

CITY OF ARCATA



10/1/22

REVISED

DRAFT

Gateway

Area Plan

2022



1. MOBILITY

Overview

Setting the Tone for the Built Environment

In the simplest sense, mobility is the movement of people and goods in a multi-modal circulation system for passenger vehicles, delivery trucks, public transit vehicles, pedestrians, bicycles, and other non-motorized modes of travel, as well as the facilities for parking and storing all forms of vehicles. On a deeper level, mobility infrastructure is a public good and the foundation of the built environment. The dimensions, styles, and designs of streets and sidewalks set the tone for the Plan Area's architecture and building forms, determine the viability of commercial businesses, and fundamentally shape residents' quality-of-life. In other words, a safe, accessible, and efficient mobility network is crucial to the overall Plan vision.

Accommodating Planned Growth

The Plan Area's mobility infrastructure must be sufficient to accommodate the travel volumes associated with planned growth outlined in the Policy sections above. Ultimately, the new circulation system must accommodate up to 3,500 new residential units as well as a substantial number of new commercial businesses, while still supporting a robust network of bicycle pedestrian and transit infrastructure to ensure all transportation modes remain comfortable, convenient, safe, and attractive to residents, workers, students, and visitors.

Options for a Car-free Lifestyle

While much of the Plan Area is currently motorized-vehicle-dependent, this section outlines strategies that seek to increase safe access to bicycling, walking, and transit. As stated repeatedly throughout this document, the Gateway Area is envisioned to be a sustainable neighborhood in which residents have the option to live car-free without sacrificing safety or convenience. To do this, transportation needs must be fully met via transit, pedestrian, and bicycle infrastructure that connects seamlessly to all other City destinations. This has the subsequent benefit of supporting the City's goals of reducing greenhouse gas emissions and vehicle miles traveled (VMT).

Level of Detail for Mobility Planning

Planning mobility infrastructure that connects the built environment, accommodates planned growth, and allows for a car-free lifestyle requires more detail than planning for the rest of the built environment. While the City establishes the required architectural standards for buildings, private developers ultimately design and construct each individual structure. Mobility infrastructure, on the other hand, must be envisioned, designed, constructed, and maintained entirely by the City. In addition, while individual buildings are typically designed and constructed one-at-a-time, transportation facilities must be addressed across large portions of the Plan Area, often spanning dozens of consecutive blocks. Accordingly, this Plan provides detailed concepts for the future mobility network to support the City's overall vision for the future of the Gateway Area.



Mobility Strategy

Upholding the Area Plan’s Vision Statement, the Plan Area will have a realigned roadway network that supports more efficient vehicular travel patterns while expanding from and connecting to bicycle and pedestrian facilities than currently exist. Figure 8 and Figure 9 outline a vision for the future circulation system that incorporates existing and new one-way couplets for vehicular traffic, expands bicycle and pedestrian facilities, and extends a new Class I trail through the Gateway Area. The concepts are reviewed in more detail in the *Mobility Concepts* section following the figures.

As shown in Figure 8, K Street is converted to a single-lane one-way northbound roadway. The conversion of K Street from a two-way to one-way roadway allows a reduction in the paved area dedicated to vehicular traffic, incorporating minimum six-foot sidewalks, a Class IV separated bikeway, and turn pockets at intersections, where determined necessary. L Street is constructed as a southbound companion to the new one-way K Street. The current Class I trail on the L Street alignment is retained but shifted to be adjacent to the roadway with a landscaped buffer separating the Class I trail from the roadway, and maintains bidirectional travel for bicyclists throughout the Gateway Area. The one-way couplet system will reduce conflict points at intersections by eliminating a direction of vehicular traffic entirely. The one-way couplet system will also provide acceptable vehicular operations, even as regional and local traffic volumes increase, without the need to widen existing intersections or install new intersection controls like traffic signals or roundabouts. One-way intersections with two-way and one-way streets will also benefit pedestrians and cyclists by shortening crossing distances, thus reducing exposure of vulnerable users to the impacts of vehicular traffic, from noise and odors to injuries and cardiovascular impacts.

A new Class I trail generally following the railroad right-of-way along the N Street alignment connects from Alliance Road at the north of the Plan Area to the Barrel District on the south end. Two trail connections from this new path to the west ends of 8th Street and 9th Street are also created, offering people bicycling and walking more direct access through the Gateway Area. A new Class I trail that follows the Q Street alignment south from 10th Street connects to the Barrel District and the Class I trail up to N Street, and another east/west Class I trail provides access from these two trails through the Barrel District to L Street. In addition, 8th Street and 9th Street are extended westward as an east/west couplet that terminates at N Street, expanding the circulation pattern that currently exists east of I Street. These conversions of two-way roads to single-lane one-way roads provide more space for bicycle and pedestrian facilities, allowing for pedestrian and bicycle infrastructure that fully meets the mobility needs of residents and that connects seamlessly to key destinations throughout the City.

