

Transportation Safety Committee Comment: Gateway Area Plan

(note: this template is a guide to assist in Committee review of relevant GAP policy. However, the full Plan and all draft policies continue to be available for committee discussion/recommendation to the Council).

City staff presented to the Transportation Safety Committee at the Committee’s regularly scheduled January 18th meeting. Feedback provided to staff has been summarized below. Where relevant, committee comment has been noted next to existing policy, should the committee choose to craft additional language to recommend to the City Council.

General Comments

- Bike infrastructure needs security ensured
 - Interior bike storage is already in amenities
- Plan for school bus routes/primary school age children walking to school throughout the Area
- Focus on the “destination” aspect of the Gateway Area to celebrate the car-free nature; focus on parklets, outdoor dining, etc.
- Eventually look at light/round-a-bout for traffic control in the area
- Make clear to property owners on L St/Samoa Blvd how changes will affect their parcels
- General Plan update will reevaluate impacts of infill, including traffic, planned/unplanned
- Consider off-site and shared parking amenities

Policy Chapter 7: Mobility	Relevant Committee Comment	Submitted Comment	Committee recommended modification?
<p>GA-7a. Plan the Circulation System to Accommodate Planned Growth. In planning for improvements to the overall circulation system, design the system to accommodate the planned amount of growth outlined in other policies. Ensure the circulation system supports increased demands for all forms of mobility – vehicles, trucks, transit, bicycles, and pedestrians.</p>		<p>J: We should be de-emphasizing the ownership and use of single occupancy vehicles.</p> <p>Ensure the circulation system supports increased demands for all efficient forms of mobility – vehicles, trucks, transit, bicycles, and pedestrians.</p> <p>R: Designate K St. as the primary arterial for the gateway area. Maintain it as a two-way street. The aim of the Plan appears to be to balance out, or spread out traffic. L St. should not receive this perceived overflow.</p>	<p>Ensure the circulation system supports increased demands for all efficient forms of mobility Y – IIII</p> <p><u>Document amended dl</u></p>

		<p>Congestion may be anticipated as a problem, but is mostly between 7th St. and 11th St. This congestion may in fact slow traffic.</p>	
<p>GA-7b. Design Mobility System per Plan Figures. Design and construct the mobility and circulation system of the Plan Area per Figure 8 and Figure 9 and the Cross Section and Intersection Design Concepts above, as well as in accordance with the Open Space, Streetscape, and Site Development sections of this Area Plan. In the engineering design stage of implementing the above cited Figures/Concepts, allow for deviations and alterations such as:</p> <p>a. Throughout the entire Plan Area, sidewalk widths may increase beyond six feet, especially on the north sides of east-west streets where expanded sidewalks on the sunny side of the street would allow welcomed outdoor seating. Adjusting sidewalk widths will necessitate adjustments to the dimensions of other features, such as drive lanes, parking lanes, bike lanes, etc. On-street parking lanes may need to be eliminated.</p> <p>b. Throughout the entire Plan Area, on-street parking angles may be adjusted as need to be either parallel, perpendicular, angled-in, or reversed angled-in. Adjusting parking angles may necessitate adjustments to the dimensions of other features, such as sidewalks, drive lanes, bike lanes, etc.</p> <p>c. Throughout the entire Plan Area, the presence of on-street parking may be eliminated in favor of adding or enhancing non-motorized facilities, such</p>		<p>R: Eliminate L St. from consideration as a one way couplet (vehicular roadway). Modify figures 8 & 9* to reflect L St. as a proposed linear park. Its focus should be for bikes, pedestrians, and other non-motorized uses. (note: *-Any mention of modifying Figures 8 & 9 will also affect many other diagrams and narratives in the Plan Pages 72, 74, 75, & 76, for instance).</p> <p>R: Remove sections g. & h. These become inapplicable with the removal of L St. from consideration as a vehicular roadway and being proposed as a linear park.</p>	<p><u>Added to Alteration Tracking sheet. dl</u></p>

