disaster preparedness coordination using the Standardized Emergency Management System. City staff responsible for emergency response shall be trained in

Standardized Emergency Management System implementation, which is necessary to receive reimbursement from the State of California for disaster response related costs. This training includes instruction about the Incident Command System, which is used to manage emergency incidents or non-emergency events.

APPLICATIONS FOR THE INCIDENT COMMAND SYSTEM:

- Fires, hazardous materials (HAZMAT), and multi-casualty incidents.
- Multi-jurisdiction and multi-agency disasters.
- Wide area search and rescue missions.
- Pest eradication programs.
- Oil spill response and recovery incidents.
- Single and multi-agency law enforcement actions.
- Air, rail, water, and ground transportation accidents.
- Planned events (celebrations, parades, concerts).
- Private sector emergency management programs.
- State or local major natural hazards management.

PS-1d Siting and design of critical facilities. Adequate shelter and continued operation of essential services, including communications, medical treatment, water delivery, fire and police services, and key transportation facilities are vital for responding to emergencies. These facilities and services shall be located and designed to withstand disaster impacts and have backup systems, such as emergency generators and water storage (including private and open water sources), that allow for their continuous operation during emergencies. New critical facilities shall not be located in areas with high physical hazards, including high liquefaction potential, flood zones, and tsunami hazards. Critical facilities shall be designed to be functional at peak capacity, following a magnitude 7.7 earthquake in the Mad River fault zone.

PS-1e Development & design standards for emergency response. New and renovated structures, as well as streets, driveways, and alleyways, shall be designed to provide adequate entry and exit by emergency vehicles and personnel. This includes visible street numbering, emergency vehicle turn-arounds, accessible building entry points and stairways, lighting, and interior evacuation routes.

PS-1f Citizen training/Community Emergency Response Teams. The City of Arcata Police Department, in cooperation with the Humboldt Community Emergency Response Team Coalition and the Humboldt County Office of Emergency Service, coordinates the organization and training of the Arcata Community Emergency Services Response Teams. The Community Emergency Response Team program is essential for mobilizing neighborhood response to emergencies. The



Community Emergency Response Team program shall be expanded to all neighborhoods.

- PS-1g **Humboldt County Operational Area Hazard Mitigation Plan (Hazard Plan).** The 2019 Humboldt County Operational Area Hazard Mitigation Plan and City of Arcata Annex is adopted by reference into the General Plan. General Plan policies and actions shall support its goals and objectives and incorporate policies and programs to address vulnerabilities identified in the City of Arcata Annex.
- PS-1h **Severe weather hazards.** Ensure that utilities, buildings, and infrastructure in the City can meet vital community needs during and after severe weather.

POLICY PS-2 SEISMIC HAZARDS

Objective. Protect existing and new structures from seismic hazards. Identify and map seismic hazards and ensure that any development within such hazard areas does not proceed until geologic and soils conditions are adequately investigated and appropriate mitigation measures, if any, are incorporated into development plans.

- PS-2a **Development within fault zone/surface rupture areas.** The City shall maintain current seismic information that identifies fault zones and probable surface rupture areas. Development in these areas shall be avoided, unless it can be demonstrated that structures and facilities can be designed to withstand the effects of faulting and surface rupture. Building setbacks from faults, surface ruptures, and other seismic hazards, as specified in the most current California Building Code, shall be maintained.



- PS-2b **Mitigation of ground-shaking hazards.** Arcata will experience ground-shaking during an earthquake. The City maintains seismic data files that identify areas where ground-shaking will most likely damage buildings and infrastructure. New construction and renovation shall incorporate the most current and effective seismic engineering measures to strengthen building foundations and infrastructure in these areas.
- PS-2c **Mitigation of surface rupture and ground shaking hazards.** The City's Alquist-Priolo Special Studies Zone map (Figure PS-a) and Geologic Hazard Land Use Matrix (Table PS-1) identify areas highly susceptible to surface rupture and ground shaking. Construction in these areas shall be restricted, unless it can be demonstrated, in geotechnical reports prepared by qualified personnel, that structures and facilities can be designed to withstand liquefaction hazards induced by seismic events.
- PS-2d **Requirement for and review of "Geotechnical Reports."** New building and infrastructure construction, and substantial renovations in areas with seismic hazards, shall incorporate geotechnical report specified measures into project design.

Geotechnical reports shall be required for structures or infrastructure in seismic hazard areas. Required reports, prepared by a registered geologist, certified engineering geologist, or registered engineer with expertise in seismic engineering, shall recommend mitigation for seismic impacts and identify alternative solutions. The City may require independent review of the geotechnical reports.

- PS-2e **Shoreline hazards (tsunami inundation, tidal flooding).** State of California Geological Survey Seismic Hazards Program probabilistic tsunami hazards modelling and public tsunami hazard area maps for Humboldt County indicate that the Arcata Bay shoreline and adjacent areas, between McDaniel Slough and Mad River Slough including the South G Street, South of Samoa, and portions of the Windsong neighborhood, could be inundated by tsunami run-up. The City shall prohibit the location of critical facilities in the tsunami run-up area, use California Geologic Survey Guidelines for Evaluating and Mitigating Tsunami Hazards when evaluating land use proposals within the tsunami hazard zone, and use available emergency broadcasting systems to communicate tsunami warnings. Should coastal access within the tsunami run-up zone be provided in the future, appropriate evacuation route signage shall be posted.



- PS-2f **Failure of Matthews Dam.** All new buildings designed for human occupancy or use that are located in the area of potential inundation resulting from a catastrophic failure of Matthews Dam shall have an early-warning system and evacuation plan in place for those persons living and working there.
- PS-2g **Earthquake-resistant building and infrastructure standards.** The current Uniform Building Code standards for strengthening buildings and infrastructure to withstand earthquakes shall be enforced. The competency of existing road and utility networks shall be evaluated and, where necessary, upgraded to withstand the most current ground acceleration standards.
- PS-2h **Public information and disclosure.** Redwood Coast Tsunami Work Group (RCTWG) and the City of Arcata have earthquake/tsunami web-based mapping and awareness information that is available to the public. The Redwood Coast Tsunami Work Group and the City will continue to make the most current information available to help the community prepare for and respond to seismic events.

THE REDWOOD COAST TSUNAMI WORK GROUP:

- Prepares and distributes earthquake education materials.
- Maintains an informative and comprehensive website with interactive tsunami zone maps
- Provides information when significant earthquakes occur.
- Conducts workshops for emergency planners, teachers and others.
- Has speakers for community group conferences and meetings.
- Operates the Humboldt earthquake hotline.

POLICY PS-3 OTHER GEOLOGIC HAZARDS AND AIRSPACE PROTECTION

Objective. Protect existing and new structures from non-seismic geologic hazards such as unstable slopes and soils. Require that all non-seismic geologic hazards be adequately addressed and mitigated. Ensure new development does not result in hazards to air navigation.

- PS-3a **Slope stability hazards.** Slope areas greater than 15%, shown on Figure PS-a, and certain less steep slopes with erosive soils may become unstable if disturbed. The City shall restrict grading, vegetation removal, and new construction in areas with unstable soils unless it can be demonstrated that these activities can occur without impacts. All grading of slope areas shall follow natural contours to maximize stability.
- PS-3b **Grading standards for erosion and sedimentation control.** The design, extent, and location of grading shall minimize disturbance of the natural terrain and land features and shall not impact offsite areas. Trees and native vegetation shall be retained around graded areas to stabilize hillsides; retain moisture; reduce erosion, siltation and nutrient runoff; and retain the natural beauty of the area. Cleared areas susceptible to erosion shall be stabilized so that no materials are transported offsite.
- PS-3c **Hillside development standards.** The land areas subject to hillside development standards are shown in Figure PS-d. Development on lands within these areas shall be subject to the standards outlined in the zoning ordinance to protect visual resources, slope stability, human health and safety, the natural environment, and property rights for existing legal parcels.
- PS-3d **Slope-density land use restrictions.** Slopes greater than 25% are to be designated as natural areas and shall not be included in density calculations. Minimum parcel sizes on slopes shall be contingent on the site's ability to accommodate a building site with adequate access and utilities.
- PS-3e **Geotechnical reports.** Geotechnical reports shall be prepared for development of areas with unstable slopes and/or erosive soils. These reports will be prepared by qualified professionals, consistent with Policy PS-2d. Measures to ensure slope and soil stability shall be incorporated into the project design.

- PS-3f **Geologic hazard information.** Provide available information, including potential for site slippage, effects of groundwater on slopes and soils, erosion potential, and other hazards, to homebuilders prior to the start of construction.
- PS-3g **Airspace protection.** Inform land use action proponents located below the airspace protection surfaces of California Redwood Coast-Humboldt County Airport, as shown in the Humboldt County ALUCP, of the FAA notification requirements defined in Title 14 of the Code of Federal Regulations, Part 77. Evaluate such land uses to ensure that new development will not result in an obstruction or a potential hazard to aircraft in flight such as uses creating electrical interference, confusing lights, glare, or other disturbances are also restricted from areas beneath the airspace protection surfaces.

POLICY PS-4 FLOOD HAZARDS

Objective. Protect current and future populations and property from flood hazards. Ensure that new development within floodplains does not proceed until appropriate mitigation measures are incorporated into development plans.

- PS-4a **Floodplain Mapping.** The City shall continue participating in the National Flood Insurance Program and maintain the most current Flood Insurance Rate Maps on file. The City shall also continue requesting that the Federal Emergency Management Agency provide hydrographic modeling (using the 1964 flood levels as a benchmark) and an update of flood mapping for the Mad River using the best available information.

The Federal Emergency Management Agency (FEMA) manages the National Flood Insurance Program providing insurance to the public in participating communities. FEMA is the main federal government agency contact during natural disasters and publishes Flood Insurance Rate Maps, which identify flood potential based on a 100-year and 500-year flood.

- PS-4b **Limitations to development adjacent to Arcata Bay and along Bay shoreline (tidal flooding, tsunami, failure of dikes or tide gates).** The Arcata Bottom and other low-lying areas adjacent to Arcata Bay, McDaniel, Butcher's and Gannon Sloughs, and Arcata Marsh are susceptible to flooding from extreme Bay tidal action, tsunami run-up, seiche, dike or tide gate failure, heavy rainfall that can't drain, Mad River flood events. Where not otherwise restricted, habitable structures and related improvements shall be appropriately elevated above flood levels, designed so as not to restrict flood flows, and shall comply with applicable provisions of Resource Conservation and Management Policy RC-2: Streams Conservation and Management, pertaining to Streamside Protection Areas (RC-2b and RC-2c). Land alterations for recreation and natural resource uses shall also not restrict or increase or channelize flood flows in a way that could cause inundation to adjacent areas.
- PS-4c **Limitations on development within Flood Zone.** The mapped Flood Zone A as determined by Federal Emergency Management Agency should be kept free of structures and other obstructions that would restrict flood flows (Figure PS-b). New construction in Flood Zone A shall be elevated, flood-proofed, designed to not

constrict flood flows or drainage, and/or include other features, such as access for evacuation and emergency response, to protect human safety and minimize property damage. Landform alterations shall not impede flood flows in adjacent upstream or downstream areas. Any development in the floodplain must be consistent with City floodplain zoning regulations.

- PS-4d **Limitations to development within flood hazard zones.** Arcata's creeks and sloughs have the potential to cause localized flooding and shall be maintained to allow the flow of floodwaters. Structures and other landform alterations in areas susceptible to localized flooding, outside areas defined in policies RC-2b and RC-3c, should be setback from the watercourse. Elevated and flood-proofed structures, and/or floodwater detention basins shall be provided to minimize flood damage and prevent any net increase in flood flows upstream or downstream. The City shall promote flood management practices for entire watercourses, to minimize the need for sandbagging and other temporary flood control measures that can have detrimental impacts to adjacent areas.



