



**PUBLIC COMMENT ON
2023 DRAFT WEP**

CALIFORNIA COASTAL COMMISSION

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August 11, 2023

City of Eureka Development Services Department
Attn: Cristin Kenyon, Development Services Director
531 K Street
Eureka, CA 95501

RE: Additional Comments on May 2023 Draft Waterfront Eureka Plan (Waterfront Specific Plan)

Dear Director Kenyon,

The California Coastal Commission (Commission) is committed to collaborating with local governments on the development and review of draft Local Coastal Program (LCP) updates prior to local adoption and transmittal of LCP amendment applications to the Commission to narrow any issues raised regarding Coastal Act conformity that might otherwise need to be addressed during the Commission's hearings on certification. We greatly appreciate the City's efforts to update its LCP and the City's collaboration to date with Commission staff, including the City's consideration of our recently submitted specific comments on the City's June 2023 draft update to its Land Use Plan (LUP) and the broader comments concerning both the draft LUP update and the City's May 2023 draft Waterfront Eureka Plan (WEP) expressed in our July 24, 2023 letter. We are pleased to offer additional more detailed comments concerning the draft WEP for your consideration at this time.

Enclosed please find comments on the May 2023 draft of the City's WEP, written on the margins of a PDF copy of the document for your consideration. We understand that the City intends to integrate certain elements of the WEP into the City's LUP update as well as the City's forthcoming update to its Implementation Program. We appreciate the City's efforts in developing the WEP to guide development in specific areas of the City's coastal zone to aid in achieving the Coastal Vision as laid out in the LUP.

In addition to the broader comments concerning how the City is proposing to address sea level rise in its LCP update discussed in our July 2023 letter, another broad topic you will see we have commented on in the draft WEP is regarding Coastal Act priority uses in the WEP planning area. We appreciate that the WEP strives to implement smart growth principles by planning for mixed use development that prioritizes visitor-serving uses *in general* in the WEP planning area at the same time as residential and non-visitor-serving community uses. However, we recommend ensuring that the planning area more clearly prioritizes *lower cost* visitor-serving uses *that enhance opportunities for coastal recreation and coastal-dependent and -related uses*, consistent with Coastal

City of Eureka Waterfront Eureka Plan- May 2023 Draft
CCC staff comments- August 2023

Act policies 30213 and 30222 and policies PAR-2.6 and PAR-2.7 of the City's June 2023 draft LUP update. We believe it is especially important to prioritize such uses in the Commercial Bayfront (CB) and Old Town (OT) areas, as such Coastal Act priority uses are prioritized under existing LCP policies and uses allowed in the existing Commercial Waterfront (CW) area (which corresponds to the areas proposed for CB and OT designations). We note that the WEP prioritizes a range of appropriate visitor-serving uses that would enhance opportunities for coastal recreation and coastal-dependent and -related uses in the CB and OT areas by, for example, allowing these uses on street-facing ground floor spaces while limiting many non-visitor-serving uses to upper floors and non-street-facing portions of ground floors. However, we suggest strengthening this prioritization and considering additional measures, such as a cap on non-priority ground floor uses, where allowed; requiring limited time authorizations and/or other standards for conditional uses to ensure that, where allowed, non-priority uses do not interfere with priority uses; and/or requiring that a certain amount of the ground floor per structure be occupied by priority uses where non-priority uses are allowed on non-street facing portions of ground floors. Without these added standards, the WEP as currently drafted does not ensure that non-priority uses will not become disproportionately developed on the ground floor in the CB and OT areas. These stronger standards applying to ground floor spaces in CB and OT would not interfere with the provision of residential and other non-visitor-serving uses on upper floors and could still allow for some amount of these other uses on ground floors in these areas, while also achieving greater consistency with the Coastal Act. We note that ground floor uses in the Library District portion of the WEP planning area would not be subject to the same standards.

Thank you again for your consideration of our past comments and for your continued collaboration and consideration of these additional comments. If you would like to schedule a meeting to discuss our comments or any other matters, please contact me at (707) 826-8950 (ext. 205) or Amber.Leavitt@coastal.ca.gov at your convenience.

Sincerely,



Amber Leavitt
Coastal Resiliency Coordinator, North Coast District

Enclosures: May 2023 draft Waterfront Eureka Plan with Commission staff comments

California Department of Transportation

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July 24, 2023

1-HUM-101-Eureka
Waterfront Eureka Plan
LCP Amendment

Ms. Cristin Kenyon
Development Services
City of Eureka
531 K Street
Eureka, CA 95501

Dear Ms. Kenyon:

Thank you for giving Caltrans the opportunity to review and comment on the City's Waterfront Eureka Specific Plan (WEP) and comprehensive Local Coastal Program amendment. The three Core Areas of the Waterfront Eureka Plan lies to the north of and outside the US Route 101 corridor. State Route 255 forms the eastern boundary of the Plan area, along the Library District, and the Samoa Bridge passes over the Commercial Bayfront District.

The City of Eureka's proposed Eureka Local Coastal Program Update and the WEP include goals, policies, and standards to develop the Core Area districts in the Coastal Zone that appear to be consistent with local, regional transportation plan, and state plans. Priorities for compact neighborhood housing and development of active transportation facilities accord with regional and state transportation planning priorities (Humboldt County RTP 2022, California Transportation Plan (CTP) 2050 (<<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/ctp-2050-v3-a11y.pdf>>), and the Climate Action Plan for Transportation Infrastructure (CAPTI, <<https://calsta.ca.gov/subject-areas/climate-action-plan>>).

We support proposed zoning changes, land use designations and Plan policies and standards that will increase density near existing transit corridors and facilities, and coordinate transit stops with bicycle and pedestrian infrastructure to create first and last mile connections that increase walking, biking, and accessibility, to reduce vehicle trips and GHG, consistent with state and regional multimodal and transit goals and policies.

The WEP and draft LCP Update reference transit facilities and connectivity with future development of housing units in the WEP planning area but does not address the

proposed Eureka Transit Center which is proposed to become a major transportation facility for Eureka and Humboldt County. The Transit Center (EaRTH) is a proposed mixed-use transit/housing project funded by a TIRCP grant awarded to Humboldt Transit Authority. The proposed EaRTH Center is located directly adjacent to the Plan area and serve the transit and bike/ped network of the Plan and be an integral transportation facility and hub to reference in the documents. The Eureka transit facility project meets multiple regional, state, and Caltrans transportation, transit, multimodal connectivity, climate, and equity goals (CTP 2050, California Strategic Plan, CAPTI).

At the State Route (SR) 255/Samoa Bridge intersection with 3rd Street there is a pedestrian crosswalk and vehicle right-turn access. Infill development at the plan's proposed densities has the potential to increase vehicle, bike and ped traffic in the future that may require intersection modifications. Alternatively, we see an opportunity to rethink the circulation in the project area with the goal of reducing conflicts between competing modes of travel. We offer to partner with the City to develop and fine-tune the layered transportation network within the planning area and for routes that provide access to the WEP's major origins and destinations.

We recommend that "wayfinding" identified in the WEP's Core Areas include transportation facilities such as trails and transit stops. Wayfinding signage should be ADA accessible to assist people with disabilities and other users.

We encourage land use planning designations, coastal policies, and development standards included in the WEP that align with state Zero Emission vehicle and infrastructure goals and targets. Zero emission charging and related infrastructure should be incorporated in land use development in the Specific WEP and draft LCP Update to the greatest extent possible.

Connectivity for freight, transit, and active transportation facilities should be considered and coordinated with marine transportation land uses in the Commercial Bayfront and other Core Area districts wherever possible. Please include Caltrans as a stakeholder and partner in the implementation of the City's draft LCP Update Goals PAR-4 and policies (4.1-4.3) relating to diverse modes of transportation, transit policies and service collaboration, and developer improvements which would integrate transit into the Specific Plan area development and coastal policies (draft LCP Update pages 3-27 to 3-28, pdf pp 70-71). Also, we request to participate as stakeholders in the implementation of goals and policies relating to future Harbor District development in the specific WEP and LCP Update that coordinates with transit, freight, and State Highway planning.