<p>as sidewalks, bike lanes, landscaping, Class I trails, etc.</p> <p>d. Outside of City rights-of-way, the alignments and widths of Class I trails (i.e. separated shared use paths) may need to be adjusted based on environmental constraints, community needs, the availability of right-of-way, and other factors.</p> <p>e. Throughout the entire Plan Area, 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.</p> <p>f. Throughout the entire Plan Area, the widths, locations, styles, and details of various features may deviate from the cited map Figures at the time of final design based upon available traffic data, design context, and the latest guidelines provided by Caltrans, FHWA, AASHTO, NACTO, and other reliable sources. Features that are likely to require deviations include pavement markings, pavement color, pedestrian bump-outs, turn lanes, traffic control features, landscaping, and similar components.</p> <p>g. The junction of 13th Street, K Street, L Street, and Alliance Ave may require an alternate design depending upon right-of-way acquisition, available traffic data, design context, and the latest guidelines provided by Caltrans, FHWA, AASHTO, NACTO, and other reliable sources.</p> <p>h. New roadway connections where none currently exist (such as the far west end of 6th Street connecting K Street to the L Street right-of-way) may be designed and constructed as either new vehicular roadways, pedestrian-only</p>			
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<p>thoroughfares, or bicycle/pedestrian facilities that allow restricted vehicular traffic. The City Engineer will determine which type of facility to design and install based on available traffic data, existing environmental constraints, community interests, right-of-way availability, and other engineering factors.</p> <p>i. The trail within the Q Street right-of-way south of 10th Street may eventually need to be converted into a full vehicular roadway with a cross-section similar to other two-way roads proposed within the Plan Area.</p>			
<p>GA-7c. Balanced Transportation System. Create and maintain a balanced transportation system with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. Reduce the percentage of trips that are made by automobile and provide the opportunity and facilities to divert trips from automobiles to other modes.</p>		<p>J: Drivers need sticks, as well as carrots, to encourage them to leave their cars; metered parking in commercial areas would help do that, as long as the proceeds are spent in the areas where the meters are located. Inconvenience, too; narrow lanes and slow speeds (20mph or under).</p>	<p>Reduce the percentage of trips that are made by automobile and provide the opportunity and incentives such as parking meters, limited parking etc., and facilities to divert trips from automobiles to other modes. Encourage metered parking with proceeds re-invested in Gateway Area (if consistent with City policy, special district guidelines). Y – IIII</p> <p>Modified document dl</p>
<p>GA-7d. Plan for Enhanced Transit Lines and Stops. As growth occurs in the Plan Area, work with relevant transit agencies to plan for enhanced transit lines and new transit stops in order to accommodate the new growth.</p>		<p>C: As growth occurs in Plan Area, coordinate with Arcata City Schools to ensure school bus routes and vehicles meet needs of population in Plan Area.</p>	<p>As growth occurs in the Plan Area, work with relevant transit agencies to plan for enhanced transit lines and new transit stops in order to accommodate the new growth. This coordination shall include Arcata City Schools to ensure school bus routes and vehicles meet the needs of population in Plan Area. Y – IIII</p> <p>Modified document dl</p>
<p>GA-7e. Consider Non-motorized Campus Layouts. For areas that have incomplete block patterns and/or are currently lacking in vehicular roadways (such as the Barrel District), consider providing limited to no new facilities for motorized vehicles.</p>		<p>J: Excellent idea. Also see Barcelona's super blocks.</p> <p>R: L St. should not be considered for any new facilities for motorized</p>	<p>Revise Circulation plan that eliminates L Street southbound as a through road and maintain L as a linear park. Y – III, N – I</p> <p>Added to modification tracking sheet dl</p>