- PS-4e **Flood Insurance.** Flood insurance is available from private insurers to compensate home and business owners for flood-related losses. Flood insurance rates are set by a site's proximity to mapped flood-prone areas. The City shall make information about flood-prone areas available to the public, to aid community residents and business owners in determining whether flood insurance should be purchased.
- PS-4f **Development standards in floodplains (surface drainageways and detention areas).** All plans for new construction that could potentially encroach into a floodplain must incorporate measures for flood protection and show that there will be no adverse impact to the carrying capacity of the floodway. Setbacks, easements covering Flood "Zone A", and minimal use of impervious surfaces are measures strongly encouraged. Elevation of structures, anchoring, flood-proofing, and construction of detention basins are considered secondary and less desirable measures. The City's floodplain administrator shall verify this information and require appropriate certification before any development permits are granted.
- PS-4g **Preventive maintenance of streams and drainageways.** Local streams carry the majority of Arcata's floodwaters and shall be maintained for flood protection as well as natural biological functions. All improvements and maintenance shall be done in accordance with the City's Drainage Master Plan.
- PS-4h **Development review: drainage standards and drainage fees.** All new development shall meet current City drainage standards and pay all applicable drainage fees. The City shall provide incentives to reduce the amount of impervious surface associated with new and renovated uses by reducing drainage fees.

POLICY PS-5 FIRE HAZARDS

Objective. Minimize risk of personal injury and property damage resulting from structural (urban) and wildland fires.

PS-5a Management of urban fire hazards (development/design standards). Structural fires demand immediate response from a combination of onsite and Fire Department resources in order to minimize injury and damage. Fire suppression devices such as extinguishers and sprinklers are important for initial response, reduce fire insurance premiums, and satisfy operations requirements for certain types of businesses. These devices are encouraged in new and renovated non-residential buildings and required in all residential structures.

All buildings should have adequate lighting, street numbering, and access to ensure rapid response by fire-fighting vehicles. To ensure urban fire safety, the City shall enforce the current California Building and current Fire Codes (, and the Universal Building Code when it is adopted.

PS-5b Review of development for fire safety. The Arcata Fire Protection District (District) reviews new development for compliance with fire safety standards. The City shall continue to incorporate review by the District to ensure that buildings and sites adhere to relevant fire and building codes, including sprinklers, vertical clearance, and turn-around space for fire fighting vehicles.



PS-5c Water supply (fire flow). The City's fire hydrant system provides the primary source of water for fighting urban fires. The City shall maintain fire hydrant spacing so that no residential structure is more than 500 feet from a hydrant and no commercial or industrial structure is more than 300 feet from a hydrant. Each hydrant shall have appropriate fittings and be capable of providing adequate water flows to meet the California Fire Code requirements.

The City shall maintain adequate fire flows in its water system. Open-water sources such as ponds, swimming pools, private storage tanks, and reservoirs may be used as a secondary water source by fire-fighting apparatus. These sources shall be equipped with appropriate filtering devices or strainers to prevent clogging of water pumps.

PS-5d Management of wildland fire hazards. Fires in the wildland-urban interface areas of the City can cause property damage and threaten nearby structures (Figure PS-c). Buildings in wildland interface areas shall use materials such as non-flammable perimeter vegetation and roofing material to prevent exposure to wildland fires. The City shall support the ongoing implementation of the Humboldt County Community Wildfire Protection Plan and encourage residents in wildland interface areas to follow its recommendations. The City supports the Fire District in maintaining its mutual aid agreement with the California Department of Forestry and Fire Prevention (CAL FIRE) to ensure rapid response to wildland fires.

- PS-5e **Wildland fire risk reduction and defensible space around homes.** The City will draw on available local and regional guidance and support efforts to reduce wildland fire risk. To do so, the City encourages creating defensible space around homes and other structures in wildlands and the wildland interface. The City shall support programs and plans that reduce wildland fire risk.

POLICY PS-6 HAZARDOUS MATERIALS

Objective. Minimize the personal injury, property damage, and public health risks associated with the production, use, storage, disposal, and transporting of toxic substances or hazardous materials.

- PS-6a **Reduction of hazardous waste (source reduction).** There are increasing numbers of environmentally safe materials and substances available that offer alternatives to hazardous materials. Improved water-based paints that replace oil and lead based paints, cellulose insulation materials that replace asbestos, and biodegradable antifreezes that replace glycol-based coolants, are all examples of safer materials and substances currently in use. The City shall request information from County, State, and Federal agencies, as well as manufacturers and suppliers, regarding environmentally safe products and shall have a list of those products available to the public.
- PS-6b **Contaminated sites.** There are sites in and around the City where wood product milling and production, vehicle and equipment storage and repair, agricultural production, and other uses may have resulted in site contamination. Materials such as lead based paints may also contribute to contamination. Many of these sites are inactive and may be appropriate for alternative uses. Environmental Site Assessments shall be required prior to development review and approval of potentially contaminated sites, and cleanup is required prior to reuse. The City shall create and maintain a hazardous materials map layer identifying entities that store, produce, and transport hazardous waste (e.g. tobacco/electronic vapor product retailers, automobile repair shops; hazardous waste facilities, etc.).
- PS-6c **Use of potentially harmful materials on public lands and rights-of-way.** The City of Arcata does not use toxic sprays or substances on vegetation in public lands or rights-of-way, and has been persuasive in stopping State agencies, such as Cal-Trans, from using toxic sprays along State rights-of-way within the City limits. The City shall continue this practice and prohibit other public agencies from using toxic sprays or substances within the City limits (see Resource Conservation and Management Element Policy RC-1i).
- PS-6d **Siting of facilities handling hazardous waste.** Businesses and agencies that use, store, or produce hazardous materials shall train employees and other users in safe handling and storage procedures, and shall post current Occupational Safety and Health Act (OSHA) and Humboldt County hazardous materials requirements. Businesses shall also comply with Federal “community right-to-know” regulations.

PS-6e **Proximity to sensitive receptors.** The City shall consider proximity to sensitive receptors, such as schools, hospitals and other health care facilities, day care centers, and other immobile populations, when reviewing new facilities and businesses involved in these activities. The City shall prohibit the construction and development of new facilities known to use, store, transport, process, or dispose of hazardous materials or wastes near residential areas, youth-oriented areas, public-serving facilities, unless effectively mitigated.

PS-6f **Household and other small-quantity generators.** Households and small businesses accumulate solvents and cleaners, petroleum products, pesticides, and other toxic substances that are potentially hazardous if spilled, released into the atmosphere, or ingested. The City shall maintain a list of toxic substances that should be avoided and publicize collection dates and locations where these substances can be disposed of properly. The City shall coordinate with the County Hazardous Materials Department (Humboldt County) and the State Department of Toxic Substances Control (California Environmental Protection Agency) to ensure that collection sites are accessible to community residents.

The City shall also encourage property owners and real estate agents to remove hazardous materials, or disclose their presence, to purchasers as part of property transfers. Property purchasers should have the option of accepting certain materials, such as paint, or requesting removal and cleanup prior to the property transfer.

PS-6g **Hazardous waste management (recycling, treatment, disposal).** All commercial and industrial businesses and other operations that use, store, or produce hazardous materials, shall contract with a licensed hauler for pickup and disposal of waste materials, except for individual disposal complying with County, State and Federal requirements. All hazardous materials shall be stored in safe containers and locations, and use of these materials shall be in compliance with County, State and Federal standards.

PS-6h **Hazardous materials education program.** The City shall work with the Humboldt County Health Department and the California Department of Toxic Substances to develop and promote educational materials explaining hazardous materials' impact on people, plants, and animals, and provide information on alternatives to hazardous materials. The City shall also keep a compendium of Material Safety Data Sheets (MSDSs) for all potentially hazardous materials that are used by all departments in the City. The City will create a Data Sheet containing common household hazardous materials and wastes, including tobacco product waste, and their proper means of disposal for the purposes of public education. This information—including the MSDSs— shall be made available to the public.

POLICY PS-7 CRIME PREVENTION AND RESPONSE

Objective. Promote law enforcement agency and community group efforts to reduce crime and ensure timely and effective responses to calls for service.

- PS-7a **Development/building and site design standards for crime prevention.** The City shall integrate CPTED (Crime Prevention Through Environmental Design) and related strategies into building and site design to prevent or minimize criminal acts, reduce victimization, and build a sense of community safety. These include a combination of onsite features such as alarm systems, secured entryways, lighting, and visible access. Crime prevention measures, such as providing alarm systems, security lighting, street numbers, and visibility for police surveillance, should be incorporated into, and around, new and renovated buildings. Gated communities hinder police and fire suppression access and shall be prohibited, consistent with Community Design Element policy.
- PS-7b **Community-based policing.** Community-based policing has proven effective in reducing crime by involving citizens in crime prevention. The City Police Department provides training to business and neighborhood groups in how to discourage crime and best respond when crime occurs. The City shall continue to provide citizen training, maintain relationships with community groups, and encourage Community Emergency Response Teams (CERTs) to reduce crime and augment the essential services of the Police Department. Foot and bike patrols shall be promoted to maximize interaction between citizens and police, to foster friendship, understanding, and mutual help.
- PS-7c **Cooperative law enforcement.** There are three law enforcement agencies based in Arcata: The Arcata Police Department, the Cal Poly Humboldt Police Department, and the California Highway Patrol. These agencies work together, responding to incidents throughout the City. The City shall continue to cooperate with other law enforcement agencies to maximize public safety within its boundaries. The City Police Department shall be the primary response agency within City limits since it is the only agency directly accountable to the government and citizens of Arcata.
- 
- PS-7d **Independent review.** The Arcata Police Department has an established review procedure for investigating complaints against law enforcement personnel. Complaints may also be referred to the Humboldt County Grand Jury.
- PS-7e **Education and crime prevention funding.** The City recognizes that funds spent on education and crime prevention are more effective in reducing crime than funds spent on apprehending, prosecuting, and incarcerating criminals. The City shall pursue a long-term strategy of funding education and crime prevention programs.
- PS-7f **Principled policing.** The Arcata Police Department shall conform to State and Federal law, California Peace Officer Standards and Training (POST) standards, Department policies, and 21st Century Policing best practices to combat racial profiling and bias in policing and to promote de-escalation and principled policing.

- PS-7g **Community safety.** Improve residents' safety and perceptions of community safety through reducing crime and violence. Prioritize the needs of neighborhoods with higher crime rates.
- PS-7h **Exposure to community violence and discrimination.** Continue to ensure that the organizations and individuals aiding those who have experienced violence in the community are well-versed in how best to support the victims of hate crimes, whether they be racially motivated, or crimes committed with bias against an individual's gender identity/expression or sexual orientation. All City departments share responsibility in providing consideration to groups facing exposure to violence at higher rates in Arcata as well as discrepancies in crime by neighborhood.
- PS-7i **Equitable policing.** Continue to ensure that community members feel safe, protected, represented, and respected when interacting with law enforcement—regardless of race, religion, national origin, gender identity/expression, or sexual orientation, and continue to invest in creating opportunities for mental and behavioral health experts to collaborate with the Police Department in responding to incidents involving mental illness/behavioral health and/or substance addiction. Increase awareness of the Arcata Police Department as a resource for residents who have experienced instances of hate or discrimination in the community.

POLICY PS-8 CLIMATE ADAPTATION AND RESILIENCY

Objective. The City will continue to support and monitor research about the nature of all hazards in Arcata, including research on prediction and warning systems, community vulnerability and consequences assessments, and improvements to building performance and resilience. The City will continue to pursue efforts that minimize Arcata's contribution to climate change by reducing greenhouse gas emissions and protecting people, the built environment, and the natural environment from the impacts of climate change.

- PS-8a **Land use and urban development.** Compact urban development has co-beneficial climatic effects, including reducing greenhouse gases, preserving habitats, producing healthy vibrant communities, and facilitating opportunities for environmental justice. The City shall support land use activities that promote compact, climate-friendly design, such as infill development, densification, and regenerative building design. City projects and private developments shall be designed to consider multi-benefit solutions that mitigate hazard risk and support the City's climate goals.

Urban design and development will be informed by the latest climate science to determine how to best protect and modify existing public and private infrastructure and assets and how to design new infrastructure and assets. Urban design and development should also take environmental justice considerations into account, working to eliminate disparities and burdens related to all hazards and the climate crisis for all people in Arcata.

- PS-8b **Greenhouse gas reduction.** City actions shall reduce local contributions towards climate change by mitigating greenhouse gases and increasing carbon sequestration.

The City shall update relevant plans and policies periodically to meet State and local climate goals.

1. Encourage reduction in greenhouse gas emissions, by providing alternatives to use of gas-powered vehicles. Such alternatives include public transit, alternatively fueled vehicles, bicycle and pedestrian routes, and bicycle- and pedestrian-friendly development design.
2. Encourage and facilitate investments in renewable energy and green technology.
3. Prioritize nature-based solutions that restore ecosystem function and maximize ecological benefits to plants, animals, and people.