Ms. Cristin Kenyon
7/24/2023
Page 3

Land Use, Housing and Mobility (WEP-CH5): the City has the opportunity to promote transit-oriented development (TOD) around the planned EaRTH center, existing transit routes and transit stops. TODs depend upon high-density, mixed-use business/housing to be clustered around transit stations and transit corridors.

The pedestrian and bicycle networks should complement the transit network. Longer trips that cannot be made by bicycle or on foot can be made by transit, thus creating better options for multimodal travel.

Transit (2-11): Consider expanding this section to identify and differentiate the transit routes to make their origins/destinations clear. Please consult with Humboldt Transit Authority on transit bus timetables and routes to better support transit access to/from the plan area.

Feel free to contact me with questions or for further assistance with the above comments at (707) 684-6879, or by email at: <jesse.robertson@dot.ca.gov>.

Sincerely,

Jesse G. Robertson

JESSE ROBERTSON
Transportation Planning
District 1 Caltrans

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August 11, 2023

Cristin Kenyon
Development Services Director
City of Eureka
531 K Street
Eureka, CA 95501

Dear Director Kenyon:

The Humboldt County Association of Governments (HCAOG) offers these comments in support of the City of Eureka's Draft Waterfront Eureka Plan (WEP). As the designated Council of Governments and Regional Transportation Planning Agency, HCAOG maintains and updates the Regional Transportation Plan (RTP) (or *VROOM*) which guides transportation investments in the region over the 20-year planning period. *VROOM* addresses the issue areas of climate change, housing, building vibrant neighborhoods, and ensuring safe and equitable places. HCAOG is also responsible for the Regional Housing Needs Allocation (RHNA) process.

HCAOG strongly supports the plan goals to streamline permitting for a dense mix of uses and housing types in the plan area. We applaud the emphasis on planning for sea-level rise and the measures in the plan to promote walkability through urban design. HCAOG supports planning to increase mixed-use development, reduce private automobile use, and increase the number of trips made by walking, biking, rolling or transit. HCAOG's land use policies in *VROOM* support infill development, pedestrian-friendly streets, bicycle infrastructure, reduced parking minimums, and transit-oriented development (see Land Use policies pg. 6-4 to 6-6).

Another key metric for the success of *VROOM* is seeing a demonstrable increase in the percentage of trips made by walking, biking, micromobility/matched rides, and transit, along with a decrease in driving. The following comments and suggestions on the mobility elements of the WEP are intended advance a multimodal mobility network that is well-connected and easy to use for a variety of modes:

- Page 2-11 Transit: Please note "Redwood Transit Authority" should be corrected to either the Redwood Transit System or Humboldt Transit Authority.
- Page 2-11 Walking and Biking: Include a description of the 1st Street/Waterfront Drive sidewalk connection.
- We support inclusion of the Great Redwood Trail Master Planning in the WEP.
- Please provide additional information on pedestrian crossings. Policies such as restricting parking within 10 feet of an intersection (daylighting) can increase pedestrian safety.

- To support Goal WEP-2 and WEP-2.3 to promote non-vehicular access to the plan area, consider including an implementation measure for the City to work with Caltrans to study the feasibility of separated pedestrian and bicycle connectivity across 4th and 5th Street. Several City projects underway will improve North-South bicycle infrastructure (H/I Street and C St Blvd), but none will provide a direct, protected, separated and comfortable path across Highway 101. A policy to work with Caltrans may support the development of future capital projects to bridge US 101 and connect Downtown and Old Town, thus unifying the Cultural Arts District. Several state and federal transportation infrastructure grants are focused on reconnecting communities, and the City may want to consider positioning themselves for these long-term efforts.
- Consider modifications to the Waterfront street configuration between H and C Streets as there is currently no dedicated bicycle infrastructure, the current sidewalk configuration does not meet the specifications of a Class I trail, and vehicle lanes are wider than necessary.
- Modifications to Figure 5-2 and 5-3:
 - The map appears to show the woonerf on 2nd Street from I to M St, while page 45 states the location as K to M St.
 - Bike lanes are existing on Waterfront Drive east of the Adorni Center, though they are in need of re-striping.
 - Figure 5-3 should be updated to show the other K St vertical connector.
- Table 7.1 Implementation comments:
 - Goal 1: Consider including an action to support increasing transit frequency to qualify areas as transit-oriented development. The HCD Transit-Oriented Development Housing program defines a Bus Hub as an area with three or more bus routes with a headway of 15 minutes during peak hours. Aiming to qualify a Bus Hub such as the proposed EaRTH Center under this program would open up additional funding opportunities. Relatedly on Action 2.3a, consider expanding the policy to state support for other ways to expand ETS service coverage and/or frequency.
 - Consider including language to support access to level 2 EV charging for multifamily residential units.
 - Action 2.2c: Consider adding pedestrian scale lighting. Policy encourages “amenities.” Be clear and consistent throughout policies to describe bicycle/pedestrian routes and facilities as infrastructure distinct from amenities such as bike racks, benches.
 - Action 2.3b – Consider moving the Activated Waterfront Trail to a short or medium timeframe rather than long.
 - Policy 3.1: Call out other modes and their amenities.
 - Action 3.1a: Consider including bicycling time.
 - Action 3.2b: Businesses thrive on people, and people can access storefronts via multiple modes of transport. Consider including a separate policy to do the same actions for public transit and bicycle access. Similarly, Action 3.2f could include studying the need for a bike parking facility.
 - Policy 3.3: Bicycle boulevards and traffic-calming elements should not be considered amenities, but rather essential infrastructure for transportation needs in the Plan Area.
- Parking:
 - HCAOG supports pay-for-parking, removing parking minimums, and using land efficiently. The WEP suggests strategies to increase public awareness of parking supply and resources through wayfinding signage. We suggest the WEP also include support for measures to increase awareness and ease of use for transit, bicycling and walking modes.

We appreciate the opportunity to comment and thank the City of Eureka staff and consultants for their work on the Waterfront Eureka Plan.

Sincerely,



Beth Burks, AICP
Executive Director



Board of Directors

Jerome J. Simone
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Humboldt Bay Rowing Association
P.O. Box 750
Trinidad, CA 95570

August 11, 2023

City of Eureka
Development Services - Planning Department
531 K Street
Eureka, CA 95501

Dear Development Services - Planning Department:

Thank you for the opportunity to comment on the Draft Waterfront Eureka Specific Plan (hereafter referred to as Plan.) In reviewing the Plan, it has come to our attention that neither the Humboldt Bay Rowing Association (HBRA) nor its large boathouse located at 1063 Waterfront Drive, Eureka, is included in the draft Plan. The land on which the large boathouse is located has been leased from the City of Eureka since 2001 and HBRA has continuously occupied that boathouse since that year.

HBRA has been a non-profit organization since 1987 operating on Humboldt Bay for 36 years and is committed to providing community rowing programs open to all ages. The organization operates out of two boathouses in Eureka: the HBRA junior and master crew programs operate out of the aforementioned large boathouse and the independent sculling program operates out of the Adorni Center's boathouse. HBRA's mission is to provide our community with the opportunity to participate in the lifelong sport of rowing, either individually or as a team member, on beautiful Humboldt Bay. HBRA rowers range in age from 12 to 85+ years old.

The HBRA Junior crew and Masters programs provide education, instruction, the experience of healthy competition, and training in amateur rowing while supporting healthy minds and bodies, personal growth, and the development of leadership skills of its student athletes. The independent sculling program offers initial instruction and the opportunity for rowers to enjoy the bay as their individual schedules allow.