<p>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 (such as the Barrel District), provide for a wide right-of-way whose cross section includes ample on-street parking, narrow vehicle lanes, bike lanes, sidewalks in excess of six feet, street trees, and enhanced pedestrian crossings at least every 300 feet.</p>		<p>vehicles. It should be designated as a linear park.</p>	
<p>GA-7f. Barrel District Master Plan. For the Barrel District, require property owners to develop a Master Plan for a high density walkable mixed-use residential campus with minimal vehicular infrastructure and overall site design that supports a pedestrian-friendly public realm. Require that the Master Plan includes plans for a circulation system that is generally consistent with Figure 8 and Figure 9 and in accordance with the Open Space, Streetscape, and Site Development sections of this Area Plan. Allow the Master Plan to relocate the proposed circulation facilities within the Barrel District as long as the ultimate design honors the basic theme and overall design parameters consistent with the Policies herein. Require that new vehicular roadways provide for a wide right-of-way whose cross section includes ample on-street parking, narrow vehicle lanes, bike lanes, sidewalks in excess of six feet, street trees, and enhanced pedestrian crossings at least every 300 feet.</p>		<p>R: High support for this section. However, modify figures 8 & 9* to eliminate L St as being under consideration for new motorized vehicle roadways.</p>	

<p>GA-7g. Finish Incomplete Blocks with Active Transportation Infrastructure. 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.</p>			
<p>GA-7h. Mobility Infrastructure that Supports Car-free Lifestyle. Plan and implement the mobility and circulation infrastructure of the Plan Area to support a car-free lifestyle, reduce greenhouse gas emissions, and minimize vehicle miles traveled, including:</p> <p>a. Safe and Attractive Pedestrian Facilities. Connect the Plan Area to the Downtown/Plaza core with safe and attractive pedestrian friendly walking routes that incorporate art and street lighting.</p> <p>b. Shorten Pedestrian Crossing Distances. Shorten distances for pedestrian crossings along K Street and 11th Street to improve overall walkability in the Plan Area. Evaluate other roadways within the Plan Area that warrant shortened pedestrian crossings.</p> <p>c. Curb Extensions in All New Roadways. In all newly created roadways, incorporate curb extensions (“bumpouts”) to increase pedestrian visibility and safety at crosswalks, calm traffic speeds, and provide space for rain gardens, tree planting, street furnishings, and other amenities.</p> <p>d. Widened Sidewalks. Explore sidewalk widening strategies that include land dedication or</p>		<p>J: Include ride share as a means of reducing the number of owned vehicles by providing transportation for longer trips on an as-needed basis rather than storing a car for the occasional recreational or business trip.</p> <p>R: Consider a bridge for a multi-use path along the 9th St. R/W over K. St.</p> <p>R: Highly support subsection (e). Develop a shuttle system that runs at a higher frequency using smaller transit vehicles, such as vans or small busses, for instance.</p>	<p>Ensure explicit ride and bike share language X</p> <p>Find ways to incorporate: Ensure that streetscape design and improvements prioritize pedestrian circulation that promote walkability and support a car-free lifestyle and accessibility for all ambulatory modes. X</p> <p>Create additional and safer methods for crossing K Street. Prioritize areas with planned or developed alternative transportation infrastructure (such as 8th and 9th). Already addressed in GA-7h.c</p> <p>Y - IIII</p> <p>Modified document – dl</p>

<p>easements to create unobstructed accessible pedestrian pathways.</p> <p>e. Intra-City Non-motorized Connectivity. Reduce vehicle trips from other parts of the City by creating pedestrian and bicycle-friendly corridors that draw residents and visitors to enter the Plan Area via means other than motorized vehicles. Fulfill the potential of the existing and planned Class I trails by planning for expanded perpendicular connections that will draw bikes/peds from beyond the Plan Area.</p>			
<p>GA-7i. No Net Loss of Class I Trail System. Retain the current total linear feet of Class I trails within the Plan Area, even if current facilities must be realigned or relocated to other routes within the Plan Area. For instance, if implementing the realigned roadway network shown in Figure 8 and Figure 9 impacts the existing Class I Rail-to-Trail facility within the L Street right-of-way, then design and construct a new Class I trail in another location within the Plan Area.</p>		<p>R: Edit this language to reflect removing L St. as under consideration as a one-way couplet for new motorized vehicle roadways.</p>	
<p>GA-7j. Incentivize Active and Alternative Transportation as a Community Amenity. Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that provide on-site active and alternative transportation amenities, such as electric vehicle charging stations, employee showers, on-site bike parking, bus passes for residents, dedication of parcel frontage to transportation uses, and related amenities that stimulate non-motorized and zero-carbon transportation options.</p>			