PS-8c **Regional collaboration.** The City shall continue to participate in regional multi-agency efforts to coordinate climate mitigation and adaptation and ensure Arcata becomes more resilient to the threats of climate change.

PS-8d **Sea level rise.** Incorporate consideration of sea level rise and other associated climate impacts into public and private infrastructure and asset design and land use planning. The City shall continue to work with local, regional, state, and federal partners and utilize best available science to maximize the safety, environmental performance and climate adaptability of all new development.

PS-8e **Food security and resilience.** The North Coast has abundant resource lands, agricultural lands, and fishing grounds. The City shall develop partnerships, networks, and systems to promote resilience and redundancy in our local food cultivation, production, distribution, and storage sectors.

PS-8f **Wildfire response and preparedness.** Climate change has the potential to affect multiple elements of the wildfire system: fire behavior, ignitions, fire management, and vegetation fuels. California's Fourth Climate Change Assessment - North Coast Regional Report states that "*(f)uture wildfire projections suggest a longer fire season, an increase in wildfire frequency, and an expansion of the area susceptible to fire.*" The City shall continue to work with local, regional and state partners to adapt and improve the City's fire response and preparedness protocols to respond to areas that will become more susceptible to fire over time within the City limits and Planning Area.

PS-8g **Traditional ecological knowledge.** The City of Arcata acknowledges the value of Indigenous sciences and knowledge and the need for Indigenous perspectives in responding to the climate change crisis. The City shall work to support Indigenous-led climate adaptation approaches and shall work collaboratively with tribes and tribal governments for mitigation, adaptation, and resilience to climate change. This policy applies to all previous policies in this section.

6.3 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE	RESPONSIBLE PARTY	TIME FRAME
PS-1	Community Emergency Response Teams (CERT) Promote the continuation of the Arcata Community Emergency Response Team. The City Police Department shall have a designated Community Emergency Response Team coordinator available to assist with Community Emergency Response Team organization and training, and to supply training materials.	Police Department	Ongoing
PS-2	Emergency preparedness and response programs Maintain and distribute current information about seismic risks and emergency preparedness (such as <u>Living on Shaky Ground – How to Survive Earthquakes & Tsunamis on the North Coast</u> distributed by the Humboldt Earthquake Education Center, Cal Poly Humboldt). Maintain Standardized Emergency Management System training for senior City staff, including Incident Command System, multi/inter-agency coordination, mutual aid, and operational area concepts.	City Manager's Office/Arcata Fire & Police Departments	Ongoing
PS-3	Evacuation Planning Implement the evacuation planning actions identified in the Emergency Operations Plan and Hazard Mitigation Plan Action ARC19. Evaluate potential alternative routes for residential areas with limited evacuation options. Where there are no feasible alternative routes, identify and implement realistic actions that can provide protection to evacuees from likely hazards.	City Manager's Office/Environmental Services/Police Department & Arcata Fire	Year 2
PS-4	Floodplain mapping and management program Update floodplain mapping throughout the planning area, including continued participation with National Flood Insurance Program.	Federal Emergency Management Agency	Ongoing
PS-5	Evaluate renewing a cooperative agreement with CALFIRE Review the City's financial responsibility and wildland fire resources to respond to incidents within the Arcata Community Forest and the Jacoby Creek Forest. Evaluate if the City should consider renewing a cooperative agreement with CAL FIRE to provide direct wildland fire protection services to these areas.	City Manager's Office, Arcata Fire Protection District	Year 1
PS-6	Wildland Urban Interface Risk Reduction Program The City shall prepare a wildland fire risk reduction program for the City that includes a plan for funding/financing an effective community outreach program to assist private landowners in clearing hazardous vegetation around homes to establish and maintain defensible space or to support building retrofits to reduce their vulnerability to wildfire.	City Manager's Office, Arcata Fire Protection District	Year 5
PS-8	Safer materials and substances list Maintain a list of safer materials and environmentally friendly substances to replace toxic substances and hazardous materials.	Environmental Services Dept.	Ongoing

#	IMPLEMENTATION MEASURE	RESPONSIBLE PARTY	TIME FRAME
PS-9	Education program for reduction of hazardous waste (source reduction) The City shall compile information from County, State and Federal agencies, as well as from manufacturers and suppliers, regarding environmentally safe products and shall make that information available to the public. The City will maintain, make accessible, and promote the availability of all Material Safety Data Sheets for hazardous material utilized by the City. Promote public awareness of common household hazardous materials and wastes, including tobacco product waste, and its proper means of disposal.	Environmental Services Dept.	Ongoing
PS-10	Brownfield sites Record and map sites having known contaminants, contingent upon funds availability.	Community Development Dept.	Year 2
PS-11	Hazard information and protection Continue to maintain and update the City's GIS base maps for hazards and make available for public and staff access.	Environmental Services Dept./ Community Development	Ongoing
PS-12	Humboldt Operational Area Hazard Mitigation Plan Implement the City of Arcata Annex Mitigation Action Plan in the Hazard Mitigation Plan and periodically update the Hazard Mitigation Plan to reflect changing vulnerabilities, new data, available resources, partnership opportunities, and state and federal requirements and amend the Public Health and Safety Element to integrate the updated Hazard Mitigation Plan.	City Manager's Office/Arcata Fire & Police Departments	Ongoing
PS-13	Exposure to community violence and discrimination 1. Increase awareness around the Arcata Police Department's Juvenile Diversion Program, the primary objectives of which are to reduce the number of youths in the Criminal Justice System and reduce dropout/expulsion rates in Northern Humboldt area school districts. 2. Make implicit bias and cultural humility training available to Public Safety Committee members. 3. Work with the County and other local social service agencies to reduce stress and provide services and support to groups found to be at higher risk of being victims or perpetrators of violence. Explore partnerships with programs, social service agencies, and community health advocates that work to deter, intervene in, and mediate violence in the Humboldt County community. Familiarize City staff that frequently interface with the public with these resources.	Police Department	Ongoing

#	IMPLEMENTATION MEASURE	RESPONSIBLE PARTY	TIME FRAME
PS-14	Community policing - Continually publicize the training that APD officers complete on an ongoing basis related to racial equity, implicit bias, cultural humility, and interacting with individuals who have mental illnesses, intellectual disabilities, and substance use disorders. - Increase support for programs such as the Mobile Intervention and Services Teams (MIST), which allows Humboldt County Department of Health & Human Services (DHHS) Behavioral Health Branch staff to work with the APD in responding to incidents that involve people with mental/behavioral health issues and/or substance use disorders. - Increase support for programs such as the City of Arcata's Community Ambassador Program, which has a stated mission of welcoming all community members to Arcata businesses and inviting and guiding them to retail, restaurant, entertainment, recreational, and supportive options and services all while enhancing the beautification and safety of Arcata. - Raise awareness around the APD's internship program, available to Cal Poly Humboldt and College of the Redwoods students, which allows participants to collaborate on developing best practices in policing and to share information on student expectations of law enforcement in Arcata. - Raise awareness around the APD's ride-a-long program, available to any member of the community, which allows residents to see how APD delivers public safety services, meet APD staff, and ask questions. Incentivize City staff and APD officers to engage with local cultural learning opportunities and equity trainings outside of those mandated in their line of duty.	Police Department, City Manager's Department	Ongoing
<u>PS-15</u>	<u>Cooperative Agreement with Fire Protection Agencies</u> <u>Evaluate a cooperative agreement with Fire Protection Agencies to provide protection to people and structures in case of wildfire.</u>	<u>City Manager's Office</u>	<u>Year 1</u>