HBRA is requesting that its programs operating out of both boathouses, as well as the large boathouse itself, be acknowledged in the Draft Waterfront Eureka Specific Plan and that any development on the waterfront include our programs and not negatively impact this long-time community recreational opportunity.

Sincerely,

Jerome J. Simone
President, HBRA



July 3, 2023

Cristin Kenyon
Development Services Director
City of Eureka
531 K Street
Eureka, CA 95501

via email: ckenyon@eurekaca.gov

RE: Comments on Draft Waterfront Specific Plan & Coastal Land Use Plan

Dear Director Kenyon:

The Coalition for Responsible Transportation Priorities (CRTP) broadly supports the vision for future development laid out in the draft Waterfront Specific Plan, a.k.a. Waterfront Eureka Plan (WEP), and the draft Coastal Land Use Plan (LUP), including the “preferred futures” described in WEP Chapter 4, and especially both plans’ increased focus on active transportation, transit, and denser mixed-use development. However, there are some areas of the plans which we believe could and should be improved. We are commenting on both the WEP and the LUP together in this letter due to the highly interrelated nature of the two plans.

Parking

Both plans acknowledge that minimum parking mandates and excessive car parking generally present barriers to new development and work against the city’s goals of walkable, pedestrian-oriented development. Despite this, the draft plans do not clearly and unambiguously call for the repeal of these mandates, but rather provide somewhat mixed messages. For example, Goal WEP-1.4 and LUP Policy LUD-2.1.d call for “reducing or eliminating parking requirements,” WEP Implementation Action 1.4b calls for reducing parking mandates and allowing limited “exemptions,” LUP Policy PAR-4.11 calls for “context-based flexibility in parking requirements,” LUP Policy PAR-4.12 calls for continuing the city’s “parking in-lieu fee program,” LUP Policy PAR-4.15 calls for ensuring that parking mandates don’t result in undesirable development, and LUP Policy PAR-4.16 calls for not “requiring more parking than can adequately be provided on site.”

All of these proposed goals, policies and actions attempt to soften or mitigate the negative impacts of minimum parking mandates. This is an important step, but not sufficient to the scope of the problem. Given the city’s acknowledgement of the many economic, environmental and social costs of these mandates, and the well-documented fact that there is no scientific basis for them, we request that the city eliminate minimum parking mandates altogether.

It appears that the reluctance to eliminate parking minimums may come from two fundamental misconceptions related to parking: first, that there is a fixed demand for car parking; second, that car parking at or near a destination is equivalent to access to that destination.

On the first subject, research in recent decades has thoroughly debunked the notion that there is a fixed demand for parking. Rather, driving (and therefore parking) varies widely according to the price of parking, the surrounding development patterns, the availability of other modes of transportation, and other factors. Additionally, the availability of parking itself affects both car ownership and driving. Recent studies have demonstrated conclusively that the availability of free parking actually causes more driving. Therefore, providing free parking on the basis of an assumption of fixed demand (i.e., an assumption that people will drive no matter what) is a clear case of the tail wagging the dog. Furthermore, given the fact that state models indicate a significant reduction in driving is needed in order to meet climate targets, inducing more driving by providing free parking is counterproductive in the extreme.

The discussions of parking on WEP p.65 and LUP p.3-24, as well as LUP Policy PAR-4.11, should include a brief summary of this phenomenon of parking-induced demand for the benefit of readers and decision-makers. More critically, goals, policies and actions in both plans should be adjusted to reflect this reality:

- Goal WEP-3.2 should be amended to remove consideration of expanded parking in “high demand areas.”
- WEP Implementation Action 1.4a should require unbundled parking, rather than only encouraging it.
- WEP Implementation Action 3.2d should clearly commit to implementing a smart meter program to manage parking and driving demand, rather than simply “exploring” it.
- WEP Implementation Action 3.2f should be removed. Adding capacity through a parking structure (or any significant new parking) when occupancy is high will not solve the capacity problem due to the phenomenon of induced demand. Instead, high occupancy is a sign that prices are too low and/or more support for alternative modes of transportation is needed.
- We oppose the creation of a Parking District (see WEP p.107) if the purpose is to construct new parking facilities. Revenue from parking should be directed to support public transit and/or bike and pedestrian amenities.

Next, equating parking with access is wrong, perpetuating an unsustainable system of automobile dependency and the inequities baked into it. Access is about getting people—not vehicles—where they need to go, and there are many ways people can get around. Furthermore, national studies and local survey data show that low-income people and people of color are much more likely to lack reliable access to a vehicle, and these people deserve coastal access (and access to other destinations) as much as anyone else. The following aspects of the plans should be amended to more fairly and accurately address the topic of access:

- LUP Policy PAR-1.10 should be overhauled to require maintenance of shoreline access, not shoreline parking. A requirement to maintain parking can actually reduce shoreline access, both by making it harder to get to the shoreline by foot, bike or transit, and by

preventing the development of affordable housing units close to the shoreline.

Furthermore, requiring parking to be free while not simultaneously requiring free bus passes and free micromobility devices amounts to an inequitable subsidy for the form of transportation most likely to be used by wealthier residents.

- LUP Policy PAR-4.11 should be amended to remove the equation of parking with public shoreline access.
- Throughout the plans, there is repeated discussion of “park once” strategies for visitors. We support “park once” strategies for visitors arriving by car. However, these discussions must also address the fact that people also arrive in the area by transit, by foot, by bike, and using other devices, and these other modes should be both acknowledged and encouraged in planning efforts.

Failure to reform the outdated treatment of parking in both plans as we have outlined will perpetuate social inequities and work against the urgent need to reduce carbon emissions and reduce future climate impacts, including sea level rise.

Bike & Pedestrian Improvements

We support the proposed woonerfs, sidewalk and bike improvements outlined in WEP Figures 5-2 and 5-3 and WEP Implementation Actions 4.1b and 4.1c. However, we do not understand the meaning of the improvement described as “Class I bike lane crossing Waterfront Drive near O Street,” and request further clarification.

Additionally, LUP Policy PAR-4.4 should be amended to specify that facilities must serve bicyclists of all ages and abilities, and to acknowledge that the existing network is insufficient in this regard. The importance of this acknowledgement can be seen in the bike improvements shown in Figures LUP 3-7 and 3-8, which depict unprotected (Class II) bike lanes on busy streets. To serve users of all ages and abilities, new bike lanes on Highway 101 and other busy streets should be protected (Class IV), and existing facilities on streets such as Wabash and F should be upgraded to Class IV as well.

We submit the following additional comments on bike and pedestrian infrastructure policies:

- At least one long-term bike parking space should be required for every bed in new residential construction (one for every 3 units is not sufficient; see WEP Table 6-3). Long-term bike parking spaces should also be required for office/employment uses. Additionally, it is unwise to tie bike parking requirements to car parking requirements, as they are extremely different in nature (car parking takes up much more space and is much more expensive), and the city should be discouraging excessive car parking while encouraging abundant bike parking.
- LUP Goal PAR-4 and its associated policies should be amended to explicitly acknowledge and reflect both the city’s adopted Complete Streets Policy and the bike and pedestrian mode share targets in the adopted Regional Transportation Plan.
- The discussion of “pedestrian access and safety” on WEP p.65 should include not only explicitly pedestrian-serving infrastructure, but also traffic calming generally, due to the critical role of vehicle speeds in pedestrian-involved collisions.

- LUP Policy PAR-1.8 should be amended to replace “North Coast Railroad Authority” with “Great Redwood Trail Agency,” and to add the planned extension of the coastal trail system from southern Eureka to College of the Redwoods to the list of future projects.

Public Transit

Public transit is a key mode of access to Eureka’s coastal zone and to the WEP plan area specifically, and will only become more important with the construction of the multimodal EaRTH Center in the near future. It is critical that the WEP Mobility Plan acknowledge the EaRTH Center plans and the important role of transit in the local mobility system more generally.

