

Public Comment received on or after 10/17/25

To: Humboldt County Board of Supervisors
From: Concerned Citizens of McKinleyville
RE: MMAC's intent to reduce Central Avenue driving lanes from 4 lanes to 2 lanes
Date: October 13, 2025

Dear Humboldt County Board of Supervisors,

I am vehemently against the idea of reducing lanes on Central Avenue in McKinleyville for many reasons. Some of the reasons we have discussed are the following:

1. With one lane south and one lane north, as well as a turn lane, emergency vehicles will be unable to get through our town to aid those in need. Our fire department and sheriff's department are both in the middle of the intended Central Avenue "Road Diet" area.
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8. As a resident of McKinleyville or someone who often shops or works in McKinleyville, I am against this option until an independent, comprehensive traffic study has been conducted.

SIGNATURE

Deborah BuschKamp
NAME

PHONE #

707-496-2055
debbuschKamp@gmail.com
EMAIL ADDRESS

MCKINLEYVILLE NEEDS OUR HELP!

People don't want an OVER POPULATED Town Center!

People don't want Central Ave reduced to THREE LANES!

How can you Help?

1. Send a Email to the Clerk of the Board, Tracy D'Amico at cob@co.humboldt.ca.us ASAP!!!
2. Attend the meeting @ Luzmilia's Mexican Restaurant in McKinleyville October 8th at 6:00pm to network with other concerned people that say "No" to the issues at hand.
3. Attend the Board of Supervisors dedicated meeting to just these issues on October 20th @ 9:00am at the Board of Supervisors Chambers @at the Court House. **We can change this!**
4. Tell your Family, Friends, Neighbors and Acquaintances.

GET THE WORD OUT!

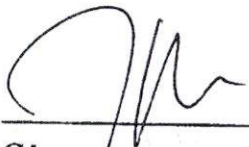
MYTH....Does Central Ave have to be reduced to have the Senior Housing project to continue....NO!

MYTH...Does MMAC have the final say about the Town Center and the Lane Reduction on Central Ave.....NO!

To: Humboldt County Board of Supervisors

Re: Central Avenue, McKinleyville, "road diet" plan

As a community member, I am **opposed** to the "road diet" plan on Central Avenue in McKinleyville.



Signature

707-839-2964

Phone #

Terry McCutchan

Name

terry@mckinleyvilleass.
con

Email address

10/17/25

Date

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Barbara House
SIGNATURE

707 840 6051
PHONE #

Barbara House
NAME

DHouse4829@gmail.com
EMAIL ADDRESS

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Ronda Morrow
SIGNATURE

RONDA MORROW
NAME

707 498 0268
PHONE #

rondam58@gmail.com
EMAIL ADDRESS

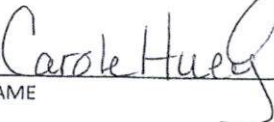
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SIGNATURE


NAME

707-442-4880
PHONE #

chuey10@gmail.com
EMAIL ADDRESS

From: jca . <jca101@hotmail.com>
Sent: Saturday, October 18, 2025 12:37 PM
To: Damico, Tracy
Subject: Re: Mckinleyville Town center

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Hello, I am writing to you again and maybe to no avail?

I am a home owner in Mckinleyville and absolutely reject the idea of closing traffic lanes on Central Avenue!! I also reject the whole city center idea! but if in fact that happens please hear the general publics cries to keep Central Ave. as is. The "road diet" is a terrible terrible idea and if anyone who is pushing for this idea has driven that road literally at any time of day would agree to keep it as is!! 4 lanes of traffic and a center turning lane. If Humboldt County reduces the lanes of through traffic on Central Avenue and then as I have heard puts in diagonal parking in the 2nd lane it will create an absolute FUBAR situation!! I hope you understand and hear what we the general public, home owners, and business owners of Mckinleyville are saying.

Thank you

Jon Anderson

1011 Eucalyptus Road
Mckinleyville CA 95519

Sent from my T-Mobile 5G Device
[Get Outlook for Android](#)

From: Damico, Tracy <TDamico@co.humboldt.ca.us>
Sent: Tuesday, September 23, 2025 5:04:33 PM
To: jca . <jca101@hotmail.com>
Subject: RE: Mckinleyville Town center

Thank you for the public comment. It was distributed.
Thank you –
Clerk of Board.

From: jca . <jca101@hotmail.com>
Sent: Tuesday, September 23, 2025 4:48 PM
To: COB <COB@co.humboldt.ca.us>
Subject: Mckinleyville Town center

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Hello, I'm writing to express my concerns about the Mckinleyville Town center and the narrowing of Central Ave to 2 lanes. As a Mckinleyville resident and homeowner i do not accept this plan or anything it

says it has to offer McKinleyville community. This will make traffic on Central Ave much worse than it already is while introducing more people to our own.

Until the county can take responsibility for the current state of the roads in McKinleyville and the fact that sidewalks start and stop haphazardly throughout town this makes no sense.

McKinleyville has too much growth for the infrastructure to keep up...please stop the madness and put a stop to this project immediately.

Thank you,

Jon Anderson

1011 Eucalyptus Road

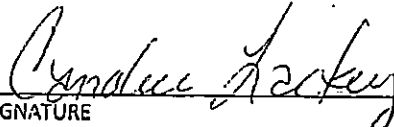
McKinleyville CA

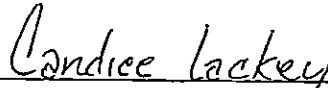
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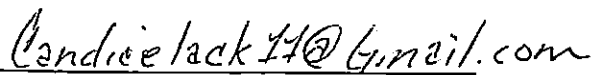
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SIGNATURE


NAME

707 572 0918
PHONE #


EMAIL ADDRESS

From: Cindy Siemens <casiemens1@gmail.com>
Sent: Saturday, October 18, 2025 12:03 PM
To: COB
Subject: proposed McKinleyville options

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Tracy D'Amico, Clerk of the Board,

__My concerns about road diet and suggestion for safety based on experience driving other parts of the world----

The big white truck skidded to a stop beside my face in my driver's seat. He sees my face and hears my scream. He didn't make it through that yellow light though he sure tried! If there was only one lane on Central instead of two, no matter how beautifully landscaped the walkway, horse trail and bicycle path, I still could have been crushed.