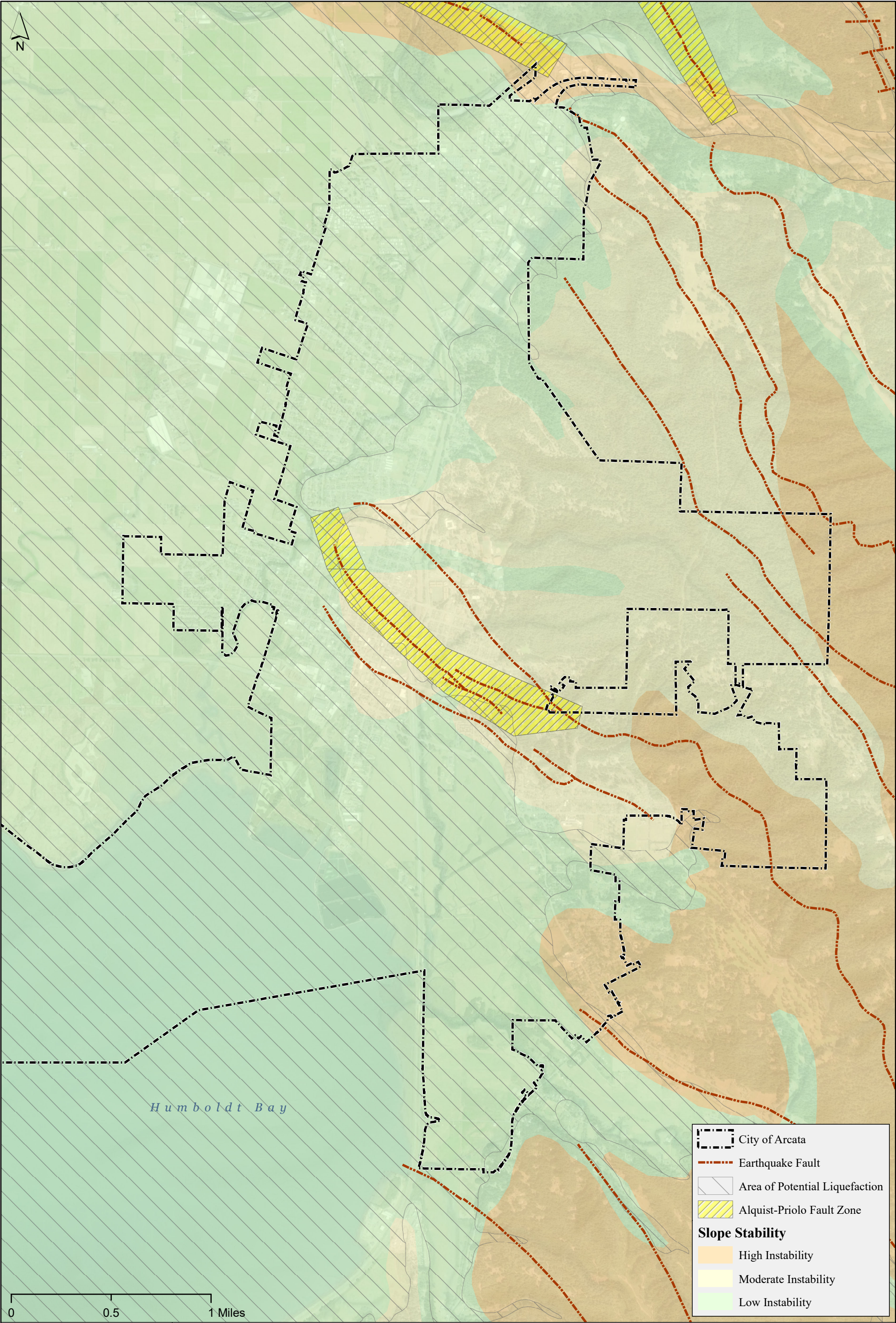


Figure PS-a. City of Arcata Safety Element
Seismic Hazards & Slope Stability



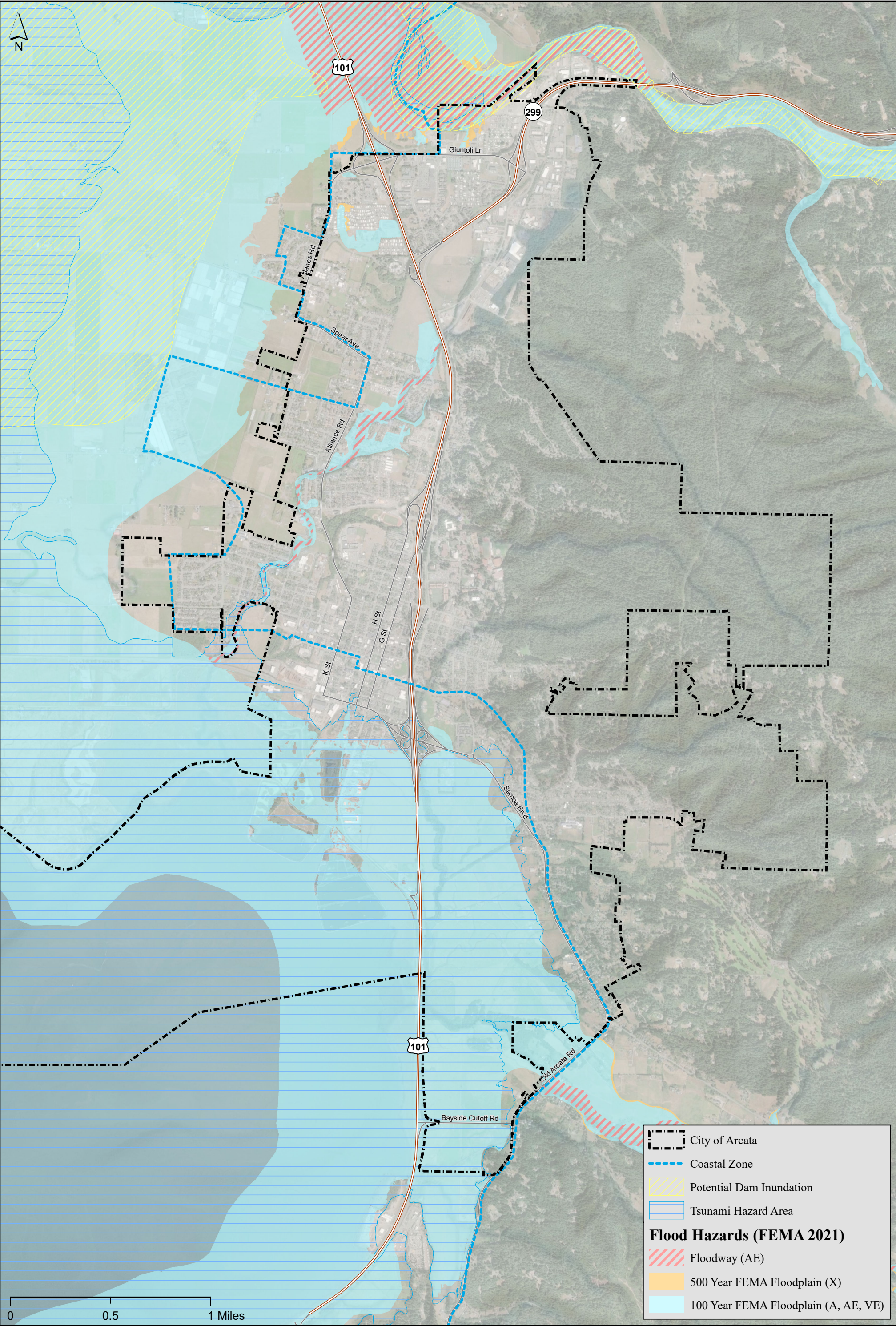
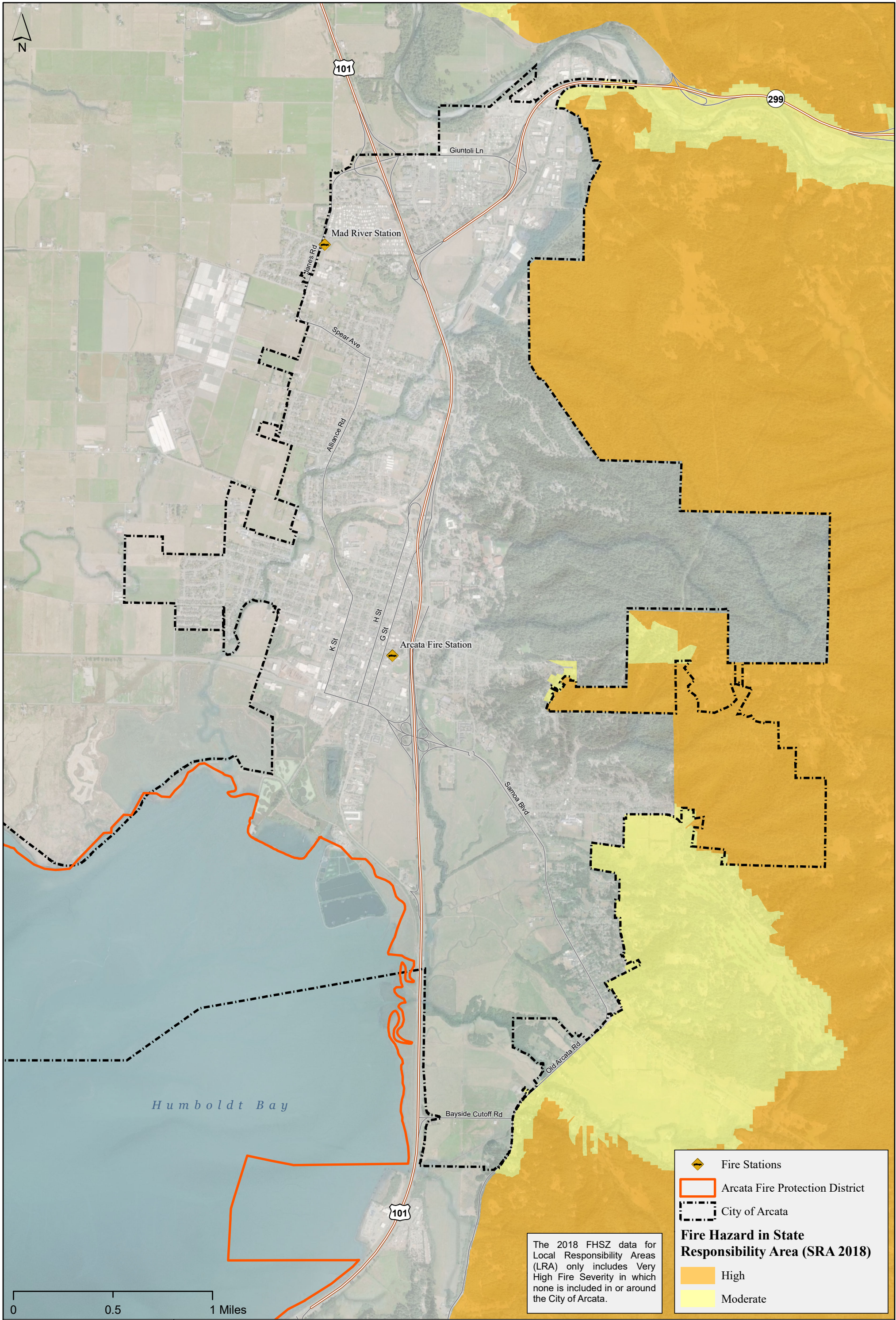


Figure PS-b City of Arcata Safety Element Flood Hazards





July 17, 2024

NOISE ELEMENT**6.4 INTRODUCTION**

The Noise Element is one of the seven required General Plan Elements that must be prepared by California cities and counties (Government Code Section 65302). The California General Plan Guidelines state that the Noise Element of the General Plan provides a basis for comprehensive local programs to control and abate environmental noise and to protect citizens from excessive exposure. The Noise Element is required to identify and appraise noise in the community and



follow the guidelines adopted by the Office of Noise Control in the State Department of Health Services. Local governments must analyze and quantify noise levels, and the extent of noise exposure, through actual measurements or the use of noise modeling.

The air into which noise is emitted, and on which it travels, is a common resource of the community. It is a public good and as such its use, as well as the responsibility of maintaining it, belongs to everyone.

THE STATE OF CALIFORNIA GENERAL PLAN GUIDELINES* FOR THE FUNDAMENTAL GOALS OF THE NOISE ELEMENT ARE:

- To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process. In so doing, the necessary groundwork will have been developed so that a community noise ordinance may be utilized to resolve noise complaints.
- To develop strategies for abating excessive noise exposure through cost-effective mitigating measures in combination with zoning, as appropriate, to avoid incompatible land uses.
- To protect those existing regions of the planning area whose noise environments are deemed acceptable and also those locations throughout the community deemed "noise sensitive."
- To utilize the definition of the community noise environment, in the form of CNEL or Ldn noise contours as provided in the Noise Element for local compliance with the State Noise Insulation Standards. These standards require specified levels of outdoor to indoor noise reduction for new multi-family residential constructions in areas where the outdoor noise exposure exceeds CNEL (or Ldn) 60 dBA.

(*Appendix A of the Guidelines)

Loud noise is a health issue. The human ear is not designed to accommodate loud noise for long durations. Exposure to sounds louder than 90 decibels (e.g., a power lawnmower) for more than one or two hours begins to damage the inner ear. Therefore, all people, businesses, industry, and organizations have an obligation to respect the health and comfort of others, and to acknowledge that the effects of broadcasted noise are not limited to their own private property. In sharing the community's common resources, everyone has an obligation to respect

the health of others in ways that are compatible with, and do not detract from, other uses. Noise levels from sources commonly found in the community are shown in Figure N-a.

Guiding principles and goals.

- A. Reduce noise at the source.
- B. Protect City residents from the harmful and disturbing effects of noise through controls on noise-producing activities.
- C. Promote noise mitigation and attenuation techniques in the design of both noise receptors and noise generators.
- D. Encourage state-of-the-art land use planning methodologies and acoustic control techniques to reduce existing and potential noise conflicts.
- E. Encourage cooperative and voluntary action by businesses and industry, to reduce noise emissions from annoying noise sources.
- F. Promote mediation as a means of reducing noise complaints that result from existing noise sources.
- G. Educate community residents about good neighbor policies, the benefits of reduced noise levels, and living in a community with a high-quality soundscape.
- H. Bring all noise sources into compliance with noise guidelines by strongly encouraging voluntary compliance, pursuing funding for noise attenuation measures to mitigate any financial hardships, and through enforcement of a Noise Ordinance.

Definitions of noise, potential effects on people, and existing ordinances. Noise, commonly defined as unwanted sound, is an environmental phenomenon to which people are exposed throughout life. Noise is among the most pervasive pollutants, a waste product generated primarily by human activities.

As urbanization and development have intensified globally, regionally, and locally in Arcata, noise levels have also increased. Studies have shown that increased noise levels have a direct adverse impact on the quality of home, work, and recreational environments.

In recognition of these adverse impacts, the Arcata City Council passed a Plaza Area Noise Ordinance (City Ordinance #1249) prohibiting unnecessary, excessive, and annoying noise from all sources. The Noise Ordinance states that excessive noise levels, offensive noise, and unreasonably disturbing noise are detrimental to the public health, welfare, and safety and are contrary to the public interest. Detrimental noises interfere with: sleep, communication, relaxation, and the full use of private property; use and enjoyment of the Arcata Plaza by the general public; noise-sensitive land uses, particularly residential apartments, and lodging; and productive commerce. Detrimental noises contribute to hearing impairment and a range of adverse physiological stress conditions and adversely affect the value of real property.

It is the intent of the Noise Ordinance to protect the public health, comfort, convenience, safety, welfare, prosperity, peace, and quiet by reducing excessive noise levels and by prohibiting the generation of offensive, or unreasonably disturbing, noise.



Noise environment overview. Arcata has experienced change from its small, rural town beginnings to a growing, urban community with more intensive and diverse uses. These uses are anticipated to continue to intensify as the community grows. Preservation of surrounding open spaces, and General Plan policies for more efficient land uses, have promoted in-fill urban development, which intersperses residential uses (noise receptors) with commercial and industrial land uses (noise generators). The proximity of noise generators to noise receptors such as higher volume vehicle travel on local roadways has resulted in increased noise levels at receptor sites. Future development of commercial and industrial uses will increase the potential for future noise conflicts, which is considered an acceptable tradeoff when prioritizing compact infill development over greenfield expansion.