Land Use, Density and Intensity

We generally support higher densities and intensities of land uses to support walkability, bikeability and high quality transit, particularly in the Old Town and Commercial Bayfront West districts and other parts of the city’s “Core Area” not subject to a high risk of inundation or other natural hazards during the planning period. Specifically:

- We question the need for maximum intensity (FAR) and density (du/acre) standards generally. The city itself acknowledges the desirability of greater density and intensity, yet sets maximum standards which discourage it. For example, LUP Policy LUD-2.2 calls for encouraging development at the maximum allowable intensity in the Core Area, which implies that the “maximum” should not actually be a maximum but a target. If maximum intensity and density standards are retained, then additional and more stringent minimum standards should also be adopted. See also comments below.
- The maximum density for the High-Density Residential district should be far above the currently proposed 44 du/acre. The Linc Housing projects currently approved by the city demonstrate clearly that much higher densities (in this case, 80-120 du/acre) are feasible and will help the city meet its housing and transportation targets. The High-Density Residential district should also include a minimum density standard.
- The minimum FAR should be greater than 1.0 in Old Town (see WEP Tables 5-2 and 6-2). This is a district where buildings generally should be built to lot lines, and single story buildings are not appropriate or dense enough to support walkability.
- Maximum heights and intensities should generally be increased in the Old Town and Library districts (see WEP Table 6-2).
- WEP Development Standard A.1 should not include any setback requirements below the 5th story. The 3rd story setbacks proposed will unreasonably limit density, make many projects infeasible, and do not improve the pedestrian environment as claimed.
- Build-to line (BTL) percentages included in WEP Development Standard B.1 should be greater than 50%.

In addition to density and intensity, a good mix of land uses is also required to support walkability and bikeability. To ensure flexibility and a mix of uses, we encourage the city to move toward a more form-based approach to zoning in the coastal zone, rather than focusing so heavily on separation of uses. The current approach leads to some oddly fine-grained restrictions whose purpose is hard to discern, such as regulating various types of multifamily housing differently (medical, micro, shared-use, etc.—see WEP Table 6-1).

Additionally, while we appreciate the intention behind requiring ground-floor commercial uses in the Old Town and Commercial Bayfront districts (see WEP Tables 5-2 and 6-1, Goal WEP-1.1, and LUP Policies LUD-2.1a and LUD-2.1d), we believe that this could make many projects infeasible due to the existing jobs/housing imbalance in the area. This is likely the problem that WEP Development Standard C, which provides an exception to the commercial ground-floor requirement for dense projects, is meant to address. However, we suggest taking a somewhat broader approach and allowing residential ground-floor uses generally as long as they meet design standards for an active pedestrian frontage, such as requirements for public art, front porches, and window and doorway treatments. Nor do we believe it is necessary to prohibit uses such as daycares, fitness centers, medical facilities, colleges, social services, offices and general services from street-facing frontages, so long as they meet objective, pedestrian-oriented design standards.

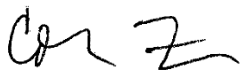
WEP Figure 6-2 shows an extremely limited area where “pedestrian-focused frontages” are required. Given the plans’ goals to create a pedestrian-friendly zone throughout the plan area, we believe pedestrian-focused frontages should be required much more broadly—at least all of Old Town and Commercial Bayfront West. However, we believe that rather than requiring Design Review (see WEP Development Standard D.2), pedestrian-focused frontages (both commercial and residential) can be ensured by adopting a well-crafted set of objective, form-based standards. The WEP Design Guidelines are a good start in this direction.

We submit the following additional comments on land use, density and intensity:

- New parking lots and structures should be prohibited in all districts (see WEP Table 6-1 and discussion above).
- Public plazas and pedestrian passageways are spaces for public gathering and transportation and should not have limited hours (see WEP Development Standards E.2e and E.2f).

Thank you for your consideration of our comments.

Sincerely,



Colin Fiske
Executive Director
Coalition for Responsible Transportation Priorities
colin@transportationpriorities.org

Comments received through the Waterfront Eureka Plan (WEP) website after the 2023 Draft WEP was published in May 2023.

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
1	How do you plan to deal with the significant homeless population in these areas, and the resulting vandalism and crime? Any future development MUST address this problem, which currently plagues all existing businesses and residents of these city areas.	Something I would like to change	4 - Future Opportunities
2	Rethink the idea of affordable housing on the waterfront. If you instead put in middle to high income living spaces, it should drive down the cost in less desirable neighborhoods, making them affordable again.	Something I would like to change	5 - Land Use, Housing, and Mobility
3	Buy Squires property on H and build housing there!	Something I like	7 - Implementation
4	Move homeless services out of the tourist center.	Something I would like to change	8 - Land Use Classification Glossary
5	I can barely afford my house with zero views and the city wants to put low income housing with great views and I struggle to pay my mortgage. The city of Eureka should focus on paying it employees not building housing!!!!!!	Something I would like to change	
6	I love all of the options, however, it needs to be a mixture of the three. <ul style="list-style-type: none"> - High density housing in library district (managed retreat scenario) - Grocery store with residential on top in old town (complete communities) - Commercial Bayfront should be something completely different. I like the idea of a tourist space, but not in the way the scenario laid out. There are many options to set us apart from other cities and make it more hospitable and a destination. For the vacant lots by the Boardwalk: <ul style="list-style-type: none"> - A ferris wheel - Food trucks - A public recreation area: (like an amphitheater with regular outside performances or a public 	Something I would like to change	4 - Future Opportunities

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	<p>park for example)</p> <p>In regards to the rest of the Commercial Bayfront, Sara Bareilles' outside concert appeared to be a huge success. Another idea Waterfront Eureka Specific Plan could include would be creating a music festival up here. It would be an amazing money generator, and be another thing that could bring tourism, local jobs, and could become something much bigger. Though this could be similar to the Redwood Jazz Festival, it could bring in different genres, similar to that of other music festivals, like Coachella or Woodstock for example.</p>		
7	<p>Not safe downtown. Get rid of the bullshit tweaker scum first. They are ruining the whole town.</p>		
8	<p>Love it</p>	<p>Something I like</p>	<p>5 - Land Use, Housing, and Mobility</p>
9	<p>In order for revitalization of the waterfront district to be truly effective, I feel that there needs to be a change in the way the city addresses the methamphetamine (and opiates) epidemic. The drugs are rampant and I do not believe you will be able to address the homelessness and mental health issues unless you give law enforcement a greater ability to address the drugs. Provide required long term inpatient/locked drug treatment units that prevent people from continuing to ruin the town for everyone else. If there aren't consequences to actions then nothing changes. If the needles, human feces, garbage, tarps, tents, etc are removed from the waterfront (and the city in general) then more people will use the area for sure. It doesn't feel safe there and nothing will change unless you allow law enforcement to force some change. If this aspect of Eureka changes, I do believe that Eureka has the potential for great things. Thank you.</p>	<p>Something I would like to change</p>	<p>5 - Land Use, Housing, and Mobility</p>

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
10	<p>Your plans look great. Too bad for Arkley! Get rid of that litigious litigant! Once upon a time, it was sacred ground, and there was no building allowed - which changed (rumored to be illegitimate) but, it's there now, so do something with it as a draw to our town. We should have things of note to celebrate and advertise such as our art festivals, the Forest Moon Festival, a place that's an attraction like Old Sacramento is with specialty stores (because there are so many wonderful artists here) and hopefully tribal entities if they're willing (I still can't find the Wiyot Center). It would be fun to buy old-timey newspapers and have citizens bring forward their relatives' stories of the area to share that have been lost to time. Can we have more free kid things - like build your own wind turbine and come to HSU when you're old enough?! Have we reserved the pier where Kinetic Sculpture and Polar Plunge happened so that it's a venue? What about a sampling place where restaurants or candy shops can have a spot in the store for folks to compare their works and then go try their restaurants? How about rent a guide for the tour of the city - the ghost tour, the tribal tour, the movie tour, etc? And can we get a full-scale comedy club where we attract serious comedians and not folks in recovery? It would be sweet if we cared for our mental health patients and homeless population - perhaps a tiny town for them? A model of what can be done all across America???</p> <p>I'm afraid to walk downtown due to folks who are aggressive and/or using, but they deserve dignity and care as well...I'd hate to see them swept off the streets and no place to go. There are a lot of power dynamics in that population and it's really not safe for them to be swept.</p>	<p>Something I would like to change</p>	<p>I - Introduction</p>
11	<p>Put in a Ferris wheel</p>	<p>Something I would like to change</p>	<p>4 - Future Opportunities</p>