I suggest to calm traffic install speed bumps. I've driven in different parts of the world and this is least expensive, most effective method and not nearly as annoying as single lanes. Single lanes cause unnecessary congestion when we need accessibility at peak hours.

Hard-working people need to drive their groceries home when they get off work. They're not walking them home. We need to slow traffic not back it up resulting in drivers to becoming even more impatient and dangerous.

__Next --I want to be sure that our community wetlands do not lose their protections .

Kelley Garrett, McKinleyville resident and Environmental Planner (retired) in a letter to the editor of Redheaded Blackbelt brought up to items that are essential to be resolved and not summarily dismissed IMHO.

Comment: How does the ordinance comply with McKinleyville Community Plan Section 3422 Policy 15 ("No development in wetlands on newly created parcels")?

FEIR Response: Claimed Policy 15 doesn't apply, invoked Policy 14 instead, and said wetlands can simply be relocated.

FEIR Response: "Mitigation wetlands can also serve as open space."

Problem: Wetland mitigation sites are legally restricted — no dogs, no gatherings, no recreation. Calling them "parks" misleads the public and denies McKinleyville real civic space.

__This is not going to be Arcata North. This is not going to be "Where developers have the right of way" The good ol' boy system hopefully came to a halt with the family services center building bidding process.

Cindy Siemens
3100 Barnett Ave
McKinleyville Ca 95519
Phone (707) 834-7137
Fax (707) 839-2497

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RE: MMAC's Intent to reduce Central Avenue driving lanes from 4 lanes to 2 lanes
Date: October 13, 2025

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SIGNATURE

NAME

PHONE #

EMAIL ADDRESS

707-672-9734

marianita@hspcpa.com

From: Rebeca Bryant <happy2bebb@gmail.com>
Sent: Saturday, October 18, 2025 7:37 AM
To: COB
Subject: Fwd: Town Center/Lane Reduction

Follow Up Flag: Follow up
Flag Status: Flagged

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----- Forwarded message -----

From: Rebeca Bryant <happy2bebb@gmail.com>
Date: Fri, Oct 17, 2025, 8:30 PM
Subject: Town Center/Lane Reduction
To: <cob@co.humboldt.caus>

To whom it may concern, im writing to voice my opinion on the over populated town center and lane reduction.

I feel its a bad idea, for me being a mail carrier we have enough trouble getting into and out of traffic safely to deliver to business and residents on central.

Right now we have to park with flashers on in some bike lane and run up to the mail slots.

Can you imagine holding up traffic in that one lane.

Mckinleyville is growing we need to grow with it not reduce.

Thank you for your time.

Becky Bryant

From: Lauren Parker <ljparker84@gmail.com>
Sent: Friday, October 17, 2025 2:47 PM
To: COB
Subject: Public Comment Regarding McKinleyville Road Diet Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Good afternoon,

I'm writing to express my concerns regarding the planned McKinleyville Road Diet. I am a longtime McKinleyville resident and I walk my dog down Central Ave. nearly every day, sometimes as far as Murray Rd-School Avenue. As a pedestrian walking along Center Ave., I do not have any safety concerns. Making a portion of Central Ave. go down to one lane is going to cause a traffic nightmare which will in turn negatively impact pedestrians, cyclists and motorists and cause more harm than good for all. Please do not implement this plan.

Thank you,


Lauren Parker

To: Humboldt County Board of Supervisors
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SIGNATURE

Connor Lorenzen
NAME


707-630-2507
PHONE #

ConnorLorenzen8@gmail.com
EMAIL ADDRESS

To: Humboldt County Board of Supervisors

Re: Central Avenue, McKinleyville, "Road Diet" plan

As a community member, I am **opposed** to the "Road Diet" plan on Central Avenue in McKinleyville.



Signature

Phone #

Carlos Nunez

Name

nunezcpno@gmail.com

Email address

10/11/25

Date

From: Holtski, Gabriel <Gabriel-Holtski@Redwoods.edu>
Sent: Sunday, October 19, 2025 8:20 PM
To: Bohn, Rex; Bushnell, Michelle; Wilson, Mike; Arroyo, Natalie; Madrone, Steve; COB
Subject: I support the McKinleyville Town Center Ordinance and Safety on Central

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Dear Supervisors,

I have been attending MMAC meetings for the past few years, and am grateful to see the progress of the McKinleyville Town Center plan. I am writing to request that you adopt the Town Center plan as it was written in the EIR and approved by the MMAC after years of working on it with the public.

I am a homeowner in McKinleyville and live near the proposed Town Center. It is very important to me that Central Ave have reduced lanes (i.e. a "road diet") as a safety feature of the plan. Please keep this part of the Town Center ordinance. As a pedestrian, a cyclist, and the father of a small child, I am acutely aware of that fact that the current 5-lane layout on Central Ave is too dangerous to support a thriving and walkable town center plan that is accessible for all members of McKinleyville and beyond. The road diet is an important safety feature that I support and want to see in our community. Please protect the safety of our community members and the lives of pedestrians and McKinleyville citizens, rather than deferring to a perceived delays in traffic times. The process to arrive at the current EIR, as it was written and approved by MMAC, has already included countless hours of community input and engagement, and to make changes to it now just because of a very vocal minority would be a tragic loss for the future of McKinleyville.