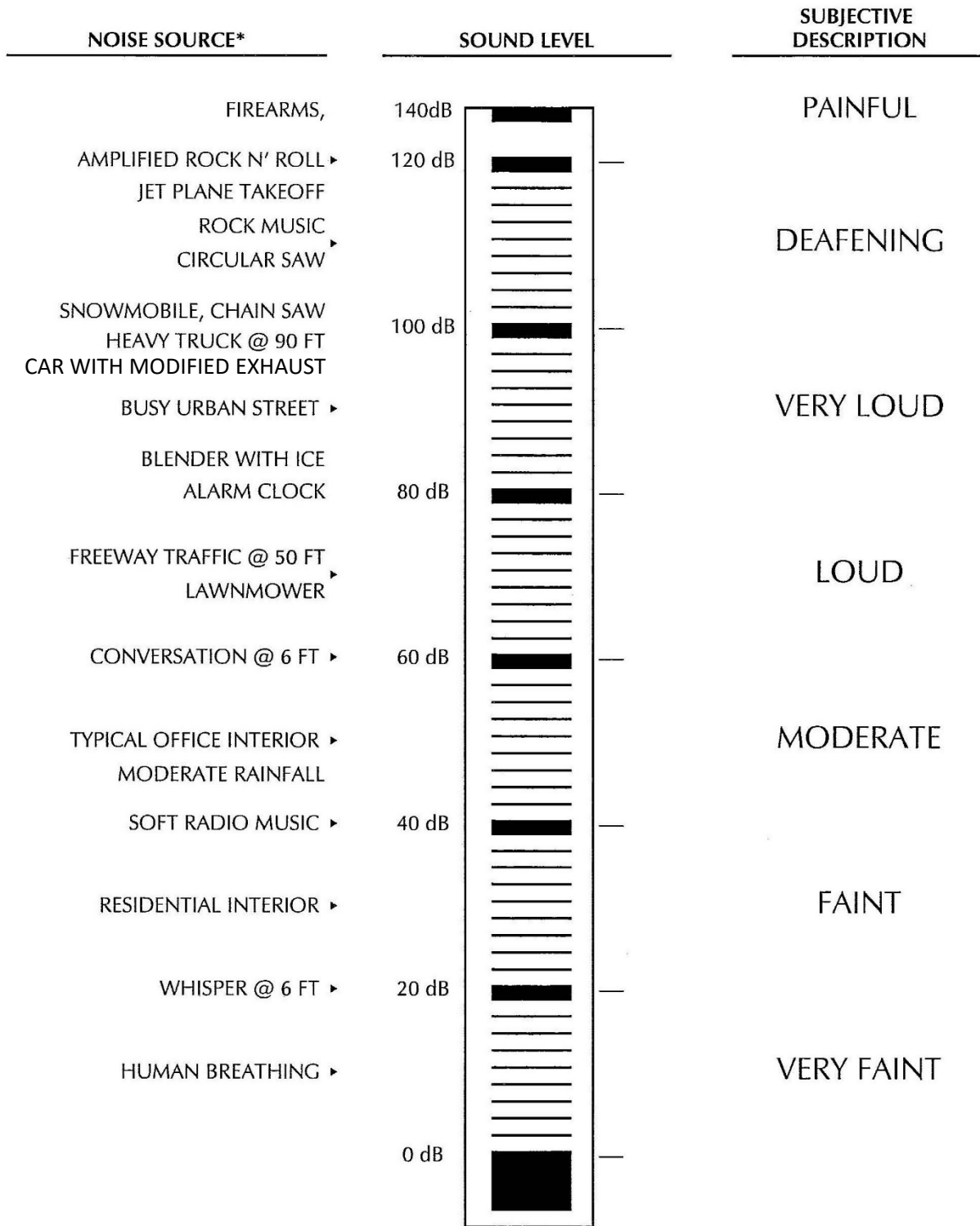
A September 1997 community noise survey conducted as part of General Plan 2020 background studies showed that typical noise levels in noise-sensitive areas of the City range from 46 A-weighted decibels (dBA) to 63 Day-Night Average Sound Level in A-weighted decibels (dBA L_{dn}). Traffic, local roadways, major roadways (including State Routes 101, 299, and 255), railroad operations, industrial activities, and neighborhood activities are the primary sources of background noise levels. Some residences have outdoor activity areas directly exposed to major noise sources (such as railroad tracks, major roadways, and industrial areas) that exceed generally acceptable noise exposure criteria.

Noise complaints received by the City also measure noise levels. The Arcata Police Department has received increasing numbers of noise complaints over the last several years. Police activity reports show 1,043 noise complaints in 1997. In 2022, there were 2,588 complaints. The 2022 complaints were reported for yelling/arguments (393), music (274), parties (93), dogs (59), and 1,361 uncategorized noise complaints. Some of these noises are considered infractions and are covered in the penal code. Others are referred to other agencies, or determined to be unenforceable, and are not included in the complaint records.

Future noise environment overview. Community noise levels can increase with development. This is especially true for noise along major roadways, such as State Routes 101 and 299. The projected future noise controls are shown in Figure N-b. As development continues, there is a growing potential for noise increases due to commercial or industrial operations. It is now recognized that noise pollution can often be reduced through attenuation measures such as barriers, mufflers, and insulation, with little or no penalty to progress.



FIGURE N-a A WORLD OF NOISE



* Unless otherwise noted, noise levels are measured at the source

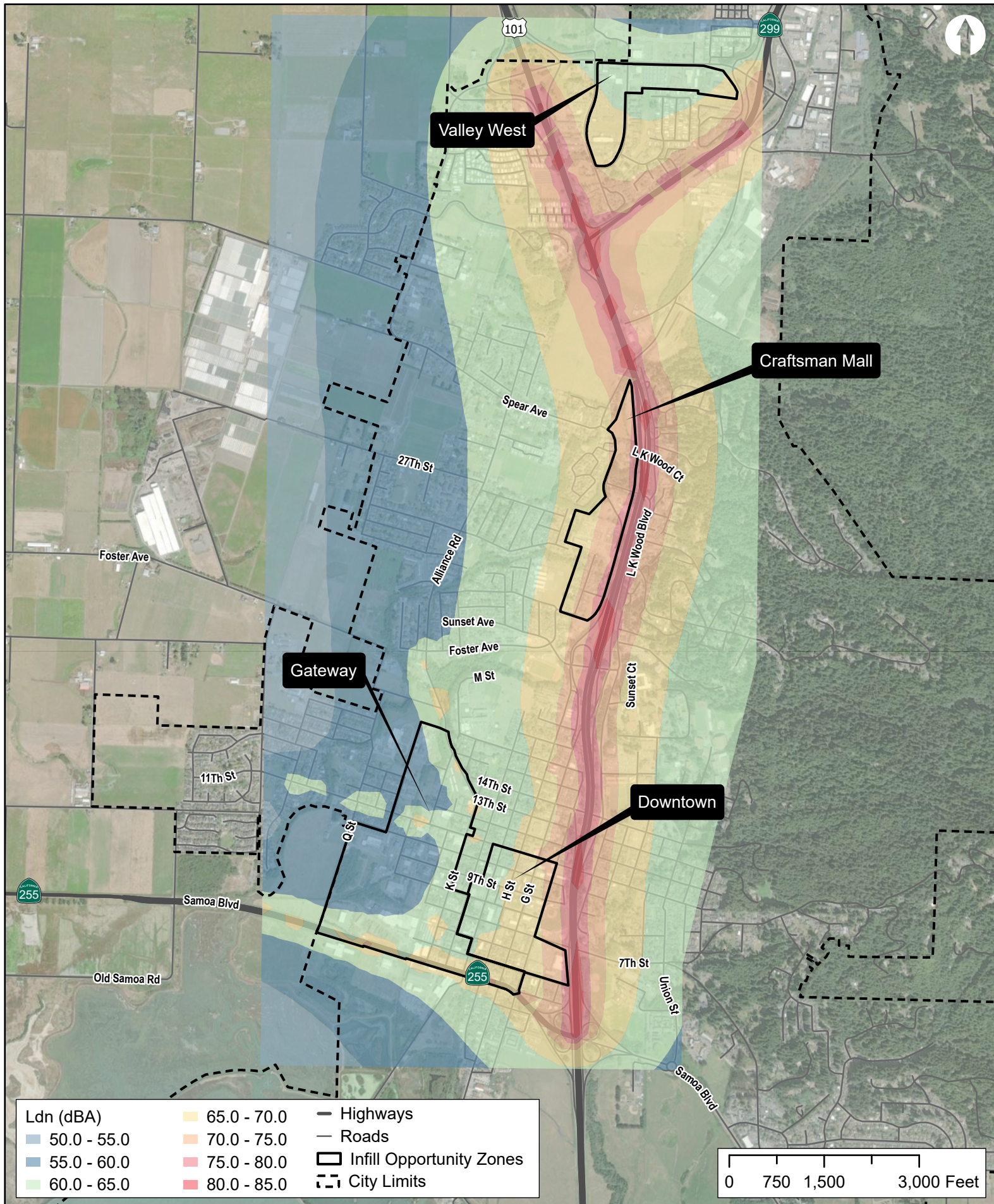


Figure N-b

Transportation Noise Contour - 2045 Traffic Noise

Created by GHD
Map Date: 9/5/2023



Source: Maxar; Roads: Humboldt County; Proposed Facilities: GHD

Responsibilities of a Noise Element. The Noise Element advances the ethic that a low-noise-level environment is a common resource that can be enjoyed by all, and that noise generated by some has the potential to negatively affect others. The Noise Element provides a mechanism for evaluating and mitigating the potential effects of noise on the community. It identifies potential noise sources that exceed acceptable standards and noise sources that may be considered annoying. It also provides criteria for determining acceptable noise exposure. The California General Plan Guidelines state that the Noise Element will be as detailed as necessary to describe the local situation and mitigate local noise problems. This means that the City is not limited to applying noise controls and noise reduction techniques to projects and other activities requiring City review and permits but can address other noise generating activities in the community.

The Noise Element sets policy direction for evaluating the potential effects of noise due to new industrial processes or commercial noise sources. Projected future noise contours are shown on Figure N-b. Many times, however, noise sources are overlooked during the review process, or are added on-site at a later date. Once the project is approved, the administrative actions for responding to complaints of these noise sources generally fall outside of the City's review process. In these cases a noise ordinance is required in order to determine compliance with local standards or the potential for annoyance.

In the event of an individual being annoyed due to a neighbor's barking dog or an existing commercial activity, a noise ordinance would provide a complaint and enforcement mechanism. These types of noises, however, are most effectively addressed through educating community members about "good neighbor policies," since dog ownership, or existing commercial activities, are not subject to City review, and enforcement is usually considered a last resort. Complaint and enforcement mechanisms include:

- Ordinance 1249, for the Plaza Area only.
- Penal code 415 – Disturbing the Peace.
- Land Use Code regulations.

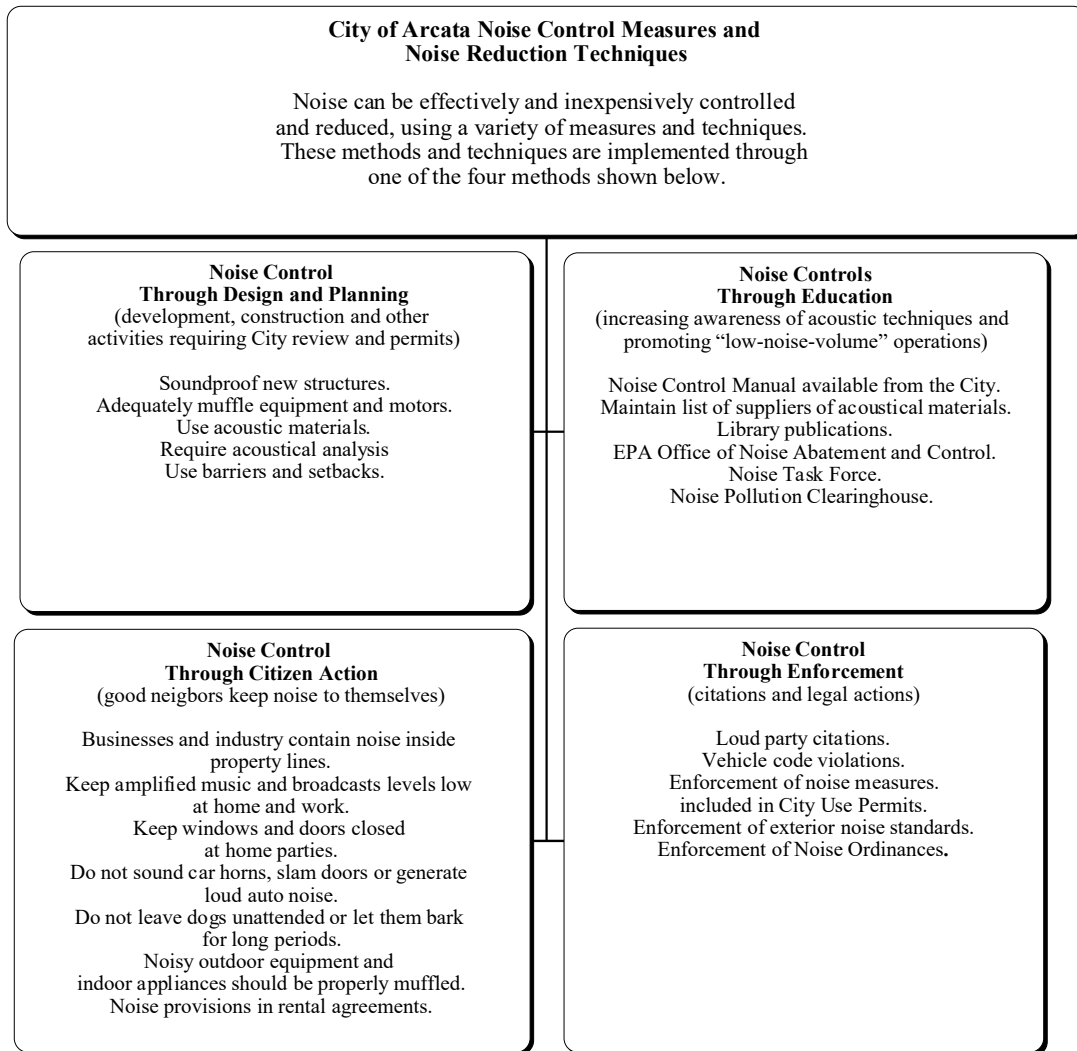
City responsibilities. The City of Arcata can set an example for business and industry by considering the acoustic concerns and future noise impacts of City operations and business. The City can lead the way by demonstrating that ongoing operations and new noise-producing uses and products can meet specified noise criteria by making effective noise attenuation information available, and by providing a procedure for mediating noise disputes. The City can accomplish this by preferential purchasing of quieter equipment; reducing use of noisy equipment (as demonstrated by City Council action to eliminate the use of leaf blowers in certain public areas); limiting hours of operation for public works projects (except for emergencies) in residential areas; and incorporating acoustic materials and barriers in all new City facilities.



