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**Subject:** Upcoming CDP Permit  
**Date:** Saturday, April 16, 2022 8:31:33 AM  
**Attachments:** [Letter to County PC.docx](#)  
[1. Dan Smith's letter.doc](#)  
[2. Conflict of Interest.pdf](#)  
[3. List of criticisms.docx](#)

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

To Clerk, John Ford, and Commissioners,  
Here is a letter summarizing some of my concerns with an upcoming agenda item you will be hearing. My comments are in the attached "Letter to County PC", and the supporting documents are labeled 1, 2, 3. Thank you for your service to our community.

Regards

Robert C McPherson

Dear Members of the Planning Commission:

I write to you on behalf of myself, and on behalf of Bayside Cares, a not-small group of concerned residents of Bayside, to which I belong. Based upon all available data, including expert opinion, as well as personal knowledge Bayside Cares, believes the “Old Arcata Road Improvement Project”, which includes a roundabout at the intersection of Old Arcata Road and Jacoby Creek Road, (an area historically called “Bayside Corners”), is not only unneeded; it is a very bad and dangerous idea. Not only will it not improve the area; it could very easily cause very serious damage in many different ways.

I attach:

- (1) a letter from a Traffic Safety Engineer, which explains why the roundabout is not needed or warranted, the dangers to pedestrians and bicycles posed by this particular roundabout in this particular location, and the traffic backup problems it will likely cause, as well as delay to emergency vehicles;
- (2) a letter from our lawyer explaining that the reason this completely unjustified and unneeded roundabout apparently was approved by the City of Arcata, is that it is the result of a serious and troubling conflict of interest, to enrich the engineering firm, GHD. GHD’s engineer was at all times on the City’s Traffic Safety Committee that came up with the project and has as its responsibility advising City staff and assisting in drafting the staff reports that recommended it to the City Council. Then GHD got the contract to draft all the environmental documents, design the project and construct the project, the GHD engineer on the Traffic Safety Committee being the one actually drafting the environmental documents and designing the project: and
- (3) a list of Bayside Cares’ criticisms of the project’s adverse effects on local residents, motorists, bicyclists and pedestrians, and how the City of Arcata was unable to respond to any of those criticisms.

The Coastal Development Permit application for this project is not yet on the Planning Commission’s agenda. Nevertheless, at your last meeting, Jim Zoellick, the ringleader of the pro-roundabout group, chose to deliver to you his

opinions on the traffic circle, and to deliver them all to you as though they were fact, which they are not.

I am weary and agitated in hearing the same scripted opinions from the pro-traffic circle group, over and over. Opinionated sound bites that catch everyone's attention but come with no supporting documentation. You commissioners were subjected to this approach during your last meeting.

To highlight my points, I have transcribed the words of Jim Zoellick, one of the pro-roundabout group's key spokespersons, using the recording from your meeting to get his exact language (04/07/2022, 6pm, 6m32s-10m00s). Following each of Jim's statements shown in bold are my comments as to the authenticity of what he said to you that evening.

**"...there is a small but vocal group that is opposed to the roundabout, but the vast majority of residents are for the project, I think it is important that you know that..."**

Hopefully, at least one of you thought to yourself, "what data do you have to support such a measurable remark?"

The only poll that exists in the public record on who is in favor and who is opposed to any design solutions for this intersection is the City of Arcata-sponsored charrette taken at an open house held in the Bayside Grange on October, 19<sup>th</sup>, 2016 (SHN, 2017, p6). (This is available on the City of Arcata website.) And I quote:

*"One of the most common themes that was voiced by the community members throughout the charrette process was the need to improve safety for pedestrians, bicyclists, and motorists, while maintaining the rural feel and character of the Bayside community. A few individuals wanted to leave the roadway as it is (considered the "no project" alternative), but the vast majority of community members wanted to see some improvements to the roadway" (SHN, 2017, p.14).*

At this meeting, an informal vote was taken on three choices: No project, a T-intersection option (alternative #1), or a roundabout option (alternative #2). The charrette results were that the T-intersection:

*“...was considered acceptable by many of the participants, and it was the preferred option for nearly half of all participants (SHN, 2017, p. 19).*

As for the roundabout option:

*“The roundabout option was the most controversial design alternative that was considered for this project. The roundabout option engendered the strongest responses from participants in the design charrette, both for and against (SHN, 2017, p. 20).*

Quoting further:

*“Some felt that a roundabout would be too urban for the area” (SHN, 2017, p. 20).*

The majority of the attendees, understandably, didn't want to see dramatic changes to our neighborhood to solve our safety issues. They wanted to keep our rural setting intact, which is not what a roundabout would do. Several of those original neighbors have passed away or moved, so those original numbers have changed with time. At that meeting the sides were closely matched, as I suspect they are presently.

So, a vocal minority we are not: vocal yes, minority no.

**“...the Old Arcata Road improvement project and roundabout is a well-conceived project, especially for bikers and pedestrians...”**

The roundabout is far from a well-conceived design. As the Public Member of LAFCO for over 14 years, I saw all kinds of public improvement projects in my tenure. It was my responsibility to anticipate negative impacts that would affect the public and their environment, so I have studied this project's impacts in detail.

This project is not even close to a well-conceived project. Bayside Cares has provided documentation to the City of Arcata that this roundabout will negatively impact the historic neighborhood of Bayside Corners (see Susie Van Kirk's historic district document) in multiple ways: Impact to historical buildings, impact to the historic nature of Bayside Corners, reduction of an important parking lot, the bringing of traffic flow hazardously close to young children in school, impairment of large vehicle flow for logging and fire department purposes, increased traffic

hazards caused by post office and school ingress and regress, light pollution, and more. Most significantly, the roundabout is not needed, and its proponents, we have claimed (see Chris Hamer's attached letter concerning the conflicts of interest), have a flagrant conflict-of-interest in promoting/building it!!

The T-intersection proposal, with its engineered traffic-calming features would attain the same safety goals in slowing speeding cars down at the corner without any of the above impacts. The T-intersection option has never been given a fair representation at any public forum, at the committee level, or even in front of the City council since that October 19<sup>th</sup>, 2016 meeting. Right before a vote on the FEIR, I asked Brett Watson if he had seen our proposal in his packet. He answered that he had never even seen any information about the T-intersection proposal! David Loya has personally said to our group, "Since the Arcata City council voted for the roundabout (in 2017), I have no obligation to entertain the feasibility of any other proposal.

**"...it is not safe...."**

Jim here is referring to the whole corridor.

Show us some data that support this comment. This pro-roundabout group has voiced this same speech over and over, "I walk my dog", "I have lived here for 24 years..." with no supporting traffic safety data that qualify such a statement (see Dan Smith's letter).