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
12	<p>Take into consideration our climate and our community. Our climate is cold most of the time and rain. If you are so keen into making more commercial space just realize people are more drawn to the mall because of the closed space from the weather. With everything getting expensive, our community thinks twice on spending a dollar. The only way to attract the community and outside tourists are businesses and spaces of nature and for family. Like the skywalk at the eureka zoo. Like maybe a waterpark or a go kart race track. Encourage more recreational activities on the bay by helping canoe rental businesses with more advertisement. Help advertise boat rides on the bay. Buy a better boat. Also the concrete side walks are in bad conditions for bikes. There are big enough safe spaces to ride bikes.</p> <p>If this actually gets read but does not change the perspective of this project than the money used will be a waste and also a waste of beautiful land. Humboldt is a gem for connecting the community with nature not for shopping centers and city vibes.</p>	Something I would like to change	3 - Community Engagement
13	Whatever the result, please develop the old town waterfront area with mixed businesses and high-density housing and ensure it to be a pedestrian friendly space with European-style outdoor cafe/eating spaces. It is such an underused area!	Something I would like to change	4 - Future Opportunities
14	Do not spoil the waterfront! I am so very concerned that the citys plan is all about jacking up that space to meet its housing obligations because this plan is easier because of peoples fear of loss of parking lots downtown! The bay is the gem of Eureka and its the greatest asset we got and will ever have!!! The waterfront lots are for ALL OF US and thus what goes there should be for all of us. We do not need more retail! (Read the room...we have too much vacant space and its only going to get worse), we do not need a grocery store there! (The co-op is just blocks	Something I would like to change	5 - Land Use, Housing, and Mobility

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	<p>away). Housing that blocks views of the bay, puts shade on the boardwalk, that becomes littered by cars and trash and noise etc is the WRONG idea. The ONLY types of housing I would approve of would be live/work for artists with requirements that these communities are open to the public. We need more destinations for visitors and support for creative people etc. The other would be a relationship with HSU that would bring students to the Eureka waterfront with the requirement that this housing has service learning components such as student projects, bay trash pick up, community garden stewardship etc. Do NOT stick a zillion apartments there to make your quotas. There are other buildings in my neighborhood of Old Town/Downtown that should be torn down and made into housing. Do NOT jack up our waterfront!!! It should remain a tranquil recreational waterfront!!!</p>		
15	<p>I like the idea of "walkable" towns because owning a car is impossible for many. Affordable housing, ADA compliant near retail outlets INCLUDING Pharmacies and neighborhood Grocery stores. End the Big Box retail tyranny and the boutique retail nobody local can afford except as it exists in Old Town. Old Town has lost it's luster. Keep up the trail work and make sure they are accessible to all. We all really hate the metal bridges on the waterfront, the noise is overwhelming for humans and wildlife. Awful for dogs. I may have to move back to Eureka as I get older, I hope there are many more options for Seniors and Disabled folks. Don't forget GREEN SPACE, trees, tables and benches, a big community garden space or several to be accessible to all, and water works would be nice...fountains? Playgrounds, skate parks and pump tracks for the kids. Community centers for meetings and parties with community kitchens. Provide for pets, spaces to run and play, add a dog park. These are all things that make a</p>	Something I like	5 - Land Use, Housing, and Mobility

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	pile of apartments liveable. Without these perks, you're just warehousing people.		
16	Don't get rid of parking lots to build housing for drug dealers. You already built one across the street from the Coop grocery store and I will never go shopping there ever again. If anything old town needs more parking. My work often takes me to old town and most of the time all of the parking lots are full and there isn't any street parking either.	Something I like	5 - Land Use, Housing, and Mobility
17	Looks pretty good. The devil is in the details.		
18	I am in favor of the managed retreat scenario, with preservation of open space and limited development.	Something I like	5 - Land Use, Housing, and Mobility
19	I enjoyed learning more about the new plans for the Waterfront. While I would love to see more growth for our community, I do have a few recommendations that I believe could be helpful. I think more housing is necessary and I'm happy to see affordable housing is also being included. But, I'm wondering if some of these units may be better placed in other areas of Eureka? I know new businesses/housing will be built in unused and dilapidated spaces which I think is beneficial. But, throughout Eureka there are also many unused businesses and spaces that additional units could be built on to lessen congestion in Old Town. I'm not sure if Old Town has the infrastructure available to compensate for this level of housing and businesses in the area. The streets are very narrow to drive through and parking is very limited. I saw underground parking is being considered, but I think a couple of parking garages would also be beneficial to this project. It can be difficult as it is to attend local events and get to stores in Old Town. I'm happy to see long overdue improvements in Eureka and growth being embraced, but Old Town is not the only part of Eureka. While it may be the most historical our entire city could benefit from renovation, additional housing and businesses	Something I would like to change	5 - Land Use, Housing, and Mobility

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	<p>dispersed throughout in my opinion. I would also recommend improvement plans on Broadway in Eureka. As mentioned alot of focus is on Old Town, but buildings on Broadway are dilapidated and unkept. Eureka is trying to encourage arts and culture but Broadway the main route to Old Town is uninviting and an eyesore to tourists and residents. Maybe grants to paint businesses and collaborating with local businesses on standards and beautification in Eureka may be beneficial to the plans you are developing for Old Town. This could create many volunteer opportunities for students, groups and even those experiencing homeless or people trying to turn their life around to help paint businesses and provide regular cleanup throughout Eureka. This will make Eureka much more appealing to residents and new comers alike I believe and help support this project.</p>		
20	<p>Since the plan was not accessible to me, or hard to find, I recommend that you present it in plain language and with obvious stances about what is planned. I will say generally I like improved conditions for walkers and limits on development with the concerns of water rising in the next 50 years. I like to see the birds have access to their historical feeding and nesting areas.</p>	<p>Something I would like to change</p>	<p>1- Introduction</p>
21	<p>Where is the link for the plan?</p>		
22	<p>Looks good after struggling to find the information. I would suggest more open areas, many public restrooms, raised building for water rising in the future, and free open areas for walking. Keep in mind the birds, fish and natural beauty to be preserved.</p>	<p>Something I would like to change</p>	<p>5 - Land Use, Housing, and Mobility</p>
23	<p>That the architecture matches the beautiful area we share. It already saddens me that we are giving up views and creating a claustrophobic big city environment in this precious town. Everyone I've talked to is concerned, especially as that structure on 2nd and D is a terrific eyesore and there's clearly more to come. It's cheap garbage. If there</p>	<p>Something I would like to change</p>	<p>7 - Implementation</p>