Thanks for your time,
Gabriel Holtski
McKinleyville Resident

From: Angeline Holtski <angeline.holtski@gmail.com>
Sent: Sunday, October 19, 2025 7:56 PM
To: Bohn, Rex; Bushnell, Michelle; Wilson, Mike; Arroyo, Natalie; Madrone, Steve; COB
Subject: I support the McKinleyville Town Center Ordinance and Safety on Central

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Dear Supervisors,

I have been attending MMAC meetings for the past few years, and I am so excited to see the progress of the McKinleyville Town Center plan. I hope that you adopt the Town Center plan as it was written in the EIR and approved by the MMAC after years of working on it with the public.

I am a homeowner in McKinleyville and live near the proposed Town Center. It is very important to me that Central Ave have reduced lanes (i.e. a "road diet") as a safety feature of the plan. Please keep this part of the Town Center ordinance. I have almost been hit by a car trying to cross Central Avenue at Gwin Rd and the current 5-lane system is too dangerous to support a thriving and walkable town center plan. The road diet is an important safety feature that I support and want to see in my community. Please protect the safety of our community members, the lives of pedestrians and McKinleyville citizens, over perceived delays in traffic times.

Thanks for your time and consideration,
Angeline Holtski
McKinleyville Resident

From: Mary Ann Madej <maryann.madej@gmail.com>
Sent: Sunday, October 19, 2025 7:35 PM
To: Damico, Tracy
Subject: McKinleyville Town Ordinance

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I can't believe I am needing to write yet another letter about the McKinleyville Town Center and the Town Center Ordinance. I have written several letters over the last couple of years to MMAC and to the Board. After all this time for public comment, I still hear naysayers complain they haven't had a chance to participate and are now rising up against the plan. I am writing in support of the Town Center Ordinance with Central Avenue traffic calming for the McKinleyville Town Center. I have commented on this proposal several times before, but I see that there is still some vocal opposition to calming traffic on Central, so I will reiterate my support to calm traffic. I don't understand why we need a 5-lane road running through the town center, when there is already a 4-lane highway a little ways to the west. If people are in that much of a hurry, take Hwy 101.

This afternoon I helped paint a road mural on Hiller Road. I thought it was the epitome of what community involvement should be. It was well organized, safety was a priority, and I saw a range of participants from 4-year-olds to high school students to gray-hairs like me. We all want to see McKinleyville be more than a strip mall. Ironically, when I left the mural and went back to my car in the Safeway parking lot (I needed to pick up a few groceries), a large white SUV was barreling through the lot and almost hit me. Blessedly, my daughter and newborn granddaughter, who was in her stroller next to me just five minutes earlier, were in the store by the time this happened. Are we waiting for a tragedy before we act???

Although I live in Arcata, I'm in McKinleyville several times a week, to visit friends, use the dog park, take my grandchildren to the park, go to The Club, and such. I have had several close calls when crossing intersections on Central, and the current situation is definitely not pedestrian friendly.

Walking a dog or pushing a stroller often leads to striking up conversations with locals. The majority of people with whom I interact are supportive of a town center with less emphasis on automobile supremacy. Unfortunately, I don't hear their voices at meetings. Too busy, too complacent, no habit of civic engagement—who knows? I feel like it's the angry folks in the minority who are the most vocal.

Urbanization doesn't have to be a nasty word. The key is thoughtful planning, which I believe this alternative showcases. Infill is more appropriate than sprawl encroaching on outlying resource areas. Making it easier to walk and bike around town and increasing connectivity, while preserving green space, will distinguish McKinleyville from the hundreds of nondescript strip malls that dot California.

Town centers and town squares have a long history of building a sense of community. I truly believe this alternative will make McKinleyville a more desirable and peaceful place to live and work.

Please adopt the Town Center ordinance as written, including the Central Avenue lane reduction.

Mary Ann Madej

From: DeAnna Sanders <dsander1@arcatanet.com>
Sent: Sunday, October 19, 2025 4:56 PM
To: COB
Subject: Opinion about Mckinleyville town center plan

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I have lived in Mckinleyville for more that 25 years and my husband for more than 55 years. We sure have seen the place change and grow. The place is still growing every year. It is getting more and more crowded on the main street AND all the side streets.

For this reason, we are both totally against narrowing Central avenue IN ANY WAY! This idea is just plain SILLY!

The idea that Mckinlyville needs to narrow the main street to create a center makes no sense at all. Pierson Park is town center enough for us! They tore down the gazebo in the safeway open space instead of expanding that area for public use.

The rich people that are developing the "Commons" are spending at least a million dollars each to create a wealthy retirement conclave on Hiller ave and bully for them. Sidewalks, trails and bike paths are great, but narrowing Central Avenue will only create more traffic bottlenecks and will not increase the "town centerness" of Mckinleyville in any way. There is already so much traffic on Central Avenue that during the busiest travel times of the day, people RACE up and down Mckinleyville avenue...where there are 2 schools!

Narrowing Central Ave will only make it worse for those of us who already live here.

Please DON'T!

DeAnna Sanders and Mark Siemens

From: Tere Hicks <terehicks@gmail.com>
Sent: Sunday, October 19, 2025 1:58 PM
To: COB; Tere Hicks
Subject: McKinleyville Central Ave Reduced to TWO LANES!
Attachments: McKinleyville Central Ave Reduced to TWO LANES!.docx

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10/19/2025

RE: McKinleyville Central Ave Reduced to TWO LANES!

Humboldt County Board of Supervisors,

This letter is in response to the proposed plan to reduce McKinleyville Main Avenue from 4 lanes to only two lanes. If you reside in McKinleyville, you most likely have experienced how congested Central Avenue gets during commute time. Particularly during the evening rush, when coming out of the freeway and entering the main avenue, you already see right before the bridge that traffic already slows down as cars start to back up.

What would happen if McKinleyville had a catastrophic emergency due to fire, earthquake, or tsunami? How would the board prepare to evacuate all citizens efficiently and speedily? Has this scenario been considered?