Public surveys on noise show that many people do not know how to effectively address noise issues. Community members in general appear to lack knowledge of how to reduce noise conflicts. There also seems to be a pattern of governmental agencies responding to noise complaints with little or no enforcement or action against noise violations. This pattern may be as typical of Arcata as other urban settings. To address this issue, procedures and educational materials are being developed, including a noise control manual.

Community responsibilities. The quality of the soundscape is a growing environmental concern and is an important aspect of the City's livability. To increase public awareness of achieving and maintaining a high quality soundscape, the community can draw on noise attenuation techniques, such as those in the Noise Control Manual.

One of the most effective ways to contribute to the solution is to be a good neighbor. Most importantly, this means taking responsibility for reducing noise at the source. Businesses and industry can contain noise generating uses and activities within buildings, or construct barriers so that noise does not reach adjacent areas. Residents should also consider how the noise they generate could affect others and reduce the level accordingly. Motorists and other vehicle operators should be conscientious of the potential for vehicle noise to disturb others. Figure N-c shows noise control measures for all neighbors and neighborhoods.

FIGURE N-c NOISE CONTROL MEASURES

6.5 NOISE POLICIES

The Noise Element contains the following policies:

- N-1 Noise Attenuation
- N-2 Stationary Noise Sources and Levels
- N-3 Transportation Noise Sources and Levels
- N-4 Requirements for Acoustical Analysis
- N-5 Intrusive and Intermittent Noise Sources

POLICY N-1 NOISE ATTENUATION

Objective. Reduce, or eliminate, noise impacts at their source by providing enclosures, barriers, and other on-site noise attenuation measures for noise generating activities. Monitor noise levels to ensure that acceptable noise levels are maintained on adjacent sites.

- N-1a **Noise attenuation measures.** Noise attenuation measures, and stationary noise source controls shall include the use of barriers, setbacks, site design, baffles, enclosures, silencers, and improved facade construction techniques.
- N-1b **Noise attenuation.** Where noise attenuation measures are required, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise attenuation measures have been integrated into the project.
- N-1c **Noise level reduction.** To reduce existing, objectionable, industrial, and stationary noise levels at the source, the City shall work with local industries to incorporate noise control technology through building and site design and engineering solutions. The City shall make available current acoustical attenuation techniques (Noise Control Manual) for new and retrofitted industrial development.
- N-1d **Noise standards enforcement.** Enforcement of noise standards shall be accomplished through development and implementation of a noise control ordinance, post-project compliance testing, and using mediation.
- N-1e **Mediation of noise conflicts.** Where noise conflicts may occur, all affected parties shall strive to use innovative and positive solutions to solve those disputes, including the use of trained mediators. The City recognizes that many noise issues can be resolved before they get to the complaint stage if there is a procedure for airing the issue with an impartial third party.
- N-1f **Resolution of noise disputes.** The City shall establish positive ways to discuss and resolve noise issues and disputes, including the use of trained mediators.

POLICY N-2 STATIONARY NOISE SOURCES AND LEVELS

Objective. Establish acceptable noise levels for land uses and activities that will protect community residents from the harmful effects of excessive noise exposure from stationary noise generators. Maintain interior and exterior noise standards that will achieve land use compatibility with respect to community noise.

- N-2a **Noise contour maps.** The noise contour map (Figure N-b) and other estimates of noise source levels shall be used in conjunction with the noise source criteria to evaluate the impacts to and from a proposed project, as well as the attenuation measures that may be necessary.
- N-2b **New development of noise-sensitive uses.** New noise receptors shall not be allowed where the noise level from non-transportation noise generators will exceed noise level standards (Table N-1), unless effective noise attenuation measures that meet City standards are incorporated.

TABLE N-1 – NOISE STANDARDS FOR NEW STATIONARY SOURCE PROJECTS AND REDEVELOPMENT BY RECEIVING LAND USE

LAND USE	EXTERIOR			INTERIOR		
Noise Level Descriptor	7am-7pm	7-10 pm	10pm-7am	7am-7pm	7pm-10pm	10 pm-7am
Residences, Transient Lodging, Hospitals, Nursing Homes						
Hourly L_{eq}	55 dBA	50 dBA	45 dBA	45 dBA	40 dBA	35 dBA
Maximum	75 dBA	75 dBA	70 dBA	65 dBA	65 dBA	60 DbA
Auditoriums, Theaters, Libraries, Schools, Churches						
Hourly L_{eq}	55 dBA	55 dBA	n/a	40 dBA	40 dBA	n/a
Maximum	75 dBA	75 dBA	n/a	60 dBA	60 dBA	n/a

- The City can impose noise level standards, which are up to 5 dBA less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.
- These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).
- The standards will be applied at the outdoor activity areas of the receiving land use, and at the building facade for upper floor receivers, which do not have an outdoor activity area facing the noise source. Where no outdoor activity area is identified, the City has the option to apply only the interior noise level performance standards.

- N-2c **Noise created by new or proposed stationary noise sources.** Noise created by new or proposed stationary noise sources, or the expansion or alteration of an existing use, shall be attenuated so as not to exceed noise level standards (Table N-1) at noise-sensitive land uses. All noise generators not in compliance with these standards will be encouraged to attenuate impacts.

- N-2d **Acceptable noise levels.** New construction and retrofits at existing buildings shall include appropriate insulation, glazing, and other sound attenuation measures so that they comply with standards contained in Table N-1. These standards are intended to set levels for external noise sources that could potentially impact a new dwelling or other noise-sensitive use.

POLICY N-3 TRANSPORTATION NOISE SOURCES AND LEVELS

Objective. Establish acceptable noise levels for land uses and activities that will protect community residents from the harmful effects of excessive noise exposure due to transportation noise sources. Maintain interior and exterior noise standards that will achieve land use compatibility with respect to community noise.

- N-3a **New development of noise-sensitive land uses.** New development of noise receptors will not be permitted in areas exposed to existing or projected levels of transportation noise exceeding levels specified in Table N-2 unless exterior noise or noise levels in interior spaces can be reduced to meet City Standards (Table N-2).

TABLE N-2 - MAXIMUM ALLOWABLE TRANSPORTATION NOISE SOURCES EXPOSURE

LAND USE	OUTDOOR ACTIVITY AREAS ¹ L _{dn} /CNEL, dBA	INTERIOR SPACES	
		L _{dn} /CNEL, dBA	L _{eq} , dBA ²
Residential	60 ³	45	--
Transient Lodging	60 ⁴	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60 ³	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

- Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.
- As determined for a typical worst-case hour during periods of use.
- Where it is not possible to reduce noise in outdoor activity areas to 60 dBA L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
- In the case of hotel/motel facilities or other transient lodging, outdoor activity areas such as pool areas may not be included in the project design. In these cases, only the interior noise level criterion will apply.

N-3b **Roadway projects.** To minimize noise impacts, the following criteria may be used as a test of significance for roadway projects:

1. Where existing traffic noise levels are less than 60 dBA L_{dn} at the outdoor activity areas of noise receptors, a +5 dBA L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.
2. Where existing traffic noise levels range between 60 and 65 dBA L_{dn} at the outdoor activity areas of noise receptors, a +3 dBA L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.
3. Where existing traffic noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of noise receptors, a + 1.5 dBA L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.

POLICY N-4 ACOUSTICAL ANALYSIS REQUIREMENTS

Objective. Establish a consistent procedure and framework for conducting and reviewing acoustical analyses.

N-4a **Noise-sensitive land uses.** Where receptor land uses are potentially exposed to existing or projected exterior noise levels exceeding the levels specified in Table N-2 or the performance standards of Table N-1, an acoustical analysis shall be required as part of the environmental review process, so that noise mitigation may be included in the project design. An acoustical analysis prepared pursuant to the Noise Element shall:

1. Be the financial responsibility of the applicant.
2. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
3. Include representative noise level measurements, with sufficient sampling periods and locations, to adequately describe local conditions and the predominant noise sources.
4. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element, giving preference to proper site planning and design over mitigation measures, which require the construction of noise barriers or structural modifications to buildings, which contain noise-sensitive land uses.
5. Estimate noise exposure after prescribed mitigation measures are implemented.

POLICY N-5 INTRUSIVE AND INTERMITTENT NOISE SOURCES

Objective. Protect community residents from the effects of excessive, intrusive, and intermittent noise. Set standards for intrusive and intermittent noise sources for both daytime and nighttime periods. Intrusive noise sources have a qualitative aspect that can be annoying. These sources may contain a tonal component, which is absent from the existing general background noise. They may also be rhythmic, reoccurring, or impulsive in nature, or comprised mainly of music or speech. Intrusive noise can result in annoyance or interference with sleep.

These types of noise sources can include, but are not limited to, industrial processes, warning horns, backup alarms, and pressure release devices.

- N-5a **Intrusive noise.** When intrusive noise sources have been identified, the detrimental effects (sleep interference or the potential for annoyance) shall be disclosed to neighboring receptor properties.
- N-5b **Noise levels due to non-transportation sources.** Noise levels due to non-transportation sources, which may be intermittent or recurring, impulsive noises, pure tones, or noises consisting primarily of speech or music, shall be subject to the criteria contained within Table N-1, with a -5 dBA penalty applied to the criteria.
- N-5c **Rhythmic, reoccurring, or impulsive noise sources.** When noise sources have been identified to be rhythmic, reoccurring, or impulsive in nature or comprised mainly of music or speech, they may comply with applicable noise level criteria and still be annoying to individuals. When these types of noise sources have been identified, they may be subject to additional attenuation or mediation.
- N-5d **Construction site tool or equipment noise.** The following shall apply to construction noise from tools and equipment:
1. The operation of tools or equipment used in construction, drilling, repair, alteration or demolition shall be limited to between the hours of 8 a.m. and 7 p.m. Monday through Friday, and between 9 a.m. and 7 p.m. on Saturdays and Sundays.
 2. Heavy equipment shall not operate on Sundays and City recognized holidays.
- This shall apply to construction noise from tools and equipment that are subject to the review of the City and that may affect receptor uses. This policy shall not apply to emergency work of public service utilities, City sponsored and/or grant funded projects, or by variance under a noise ordinance or authorization by the appropriate City review authority.
- N-5e **Stationary and construction equipment noise.** All stationary and construction equipment shall be maintained in good working order, and fitted with factory approved muffler systems.
- N-5f **Noise Ordinance.** The City of Arcata shall enforce its citywide noise ordinance. The City shall periodically review and update its noise ordinance.