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	<p>is a housing crisis why is so much or downtown SF abandoned? There are lots of uninhabited structures in California. It seems like this is just a way of moving tax dollars into the hands of contractors. If you are going to give all our tax dollars to contractors in the name of “housing crisis”, which is completely fabricated by those who are buying up properties and developing empty land then choosing how much rent is— at least make the architecture tasteful. Also there’s no services. No primary physicians, six month plus waitlist. Not taking new clients. People travel to other cities for dentists. I called a dermatologist and they said they’re booked til November and not taking new clients. I’ve met a number of people that said they wouldn’t have moved here if they had known about the lack of resources but that’s certainly not in your marketing. It would be great to think about the community that’s already here before making it more difficult to get by.</p>		
24	<p>The plan is inadequate and incomplete in addressing the parking needs of local businesses and residents as well as the customers and tourists that visit every day in the Eureka Oldtown/Downtown district. The waterfront plan addresses parking by referencing the Downtown Eureka Parking Study which is itself a flawed and incomplete document, instead of addressing the issue within the waterfront plan. Even the link to the parking plan is a bad link going to an error page which is somehow quite accurate. "Live/Work" options WILL NOT PROVIDE THE NEEDED PARKING FOR BUSINESSES AND CUSTOMERS. The Eureka Main Street opposes the Downtown Eureka Parking Study, and this Waterfront plan is defective by relying of that external flawed plan.</p>	<p>Something I would like to change</p>	
25	<p>Please describe more detail about the parking element. With the increase in residential units, how will commercial access be preserved or</p>	<p>Something I would like to change</p>	

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	developed? With the conversion of existing parking areas to developed land, please include at least a partial replacement of those spaces.		
26	Build a new City Hall north of fourth. Demolish the existing tired old structure and build affordable housing and or parking at that location.		
27	We need parks along the waterfront which benefits both locals and tourist alike. Put all housing housing further back from the waterfront. Please consider the fact that there is not an affordable grocery option. The coop is not affordable. Seniors and low income need access to daily shopping sans a car. Bus system would need to be improved if this isn't addressed. The 101 corridor of 4th and 5th street would benefit from affordable housing without having to give up the beautiful waterfront. On this corridor - businesses on ground floor and living spaces above. Address the ugly and under utilized 101 corridor	Something I would like to change	
28	No Public Housing on waterfront!! Horrible waste of the waterfront. Use for public recreational and small businesses.	Something I would like to change	5 - Land Use, Housing, and Mobility
29	Do not place housing on the waterfront. Keep it public families/uses. I want to walk along the water, enjoy the view without tons of apartments staring at me. Make the boardwalk longer, do something with the homeless, make it safer & drug free. Get ideas from other areas. Find a different location for low income housing instead of a prime real estate area. Create a homeless area & get them off the streets of old town. Do something about the extremely high crime or no one will want to come here, including cruise ships. Do something about that poor horse that just stands there all day & rarely moves, with blinders on. Animal abuse! Get rid of the ugly businesses on the waterfront. Build a parking garage.	Something I would like to change	5 - Land Use, Housing, and Mobility
30	High income apartments on parts of waterfront. Low income in a couples vacant buildings. Homeless pods/shelters not in old town.	Something I would like to change	5 - Land Use, Housing, and Mobility

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31	<p>Nautical-themed Disc golf basket sculptures: boats, gulls, pelicans, otters, crabs, fish, eelgrass, etc. One or several along waterfront [setback from water though]. Have community welding workshops to design/build sculptures. Here is a link to disc golf sculptures done elsewhere: The Coolest Disc Golf Baskets Ever! Made from Scrap Metal!!! https://www.youtube.com/watch?v=RkvCZmUiWqQ</p>	Something I like	3 - Community Engagement
32	<p>THE WATERFRONT SHOULD BE A WORKING WATERFRONT FOR EVERYONE - SO THERE SHOULD BE MORE ACTIVITIES LOCATED AT THE LOCATION: BIKE RENTALS EVERY DAY, BOAT RENTAL EVERY DAY, EXERCISE EQUIPMENT, PUT PUT GOLFING OR OTHER RECREATIONAL DRAW. THE WATERFRONT SHOULD HAVE A BARGE FOR STUDENT HOUSING. MAKE THE WATERFRONT LIKE COPENHAGEN. I REALLY DO NOT WANT TO SEE MORE UGLY "AFFORDABLE HOUSING" LOCATED ON THE WATERFRONT. I LIVE IN NEAR THE DOWNTOWN AREA AND THERE ARE TONS AND TONS OF DECREPIT BUILDINGS ALONG 4TH, 5TH ST THAT NEED TO BE TORN DOWN AND USED FOR HOUSING. TO USE OUR GEM, THE WATERFRONT, FOR HOUSING IS UNFAIR FOR THE REST OF US WHO WANT TO COME TO THE WATERFRONT TO EXERCISE, EXPERIENCE NATURE AND ITS TRANQUILITY, AND TO UTILIZE THE BUSINESSES IN THE AREA. I DO NOT WANT MORE CARS, MORE GARBAGE, MORE UGLY ALONG THE WATERFRONT. THE WATERFRONT IS FOR THE PUBLIC - VISITORS AND RESIDENTS NEED A DESTINATION.</p>	Something I like	5 - Land Use, Housing, and Mobility
33	<p>There's a big empty lot near the building that holds bayfront/living the dream(not the gravel parking lot, the other side) where I think you</p>	Something I would like to change	4 - Future Opportunities

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	could put a shopping district. Waterfront and Street entrances on both sides. You could have local or chain businesses and restaurants. I think it would bring a lot more attention to that area and create a better environment all around. People would be more encouraged to walk the boardwalk and it could also boost tourism and our local economy.		
34	Please take into account sea level rise, actually affordable housing and aesthetics when building. Housing that encourages public transportation (which also needs fixing) and community building is paramount to fully engaged and safe neighborhoods.	Something I would like to change	3 - Community Engagement
35	I can appreciate the time and effort taken, and needed, to revitalize this amazing area and our community. Addressing the need for housing and providing a means (jobs, training, careers , opportunities) for people to afford to live and enjoy a healthy lifestyle here. We do not need to add homeless people to our community, we need to find and create opportunities to employ our people and provide a community that is suitable for visitors and residents. Opportunity exists, as you are well aware, with the existing industries and our community culture/history. The Blue Ox is an opportunity. Consider for a moment that with the support and effort of the city this site could be turned into a trade school with housing opportunities surrounding it. A shopping area for craft and art seekers. A place to learn and prosper. The Library district should relocate the county offices outside this precious neighborhood. A hotel/resort where the building maintenance department is giving access to town and historical sites. Creating service industry jobs. The county	Something I would like to change	Entire Plan

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	<p>garage would make a great location for a museum that celebrated the lumber, fishing and architectural wonders of our city. The port can become a gateway for cruise ships to bring guests from all reaches of the world. Our fish processing plants can be celebrated with fresh fish markets adjacent to their plants. Old Town businesses can be supported and financially encouraged to keep their buildings looking freshly painted and required to keep the look and feel of an Old Historic Town.</p> <p>Let's add to the plan and make education and tradesman training be a part of how we grow and sustain a thriving community.</p> <p>Thank you for listening, let's start doing.</p>		
36	<p>1. I would like old town area closed to motorized vehicles. The area would be on 1st and 2nd Street between D and G Streets except for businesses that need access to stock their stores. They could do this in the late evening or early morning. It has been demonstrated time and time again that more money is spent in old town areas when it it more pedestrian friendly and vehicles are not allowed. Get bold and do it...you won't regret it.</p> <p>2. Connect the bike path through old town.</p> <p>3. Have a continuous " outside market" on the vacant parking just north of Madaket Plaza.</p> <p>4. Develop more small resting areas with benches and vegetation. With increased walking, people will want to sit down for awhile.</p>	Something I would like to change	5 - Land Use, Housing, and Mobility
37	<p>The City of Eureka should partner with businesses, private & public agencies, Cal Poly Humboldt, foundations & individuals to build a world-class marine aquarium along the Commercial Bayfront District (please see https://aquarium.org/about/anniversary/ to see how this was accomplished in Newport, Oregon). A world-class educational aquarium, similar in size</p>	Something I would like to change	5 - Land Use, Housing, and Mobility