I have lived in the corridor for 50 plus years and have often walked the length of corridor. I am still alive and at the same time unaware of any fatality that has occurred along the entire corridor project in all these years. Yes, the speeding miscreants in the corridor are frequent, annoying and dangerous, but the roundabout will have no effect on this safety issue over the full length of the corridor. The roundabout would not address the speeding issue over the length of the whole corridor, and I predict speeding will be more of a problem on newly paved straightaway sections. We don't need a roundabout at Bayside Corners.

Where is a much-needed traffic safety report (again, see the attached Traffic Safety Engineer's letter)?

**"...the roundabout will slow traffic, improve safety, and improve the rural character of our neighborhood..."**

I only agree with Zoellick's slowing down of traffic statement at the site of a roundabout, but as stated below the safety issue and improving the rural character of Bayside are only Zoellick's opinions.

In all my visions of a rural area, a roundabout vision has never come up!

Please read Traffic Engineer Daniel Smith's short summary addressing the safety issues of this proposed roundabout in his attached letter, (a certified traffic engineer's professional findings based on factual input).

**"... The EIR is solid..."**

Excuse me! A design that is 30% completed is solid? How can one discuss the merits and positive or negative impacts when one does not know 70% of the story? Would the county (your commission) except the proposed fish farm's FEIR on the North Spit at a 30% design level! Would they OK such an EIR and refer to it as "solid"?

See the attached comments list. Many of the concerns are because the project has not actually been designed. For example, the project drainage is to use the existing drainage system which fails every year, resulting in flooding. There is nothing in the project to protect the area from even more serious flooding as a result of the project.

**"...roundabouts are proven to slow traffic and increase safety..."**

There is no evidence for this statement. I understand the results in Britain have been exactly the opposite. Even if the statement were true, (which it is not), because of where the roundabout is being proposed, the intersection may actually become much less safe. (See Traffic Engineer letter, attached).

This roundabout is being put in an area of active ingress and egress to the Bayside post office, ingress and egress to Mistwood elementary school in an 1882 historic

building, to businesses (e.g., Stream Guys), and to private driveways, all of which make drivers' decisions encountering said roundabout more split-second dependent. In Traffic Engineer Dan Smith's opinion, this proposed placement of a roundabout quite possibly will make the setting for drivers and pedestrians more dangerous. Who is correct on the safety merits, a solar engineer or a state licensed traffic engineer? Since Humboldt County will own the roundabout, the county will be liable it seems to me.

**"..the modified T-intersection that is listed in the EIR as an alternative will not meet the safety objectives of our community..."**

There is no evidentiary support for this statement whatsoever. In fact, the evidence is that the T-intersection---or even the mere addition of raised crosswalks---will better meet the safety objectives of the community than will the proposed roundabout.

If and when the application for a Coastal Development Permit for the "Old Arcata Improvement Project" comes onto your meeting agenda, I sincerely request, on behalf of myself and of Bayside Cares, that you will vote to deny that application.

Thank you for taking the time to review these comments. Please add me to the notice list for CDP required for this project.

Respectfully

Robert C McPherson  
Bayside resident since 1969  
Cell phone 707 601 5977



February 3, 2022

Mr Chris Johnson Hamer  
Stokes, Hamer, Kirk & Eads, LLP  
381 Bayside Road  
Arcata, CA 95521

**Subject: Old Arcata Road Rehabilitation and Pedestrian/Bikeway  
Improvements** P22001

Dear Mr. Hamer:

Per your request, I reviewed the Final Environmental Impact Report (the "FEIR"), the Partially Recirculated Draft Environmental Impact Report (the "RDEIR"), and the original Draft Environmental Impact Report (the "DEIR"), including the 30% Design Plans appended thereto for the Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvements Project (the "Project") in the City of Arcata (the "City"). My review is focused on the roundabout component of the Project proposed for the intersection of Old Arcata Road and Jacoby Creek Road.

My qualifications to perform this review include registration as a Civil and Traffic Engineer in California, over 50 years professional consulting practice in these fields. My professional resume is attached herewith.

### **Overview**

The above referenced documents do not provide any quantitative justification for including the roundabout in the Project, do not provide any quantitative assessment of its performance, do not provide a comparison of its features to design standards and operational performance criteria or assess what design vehicles it is capable of serving. There is no assessment of some of the complicating operational considerations that exist at this intersection. The only assessments of the roundabout are in qualitative platitudes. In short, the situation is as if someone decided it would be nice to have a roundabout at this location, drew the largest one that could be squeezed into the public right-of-way



and said, “This is perfection.” Such an approach does not meet the requirements of the good faith effort to disclose impact that CEQA demands.

### **There Is No Evidence of Actual Collision Experience Justifying The Proposed Roundabout**

The environmental documents have provided no formal analysis of documented accident experience and causation justifying provision of a roundabout. Claimed need is purely anecdotal reports and hypothetical conjecture that building a roundabout here would improve safety when there is no evidence that there is a safety problem that would justify such a drastic measure. The EIR or design study should have done a formal study of accident records and causation at this location and compared the incidence to statewide records of accidents per million vehicles at intersections of this type. The EIR is deficient not having done so.

### **Nowhere Does Any Version of the EIR or Related Document Such As the Project Study Report Establish Fundamental Need for the Roundabout Feature By Operational Analysis (Level-of-Service) Nor Is Adequacy of the Roundabout As Proposed Demonstrated Through This Form of Analysis**

The RDEIR, in the Purpose and Need section of the Project Description states as follows:

*“The Project is intended and designed to serve current City population.”<sup>1</sup>*  
Yet curiously and inconsistently, within the same Purpose and Need section, it attempts to justify the roundabout by citing a very poor Level-of-Service (“LOS”) prediction for the current Jacoby Creek/Old Arcata intersection configuration and control based upon a Caltrans study *estimated volumes for Year 2041*.<sup>2</sup> Yet nowhere, not even in the related Project Study Report, does the Project documentation ever demonstrate that the roundabout as proposed would have adequate capacity to service Year 2041 volumes or even current year volumes. While the City and its consultants may argue that LOS is no longer a CEQA criterion for transportation impacts, it is a recognized and necessary criterion for adequacy of design and the EIR must disclose to the public whether or not the design meets conventional adequacy tests.

The EIR documents are also inconsistent in dismissing alternatives that involve adding improved traffic control (3-way STOP or Traffic Signal) to the current intersection alignment, stating that all-way STOP and Signal warrants are not met. However, there is no evidence that the EIR considered the 2041 volumes predicted by Caltrans in making these warrant assessments. The City could obviously add all-way STOP control as soon as traffic growth results in these warrants being met.