Key to Revisions (Font Color/Highlighting)

Proposed changes recommended by each committee are shown in underline/strikeout text with color coded committee text as follows:

- Transportation Safety Committee
- Parks and Recreation Committee
- Creeks and Wetlands Committee
- Forest Management Committee
- Historic Landmarks Committee
- Energy Committee
- Economic Development Committee
- Public member/entity
- Staff edits

Mobility Policies

Objective: Prepare for a substantially realigned transportation network within the Gateway Area that significantly enhances bicycle and pedestrian facilities while also creating a more efficient vehicular circulation pattern with better north-south and east-west connections for all modes of travel. Seamlessly link the Gateway Area to key destinations throughout the City via non-motorized facilities to support opportunities for a car-free lifestyle.

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 a functioning, safe, sustainable multi-modal network. Support increased demands for all efficient forms of mobility emphasizing alternative modes – vehicles, trucks, transit, bicycles, and pedestrians, bicycles, and other non-motorized or shared transit options, then vehicles, and trucks, in an effort to induce demand of multimodal transit alternatives and implement transportation demand management strategies, in keeping with Citywide Circulation Element policies (see also, GA-8a).

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:

- 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, and at well-traveled pedestrian boulevards to ensure a clear path of travel. Adjusting sidewalk widths to will necessitate adjustments to the dimensions of other features, such as drive lanes, parking lanes, bike lanes, outdoor seating, street furniture, and the like. On-street parking lanes may need to be eliminated.
- 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.
- 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 as sidewalks, bike lanes, landscaping, Class I trails, etc.
- 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. Seek opportunities in public rights-of-way to daylight creeks using bridges when reconstructing bike/bed infrastructure.
- 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.
- 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.
- 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, Federal Highway Administration, American Association of State Highway and Transportation Officials, National Association of City Transportation Officials, and other reliable sources.

- 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 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, and Plan principles.
- 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.
- j. The final design of transportation facilities within the Barrel District may change substantially, but should follow the parameters outlined in Policies GA-7e and GA-7f.
- k. Emphasize Class IV bike lanes where greatest benefit, and not in conflict with other community values or amenities where warranted.
- l. Where available, pursue Opportunities for “green streets” infrastructure in streets/public right of ways, and provide for storm water features off-site (i.e., “storm water banks”). Consider opportunities to improve storm water drainage for the Jolly Giant Creek watershed.
- m. Throughout the Plan area, design sidewalks and street crossings for maximum accessibility. Accessibility features may include but are not limited to: widening sidewalks, requiring high-visibility/stripped crosswalks, installing bulb-outs, pedestrian activated crossing signals, and aligning ramps with path-of-travel.
- n. 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.
- o. Provide sidewalks or multi-modal trails on both sides of all streets in the Plan Area.

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, 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.

GA-7d. Plan for Enhanced Transit Lines and Stops. As growth occurs in the Plan Area, work with relevant transit agencies, major employers, and area schools to plan for enhanced public transit and school bus lines and new transit stops ~~in order~~ to accommodate the new growth.

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. 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.

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 from what is shown in this Plan 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.

- 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.
- 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, [increase pedestrian safety](#), reduce greenhouse gas emissions, and minimize vehicle miles traveled, including:
- 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.
 - b. [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.](#)
 - c. **Shorten Pedestrian Crossing Distances.** [Create additional and safer methods for crossings](#) Shorten distances for pedestrian crossings along K Street and 11th Street by [shortening distances for pedestrian crossings](#) to improve overall walkability in the Plan Area. Evaluate other roadways within the Plan Area that warrant shortened pedestrian crossings, [with an emphasis on areas with planned or developed alternative transportation infrastructure, such as 8th and 9th Streets.](#)
 - d. **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.
 - e. **Widened Sidewalks.** Explore sidewalk widening strategies that include land dedication or easements to create unobstructed accessible pedestrian pathways.
 - f. **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.
 - g. [Ride Share. Support ride share in various modes \(car, bike, etc.\) through public and private infrastructure, ensuring complete systems designed to accommodate access to shared facilities. Improvements and programs should include public options, such as bike share racks or carpool parking, public-private partnerships, such as zip-car and Tandem Mobility bike share, and private facilities or programs, such as project-based car share.](#)
- GA-7i. No Net Loss of Class I Trail System.** [In general, 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. In limited circumstances, the City shall retain the discretion to allow an applicant to demonstrate removal or relocation of Class I Trail sections would improve active transportation access and connectivity. Collaborate with the Great Redwood Trail Agency and other landowners and agencies to retain and expand the Class I trail and Class 4 bikeways throughout the Plan area, including along L Street.](#)
- 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 [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.

- 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. In locations identified as important pedestrian streetscapes, such as K, 8th, and 9th Streets, dedication may be a requirement to provide for the desired form and frontage.
- GA-7l. Parking Standards.** ~~Do not r~~ Disconnect parking minimums from land use and only require off-street parking as a development standard ~~in most only~~ in limited cases (e.g. hotels and other regional draws, employment centers). 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 clustered parking and un-bundling parking from rents, as well as the dedication of parcel frontage on block-long development projects that can be dedicated to additional on-street parking.
- 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.
- 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.

Mobility Programs

- 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.
- 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.
- 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.
- Imp-GA-7.4. Master Plan for Barrel District.** For development projects within the Barrel District exceeding 10,000 sf, require property owners to develop a Master Plan per Policy GA-7f.



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IMPLEMENTATION