What about our first emergency responders' ability to maneuver through a narrower avenue and congested traffic to get to a family member or a neighbor in need, or God forbid, during the time the middle school kids get off school? Parents are lined up on the main street to pick up their kids, and the fire department located near the Middle School received an emergency call. How will the backed-up traffic affect the response time of our first responders, or will the chaos of this scenario ensue?

Has thought been given to how this plan will impact the businesses located on the main strip? No patron will want to pull into a business, when afterwards they'll have to wait stuck, struggling, and unable to merge onto the main road, because traffic won't allow them to integrate in?

What factors have been taken into account to suggest or even consider implementing this plan? What are the benefits that such a suggestion will bring to an already congested avenue and the future growth of McKinleyville?

These are just a few of the scenarios that come to mind that I hope each of the members has taken into account, and if not, you should revisit this plan and open it up for open discussion with the community.

Thank you for your time and attention to this critical matter.

Sincerely,

Tere Nicks

707-834-2346

McKinleyville Resident

10/19/2025

RE: McKinleyville Central Ave Reduced to TWO LANES!

Humboldt County Board of Supervisors,

This letter is in response to the proposed plan to reduce McKinleyville Main Avenue from 4 lanes to only two lanes. If you reside in McKinleyville, you most likely have experienced how congested Central Avenue gets during commute time. Particularly during the evening rush, when coming out of the freeway and entering the main avenue, you already see right before the bridge that traffic already slows down as cars start to back up.

What would happen if McKinleyville had a catastrophic emergency due to fire, earthquake, or tsunami? How would the board prepare to evacuate all citizens efficiently and speedily? Has this scenario been considered?

What about our first emergency responders' ability to maneuver through a narrower avenue and congested traffic to get to a family member or a neighbor in need, or God forbid, during the time the middle school kids get off school? Parents are lined up on the main street to pick up their kids, and the fire department located near the Middle School received an emergency call. How will the backed-up traffic affect the response time of our first responders, or will the chaos of this scenario ensue?

Has thought been given to how this plan will impact the businesses located on the main strip? No patron will want to pull into a business, when afterwards they'll have to wait stuck, struggling, and unable to merge onto the main road, because traffic won't allow them to integrate in?

What factors have been taken into account to suggest or even consider implementing this plan? What are the benefits that such a suggestion will bring to an already congested avenue and the future growth of McKinleyville?

These are just a few of the scenarios that come to mind that I hope each of the members has taken into account, and if not, you should revisit this plan and open it up for open discussion with the community.

Thank you for your time and attention to this critical matter.

Sincerely,

Tere Nicks

707-834-2346

McKinleyville Resident

From: cassie kemic <cassie.kemic@gmail.com>
Sent: Monday, October 20, 2025 7:39 AM
To: COB
Cc: Ford, John
Subject: Opposition to Proposed "Road Diet" – McKinleyville Town Center Q Zone Ordinance, Planning and Building Department, 25-1212, Agenda Item #1

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Dear Humboldt County Board of Supervisors,

I am writing to express my opposition to the proposed "road diet" included in the McKinleyville Town Center Q Zone Ordinance recommendation. I want it to be clear that I am not against the concept of a town center or creating a strong downtown identity for McKinleyville. In fact, I support efforts to encourage bike and pedestrian travel, expand business opportunities, and create a vibrant community focal point with shops, medical services, and events.

However, narrowing Central Avenue from five lanes to three is not the way to achieve these goals. This stretch of Central already has improved crosswalks, sidewalks on both sides, and clearly marked bike lanes. It is one of the most pedestrian-friendly areas of town as it is. A road diet here is unnecessary and counterproductive.

Instead of improving accessibility, it would likely increase congestion, push more drivers onto residential side streets, and make the area less convenient for everyone. With schools consolidating, traffic in this corridor will only increase. Reducing lanes would worsen delays, raise the risk of accidents, and strain surrounding neighborhoods. Relying solely on a median for emergency use is also unsafe and unreliable.

I agree that areas like Hiller Road and McKinleyville Avenue need improved sidewalks and safer bike routes, but undermining Central Avenue is not the solution. We can build a **diverse, equitable, and robust local economy** without creating new traffic and safety problems. A road diet won't encourage people to spend more time downtown—no one wants to spend extra time stuck in traffic or circling the Safeway parking lot.

I want a thriving town center, but this plan would do more harm than good. Please listen to the community's concerns. No one I've spoken to, including local business owners, supports this proposal. I strongly urge you to reconsider the road diet and look for better alternatives that enhance—not hinder—our town's accessibility, safety, and vitality.

Thank you for your time and for your service to our community.

Sincerely,

Cassandra Kemic and Abigayle Rigler

1015 Railroad Drive
McKinleyville, CA 95519

Cassie.kemic@gmail.com

408-340-0843

From: Kyle Stone <cowboyupamerica@gmail.com>
Sent: Monday, October 20, 2025 7:23 AM
To: COB
Subject: Humboldt County Board of Supervisors Town Center Planning Meeting

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I am a life long member of McKinleyville and rarely get involved in politics because I generally trust our community members to make decisions that reflect our community. However I have heard more and more buzz about the Town Center plans and new traffic flow through town. The plans for Central Avenue that I have heard and some of the recent road painting seem to not reflect McKinleyville and what most residents would like to see. Dropping lanes on Central Ave is absolutely not the answer to improve traffic flow or pedestrian flow. And the road murals seem more fitting for our friends south of the Mad River. Many roads in town need regular maintenance that has been neglected and needed improvements to keep up with our growing community but removing lanes and making room for pictures in the road is not helping. This is a no vote for the current town center traffic plans. Thank you.

37 year McKinleyville resident,
Kyle Stone.