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<sup>1</sup> RDEIR, page 2-2.

<sup>2</sup> Eureka-Arcata Route 101 Corridor Improvement Project EIR, Caltrans, Dec. 2016, Table 3-13, p 166.

## **The Extent to which the Roundabout Would Reduce Traffic Speeds Is Undisclosed**

The EIR claims the roundabout would engender safety by reducing vehicle speeds through the intersection. This claim is solely based on generalizations in guidance literature. The EIR and its supporting documentation have not produced any computations of entry speeds and speeds of various movements through the roundabout. These can be computed using methods detailed in Sections 6.7.1 through 6.7.2 of NCHRP Research Report 672: Roundabouts, An Informational Guide, Second Edition, a document that the EIR claims to have relied on. The Project documentation contains no data on observed existing speed distribution and critical speed through the intersection.

## **Creation of a Roundabout at the Intersection of Old Arcata and Jacoby Creek Roads Existing Public Right of Way Results in a Design Inconsistent With Standards and Fundamental Needs**

For single lane roundabouts in rural areas, FHWA guidance<sup>3</sup> recommends the WB-67 tractor-trailer truck (STAA truck) as the design vehicle. Caltrans most recent edition of the California Highway Design Manual<sup>4</sup> recommends an inscribed Roundabout diameter of 130 to 180 feet to accommodate WB-67 trucks and an inscribed diameter of 105 to 130 feet to accommodate WB-50 (California Legal) trucks. At an inscribed diameter of only 107 feet, the proposed roundabout is far too small for the WB-67 design vehicle and barely meets the minimum for the WB-50 truck<sup>5</sup>.

It is noteworthy that the proposed roundabout is considerably smaller than roundabouts to the north and south on Old Arcata Road at Buttermilk Lane and at Indianola Cut. We summarize the differences below.

	<b>Old Arcata/Jacoby Creek</b>	<b>Old Arcata/Buttermilk</b>	<b>Old Arcata/Indianola Cut</b>
Inscribed Circle Diameter	107 ft.	140 ft.	140 ft.
Central Island Radius	33 ft.	50 ft.	50ft.
Paved Apron in Island Radius	12 ft.	15 ft.	20 ft.
Circulation Lane	20-21 ft.	20 ft.	22-25 ft.

<sup>3</sup> *Roundabouts, An Informational Guide*, U.S. Department of Transportation, Federal Highway Administration, June 2000.

<sup>4</sup> Dated July 1, 2020. See Topic 405.10 (3).

<sup>5</sup> The WB-50's ability to successfully negotiate the proposed roundabout may be compromised by its slightly asymmetric shape.

Both the Buttermilk and Indianola Cut roundabouts would accommodate the WB-67 design vehicle. It is unusual and contrary to principles of alignment consistency for the middle roundabout in a series of 3 within a distance of about 3.5 miles on the same rural arterial to fail to accommodate the same design vehicle as those flanking it.

The environmental documents and the 30 Percent Design drawings give no indication what design vehicles can successfully negotiate the proposed roundabout or the speeds at which they can do so. The documents should present scale drawings of the swept path of design vehicles turning around the roundabout. Caltrans advises that to accurately simulate the design vehicle swept path traveling through a roundabout, the minimum speed of the design vehicle used in computer simulation software (e.g., Auto Turn) should be 10 miles per hour through the roundabout.<sup>6</sup> Caltrans Highway Design Manual also advises that the design vehicle is to navigate the roundabout with the front tractor wheels off the truck apron [that is, remaining entirely within the circulatory roadway]. Caltrans also advises that transit vehicles, fire apparatus and single unit delivery vehicles must be able to navigate the roundabout without using the truck apron.<sup>7</sup>

Unless the public is provided with accurate illustrations of what vehicles can successfully negotiate the proposed roundabout, the environmental documentation is deficient.

### **Oversized Vehicles Are An Important Consideration**

The Purpose and Need section of the RDEIR states at page 2-2:

"Old Arcata Road acts as an alternative route and oversized load route for Highway 101".

Caltrans Highway Design Manual and NCHRP 672 give somewhat conflicting guidance with regard to accommodating oversized vehicles. Caltrans HDM Topic 405.10(2) states "Roundabouts should not be oversized for the occasional permit vehicle" while NCHRP 672 at pages 6-13 and 6-14 states "In rural environments, farming or mining equipment may govern design vehicle needs" and "Oversized vehicles (sometimes referred to as "superloads") are another potential design vehicle that may require consideration in some locations, particularly in rural areas and at freeway interchanges". Given the implication of the purpose and need statement that Caltrans regularly directs oversize loads that it calls permit loads to Old Arcata Road rather than on Route 101, and the fact that locally there may be significant transport of oversized logging yarders, logging loaders, large bulldozers and backhoes, the NCHRP guidance should be followed. Also, the Arcata Fire District web site indicates that the District operates one vehicle of a type called a "quint", a type of apparatus that is a

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<sup>6</sup> Op. Cit., Topic 405.10 (2).

<sup>7</sup> Op. Cit., Topic 405.10 (3).

combination of aerial ladder truck and 'pumper'. These vehicles have relatively short wheel bases compared to their overall length, but large overhangs at the front and rear and a wider overall width than typical over-the-road trucks (about 10.5 feet versus 8.5 feet for conventional WB-50 and WB-67 trucks). Consequently, they have a large 'swept area' on the exterior side of the curve. The EIR should obtain this vehicle's turning templates from the Fire District or the vehicle's manufacturer and assure that it can be satisfactorily accommodated at the proposed roundabout. Also, turning characteristics of vehicles that move large logging loaders and yarders as well as bulldozers and backhoes through the intersection should be considered. The EIR should not be certified until these considerations are addressed.

### **It Is Unlikely That the Roundabout Would Improve Conditions for Bicyclists**

In the existing situation, clear bikeable shoulders extend up to the intersection in the northbound direction of Old Arcata with a clear path outside the Old Arcata northbound traffic lane across it ahead of the STOP line on westbound Jacoby Creek. In the southbound direction of Old Arcata, bicyclists have a bikeable shoulder clear through the intersection. On Jacoby Creek, which has defined bikeable shoulders farther east, on the last 200 feet to the intersection in both directions, the shoulder limit is undefined and there is poor pavement quality. This condition could be improved without building the roundabout.