6.6 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE	RESPONSIBLE PARTY	TIME FRAME
N-1	Education programs The City shall maintain current information about noise monitoring and attenuation techniques effective in identifying and reducing noise.	Community Development Dept.	Ongoing
N-2	Noise complaints and enforcement The Arcata Police Department shall maintain a record of noise complaints for which they receive and to which they respond. The Community Development Department and Code Enforcement Division shall cooperate to address noise complaints related to land use matters as determined necessary by the Community Development Director and Chief of Police, using progressive enforcement starting with mediation.	Arcata Police Dept, Community Development Department, Engineering Department	Ongoing
<u>N-3</u>	<u>Noise Ordinance Assessment and Update</u> <u>Review and update the City's Noise ordinance to implements Mitigation Measures NOI-1, NOI-2, NOI-3, and NOI-4 of the General Plan EIR.</u>	<u>Community Development Dept.</u>	<u>Year 1</u>

July 17, 2024

HEALTH ELEMENT

2.13 INTRODUCTION

Health Element organization. The City's role in supporting health in Arcata is aiding in the creation of physical and social environments that afford its residents the greatest possible opportunities for wellbeing. This charge includes the provision of safe and affordable housing and transportation, as well as opportunities for economic prosperity, physical activity, recreation, education, and community connection.

While this Health Element was developed for the General Plan 2045 the City of Arcata's recognition of its responsibility to positively affect health and wellbeing in its jurisdiction is not new. Decades of City policy codify the City's continuous commitment to acting in service of community health. For example, the 1976 *Physical Design Recommendations for Achieving Community Social Goals* report establishes objectives such as: provide for a healthful environment, provide for personal safety, provide for a socially diverse community, promote a sense of community membership and social worth, and more—goals that are reflected and updated in the policy priorities of this Element.

Many of the City's responsibilities that support health are also detailed in other General Plan Elements (including Housing, Infrastructure and Public Facilities, Transportation Open Space, and Parks and Recreation), and language related to health is integrated throughout them. However, to prioritize Arcatans' wellbeing, this Element is dedicated to health-specific goals and policies.

This Element also focuses on health equity. Disparities in health and wellbeing outcomes correlate with lower socioeconomic status, race and skin color, and disability status. Some residents face disproportionate barriers to health and wellbeing due to these factors, which should not be determinants of health. This Element includes policies to reduce inequitable health outcomes.

Guiding principles and goals.

- A. Ensure all residents can enjoy physical, social, and mental health and wellbeing, regardless of their race, age, gender, sexual orientation, social position, economic position, culture, background, or any other factor of identity.
- B. Understand that a community's socio-economic, built, and natural environments influence every resident's health. Recognize both the integrated nature of these systems¹ and the City's responsibility in ensuring that its actions promote physical, social, and mental health and wellbeing.
- C. Partner with and promote local agencies, nonprofits, and community-based organizations that are already working to support the health and wellbeing of Arcata residents.

- D. Eliminate the disproportionate and unjust barriers to health that some Arcata residents face based on neighborhood and/or factors of identity.
- E. Support healthy eating and active living programs and facilities to enable them.
- F. Increase opportunities for community engagement.

Overview of health and wellbeing in Arcata. Health is defined by the World Health Organization as a state of complete physical, mental and social wellbeing rather than merely the absence of disease or infirmity. Health is shaped by the cultural, social, political, economic, ecological, and physical settings in which we live, work, and play. These “social determinants of health” dictate daily experiences, physical and emotional wellbeing, how long we live, and our ability to change the quality and course of our lives.

“Health equity” refers to efforts to ensure that all people have full and equal access to opportunities that enable them to lead healthy lives while respecting differences in identity. These differences include, but are not limited to, culture, language, race, gender, sexuality, economic status, citizenship, ability, age, and religion.²

Arcata is home to Mad River Hospital, one of four hospitals in Humboldt County. The community is also served by Open Door Clinic, United Indian Health Services (UIHS), approximately 8 dental providers,³ and mental health care providers offering a range of therapy and counseling services. Furthermore, there are many businesses and organizations in Arcata that support physical health and community gathering—including gyms, yoga studios, bike shops, and running clubs.

Some neighborhoods in Arcata have a disproportionate concentration of barriers to healthy living. The Valley West neighborhood specifically is disconnected from many of Arcata’s assets in terms of healthy living. Compared to those nearer to Arcata’s downtown, Valley West residents have decreased access to safe open spaces and healthy food options.

The City of Arcata envisions a community that is a safe and healthy place to live, work, play, and learn. This Health Element contains policies intended to ensure that Arcata’s economy, education, health services, built environment, and social context all support the physical, mental, and emotional wellbeing of all its residents.

Barriers to health and wellbeing in Arcata. As in many rural areas across the country, Humboldt County residents face barriers to accessing affordable medical, dental, and mental health care services. One of the primary obstacles to increasing the availability of these services is Arcata’s lack of affordable housing, which impacts the security and mental health of Arcata residents as well as the community’s ability to retain health professionals. The city’s housing shortage also affects the mental and physical health of its residents; when a household spends a disproportionate amount of its monthly income on housing costs, their ability to purchase medications, healthy foods, and other items important to health and wellbeing is impacted.

² <https://www.ci.richmond.ca.us/ArchiveCenter/ViewFile/Item/6999>

³ <https://findadentist.ada.org/search-results?address=Arcata,California&distance=5>

Among other consequences, Arcata's lack of accessible care providers prevents many residents from accessing necessary medical and dental services (much less seeking preventative care, such as cancer screenings). Similarly, the lack of mental health care resources means that some Arcatans with diagnosed mental health disorders are unable to get necessary medication due to the inaccessibility of local psychiatrists able to write prescriptions.⁴

As there is specific difficulty in finding a primary care provider, dentist, or mental healthcare professional that has availability for new patients, access to care is an issue that disproportionately affects students and other Arcata residents new to the area.

In addition to the challenges faced in seeking healthcare, many Arcata residents struggle to afford healthcare costs. Census data shows that the number of Arcatans living below the poverty line is far higher than the state average. Beyond the difficulty poverty presents in accessing health services, economic insecurity inherently results in mental and physical stress. Poverty and low-income status are associated with various adverse health outcomes, including shorter life expectancy and higher death rates.⁵

The limited transportation options between Arcata, Eureka, and McKinleyville also make it difficult for Arcata residents who do not own reliable personal vehicles to get to appointments in neighboring communities or outside the area.⁶ As in many rural areas nationwide, Humboldt County residents frequently travel hundreds of miles for medical or dental appointments. This contributes travel expenses to the cost burden faced by those seeking care.

Another barrier to health in Arcata faced by those with lower incomes and limited transportation options is access to healthy foods. Healthy foods are usually more expensive, and it is difficult for residents that do not live near downtown to access places that sell them.

Low-income status also makes it difficult to access stable and safe housing, especially in Arcata's high-cost, high-demand rental market. Living unsheltered poses difficulties to maintaining a healthy diet, securing and showing up for medical appointments, and properly storing medication. For those with conditions that require daily management and attention—such as diabetes—this can make living unhoused immediately life-threatening.⁷

Racism and discrimination present another barrier to health within the Arcata community on individual levels—such as stress and housing discrimination—as well as structural levels like differential access to goods, services, and opportunities.⁸

Assets to health and wellbeing in Arcata. Arcatan's health and wellbeing benefit from the city's unique natural resources and the community's commitment to protecting them. Open space lands support public health by providing accessible and low-cost public recreation

⁵ <https://www.aafp.org/about/policies/all/poverty-health.html>

⁷ Open Door Community Health Centers

⁸ [What is Health Equity?](#) | [Health Equity](#) | [CDC](#)

opportunities to all, regardless of income. Furthermore, they allow for community gardens which can increase access to fresh local produce.

Arcata's small-town nature and the time and energy that its residents put into building community also support health. Loneliness and social isolation have been linked to increased risks of premature death, dementia, heart disease, and stroke, as well as higher rates of depression, anxiety, and suicide.⁹ The wide variety of community classes, recreation activities, events, and other programming offered by the City and other local organizations expands and deepens community connections in Arcata by bringing together people of shared interests. These connections benefit residents of all ages, but especially Arcata's seniors; the CDC has found that many adults aged 50 and older are socially isolated or lonely in ways that put their health at risk.¹⁰

Furthermore, Arcatans' health and wellbeing is supported by Cal Poly Humboldt and the educational, social, and cultural benefits that the university brings to the community. Lifelong learning has been linked to cognition and memory, social connection, and self-esteem.¹¹ The opportunities for learning that the university gives to the community—through events, community classes, and the perspectives of its students, faculty, and staff—set Arcata apart from other towns of its size.

Finally, the nonprofit organizations and community groups working to make Arcata a more equitable place to reside—decreasing violence and discrimination related to race, class, gender identity/expression, and sexual orientation and increasing support and opportunities for all Arcatans—are a benefit to the health of the community.

2.14 POLICIES

The Health Element contains the following policies areas.

- H-1 Community Health
- H-2 Healthy Behaviors
- H-3 Community Culture
- H-4 Healthy Government

POLICY H-1 Community Health

Objective. Increase accessibility of medical and mental healthcare for all Arcatans. Prioritize groups experiencing differential health outcomes.

- H-1 a **Identify Determinants of health.** Work with the community and stakeholders in medical, mental, and dental healthcare fields to identify social determinants of health in the Arcata community that impact health and wellbeing (e.g. Humboldt County trends reports showing communitywide data), paying specific attention to factors affecting specific groups or demographics disproportionately. Facilitate access to

⁹ <https://www.cdc.gov/aging/publications/features/lonely-older-adults.html>

¹⁰ <https://www.cdc.gov/aging/publications/features/lonely-older-adults.html>

¹¹ <https://extension.usu.edu/mentalhealth/articles/the-benefits-of-being-a-lifelong-learner>

financial and professional resources to document and utilize necessary epidemiological and health care data.

- H-1 b **Access to health services.** Work with stakeholders in medical, mental, and dental healthcare fields to identify barriers to healthcare access and affordability. Explore ways in which the City can aid in reducing those barriers. Work with community partners to aid individuals and families in accessing health resources.
- H-1 c **Health equity.** Strive for health equity by identifying and reducing barriers to health faced disproportionately by vulnerable groups within Arcata, including those with lower socioeconomic status as well as children, the elderly, persons with disabilities, and Limited English Proficiency (LEP) individuals. Explore ways to partner and support equity initiatives in the local hospital system.
- H-1 d **Support unhoused community members.** Increase City coordination with/support for organizations that provide resources and health services for those living unsheltered in Arcata. Work with partners to aid unhoused individuals and families in accessing health-supporting resources such as insulin and medication.
- H-1 e **Retain existing healthcare institutions and resources located in Arcata.** City policies should strongly support retention of existing healthcare institutions, facilities, and services located in Arcata, including Mad River Hospital, Open Door Clinic, United Indian Healthcare, and other more specialized medical practices.

POLICY H-2 Healthy Behaviors

Objective. Develop and support systems conducive to physical, mental, and social wellbeing. Design an environment in which the healthiest choice is the easiest choice.

- H-2 a **Daily physical activity.** Ensure that residents of all neighborhoods, ages, incomes, and abilities have access to opportunities for daily physical activity. Develop convenient access to safe and attractive outdoor spaces and places throughout the city. Make access to spaces, events, and programs that support affordable and convenient access to physical activity.
- H-2 b **Opportunities for healthy eating.** Support City and community programs that improve opportunities for nutritional health, food security, food sovereignty, and healthy and culturally-appropriate eating among residents of all races, neighborhoods, ages, genders, incomes, and abilities.
- H-2 c **Opportunities for community connection.** Create opportunities to strengthen the sense of community in Arcata through connection, relationships, and trust. This includes expanding offerings of community classes and events, as well as increasing their accessibility and affordability. Engage Arcata residents to identify actions the City can take to help define, share, and support community expressions of Arcata culture.
- H-2 d **Commercial tobacco.** The City shall prioritize smoke-free environments to reduce airborne toxins and exposure to second- and third-hand smoke. The City shall review and address factors to reduce such usage and mitigate the production and aggregation of tobacco product waste in Arcata. The City shall also review, create,

and implement a plan to address electronic cigarettes and vapor products and their disposal as well as other tobacco product waste. Discourage the use of commercial tobacco. Commercial tobacco use and exposure are linked to many serious health problems including but not limited to asthma, cancer, COPD, diabetes, tooth loss, heart disease, stroke, and negative birth outcomes.