Sent from my iPhone

Damico, Tracy

To: Sherry Deffenderfer
Subject: RE: McKinleyville Town Center Ordinance

From: Sherry Deffenderfer <jonesdeffen@gmail.com>
Sent: Friday, October 10, 2025 11:14 AM
To: COB <COB@co.humboldt.ca.us>
Cc: Planning Clerk <planningclerk@co.humboldt.ca.us>
Subject: McKinleyville Town Center Ordinance

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To the Humboldt County Board of Supervisors -

My husband and I are 45-year residents of McKinleyville and homeowners, and write in support of approving the McKinleyville Town Center Ordinance. We believe it is a thoughtful and comprehensive plan for the future development of McKinleyville that balances residential, commercial and environmental interests.

The idea of a Town Center was first proposed in the 2002 McKinleyville Community Plan, over 20 years ago. Since then there have been many opportunities for community input through meetings, workshops, surveys and discussions to consider the best way to implement this concept. In the last few years, focused effort, lead by the MMAC, has resulted in the Ordinance now being considered by the Board. I have attended many of these meetings, and have witnessed the sincere and respectful engagement between the public and the Committee. This Ordinance incorporates the wide variety of community perspectives balanced by governmental requirements to create a vibrant Town Center. It is necessarily a compromise among competing interests, but one, I believe, that has been thoroughly considered and vetted.

In regard to the plans for Central Avenue, I appreciate the concerns raised about traffic congestion and emergency vehicle access. I have heard comments made that the insurance industry considers Central Avenue to be one of the safest roads in California. This may be the case for vehicles, but for pedestrians and bicyclists, safety improvements must be made. (I, myself, have had several near misses while bicycling on Central and avoid doing so whenever possible.) I believe the Planning Commission recommendation requiring a comprehensive traffic study before any changes are made to Central is a sound and prudent approach. One that will hopefully find a way to both calm traffic and improve safety for all community members.

My husband and I are also supporters of the Life Plan Humboldt project - a non-profit, resident-led, senior community. Once this ordinance is approved, building Humboldt Commons can proceed. This will become the inaugural development in the new Town Center, and will make a vital contribution to the McKinleyville community and to the senior adult population in Humboldt County.

It is time to move forward. It is time to finish the transition of McKinleyville from a bedroom community serving Arcata and Eureka to a vital community in its own right. We urge the Board to support and approve the McKinleyville Town Center Ordinance. We appreciate this opportunity to comment on this important matter.

Cordially,

Sherry and Tom Deffenderfer

NEW PC

RECEIVED

OCT 20 2025

BOARD OF SUPERVISORS

To: Humboldt County Board of Supervisors
From: Concerned Citizens of McKinleyville
RE: MMAC's intent to reduce Central Avenue driving lanes from 4 lanes to 2 lanes
Date: October 13, 2025

Dear Humboldt County Board of Supervisors,

I am vehemently against the idea of reducing lanes on Central Avenue in McKinleyville for many reasons. Some of the reasons we have discussed are the following:

1. With one lane south and one lane north, as well as a turn lane, emergency vehicles will be unable to get through our town to aid those in need. Our fire department and sheriff's department are both in the middle of the intended Central Avenue "Road Diet" area.
2. Oftentimes it is difficult, once you get into the middle lane, to turn into businesses along Central Avenue when traffic is heavy. If the lanes are reduced, it will create constant bumper to bumper traffic, which will impede the ability of people in turn lanes to get across the remaining lane of traffic. This is already the case at certain times of the day, when you are at the south end of town trying to exit the Open Door Clinic or Tri-Counties Bank parking lots. Traffic backed up at that stoplight makes it difficult to get across to the middle turn lane to go north.
3. At certain times of day it is already difficult turning onto Sutter Road, as the center lane fills up and traffic trying to turn onto Sutter ends up in the southbound lane. If we are reduced to only one southbound lane, this will stop traffic trying to get out of McKinleyville.
4. With the intent of adding about 6,000 residents to the town center area, the traffic will become a problem even without the reduction of lanes on Central Avenue.
5. CalTrans did a traffic study a few years ago, and the "Road Diet" option was not the recommended option. In the traffic study, there was a summary of respondents' answers to various questions asked by MMAC at that time. Out of 100%, only 7% of respondents wanted to see any changes to Central Avenue. From the responses I am seeing on public posts, those were likely concerns about overgrown plants and brush making it difficult for some to pass, especially those who are wheelchair bound. Most respondents are very worried about other areas such as Sutter Road, Azalea Avenue, and McKinleyville Avenue, which are in really bad shape.
6. If you take away our lanes, most people will avoid this area, especially during the day, and take other routes like Azalea Avenue, Sutter Road, McKinleyville Avenue, Railroad Avenue, etc. to get around the mess of traffic. Those road options are already concerning for a variety of reasons.
7. We want our residents to be able to shop in McKinleyville. It will take a great deal more time to get to our shopping center and town center. People have already began expressing their option to shop closer to where they work or live, rather than having to deal with what we all anticipate will be a traffic nightmare in McKinleyville if the reduction of lanes happens without proper planning and a comprehensive traffic study.
8. As a resident of McKinleyville or someone who often shops or works in McKinleyville, I am against this option until an independent, comprehensive traffic study has been conducted.

Garen Ross
SIGNATURE

GAREN ROSS
NAME

415-806-1121
PHONE #

CANDLEMASTER@GMAIL.COM
EMAIL ADDRESS

My name is Sylvia Mitchell. I am a McKinleyville resident, and my household is opposed to the road diet plan. Changes to Central Avenue, will affect McKinleyville's unique character for generations.

Central Avenue and its shops are part of McKinleyville's practical identity, and easy traffic access is needed for businesses to be successful.

Enforcement of a lower speed limit, and speed bumps, would be substantially less expensive than restructuring the driving lanes.

The bicycle lanes need clear and regular painting budgeted, some white posts and barriers, and the crosswalks need more intense painting and signaling.

McKinleyville has existing bicycle and walking areas that are already here, and could be expanded. The Midtown Trail, if extended to the south, would be the envy of any city, California or elsewhere, passing through the proposed town center developments, with tributaries to the existing shopping plaza, the Sea Goat Farmstand, the Heartwood trail, and on to School Road and the Mad River Trail. Paved trails through the west side of town would be family friendly and a boost for tourism.