In the proposed roundabout design, northbound bicyclists have an undesirable choice. They must merge (perhaps abruptly if unfamiliar with the route) from the bikeable shoulder into the northbound traffic lane on Old Arcata, through the roundabout in mixed and crossing traffic before regaining the bikeable shoulder at the intersection with the branch of Old Arcata serving the Post Office and the pump station. Or, they can go up a ramp, making an abrupt reverse S turn to a path shared by pedestrians and bicyclists that leads circuitously around the east side of the roundabout. On the way around it, they cross Jacoby Creek Road on a crosswalk that is roughly halfway between the roundabout and the branch of Old Arcata serving the Post Office. For a bicyclist deciding whether to enter the crosswalk, there will be uncertainty whether a motorist approaching westbound on Jacoby Creek and signaling for a right turn is turning into the Post Office segment and hence not a threat or is turning into the roundabout and is one. This same dilemma faces pedestrians headed southbound into the crosswalk. Southbound cyclists who currently have a clear bikeable shoulder through the intersection will have to make a choice whether to ride through the roundabout in mixed traffic or ride around the west side of it on a shared path with pedestrians. Although the transition from the shoulder to the traffic lane is less abrupt than in the northbound direction, the narrowness of the lane as it continues southward means that the cyclist will have to fully occupy the traffic lane instead of traveling to the right of motor vehicle paths. If the cyclist chooses to use the shared path,

the transition is via abrupt reverse S curve at the last private driveway north of the roundabout or an even more abrupt reverse S curve at the ramp closer to the roundabout itself. On the whole, it seems more likely than not that the roundabout will be more detrimental to cyclists than the existing situation.

### **Intersections and Driveways Close to the Roundabout Compound the Difficulty of Driver Decisions In and Near the Roundabout and May Result In Decreased, not Increased Safety**

Another part of the improved safety claim is that roundabouts decrease conflict points. But in this case, there are two private driveways on the west side of Old Arcata, one in the stripped portion of the north separator island, one that causes the raised portion of the south separator island to be split with a stripped section in between. There is the Post Office access portion of Old Arcata, one end of which intersects within the stripped opening of the north separator island; the other of which intersects Jacoby Creek just to the east of the raised portion. Two private driveways intersect Jacoby Creek near the roundabout within the stripped portion of the easterly separator, one of which is commercial, island and also a lengthy portion of the Bayside Community Hall parking area that has continuous mountable curb access along the stripped portion of the easterly separator island. If, as it appears, the intent is to continue to have full movements access/egress at all of these points, they constitute additional conflict points that would constitute additional conflict points that compound operational and safety issues associated with the roundabout. If the intent is to limit some or all of these points to right turn in/right turn out, this could trigger severance damage payments, which is akin to a taking of right of way.

### **The List of Projects Considered in Cumulative Analysis Is Incomplete**

The list of projects on DEIR Table 3-1 totals only three, each of which would generate temporary construction traffic but no long term traffic growth. There are other development projects that would generate significant long term traffic growth through the entire Project area and particularly through the intersection of Old Arcata Road with Jacoby Creek Road. One such project is the Arcata Gateway Plan which involves major development in the center of Arcata. Although the draft of this plan was not released until December 1, 2021, that draft reveals at page 7 that the plan has been under community discussion since “late 2020”, well before the Notice of Preparation for the Old Arcata Road Project was issued on March 14, 2021. A second is the designation of California State University Humboldt as a Polytechnic University, with a prospective significant increase in enrollment. The North Coast Journal article of November 24, 2020 indicates this change was in the works for a few days prior to that date, again well prior to the Old Arcata Road Project’s NOP date of March 14, 2020. Furthermore, in 2019 the City filed an Amendment to its Timber Harvest Plan, indicating its intent to log a large acreage of parcels it owns that are accessed of

Mr. Chris Johnson Hamer  
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Jacoby Creek Road. Again, this is well prior to the Old Arcata Road Project's NOP date of March 14, 2020. The timber harvesting is significant in that it indicates continuing need for oversize vehicles carrying yarders, log loaders and large bulldozers and backhoes to pass through the intersection of Old Arcata Road with Jacoby Creek Road. Without identifying these cumulative projects and considering them in the EIR analysis, the EIR is fatally flawed.

**The DEIR's Asserting of Environmentally Preferred Equivalency of the Roundabout Element to the Alternative of Making Improvements on the Existing Alignment of the Old Arcata Road/Jacoby Creek Road Is Biased**

For all the above stated reasons, the claimed performance benefits of the Improvement Project with the roundabout are in doubt. In addition, the possible improvement with the existing alignment is understated. Reasonable enhancements not made to the alternative on the existing alignment include:

- Using raised crosswalks on all crosswalks. This would reduce vehicle speeds in the intersection area.
- Providing a split raised island with mountable curbs protecting the crosswalk across Jacoby Creek Road. Jacoby Creek Road at this location is just as wide as the crosswalk across Old Arcata Road just north of the Post Office access where a similar island is provided.
- Note that this alternative can be readily converted to All Way Stop or Signal Control once warranted.
- Recognize that this alternative enables continued parking in the public right of way but outside the traveled way and sidewalk at the southeast corner of Old Arcata and Jacoby Creek Roads.

**Conclusion**

This concludes my current comments on the Old Arcata Road Project and EIR. Given all of the foregoing, the document cannot be certified and the Project approved without significant revision.

Sincerely,

Smith Engineering & Management  
A California Corporation

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Stokes, Hamer, Kirk and Eads, LLP  
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Daniel T. Smith Jr., P.E.  
President



SMITH ENGINEERING & MANAGEMENT

**DANIEL T. SMITH, Jr.**  
**President**

**EDUCATION**

Bachelor of Science, Engineering and Applied Science, Yale University, 1967  
Master of Science, Transportation Planning, University of California, Berkeley, 1968

**PROFESSIONAL REGISTRATION**

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)  
California No. 938 (Traffic) Arizona No. 22131 (Civil)

**PROFESSIONAL EXPERIENCE**

Smith Engineering & Management, 1993 to present. President.  
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.  
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.  
Personal specialties and project experience include:

**Litigation Consulting.** Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

**Urban Corridor Studies/Alternatives Analysis.** Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

**Area Transportation Plans.** Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21<sup>st</sup> century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

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**Transportation Centers.** Project manager for Daly City Intermodal Study which developed a \$7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

**Campus Transportation.** Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

**Special Event Facilities.** Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

**Parking.** Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

**Transportation System Management & Traffic Restraint.** Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

**Bicycle Facilities.** Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

#### **MEMBERSHIPS**

Institute of Transportation Engineers Transportation Research Board

#### **PUBLICATIONS AND AWARDS**

*Residential Street Design and Traffic Control*, with W. Homburger *et al.* Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

*Residential Traffic Management, State of the Art Report*, U.S. Department of Transportation, 1979.

*Improving The Residential Street Environment*, with Donald Appleyard *et al.*, U.S. Department of Transportation, 1979.