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	<p>to the Oregon Coast Aquarium in Newport, Oregon, would serve as an "anchor" facility to attract and maintain other supporting businesses in the Eureka downtown area, including the Old Town and Library districts. A world-class aquarium would be a major tourist attraction; the Oregon Coast Aquarium & the Monterey Bay Aquarium are excellent examples of that. Tourists would come by plane & automobile, and a world-class aquarium would be a major tourist attraction for passengers departing cruise ships, assuming that accommodating regular passenger cruise ship services is in Humboldt Bay's future.</p> <p>Similar to Eureka, the City of Newport, Oregon experienced a downturn in the economy in the post-timber and post-fishing years; the Oregon Coast Aquarium turned that town around, and as a result the waterfront area in Newport is vibrant year-round, though certainly more so during summer months. An "anchor" facility like an aquarium is a better way to attract & hold businesses that simply providing business/office space and hoping those spaces will be filled. A trolley system, utilizing the existing tracks on 1st Street, could be developed to help shuttle people to & from the aquarium and other businesses along the waterfront. The Draft Waterfront Specific Plan does mention aquariums in the glossary, and I think the City of Eureka should seriously consider development of an aquarium, to contribute to broaden the economic base of the waterfront, and to increase & maintain tourism in Eureka and Humboldt County.</p> <p>Thanks for the opportunity to provide comments.</p> <p>Sincerely,</p> <p>Bill McIver</p>		

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	Eureka resident since 2007 (mciverb@gmail.com; 707-499-1958)		
38	Food Court: area with very small kitchen space, like twice the size of a food truck. This would allow people that want to start small yummy business and opportunity without large overhead. It be a plus to people walking around and to get some yummy food. If there is yummy and expensive food people will come and walk the waterfront.	Something I like	4 - Future Opportunities
39	I love the idea of developing living spaces and business development in the waterfront are, but I would hate to see any loss of Halvorson Park between the bridge/boat launch and the Sacco Ampitheater. That open park space is actively used daily by members of the community as well as visitors. This space is a park utilized by the kite flying community, dog walkers, runners, cyclists, rowers and even families looking to picnic. This area is ideal to continue undeveloped to accommodate the many events and festivals already happening there as well as future events. More housing in the area will only increase the need for this space to maintain undeveloped for all our citizens to have a place to recreate. Please leave the park large and use it for more community events!	Something I would like to change	4 - Future Opportunities
40	After reviewing the before and after visualization photos of the Eureka Waterfront, the common theme to open space is "Fill it in with buildings"! Once that open space is gone, it's forever. Think about SF Presidio Area, Minneapolis Greenway, Redding's River Trail as examples of preserving open spaces along waterfronts for the enjoyment of future generations. Currently the Halvorsen Park area is used for all kinds of venues: Blues by the Bay, Dog Expo, Sara Bareilles Concert are a few examples of a positive utilization of this "Open Space". There are lots of empty - underused buildings,	Something I would like to change	5 - Land Use, Housing, and Mobility

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	<p>remodel, pull them down, rebuild, do something else to revitalize the current infrastructures of Downtown Eureka instead of destroying the open spaces.</p> <p>Remember the song Joni Mitchell made famous: "They paved paradise, but up a parking lot, you don't know what you've got til it's gone"</p> <p>Thank you, Carol Krueger</p>		
41	<p>The dirt parcel along the Waterfront between C & F street is the most desirable bayfront lot from here to Washington. To put low income or workforce housing there is a terrible idea!! These people will not shop and patronize Old Town stores. This needs to be more retail/hospitality focused so that we bring \$\$ into the local economy and Old Town. Focus on tourism, our biggest opportunity to grow.</p> <p>What the city and Miles is proposing is lazy, nothing more than resume building for Miles. Acquisition of lots that would put these folks closer to shopping like Winco would be a much better plan, but apparently the City and Miles don't want to do what is prudent, just easy. Eureka will never flourish with such poor planning. Shame on Miles and the City Council for taking the easy way out. Not a single person that I have spoken with agrees with the city plan. There is still time to change it and set us up for tourism growth and economic success.</p>	Something I would like to change	5 - Land Use, Housing, and Mobility
42	<p>I would like to see open space on the waterfront. Building on the waterfront would limit views of the waterfront. Some of this open space could be parks or playgrounds.</p>	Something I like	5 - Land Use, Housing, and Mobility
43	<p>It feels like everyone is in denial about sea rise... This is not 100 or 50 years in the future... It could happen suddenly tomorrow. This is scientific. "A continued decline in Antarctic sea ice would have global consequences by exposing more of the</p>	Something I would like to change	Entire Plan

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	<p>continent’s ice sheet to the open ocean, allowing it to melt and break off more easily, contributing to rising sea levels that affect coastal populations around the world...“The Antarctic sea ice extent low in 2023 is unprecedented in the satellite record,” Liping Zhang, a project scientist at the National Oceanic and Atmospheric Administration’s Geophysical Fluid Dynamics Laboratory, wrote in an email." NY Times We must prepare. Building where we know the ocean is rising is ludicrous. We need to be addressing the problems such as sanitation that Eureka will face very, very soon. I am not an hysteric. I am big on practicality and efficiency.</p>		
44	<p>The WEP draft has many specific recommendations and overlapping boundary descriptions and areas that require a lot of patience and organization to sort through. To help the community give input, it would be helpful to summarize the WEP draft in more concise presentation. I've read through all of the WEP draft and while I am excited about many of the potential benefits to create a wonderful community in this part of Eureka, I am concerned that many developments could harm the beautiful nature of the Eureka waterfront. Harmful developments could be construed as fitting into the requirements that are outlined in the WEP draft. I want to encourage the City of Eureka to simplify the presentation of the WEP draft and then ask for public comment again. I suggest that you try to increase the citizen and business owner input to the WEP.</p> <p>One area that I am very concerned about is the development of the waterfront located between C Street and G Street. I've recently attended a circus that was set up in the gravel parking lot near C street and First Street. It was a perfect setting for this pop up tent circus. I hope we can keep this area open for the public to continue to</p>	Something I like	3 - Community Engagement

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	use this open space. Also, I would like to ensure that the land next to the existing waterfront trail be kept open to the public for at least 80 feet to allow easy access and space to beautify the waterfront.		
45	Find a way to help employees of Old Town who don't live there and need parking, and residents of Old Town keep their parking.		
46	I love almost all of this. High density housing above retail will transform old town and the waterfront to the vibrant city core we all want and need. BUT. Building along the boardwalk is a big mistake. That is north facing and will completely shade the boardwalk all day. What you need to do is make public space there - picnic and bbq, dog parks, childrens playground, etc. Locals will come to play, and then end up spending time and money in old town. Do not build along the boardwalk, serious mistake! I am a widely published travel writer (Lonely Planet, Conde Nast, USA Today Travel, 7x7 Magazine and much more. Look me up! Ocean Malandra is my name. I also have diplomas in Sustainable Tourism from several different universities. This is real advice, dont do it. Make that space for the people! Contact me and I can explain more 707-7401268 I am a visiting presenter at the Environmental Science dept at Poly next month, i will talk about this!	Something I would like to change	Entire Plan
47	Since the Eureka Waterfront is on the Adventure Cycling Association's Pacific Coast Bicycle Route, it might be an excellent idea to include some cyclist-friendly infrastructure. Bike racks are nice, but for touring cyclists, bike lockers are much more secure. Bike lockers secure the bike and everything attached to it. Solo travelers, in particular, are not inspired to linger and enjoy shops and restaurants if they must be constantly aware of their bicycle and belongings (which cannot be brought into most shops and restaurants!). Lockers would also encourage local	Something I would like to change	