The new Hiller Road project is a great example of what could be done to many streets on the west side of town, where roads have incomplete walkways and edges. It would be miraculous to make improvements for bicyclists and walkers on Central Avenue north of Railroad Drive and north of Murray Road.

I hope there is still time to take a closer look at improving the existing assets in McKinleyville and spend money there.

Thank you for the opportunity to speak.

My name is Sylvia Mitchell. I am a McKinleyville resident, and my household is opposed to the road diet plan. Changes to Central Avenue, will affect McKinleyville's unique character for generations.

Central Avenue and its shops are part of McKinleyville's practical identity, and easy traffic access is needed for businesses to be successful.

Enforcement of a lower speed limit, and speed bumps, would be substantially less expensive than restructuring the driving lanes.

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I hope there is still time to take a closer look at improving the existing assets in McKinleyville and spend money there.

Thank you for the opportunity to speak.

ADDITIONAL Public Comment

From: Kelley Garrett <kelleybrookgarrett@gmail.com>
Sent: Wednesday, October 15, 2025 1:27 PM
To: Planning Clerk; Madrone, Steve; Bohn, Rex; Arroyo, Natalie; Wilson, Mike; Bushnell, Michelle; Damico, Tracy
Subject: Oct 20 BOS Special Meeting - McKinleyville Town Center FEIR and Ordinance

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Chair and Supervisors,

The McKinleyville Town Center Ordinance Conflicts with the McKinleyville Community Plan and CEQA

The McKinleyville Town Center Ordinance and Final Environmental Impact Report (FEIR) fail to comply with the Humboldt County General Plan, the McKinleyville Community Plan (MCP), and the California Environmental Quality Act (CEQA). This is not the Town Center McKinleyville needs—or asked for.

As a member of the McKinleyville Organizing Committee, I spent multiple years prior to project kick-off lobbying for the project to be taken up by the County and have attended nearly every ordinance meeting since. What began as a hopeful community placemaking effort has been undermined by private development interests, County housing mandates, procedural errors, policy reversals, and a disregard for the MCP's core mandates.

1. Community Excluded — Process Inconsistent with MCP

The Town Center ordinance project both began and ended with Brown Act violations. It began when the McKinleyville Municipal Advisory Committee (MMAC) failed to publicly notice its decision to self-appoint as the Ordinance Design Task Force. It ended when the MMAC failed to provide the public with an agenda packet prior to the meeting to vote to recommend FEIR certification.

The MMAC's own Rules state it "will not have authority to make, set, [or] provide interpretation of ... ordinances." Yet, at Planning Director John Ford's request, the MMAC appointed itself to serve as ordinance author—a clear mismatch of mandate and method. In doing so, rather than fostering community co-creation, the MMAC reduced the public's role solely to reacting to County proposals already in motion.

Conflicts of interest on the MMAC/Task Force included two realtors, a Pierson's property tenant, a Life Plan Humboldt board member, and a property owner previously cited for wetland fill violations. These conflicts shaped ordinance provisions affecting land use, civic space, and wetlands.

Survey data collected by the County in 2020 showed strong community support for wetland protection, civic space, and preservation of rural character—yet was ignored. When Director Ford offered to double open space to one acre, the MMAC voted to reject it without allowing public comment.

The five-year process was marked by countless failures: public comments were poorly documented, letters to the MMAC were not published, meeting recordings were withheld, and formal community requests for real dialogue were denied. Project noticing was

inconsistent and, at times, unlawful—including the County’s failure to post on its Town Center website the September 18, 2025 Planning Commission hearing or, as of this letter, the upcoming October 20 Board of Supervisors hearing.

The process consistently marginalized the public rather than including it.

2. CEQA Undermined — The Ordinance Is the Project

The FEIR compounds these failures by refusing to analyze the ordinance itself. Nearly all public comments were dismissed as “outside the scope of CEQA” because they addressed the ordinance rather than hypothetical future projects. That premise is false: the ordinance is the project, and CEQA requires its environmental consequences to be fully evaluated.

Even more troubling, the FEIR concedes that traffic studies were not used to inform street design—reducing CEQA to a box-checking exercise rather than the planning tool it was intended to be.

3. Wetlands Subverted — Inconsistent with MCP and CEQA

MCP Section 3422 (Wetland Policy 15) prohibits development that degrades wetlands on newly created parcels. The ordinance circumvents this protection through Section 6.4’s relocation clause, which requires wetlands to be destroyed before new parcels are created—twisting subdivision improvement requirements to destroy MCP wetland protections, in direct conflict with Policy 15 and Humboldt County Code § 314-61.1.7.6.6.

Federal law prohibits using wetland mitigation sites as civic parks (2008 U.S. Army Corps / USEPA Mitigation Rule), yet the ordinance claims mitigation areas will double as recreation open space—contradicting both federal guidance and MCP § 2352(2)’s requirement for dedicated civic gathering areas.

Finally, the ordinance grants ministerial approvals—staff sign-offs without hearings or CEQA review. Even if discretionary permits are triggered, this record raises serious doubt that the General Plan will be applied fairly or transparently.

4. Safety Ignored — Inconsistent with MCP and CEQA

By Fall 2026, hundreds of K-5 students will be consolidated into McKinleyville Middle School within the Town Center, while Life Plan Humboldt brings hundreds of older adults to the area. Yet along Central Avenue—the Town Center’s spine—sidewalks remain fragmented, non-ADA compliant, or entirely missing.

The ordinance postpones safety upgrades to an undefined “other funding” source, and the proposed Central Avenue “road diet” has no implementation date. CEQA requires analysis of pedestrian hazards (Guidelines § 15126.2(a)) and forbids deferring mitigation to an uncertain future (*Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296). Approving thousands of new residents while deferring basic safety measures violates both CEQA and the MCP mandate for “clear, direct and comfortable pedestrian access.”