- H-2e **Alcohol misuse.** Reduce the misuse of alcohol and the prevalence of alcohol-related accidents and injuries, paying specific attention to groups that may be at higher risk for alcohol misuse. Alcohol misuse is linked to injuries, violence, unsafe sexual behavior, adverse birth outcomes, blood pressure, heart disease, stroke, liver disease, cancer, and decreased emotional wellbeing. The City shall consider the impact of land use and transportation policies, including public transit service access, availability, and frequency near alcohol serving establishments, and programs on alcohol misuse.
- H-2f **Substance use disorders.** Humboldt County's rate of drug overdose deaths is higher than the State and National rates. The City shall work with partners to reduce the prevalence of substance use and overdose deaths in Arcata, increase support for those struggling with substance use, and decrease stigmas. People who feel stigmatized by their struggles with substance use disorders may be less willing to seek treatment and may feel more socially isolated. ¹²

POLICY H-3 COMMUNITY CULTURE

Objective. Encourage a healthy, cohesive community culture. The strength of relationships and the sense of shared identity between members of a community are linked to emotional wellbeing, safety, and higher levels of investment in health-promoting community resources. This section outlines desired community cohesion outcomes and addresses how the City can support and contribute to a strong, diverse, and collective Arcata identity.

- H-3a **Healthy and equitable schools.** Work with schools to improve and sustain programs that support mental, physical, emotional, and social wellbeing. Childcare and school environments influence the foods children eat and drink outside the home, rates of physical activity, and social and emotional development. Educational attainment is also linked with lifespan. Increase the ways in which Arcata's schools contribute to students' health and wellbeing through:
1. Integrating physical activity into students' daily educational experience through programming, design of school sites and structures, and linkages with City facilities.
 2. Integrating the arts into students' daily educational experience.
 3. Supporting walking and biking to school.
 4. Ensuring students have access to healthy foods on school sites.
 5. Leveraging schools to remove mental health and safety barriers to physical activity among youth.

¹² <https://nida.nih.gov/nidamed-medical-health-professionals/health-professions-education/words-matter-terms-to-use-avoid-when-talking-about-addiction>

6. Encouraging schools to ensure that classrooms and curriculums integrate and dialogue with historically excluded knowledge sources, empower and support students of all races, ethnicities, and cultures, and represent/appreciate all cultures respectfully.
- H-3b **Healthy workplaces.** The City shall seek to support resources to increase opportunities for healthy behaviors on workplace sites. Support walking and biking to work. Increase opportunities for racial equity training in workplaces. Increase opportunities for cross-agency/industry professional development training, which provide Arcata's professionals continuing educational opportunities in leadership and facilitate community connections within/between workplaces.
- H-3c **Support Arcata arts & artists.** Support artists, arts organizations, and arts endeavors as a means for building and healing community in Arcata. Arcata's artists lead the way in welcoming and celebrating diversity, supporting local businesses, caring for community health & wellness, bringing residents into community with one another, fostering pride of place, igniting community conversations, and much more. Support formal and informal temporary artistic and cultural events.
- H-3d **Community consciousness of racial equity.** Encourage community dialogue around historic and current systems of advantage and exclusion. Cultivate a collective consciousness of equity and inclusion. Work to make Arcata a welcoming, safe, and racially equitable community by working to erase racial disparities for all people of color in all aspects of community life including housing, health, education.
- H-3e **Community belonging.** Improve resident's perceptions of safety and community belonging through acknowledging and educating staff and residents on history of systemic discrimination based on race, ethnicity, sexual orientation, or gender. Encourage spaces for dialogue and discourse on systemic racism and anti-racism as well as generational oppression and trauma.

POLICY H-4 HEALTHY GOVERNMENT PRACTICES & PROTOCOLS

Objective. Engage and collaborate across City departments, partner agencies, local nonprofits, and the community to develop and achieve a collective vision for a healthy, equitable community. Elected officials and municipal staff play central roles in creating and implementing the policies, programs, and services in a long-range plan. This section addresses practices and protocols that the City of Arcata will implement to ensure the promotion of health and equity throughout its regular activities.

- H-4a **Healthy and equitable City operations.** Ensure City-wide knowledge of, and commitment to, core principles of diversity, equity, and inclusion, and continue to support the equity arcata network as a key partner in achieving the goals of this policy. Integrate trauma-informed practices into City operations and services. Utilizing trauma-informed practices involves considering the following six principles when interacting to provide programs, services, and activities:

1. Safety

2. Trustworthiness and transparency
 3. Peer support
 4. Collaboration and mutuality
 5. Empowerment, voice, and choice
 6. Factors such as race, culture, and gender identity
- H-4b **Transparent and responsive government.** Increase government transparency and build trust among Arcatans of all ages, races, identities, and income levels. Demonstrate the City's credibility, reliability, openness, and community orientation through establishing a coordinated set of proactive channels for community-wide engagement between City departments, stakeholders, and the public. Respond promptly, reliably, and openly to criticism of City operation and administration from members of the public. Continue this engagement on an ongoing basis regardless of specific plans or projects underway. Evaluate implementation of plans, projects, and programs to ensure that established policies are being carried out. Monitor how implementation is serving different groups within the community and respond to community critiques.
- H-4c **Health in all policies.** Identify and address existent inequities in City policy that are resulting in disparities, increase equity at the systems and structural levels. Build relationships with community partners to identify ways in which policies can take health outcomes into consideration. Implement procedures that allow the City to prioritize community health in all programs and practices. Educate the community and other stakeholders about Arcata's overall health goals and actions.
- H-4d **Collaborative community planning.** Involve and collaborate with residents and community organizations in the development of plans, projects, and programs that affect their health. Establish a coordinated set of proactive, ongoing, and inclusive ways that City departments communicate with the public to discuss health-related issues and values. Make specific efforts to engage Arcata's young people in long-range community planning.
- H-4e **Health data.** Establish metrics and develop/adopt tools for measuring community health. Partner with a network of organizations and agencies, including the County Departments of Public Health and Health & Human Services, to begin collecting community health data on an ongoing basis.
- H-4f **Funding for health.** Identify, pursue, and dedicate funding streams that support actions to improve community health outcomes. Incorporate health considerations into City budget and project funding decisions.
- H-4g **Youth engagement.** Build capacity among Arcata's youth to advocate for healthy changes in their community.
- H-4h **Senior Engagement.** Support capacity and initiatives by Arcata's senior citizens and residents to advocate for changes in Arcata's infrastructure, programs, and City operations to help seniors remain healthy and active.

- H-4i **Engage with Arcatans of multiple abilities.** Support capacity among Arcatans of differing abilities and disabilities to represent their interests and concerns to the City regarding City infrastructure, programs, and operations that can improve possibilities for people of different abilities to pursue healthy, active, mobile lives in Arcata.

2.15 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
H-1	Access to services 1. Identify opportunities to cross-promote local health resources on the City website and in City facilities. 2. Identify opportunities for Arcata City Council and staff participation in coalitions and stakeholder groups addressing health within Arcata and the North Coast Region. 3. Pursue partnerships to create centers equitably distributed throughout the City that provide resources to the community and makes residents feel connected, welcome, supported, and cared for. 4. The City shall work with existing healthcare institutions and medical practices in Arcata to retain services and improve access to them.	City Manager's Office and Community Development Department	Ongoing

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
H-2	Health equity 1. Support the development of a Health Equity working group within equity arcata to coordinate with medical facilities and healthcare organizations. Encourage facilities to provide equity, diversity, inclusion, bias, and/or cultural competency training to all doctors, nurses, and support staff on an annual basis. 2. Encourage community partners that work frequently with Limited English Proficiency populations to collaborate with medical facilities and healthcare organizations to provide translated resources on healthcare, insurance, and mental health/dental/medical care. 3. Routinely engage people knowledgeable about needs of people of varied abilities to ensure that City facilities, programs, and practices serve people of varied abilities and disabilities. Strive for universal design in all City facilities.	City Manager's Office, Equity Arcata	Ongoing

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
H-3	Opportunities for healthy eating 1. Collaborate with food system partners, such as the Humboldt Food Policy Council, the North Coast Growers' Association, Cal Poly Humboldt, the California Center for Rural Policy (CCRP), Arcata House Partnership, and the Humboldt County Department of Health & Human Services to strategize approaches the City can consider to support a healthy food system in Arcata. 2. Support local agricultural projects such as community gardens and farmers' markets in areas of Arcata beyond downtown. Ensure zoning allows a range of urban agriculture activities in all districts with relevant operating standards. 3. Building off past efforts by the Food Policy Council and California Center for Rural Policy, collaborate with local partners to develop a community food assessment to analyze challenges and opportunities related to Arcata's local food system. The assessment should pay particular attention to which neighborhoods and/or groups within Arcata may be lacking access to healthy food at higher rates. 4. Work with existing commercial businesses to improve access to healthy food. - a.	Community Development & Environmental Services	Ongoing

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
H-5	Support Arcata arts & artists 1. Implement the Arcata Strategic Arts Plan (ASAP) with intermittent re-evaluations of priority projects. 2. Identify and pursue sources of funding that could be used to support arts organizations and endeavors in Arcata. 3. Explore funding sources and possible locations for the development of artist housing/live-work spaces in Arcata. 4. Prioritize support of intersectional arts and equity projects/collaborations in Arcata area schools.	City Manager's Office and Community Development	Ongoing
H-6	Equitable City operations 1. Provide equity, diversity, inclusion, bias, and/or cultural competency training to City staff and elected/appointed officials on a regular basis. 2. Continue supporting the equity arcata network. Alter job descriptions to include involvement with equity arcata in key City staff positions that integrate well with the collective's working groups. 3. Scope and initiate an inclusive, community-driven process to update the Draft Solution Set addressing current racial inequities in Arcata, and assessing progress made since its initial drafting. b.	City Manager's Office - Personnel	Ongoing

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
H-7	Community Engagement Protocol Building on the work that the Community Development Department undertook with the Institute for Local Government through the BOOST Program over the course of 2020, establish a Community Engagement Plan that outlines how the City engages community-based organizations, other partners and stakeholders, and the public on proposed plans, projects, and programs. Update the Plan and “Community Landscape” list periodically to ensure its continued relevancy. Ensure the following concepts are integrated into the Plan: 1. Utilize the “Community Landscape” list in outreaching to identified stakeholders and community groups as appropriate and update list on an annual basis. 2. Prioritize outreach to neighborhoods and populations facing disproportionate barriers to healthy living. Prioritize outreach to groups historically excluded from City and community planning processes, such as Black, Indigenous, Hispanic, Asian, LEP, and disabled residents. 3. Continue to pursue opportunities for partnership with Arcata schools (specifically high schools) to present on long-range planning projects and solicit student feedback. 4. Respond promptly and openly to critiques of City operations and decisions, including those made through administrative channels, and especially to those engaging with City committees, the Planning Commission, and City Council.	Community Development Department	Community Landscape List update- Annually Community Engagement Protocol- Every 10 years starting in year 2

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
H-8	Health data As part of the City's Annual General Plan Progress Report submitted to the State Office of Planning and Research, include applicable information from departments, residents, and other stakeholders about how improvements to support health, or changes in programs, policies and services that threaten it, have affected residents. Give specific attention to discrepancies faced by specific neighborhoods and groups.	Community Development Department	Ongoing
H-9	Health in all policies Develop criteria for health and equity project review. Integrate health and equity review into decision-making processes for policy updates and capital projects. Update these review criteria periodically to ensure continued relevancy.	Community Development Department, City Manager's Office	Every 10 years starting in year 2
H-10	Discrimination-free, accessible housing Collaborate with agency partners to establish financial and other incentives for landlords and property managers that go through City-endorsed anti-discrimination trainings such as the Humboldt Tenant Landlord Coalition "Living in Community" Training. ¹³	Community Development Department	Ongoing

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
H-11	Commercial Tobacco. 1. Create and implement proximity and/or density restrictions of tobacco product retailers, as they relate to youth-oriented facilities, other retailers, and locations zoned for housing (e.g., mixed-use and residential). 2. Explore the development of incentives for landlords and/or properties that implement voluntary smokefree policies in residential properties. 3. Survey community members to assess the need and support to expand the “Smoke-Free Arcata Policy” to include smoking prohibitions in multi-unit housing dwelling units.	Community Development Department	Year 5