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	folks to cycle down to the waterfront, secure their bikes, and enjoy. Thank you for your consideration.		
48	I believe that the railroad right-of-way should be preserved and the tracks should be left in to allow for rail bike and speeder opportunities on the Great Redwood Trail provided by the Timber Heritage Association. The buildings are fine, but I believe that the railroad should remain intact and allow for new multi modal use of the railroad tracks for casual outings and future economic development opportunities.	Something I would like to change	4 - Future Opportunities
49	<p>re: Trail planning in DRAFT Waterfront Specific Plan</p> <p>The Humboldt Trails Council has recently reviewed the current draft of the Waterfront Specific Plan. It is an impressive document, but we have some serious concerns about the trails in this core area of Eureka that we feel need to be addressed.</p> <p>The first is encapsulated in a statement on page 2-11 (PDF pg. 20), “ the Eureka Waterfront Trail, the Eureka Boardwalk, and 1st Street/Waterfront Drive form a continuous trail network along the Eureka waterfront which in turn contributes to the California Coastal Trail.” A street with cars moving in two directions and no protected area for trail users is never considered part of a trail.</p> <p>This area of Old Town, from C Street in the south to the Adorni Center at the north is very confusing to Waterfront Trail users at best, and outright dangerous at worst, especially to families on bikes. Active transportation and active recreation are rapidly increasing in California, and a clear safe trail through this area needs to be planned for.</p> <p>The City’s own consultants have long pointed out</p>	Something I would like to change	Entire Plan

	What is your comment or recommendation?	Is your comment or recommendation on something you like or something you would like to change?	What chapter is your comment or suggestion about?
	<p>that Old Town is the City’s main draw. The Bay and the Boardwalk, along with the Victorian architecture, are probably the main draws, but a well laid out trail will benefit the City many times over with people seeking out the area for active recreation.</p> <p>Our second concern with the Draft is included in Table 7.1, Action 4.1b, Plan Area Pedestrian Improvements (PDF pg. 102). It states “Alleyway Trail paralleling Waterfront Drive along the train tracks.” Once again, a dark alleyway between buildings and out of sight of the Bay is not a trail. I worked in Old Town for five years and I know from experience that the businesses there need their alleys for garbage pickup and deliveries.</p> <p>The Trails Council has more than 1,000 active trail user supporters in Humboldt County, and our Volunteer Trail Stewards are the major partner with the City to maintain the Waterfront Trail for everyone. The Trail Council and the Great Redwood Trail Agency (GRTA) need to be included in the final planning for the Waterfront Specific Plan.</p> <p>The GRTA successfully rail-banked the old railroad corridor from Willits to Samoa in October of last year. That means they are federally authorized to build an interim trail in this corridor and protect it in case it is needed in the future for transportation. The GRTA also has a mandate from the State of California to build a world class trail in that corridor, and part of it runs down the middle of First Street in Old Town.</p> <p>We are confident that this means a Class I trail in urban areas, like the one that has been beautifully built south of C Street in Eureka. The State believes the Great Redwood Trail will be an</p>		

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	important economic engine for the North Coast, and that 2,000 people a day will utilize the trail in the Humboldt Bay area for short or long distances. A major plan to revitalize Eureka's core area needs to fully incorporate the Great Redwood Trail, and plan for the trailside businesses that will follow it.		
50	<p>First I just want to say you've done a wonderful job with the human and design elements of the plan. I love the direction this is all taking, so kudos to you all! What is missing is an overall sustainability objective that then informs every other aspect of the plan. We cannot continue to move forward as a community without keeping sustainability in the forefront of our decision-making. This should include the development of habitat for both human and non-human community members (e.g. creative and thoughtful use of space for native plants--perhaps rooftop gardens, wildlife/pollinator corridors, enhanced shoreline habitat for migratory birds...), energy efficiency, alternative energy sources, water efficiency and recapture, waste reduction, thoughtful materials (recycled/repurposed/low energy), and reduction in car traffic/increase in human-powered mobility (this latter aspect does make an appearance in the plan, but for different reasons). There are so many people in this community who are so knowledgeable and innovative in these areas. We should utilize this wealth of knowledge and creativity in our community design. This objective could also allow for greater collaboration with the Wiyot Tribe (I hope we'll also see more movement towards Land Back by the city, which has been so cool to see happening!). Thank you for all of your hard work and thoughtful design! - Maria Morrow, Professor of Botany and Environmental Science at CR</p>	Something I would like to change	Entire Plan

From: Cristin Kenyon
Sent: Friday, August 11, 2023 5:08 PM
To: Planning
Cc: Caitlin Castellano
Subject: RE: Work-Live

I think this is a comment on the WEP

From: Planning <planning@eurekaca.gov>
Sent: Friday, August 11, 2023 4:37 PM
To: Cristin Kenyon <ckenyon@eurekaca.gov>
Subject: FW: Work-Live

I am unsure what to do with this.

Raeleen Gannon

Administrative Technician II
Planning Department | City of Eureka
rgannon@eurekaca.gov (707) 441-4160



From: Ken Miller <tamer1@suddenlink.net>
Sent: Friday, August 11, 2023 4:13 PM
To: Planning <planning@ci.eureka.ca.gov>
Subject: Work-Live

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Hello,

I have experience developing work-live condo units in the Bay Area, offering affordable housing that creates its own artistic culture, so I encourage these as creative ownership concepts.

Work-live condo units that combine regulated work space with living space attract young craftspeople that provide 24/7 residency. Owner-occupied (or regulated rental by CC&Rs).

Very exciting plan, thank you

Ken Miller
1658 Ocean Drive
Mckinleyville, Ca 95519
707-8397444
707-4967444cell/text


From: Planning
Sent: Monday, July 31, 2023 10:07 AM
To: Caitlin Castellano; Cristin Kenyon
Subject: FW: Trail Planning in DRAFT Waterfront Specific Plan

Raeleen Gannon

Sr. Administrative Assistant
Planning Department | City of Eureka
rgannon@eurekaca.gov (707) 441-4160



From: Morris, Louisa@SCC <Louisa.Morris@scc.ca.gov>
Sent: Monday, July 31, 2023 10:04 AM
To: Bruce Silvey <brucesilvey@humtrails.org>; Planning <planning@ci.eureka.ca.gov>; Liles, Jason <Jason.Liles@sen.ca.gov>; Michael Proulx <michaeltp47@aol.com>; Karen Underwood <kju1910@gmail.com>
Subject: RE: Trail Planning in DRAFT Waterfront Specific Plan

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Dear all,

I concur with, support, and appreciate Bruce Silvey's comments on the Great Redwood Trail/Humboldt Bay Trail in Eureka.

In all planning documents where the Humboldt Bay Trail is mentioned, it should also be referred to as a segment of the Great Redwood Trail.

Please let me know if you have any questions.

Best,

Louisa

Louisa Morris, Project Manager
Great Redwood Trail
State Coastal Conservancy | www.scc.ca.gov
1515 Clay Street, Suite 1000, Oakland 94612
Phone: 510-286-4185
Cell: 707-357-3664
Email: louisa.morris@scc.ca.gov

From: Bruce Silvey <brucesilvey@humtrails.org>

Sent: Thursday, June 29, 2023 10:28 AM

To: planning@ci.eureka.ca.gov; Morris, Louisa@SCC <Louisa.Morris@scc.ca.gov>; Liles, Jason <Jason.Liles@sen.ca.gov>; Michael Proulx <michaelt47@aol.com>; Karen Underwood <kju1910@gmail.com>

Subject: Trail Planning in DRAFT Waterfront Specific Plan

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

To: Cristin Kenyon
Development Services Director, City of Eureka
planning@ci.eureka.ca.gov

From: Bruce Silvey
Vice President, Humboldt Trails Council
brucesilvey@humtrails.org

re: Trail planning in DRAFT Waterfront Specific Plan

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This area of Old Town, from C Street in the south to the Adorni Center at the north is very confusing to Waterfront Trail users at best, and outright dangerous at worst, especially to families on bikes. Active transportation and active recreation are rapidly increasing in California, and a clear safe trail through this area needs to be planned for.

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Boardwalk, along with the Victorian architecture, are probably the main draws, but a well laid out trail will benefit the City many times over with people seeking out the area for active recreation.

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[https://.www.waterfronteureka.com/](https://www.waterfronteureka.com/).