5. Civic Space, Mixed Use, and Public Trust — Inconsistent with MCP and CEQA

The MCP envisions a traditional village form—compact blocks centered on a town green, framed by civic buildings and pedestrian-scaled streets. The adopted ordinance replaces that vision with fragmented, pod-style zoning (§ MU1), allowing disconnected apartment blocks behind Safeway and no guaranteed civic core.

It provides only a 20,000 sq ft (½-acre) private plaza, not the public one-acre civic green contemplated by the Plan. Key public improvements—transit hub, trails, and crossings—are tied to FEIR build-out percentages based on a 6,000 + population model, though the Planning Director now estimates only ≈ 4,000. Under that smaller build-out, many required improvements may never be triggered, violating CEQA’s stable-project-description rule (Guidelines §§ 15124, 15088).

This is not the “village-like” Town Center envisioned in the MCP. It is density without design—apartments without a civic heart, wetlands erased, and safety measures deferred.

6. Ordinance Conflicts Summarized

| Issue | Conflict with MCP / CEQA | Minimum Corrective Action |
|-----------------------|--|--|
| Population / Triggers | Build-out thresholds based on inflated 6,000 + residents | Re-baseline to ≈ 4,000 population; revise FEIR & triggers |
| Civic Space | No guaranteed public green west of Central Ave | Dedicate ≥ 1 acre civic green; connect to Pierson Park via ADA-compliant crossing |
| Central Ave Safety | Sidewalks discontinuous; “other funding” deferral | Require continuous ADA sidewalks, raised crossings, APS, refuge islands before occupancy |
| Wetlands | § 6.4 relocation clause violates Policy 15 | Delete § 6.4; prohibit parcelization by fill |
| Design Review | Ministerial ZCC removes public oversight | Convert to public Design Review Permit (projects > 10,000 sf) |
| Open Space | 3 % requirement ≈ 1 acre total | Increase to ≥ 8–10 %; prohibit in-lieu fees; treat wetlands as public amenity |

7. Governance, Compliance, and Public Trust

Government Code § 65300.5 requires zoning ordinances to be consistent with their adopted general and community plans. CEQA § 15125(d) requires EIRs to identify and resolve such inconsistencies. On both counts, the Town Center ordinance fails.

- **Process:** Brown Act violations, conflicts of interest, and ignored survey results undermined public participation.
- **CEQA:** The FEIR dismissed ordinance-related comments, ignored traffic data, and failed to analyze the actual project.
- **Wetlands:** § 6.4 contradicts MCP Policy 15, federal mitigation rules, and CEQA.
- **Safety:** Circulation improvements are deferred for decades, creating foreseeable hazards.
- **Civic Space & Mixed Use:** The ordinance fails to deliver a functional civic heart or true walkability.

Conclusion

This process has fractured McKinleyville. Supporters see promised improvements delayed; opponents see unwanted change forced through. Both are frustrated—and trust in County government is eroding.

The Board’s duty is not to ratify a flawed ordinance but to ensure **consistency with the General Plan and MCP and compliance with CEQA**. On both counts, this ordinance fails.

To restore legal integrity and public trust, the Board must require the County to:

1. Delete § 6.4’s relocation clause and enforce MCP Policy 15.
2. Condition approvals on near-term ADA and safety improvements along Central Avenue.

3. Dedicate additional parkland and civic space.
4. Guarantee true mixed-use, village-scale design and walkability.
5. Reopen a transparent public process consistent with state law.

McKinleyville deserves more than shortcuts and compromises. It deserves a Town Center that reflects the MCP's vision, honors CEQA's safeguards, and restores faith in public process. What the current ordinance offers instead is an intentional blueprint for the 140-acre Town Center to be developed through back-room deals—in violation of both the law and the public trust.

Respectfully submitted,
Kelley Garrett
McKinleyville Resident and Retired Environmental Planner

McK road diet

From Kimberly Frick <bkfrick@yahoo.com>

Date Mon 10/20/2025 8:45 PM

To COB <COB@co.humboldt.ca.us>

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

>>> As a resident of Orick, I shop in McKinleyville A LOT. Please do NOT reduce the lanes. Traffic will be backed up to the highway on both ends. Businesses will lose business because people will not want to deal with the horrible traffic problem this will cause.

>>> And you are hoping to create more housing in McK? So there will be even more traffic.

>>> This is a complete waste of time and money. Leave McKinleyville streets alone!

>>>

>>> Kimberly Frick

>>>

>>> Orick

>>>

>>>

>>> Sent from my iPhone

Don't Change Central Avenue

From Rachel Wagenfuhr <rachel118335@gmail.com>

Date Mon 10/20/2025 5:48 PM

To COB <COB@co.humboldt.ca.us>

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

To Whom It May Concern,

I recently found out that efforts were being made to remove lanes on Central Avenue through McKinleyville. Originally I hadn't taken the rumor seriously until I began seeing more reliable information validating this idea.

I live in McKinleyville with my family and we need two lanes to keep the community safe, and it would be cruel to families to shrink the road.

Please do not change Central Avenue.

Two lanes allow seniors who drive below the speed limit to safely drive. Anyone driving the speed limit can safely maneuver around them. Also, McKinleyville is a bedroom Community, and there is traffic to/from town between 7-8:30am and 4-6pm. I don't want to lose time with my young toddler at home because I'm stuck in that traffic longer. There is also the major risk that traffic during the evening could get backed up all the way onto the highway.

Not everyone can attend town meetings, but it doesn't mean major decisions should be made without input from all community members. Mail out surveys or something before doing a catastrophic change. There are so many other projects you could make and focus on. Why not re-do the Safeway area and surrounding business? Find ways to keep business' in this community, or add more intersections if necessary to keep the minimalist amount of pedestrians we have safe. Or better yet, make McKinleyville safe to walk again by reducing the volume of people without homes walking here day and night. Just please don't shrink the main road through town.