<p>GA-7k. Incentivize Dedication of Parcel Frontage as a Community Amenity. Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that dedicate parcel frontage for the creation of expanded right-of-way for the purposes of additional pedestrian facilities, off-street parking, open space, and/or other designated enhancements to the public realm.</p>		<p>J: Is this encouraging developers to put parking lots in front of buildings??? (no; see design policy GA-9q)</p>	<p>Example of Sorrell Place; ways to refine? On-street parking</p>
<p>GA-7l. Parking Standards. Do not require off-street parking as a development standard in most cases. Discourage large volumes of off-street parking and instead support more valuable land uses and streetscapes that prioritizes human activity and movement. Encourage and incentivize the dedication of parcel frontage on block-long development projects that can be dedicated to additional on-street parking.</p>	<p>Consider off-site and shared parking amenities</p>		<p>Unbundle parking from rents.</p>
<p>GA-7m. 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.</p>	<p>Consider off-site and shared parking amenities</p>		
<p>GA-7n. Minimize Vehicle Trips via Land Use. Adopt and maintain zoning regulations that allow for a mix of land uses in order to reduce vehicle trips and the overall need for automobile use.</p>		<p>R: Encourage or require commercial or retail on bottom floors and streetside construction. L St. and 8th and 9th for instance.</p>	
<p>Existing Mobility Implementation Programs</p>			

<p>Imp-GA-7.1. State and Federal Transportation Grants. Actively track and pursue transportation infrastructure grants for the planning, design, permitting, and construction of the mobility improvements presented in this section. Identify, develop, and prioritize transportation projects that are eligible for Federal and State funds and continue to pursue all available options for funding new and improved circulation system facilities.</p>			
<p>Imp-GA-7.2. Circulation Projects in Capital Improvement Program. Generate a list of circulation construction projects that will be required to implement this plan and then add those projects to the City's Capital Improvement Plan.</p>			
<p>Imp-GA-7.3. Fair Share Contribution for New Development. Evaluate options and then adopt a program in which new development is responsible for constructing, dedicating, and/or paying a predetermined fair share contribution for any circulation system upgrades necessary to serve the development.</p>			

Policy Chapter 8: Streetscape	Relevant Committee Comment	Submitted Comment	Committee recommended modification?
<p>GA-8a. Pedestrian Priority. Ensure that streetscape design and improvements prioritize pedestrian circulation that promote walkability and support a car-free lifestyle and accessibility for all ambulatory modes.</p>	<p>Focus on the “destination” aspect of the Gateway Area to celebrate the car-free nature; focus on parklets, outdoor dining, etc.</p>	<p>J: Emphasize the Gateway Area as a destination, with outdoor amenities.</p> <p>R: L St as a linear park would work toward achieving the goals of this section.</p>	

<p>GA-8b. Improvements Required. Require new development to provide streetscape improvements consistent with the Gateway Area Plan and Gateway Zoning Code.</p>			
<p>GA-8c. 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 6 feet wide. Where viable, the City should strive for sidewalks eight feet or greater in width.</p>			
<p>GA-8d. 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.</p>			
<p>GA-8e. Street Trees. Install street trees consistent with the standard for the applicable street typology as identified in Chapter 8 (Mobility).</p>		<p>J: Use modern planting techniques which extend the life and health of the trees. MR – pollen loads can be reduced by MS – drought tolerant edible landscaping/permaculture approaches. (convey this recommendation to P&RC)</p>	<p>Install street trees consistent with the standard for the applicable street typology as identified in Chapter 8 (Mobility). Use modern planting techniques which extend the life and health of the trees, as applicable and available. Y - IIII Modified document dl</p>
<p>GA-8f. Street Tree Selection. Street tree species shall be consistent along each street. However, different species may be used at intersections to create special character. Tree species shall be selected from a City tree master list or in consultation with the City.</p>			
<p>GA-8g. Street Furniture. Provide for consistent bicycle racks, seating, and trash receptacles integrated within the right-of-way and consistent and appropriate to the Plan Area character.</p>		<p>J: Include bike lockers, free or for rent, for longer term storage.</p>	<p>Include bike lockers, free or for rent, for longer term storage. Y - IIII Modified document. dl</p>