*Strategic Concepts in Residential Neighborhood Traffic Control*, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

*Planning and Design of Bicycle Facilities: Pitfalls and New Directions*, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

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**Re: Objection to the Proposed Certification of the Final EIR and CDP for the Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvements Project (SCH # 2021010176) Based Upon Conflict of Interest**

Dear Arcata Officials and Members of the Arcata City Council and Mr. Arsenault:

On behalf of Bayside Cares, we are writing to object to the City of Arcata's proposed certification of the Final Environmental Impact Report ("FEIR") prepared for the above-referenced project ("Project"), to issuance of a Coastal Development Permit ("CDP") because all the contracts that led to its preparation, including the contract for the Charrette Study, the contract for preparation of the Initial Study, the contract for the design of the Project, the contract for preparation of the Mitigated Negative Declaration, the contract for preparation of the Draft Environmental Impact Report, the Recirculated Portion of the FEIR, and the FEIR, and contract for construction of the Project, are void, because a public official or officer had a financial interest in all of them, and participated in the making of all of the contracts. The public official also had a conflict of interest with respect to the Project as well.

The public official or officer was Joshua Wolf, active member of the Arcata Traffic Safety Committee, and an engineer employed by GHD. The City of Arcata entered contracts with GHD, for GHD to perform the Charette Study, to prepare the Initial Study, to design the Project, to prepare the Mitigated Negative Declaration, to prepare the DEIR, to prepare the FEIR, and the contract to construct the Project. As a member of the Traffic Safety Committee, Joshua Wolf worked with the Arcata City staff to prepare the staff report recommending the Project to the City Council at its December, 2017 meeting, where it was approved and staff was authorized to seek funds for its design and construct. As an employee of GHD, Joshua Wolf is the project manager, designer and the person who did the drafting check for the Project. Joshua Wolf and

other GHD employees worked under contract with the City of Arcata to do all the environmental work and documents, and the City has contracted with GHD to construct the Project.

CFR Tit. 2 §18700(a) states:

(a) Basic Rule: A public official at any level of state or local government has a prohibited conflict of interest and may not make, participate in making, or in any way use or attempt to use the official's position to influence a governmental decision when the official knows or has reason to know the official has a disqualifying financial interest. A public official has a disqualifying financial interest if the decision will have a reasonably foreseeable material financial effect, distinguishable from the effect on the public generally, directly on the official, or the official's immediate family, or on any financial interest described in subdivision (c)(6)(A-F) herein. (Sections 87100, 87101, & 87103.)”

Members of the Arcata Traffic Safety Committee, such as Joshua Wolf, are “public officials” prohibited from participating in or influencing decisions in which members of the Committee have a disqualifying financial interest. This is because the Arcata Traffic Safety Committee: “makes substantive recommendations [to the Arcata City Council] and, over an extended period of time, those recommendations have been regularly approved without significant amendment or modification by another public official or governmental agency [the Arcata City Council].” CCR Tit. 2 §18700 (c)(2)(A).

This covers bodies, such as the Traffic Safety Committee, which are technically advisory, but they are covered because their recommendations are regularly followed by the decision maker which, here, is the Arcata City Council; it makes no difference whether members of the Traffic Safety Committee are salaried or non-salaried. (Com. on Cal. State Gov. Org. & Econ. v. Fair Political Practices Com. (1977) 75 Cal.App.3d 716; *see also* In re Rotman (1987) 10 FPPC Ops. 1 [redevelopment committees].)

At all times mentioned, Joshua Wolf, an engineer employed by GHD, also known as Omni Means, is, and has been, a member of the Arcata Traffic Safety Committee, active and participating in its recommendation of the Project to City staff and the City Council, and participating in preparation of the Staff Report to the City Council.

The Traffic Safety Committee had meetings through 2016, 2017, 2018, 2019 and 2020 concerning the Project, and Joshua Wolf never once recused himself. He also attended all City Council meetings concerning the Project and appeared before the City Council concerning the Project. As a member of the Traffic Safety Committee, he worked with City staff in preparing a report to the City Council recommending the Project. The City Council accepted the recommendation and approved the Project, as they almost always accept the recommendations of staff reports. Joshua Wolf of GHD personally recommended the Project, (which is the alternative including a roundabout), to City staff and the City Council and has been an advocate for the Project.

Joshua Wolf legally “participated” in the City’s decision to approve the Project and to enter into contracts with GHD to provide design of the Project, construction of the Project, and all environmental compliance for the Project, and is project manager and designer of the Project.

Cal. Code Regs., tit. 2, § 18702.3 defines “participating in a decision”:

“(b) Participating in a Decision. A public official participates in a governmental decision if the official provides information, an opinion, or a recommendation for the purpose of affecting the decision without significant intervening substantive review.

(c) Using Official Position to Attempt to Influence a Decision. A public official uses an official position to influence a governmental decision if the official:

(1) Contacts or appears before any official in the official's agency or in an agency subject to the authority or budgetary control of the official's agency for the purpose of affecting a decision; or

(2) Contacts or appears before any official in any other government agency for the purpose of affecting a decision, and the public official acts or purports to act within the official's authority or on behalf of the official's agency in making the contact.”

Cal. Code Regs., tit. 2, § 18704

Preparation of a staff report regarding a Board’s ultimate decision constitutes participating in a governmental decision. (*See, e.g.*, Johnson Advice Letter, No. A-09-221.)

The Arcata Traffic Safety Committee assisted staff in preparing the report recommending the Project to the City Council. Joshua Wolf was on the Committee, and also contacted and appeared before the City Council to influence its decision to approve the project.

Government Code Section 1090 prohibits contracts where a public official has a conflict of interest:

“Members of the Legislature, state, county, district, judicial district, and city officers or employees shall not be financially interested in any contract made by them in their official capacity, or by any body or board of which they are members. Nor shall state, county, district, judicial district, and city officers or employees be purchasers at any sale or vendors at any purchase made by them in their official capacity.”

Joshua Wolf, as a member of the Arcata Traffic Safety Committee, was a public officer prohibited by Section 1090 from participating in contracts between the City and GHD, because, as a GHD employee, he had and has a financial interest in these contracts. Joshua Wolf violated Section 1090 because, as a member of the Arcata Traffic Safety Committee, he participated in the making of all the City’s contracts with GHD through the Committee’s advisory function. (*City Council v. McKinley*(1978) 80 Cal.App.3d 204; 82 Ops Atty. Gen. 126 (1999.))

And all of the contracts regarding the Project were between the City of Arcata and GHD, with GHD employee, Joshua Wolf, through his participation in the Traffic Safety Committee, actively advising the City Council to pursue the Project and with Joshua Wolf, as a GHD employee, actively performing each of the contracts on behalf of GHD.