Respectfully,

Rachel L. Wagenfuhr, MSW

Pronouns: she/ her or they/ them

McKinleyville Town Center Comments – October 20, 2025

From Timothy Woodward – 33 year McKinleyville Resident

I understand years of work has gone into this effort. I participated in some early planning by attending at least one of the roundtable workshops, McMac meetings, and John Ford, you presented to our Rotary club in McKinleyville at least once if not a couple of times.

Now that the project has reached this level of approval, this is when people will start to speak up that have not necessarily spoken up publicly before but this is typical in pretty much any public project.

1: Narrowing Central Avenue will cause new traffic flow issues, create traffic backup for long distances during the busiest times, and push traffic through residential and other 2 lane streets.

2: Add diagonal parking on other streets to keep parking off Central.

Consider some possible alternative possibilities such as:

Hiller Road – Picket Road – McKinleyville Ave – Railroad Drive

3: Add a couple of elevated walkways to cross Central Avenue.

4: Consideration for an active restaurant, café, shopping, music, nightlife.

How is that business and activity affected by allowing upstairs residential? The concern is noise complaints from residential use will impede nighttime activity.

5: The consideration/discussion of adding an interchange to Hiller could create a lot of dangerous traffic to the Hiller Road portion of the town center as well as McKinleyville Avenue.

6: Limit the wetlands area to a few acres – maybe 3-5 acres and make it walkable .

Other comments regarding plan to narrow Central Avenue

The road diet creates new problems in an effort to create different kind of resident and visitor experience. If you take a look at towns like Eureka that has the Old Town area which is an enjoyable (mostly) place to visit to shop, eat, enjoy night life in a unique environment -think Friday Night Market, the Summer Music Series, Arts Alive, etc...

Ferndale is different because it doesn't have a heavily used throughfare through the town but Ferndale is the ultimate bucolic destination in North California or pretty much anywhere.

McKinleyville has its' own identity and it would be great to build on that but narrowing Central Avenue should not be part of the path forward.

Towns like Walnut Creek, Santa Rosa, etc. all have major roads that ferry a lot of heavy traffic but their town center areas are a block or a few blocks removed from their high traffic roads. The Humboldt County and McKinleyville boards need to be cautious about creating an uninviting experience in an effort to create the intended inviting McKinleyville experience.

Associated Email commentary....

To Humboldt County Board of Supervisors and John Ford:

From: Timothy Woodward, 33 year McKinleyville resident

Thank you for the opportunity to speak up today via Zoom regarding the McKinleyville Town Center.

I don't feel I was very able to articulate clearly today in voicing my thoughts on the road diet issue and did not attempt to touch on any other possible considerations other than a brief comment about the wetlands.

I have attached a slightly marked up map suggesting moving the diagonal town center parking concept off Central to the other affected roads including Hiller, Picket, McKinleyville Ave, and Railroad Drive. I agree with many people of McKinleyville based on personal experience that narrowing Central will cause safety and significant traffic flow issues.

I have also attached a short list of comments pasted this email at the end of those comments.

I strongly support the town center concept and creating a destination space within McKinleyville and enhancing and expanding on the identity that we already have here.

Creating a destination environment different but similar to Eureka Old Town is desired but Eureka Old Town is a block or 2 off 4th and 5th which continues to shuttle the major traffic flow through Eureka with the additional 6th and 7th path available as well.

Keeping Central Avenue in its current configuration and maybe adding a couple or elevated walkways to cross it plus creating the parking and walkable spaces on the surrounding town center roads is in my opinion a safer and improved approach. It would also most likely have a lot less opposition.

Thank you for all the important work you do.

Timothy Woodward



Opposition to Proposed "Road Diet" – McKinleyville Town Center Q Zone Ordinance, Planning and Building Department, 25-1212, Agenda Item #1

From cassie kemic <cassie.kemic@gmail.com>

Date Mon 10/20/2025 7:39 AM

To COB <COB@co.humboldt.ca.us>

Cc Ford, John <JFord@co.humboldt.ca.us>

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Dear Humboldt County Board of Supervisors,

I am writing to express my opposition to the proposed "road diet" included in the McKinleyville Town Center Q Zone Ordinance recommendation. I want it to be clear that I am not against the concept of a town center or creating a strong downtown identity for McKinleyville. In fact, I support efforts to encourage bike and pedestrian travel, expand business opportunities, and create a vibrant community focal point with shops, medical services, and events.

However, narrowing Central Avenue from five lanes to three is not the way to achieve these goals. This stretch of Central already has improved crosswalks, sidewalks on both sides, and clearly marked bike lanes. It is one of the most pedestrian-friendly areas of town as it is. A road diet here is unnecessary and counterproductive.

Instead of improving accessibility, it would likely increase congestion, push more drivers onto residential side streets, and make the area less convenient for everyone. With schools consolidating, traffic in this corridor

will only increase. Reducing lanes would worsen delays, raise the risk of accidents, and strain surrounding neighborhoods. Relying solely on a median for emergency use is also unsafe and unreliable.

I agree that areas like Hiller Road and McKinleyville Avenue need improved sidewalks and safer bike routes, but undermining Central Avenue is not the solution. We can build a **diverse, equitable, and robust local economy** without creating new traffic and safety problems. A road diet won't encourage people to spend more time downtown—no one wants to spend extra time stuck in traffic or circling the Safeway parking lot.

I want a thriving town center, but this plan would do more harm than good. Please listen to the community's concerns. No one I've spoken to, including local business owners, supports this proposal. I strongly urge you to reconsider the road diet and look for better alternatives that enhance—not hinder—our town's accessibility, safety, and vitality.

Thank you for your time and for your service to our community.

Sincerely,

Cassandra Kemic and Abigayle Rigler

[McKinleyville, CA 95519](#)

Cassie.kemic@gmail.com