<p>GA-8h. Green Infrastructure. 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.</p>			
<p>GA-8i. 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.</p>			
<p>GA-8j. Lighting. Provide pedestrian-scaled street lighting 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.</p>		<p>C: City of Arcata should post School walking maps online (e.g. https://www.hcaog.net/node/285) and prioritize completion of street lighting in “Safe routes to school” zones</p> <p>J: Minor grammatical error (“to enhance”)</p>	<p>Circulation Element?</p> <p>Utilize SR2S guidance</p>
<p>Submitted New Policy ideas</p>		<p>J: Ensure continued coordination with Great Redwood Trail Agency to ensure L Street conversion is legal/feasible and stay up to date on railbanking process determination(s)</p>	<p>Optional language in the event L Street remains as proposed: <u>Collaborate with the Great Redwood Trail Agency to retain a separate walk/bike trail along L Street in the event of creating a one-way couplet; when turning existing rail with trail into a roadway, e-Ensure existing Class 1 trail or a Class 4 bikeway along L Street is retained.</u></p> <p><u>Additionally, consider amending license agreement with Great Redwood Trail Agency to maintain the trail within the GRTA right-of-way.</u> Y - IIII</p> <p>Modified document dl</p>

<p>Policy Chapter 11: Infrastructure and Services</p>	<p>Committee Comment</p>	<p>Submitted Comment</p>	<p>Committee recommended modification?</p>
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<p>GA-11a. Plan Utility Infrastructure to Accommodate Envisioned Growth. In planning for improvements to the overall utility infrastructure, design the systems to accommodate the planned amount of growth outlined in other policies.</p>			
<p>GA-11b. Add Utility Infrastructure System Improvements to City's Capital Improvement Plan. Generate a list of utility infrastructure projects that will be required to implement this plan and then add those projects to the City's Capital Improvement Plan.</p>			
<p>GA-11c. Enhanced Infrastructure Finance District. Work with the County to explore the formation of an EIFD to fund infrastructure and housing projects within the Plan Area.</p>			
<p>GA-11d. University Contributions to Infrastructure Costs. Given that the City is planning for substantial residential growth in the Plan Area in part to accommodate the planned growth of Humboldt State University, work with the University to explore ways in which the University can contribute to the infrastructure costs associated with the planned growth.</p>			
<p>GA-11e. Multi-Modal System Improvements Funding. Identify, develop, and prioritize utility infrastructure projects that are eligible for Federal and State funds and continue to pursue all available options for funding new and improved circulation system facilities.</p>			
<p>GA-11f. Align Utility Infrastructure within Circulation System. To the degree possible, locate new utility infrastructure within existing and planned circulation system rights-of-way.</p>			
<p>GA-11g. Green Infrastructure. Continue to encourage the use of green infrastructure that promotes efficient water use and reduced water demand by requiring water-conserving design and equipment in new construction and encouraging the retrofitting of existing development with water-conserving devices.</p>			
<p>GA-11h. Natural Drainage. Encourage and maintain the use of natural stormwater drainage systems in a manner that preserves and enhances natural features while also allowing for maximum water reclamation and reuse.</p>			

<p>GA-11i. Recreation Opportunities. Continue to consider recreational opportunities and aesthetics in the design of stormwater/retention and conveyance facilities.</p>			
<p>GA-11j. Low Impact Design. Encourage and incentivize opportunities to incorporate Low Impact Development in both new construction and remodeling/renovation of existing structures and sites.</p>			
<p>GA-11k. Incentivize Energy Efficiency and Electrification as Community Amenities. Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that exceed Title 24 energy efficiency requirements and all new construction to be electric only, with limited commercial cooking exceptions.</p>			
<p>GA-11l. Utility Undergrounding. Existing above-ground and new utilities shall be placed underground as feasible as determined by the City Engineer.</p>			