The 2017 Charrette report was produced by Omni Means.  
<https://www.cityofarcata.org/DocumentCenter/View/10558/SHN-2017-Community-Charrette>

Omni Means was the lead consultant, as can be seen in the footer of the report

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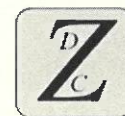
943 Reserve Drive | Suite 100 | Roseville, CA 95678 | p. 916.782.8688 | omnimeans.com

Napa | Redding | Roseville | San Luis Obispo | Visalia | Walnut Creek

The entire consultant group that created this report was highlighted in the Charrette Report as follows:

Although funding for transportation and community planning is limited, the City recognized the need for a thorough community process to develop potential safety improvements along Old Arcata Road. The City was able to budget a portion of its internal Measure G funding, intended for public safety improvements, to embark on a community planning process to address the need for improved access and safety for all modes of travel along Old Arcata Road.

The team selected by the City to lead this project included SHN Consulting Engineers (SHN), Redwood Community Action Agency (RCAA), Streamline Planning (Streamline), Omni-Means, and DMZ Consulting (DZC). City staff provided regular direction to the project team and were responsible for much of the community outreach efforts. The TSC provided general recommendations to the project team and also participated in the community events.



Omni Means and GHD are the same corporation. They had merged at the time that the Charrette Report was done.

<https://www.ghd.com/en/news/omnimeans-officially-adopts-ghd-name-and-brand-following-merger-completion.aspx>

“GHD, one of the world’s leading engineering, environmental, and construction services companies, **merged with Omni-Means, Ltd. (Omni-Means), in February 2017.** The merger increased both firm’s capacity to meet client and market demands for transportation services across the western United States. Since the merger, GHD added more than 60 people to their

team, expanding its network of California offices.”

The City then contracted with GHD to do the design of the Project, and to do all the CEQA and NEPA compliance work, including the Initial Study, the Mitigated Negative Declaration, the Draft EIR, the Final EIR, the Partially Recirculated EIR, the amended Final EIR, and contracted with GHD to construct the Project.

Joshua Wolf of GHD, and of the Arcata Traffic Safety Committee, has had and has, an active and leading role in every one of these contracts, and is the designer and project manager of the Project. GHD is the only company submitting a bid to construct the Project, and its bid was accepted.

Because Joshua Wolf participated in Arcata’s making of its contracts with GHD to do the Charrette study, the Initial Study, the DEIR, the FEIR, the design of the Project and construction of the Project, and because he was and is financially interested in all of these contracts, as all his income came from his employment by GHD, all of these contracts are in violation of *Government Code* § 1090 and are void.

*Government Code* § 1092 states that these contracts, made in violation of *Government Code* § 1090 are voidable. However, case law has held these contracts are *void* not merely voidable. (Thomson v. Call (1985) 3 Cal.3d 633; Carson Redevelopment Agency v. Padilla (2006)140 Cal.App.4<sup>th</sup> 1323; People ex rel. State of Cal. v. Drinkhouse(1970) 4 Cal.App.3d 931.) Therefore, the Project cannot go forward, as the contract pursuant to which it was designed, the contract pursuant to which it is to be constructed, and the contracts for environmental compliance are all void.

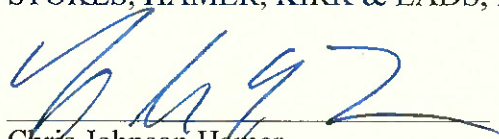
### Conclusion

Bayside Cares respectfully requests that, because the Project is the result of a conflict of interest, and because all the contracts entered with GHD with respect to the Project are void, that the Final EIR with the Recirculated Portion not be certified and approved and that the CDP not be issued.

Very truly yours,

STOKES, HAMER, KIRK & EADS, LLP

By:

  
Chris Johnson Hamer

CJH/ja

**Attachment 1**

**Comments by Bayside Cares Concerning City’s Responses to Comments**

The City provided the public with only 7 calendar days, which was 3 days less than the minimum of 10 calendar days, between releasing the Final Environmental Impact Report (“FEIR”) for the Project and scheduling the City Council’s consideration of the FEIR for certification. (14 C.C.R. Section 15088(b).) Four (4) of those 7 days were weekend and holiday days (including Thanksgiving Day and the holiday weekend), leaving only three (3) business days to review hundreds of pages of FEIR revisions, new technical documents, responses to comments, the staff report, and draft resolutions.

During the limited time period within which the members of Bayside Cares and their counsel and consultant have had the opportunity to review the FEIR and other materials, we have observed numerous omissions, inaccuracies and other problems with the Master Responses and responses to individual comments. Please note that, while the comments below identify some deficiencies with the responses to comments, the comments do not provide a comprehensive discussion of all deficiencies we have observed. The City has simply provided too little time to both conduct a thorough review of all responses to comments and prepare comments that addresses each and every deficiency.

**Inadequate Master Responses**

Master Response	Primary Objection(s)
<p><b>1. Failure to Describe Bicycle Lane and Sidewalk Connectivity Beyond the APE</b></p>	<p>The City’s response to the Comment is that bicycle and pedestrian connectivity outside the APE is not considered an environmental effect under CEQA. The response is deficient. The Project potentially creates safety hazards to both bicyclists and pedestrians by encouraging walking and bicycling within the 1 mile limit of the APE, and then “transitioning” them onto to striped narrow shoulder of Old Arcata Road, the old Highway 101, which has a 45 mile per hour speed limit, and in which the shoulder is repeatedly blocked by telephone poles, forcing pedestrians and bicyclists to share the roadway with high-speed motor vehicles, causing danger to both pedestrians and bicyclists.</p>
<p><b>2. Replacement of Sewer Laterals</b></p>	<p>Not analyzed in the DEIR. The DEIR only contains the statement that “existing sanitary sewer laterals may be replaced with new cleanouts”. The DEIR does not contain any of the facts claimed in the City’s Response to the Comment, i.e., that only failing or failed sewer laterals will be replaced, and that potential service interruptions will be “short in duration.” The construction schedule allocates no more than one work day to complete this work. According to the comment, the City will test all sewer laterals in the APE to see if they are failing and required them to be replaced if they are.</p>

Master Response	Primary Objection(s)
	<p>The City’s response to the Comment states that there is no evidence that the sanitary sewer lateral replacements will have any impact separate from and not already disclosed in the DEIR based on the overall Project. This is not true. Under existing Arcata Ordinances, which imposes the financial burden of replacing sewer laterals on homeowners, the requirement of sewer lateral replacements could lead to a form of blight or “urban decay.” (<i>See Bakersfield Citizens for Local Control v. City of Bakersfield</i> (2004) 124 Cal.App.4<sup>th</sup> 1184.)</p> <p>Arcata Municipal Code Section 7412 requires the private property owner to pay the <i>entire cost</i> of the sanitary sewer lateral, both labor and materials. City of Arcata Master Fee Schedule, Section 9, sets forth some of the fees the City charges for a sanitary sewer connections. The cost is thousands of dollars, not counting the cost of labor and materials. If the private property owners in the APE do not or cannot pay for the new sanitary sewer lateral, the City will deny them sewer service if their sewer lateral has failed or is failing. This could lead to a very significant indirect environmental impacts. It could cause a form of blight or urban decay, that is cognizable under CEQA, with numerous homeowners without sewer service.</p>
<p><b>3. Elimination of an Un-disclosed Number of Parking Places</b></p>	<p>Not analyzed. The City’s response to Comments is only that the loss of parking as a result of the project is not considered an environmental impact under CEQA. This is not accurate. (<i>Laurel Heights Improvement Association of San Francisco, Inc. v. The Regents of the University of California</i> (1988) 47 Cal.3d 376 [demand for parking created by the project was an environmental impact under CEQA].) In addition, the elimination of parking potentially creates other environmental effects on traffic and air quality, because if motorists cannot legally park, they will illegally park or idle their cars in the roadway, causing traffic to back up and causing air pollution to concentrate where motorists are idling their motor vehicles. The City’s response is that because bike paths and sidewalks will make it easier to bike and walk in the APE, less people will use their motor vehicles. This ignores the reality that people drive their children to school, then drive themselves to work, shop or do errands or attend appointments outside out of the APE, then return to pick up their children from the two schools in the APE. This ignores the reality that many community events at the Bayside Community Hall are attended by persons not living in the APE, who must attend by motor vehicle. This also ignores that fact that the APE is only approximately 1 mile long, and that there are no bike lanes or sidewalks on both sides of the APE to facilitate bicycling or driving. The DEIR does not disclose how many existing parking places will be eliminated by the Project.</p>



Master Response	Primary Objection(s)
<p><b>4. Noise and Vibration</b></p>	<p>In response to Comments that the vibrations from construction and from motor vehicles impacting with the Project’s speed humps could damage historic structures, the City’s response was that the maximum vibratory level for vehicles under 7.5 tons was under Caltrans guidance thresholds. However, the APE is regularly used by loaded logging trucks. Under California Vehicle Code Section 35552, these trucks are permitted to weigh 34,000 pounds - 69,000 pounds, depending on the number of tandem axels. A ton is 2,000 lbs. Hence, the logging trucks can weigh 17-34.5 tons. The DEIR does not analyze the vibration of loaded logging trucks impacting the speed humps.</p> <p>In response to Comments that, by the Project bringing the roadway much closer to Mistwood Montessori School, the Project will increase the noise levels for sensitive receptors, the City concedes that projected noise contours in the Noise Element show the highest level of anticipated noise along and adjacent to the immediate roadway of Old Arcata Road where Mistwood School is located, but claims, without offering factual basis, that it would not exceed the City of Arcata Noise Element. The City asserts, without offering any factual evidence, that noise would decrease due to a smoother roadway, traffic calming measures, signage and speed humps. The City offers no factual evidence that these factors will reduce noise, or of what the actual noise level will be near Mistwood School.</p>
<p><b>5. Drainage</b></p>	<p>Not analyzed. City says it will prepare a drainage analysis in the future, and the recommendations in the drainage analysis it conducts in the future, will be adopted as mitigation measures, and may involve modification of the existing or future storm drain system. This constitutes impermissible deferral of analysis and mitigation. CEQA’s demand for meaningful information is not satisfied by simply stating that the required analysis will be provided in the future.</p>
<p><b>7. Historical Resource s/10 Architect ural Area of Potential Effect Maps</b></p>	<p>The City’s response to Comments that the City failed to survey and formally evaluate for National Register eligibility Old Arcata Road and adjoining properties constructed after 1945, eight 19<sup>th</sup> and early 20<sup>th</sup> century properties within the APE (which are eligible for National Register), 28 ranch style structures which has attained sufficient age since 1974 to be eligible for National Register, the 1882 Temperance Hall, failure to consider that there are 65 structures in the APE likely to contribute to an historic district, that the area is a significant cultural landscape worthy of preservation as an historic district, and that the APE was artificially and inappropriately limited to include only the road and public right of way, the City replied, essentially, that its experts had done their work, and called this a difference of expert opinion, when in fact, the City’s experts failed to include and render an expert opinion which included the actual affected structures or road. The City’s experts re-drew the original APE map after the comment period had expired, to include only 6 parcels adjacent to the roundabout, as the result of “a pedestrian survey”. The DEIR did not include this pedestrian survey or even the addresses of the 6 parcels. They are now in the</p>

Master Response	Primary Objection(s)
	<p>Errata. The City concluded that only the setting of these parcels was potentially impacted, and it concluded that there was no impact. This is incorrect. The City’s experts neglected to survey or evaluate most of the historic structures and Old Arcata Road in rendering their opinions. Because they did not even survey these structures and road, their opinion is not based upon the facts, buildings and setting in which the Project is to be constructed.</p> <p>The City’s experts also revised the APE map in a manner which appears deliberately calculated to render a no impact opinion. In Bayside Cares’ Comment on the DEIR and in Kathleen Stanton’s Comment on the DEIR, it was pointed out that the City completely omitted from discussion in the DEIR three historic structures within the APE which had been released to the public at that time: the Orr House at 2332 Jacoby Creek Road, the Connors-Lawlor-Wilson House at 1945 Old Arcata Road, and the historic structure at 1972 Old Arcata Road, all of which are eligible for the National Register. The City then produced a new APE map intentionally altered so that these three properties would be excluded from the APE to support a false finding of no effect.</p> <p>In addition, also to support a false finding of no effect, the APE includes, in most cases, only the public right of way and does not include the whole parcels or the structures on them. The City falsely claims that the Old Jacoby Schoolhouse Building is not impacted, when it is in close vicinity to the roundabout and to the 5 overhead lights, sidewalks and bikepaths it entails. The setting of this building, as well as all other historic structures in the vicinity will be greatly impaired, in violation of the Secretary of Interior Standards for the Protection of Historic Setting (District/Neighborhood). The road will be much closer to the Old Temperance Hall (moved from 111 feet away to 35 feet away) and open space near that historic building will be removed. (See Letter from Kathleen Stanton, attached as <b>Exhibit E.</b>)</p>
<p><b>8. Impacts to Wetlands</b></p>	<p>The City’s response to comments states that there are no impacts to wetlands by the Project, so no mitigation of damage or destruction of the wetlands is required. This is not true. According to the City’s own wetland delineation map and 30% design Plan Set, the Project will entail filling delineated wetlands and covering them with asphalt.</p> <p>A wetland delineation report was prepared by GHD in January 2019 that was updated in July 2021. The original report identified four 3-parameter wetland polygons associated with the drainage ditch along the northeast side of Jacoby Creek Road. In the revised 2021 wetland delineation, the wetland determination was changed <i>as to only one of the polygons</i>, which was the one closest to Old Arcata Road. The remainder of the ditch is still mapped as a 3-parameter wetland. The map of the roundabout area (Sheet C-113) in the 30% design Plan</p>

Master Response	Primary Objection(s)
	<p>Set provided in Appendix B of the Final EIR shows that the ditch, which is still mapped as a 3-parameter wetland, will be filled and covered with asphalt.</p> <p>The Project will fill these mapped wetlands, contrary to what is stated in the DEIR. The DEIR does not state that wetlands will be created to mitigate the loss of the wetland the Project will fill and destroy or that any other mitigation will be provided. The DEIR is incomplete and cannot be certified. (See letter from Kyle Wear, Botanical Consultant, attached as <b>Exhibit F.</b>)</p>

**Deficient Responses to Bayside Cares Comments**

Response	Primary Deficiencies
<p>46-2 (1), 46-2(9), 46-3(1), 46-15, 46-17, 46-21, 46-29(1), (2), (3), 46-34(1), 46-37(3)</p> <p><b>(Storm Drain and Flooding Issues)</b></p>	<ol style="list-style-type: none"> <li data-bbox="380 789 1419 1041">1. The City admits it has not performed a drainage analysis to ensure that there is no negative impact on drainage conditions. The City assumes, without any evidence, that the drainage conditions will not be negatively impacted, stating that “a drainage analysis will be prepared prior to final design.” Without the required analysis, the City does not have any substantial evidence upon which to base a conclusion that the Project will not adversely affect drainage in the Project area.</li> <li data-bbox="380 1073 1419 1755">2. Section 3.9.3 of the DEIR, page 3.9.4 states, quoting Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004 Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4 Permit): “Projects that create or replace <b>5,000</b> sq ft or more of impervious surface are considered Regulated Projects under this Permit. Regulated Projects must use Site Design Measures, as defined in the Permit, to capture the maximum amount of the 85<sup>th</sup> percentile, 24-hour storm runoff event. Any runoff that cannot be captured by Site Design Measures must then be routed to an appropriate bioretention facility.” <p>The City admits: “Based upon 30% design, the Project would increase impervious surface by approximately <b>15,200 square feet</b> (approximately 0.35 acres)”.</p> <p>Accordingly, the Project is a “Regulated Project” under the above permit. In violation of the above permit, the City does not state that it will use Site Design Measures to capture the maximum amount of the 85<sup>th</sup> percentile, 24-hour storm runoff event, and to route drainage which cannot be captured to an appropriate bioretention facility.</p> </li> <li data-bbox="380 1787 1419 1860">3. Section 3.9.2 of the DEIR, page 3.9-1, states: “The Project Area is not typically affected by flood waters when Jacoby Creek overtops its banks.”</li> </ol>

Response	Primary Deficiencies
	<p>The area on Old Arcata Road immediately adjacent to the Project Area is yearly flooded by Jacoby Creek when it overtops its banks. The Jacoby Creek Land Trust has been awarded a grant to conduct a study on how to reduce flooding impacts in the lower Jacoby Creek Valley, which is the area immediately adjacent to the Project Area. (See Request for Proposal, attached as <b>Exhibit “A”</b>; see Grant Application for \$325,000 grant awarded to the Jacoby Creek Land Trust, to study, <i>inter alia</i>, alleviating the flooding from Jacoby Creek Road to Graham Road, attached as <b>Exhibits A and B</b>, and letters from local residents, as well as pictures, attached as <b>Exhibit C</b>.)</p> <p>In response to the Comment, the City states:</p> <p style="padding-left: 40px;">“To ensure that the Project would not negatively impact drainage conditions, a drainage analysis will be prepared prior to final design, as required under Mitigation Measure HWQ-1 . . . If warranted, the existing and proposed drainage facilities would be modified to ensure no environmental impact, particularly to adjacent properties.”</p> <p>“CEQA’s demand for meaningful information is not satisfied by simply stating that information will be provided in the future. “(<u>Vinyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordoba</u> (2007) 40 Cal.4th 412, 430-432[as modified April 18, 2007.] The City must provide meaningful information as to the Project’s effects on drainage conditions <i>now</i>, rather than simply saying that it will perform a drainage study in the future and modify the drainage facilities in the future if it deems modification warranted.</p> <p>City of Arcata General Plan, quoted in the DEIR, page 3.9-6, states:</p> <p style="padding-left: 40px;">“7. New projects that affect the quantity or quality of surface water runoff shall be required to allocate land necessary for detaining post-project flows and/or for incorporating measures to mitigate water quality impacts related to urban runoff. To the maximum extent possible, new development shall not produce a net increase in peak stormwater runoff.”</p> <p>The City’s response to the Comment is: “Changes in impervious surfaces would be small in scale and would not result in substantive increase in surface runoff.”</p> <p>In saying this, the City admits that the Project will increase the quantity of surface runoff water, but the City does not consider the increase “substantive”. Whether or not the City considers the increase “substantive”, (whatever that means), the City is required to allocate land necessary to detain post-project flows and/or for incorporating measures to mitigate water quality impacts</p>

Response	Primary Deficiencies
	<p>related to urban runoff. The City does not intend to do this, according to the DEIR and the City’s response to the Comment.</p> <p>The City’s response to the Comment states: “Contrarily, the City’s DEIR analysis regarding stormwater and related runoff issues were evaluated by the Project’s licensed Professional Engineer, who developed specific mitigation measure to ensure the Project does not cause or exacerbate flooding.”</p> <p>This is not true. The City’s engineer said that in the future the City would do a drainage study, it would make recommendations, that the City would follow the recommendations, and that these would be its mitigation measures. The engineer developed <i>no mitigation measures</i>. He stated that, in the future, the City would get a study to determine what the adverse effects on flooding and drainage would be, and follow the recommendations in the study, as its mitigation measures.</p> <p>The DEIR states, on page 3.9-1, “Existing storm drainage along Old Arcata Road and Jacoby Creek Road is informal and disjointed, consisting largely of roadside ditches.”</p> <p>The DEIR states, on page 3.9-10: “To ensure that the Project will not negatively impact drainage conditions, a drainage analysis is being prepared prior to final design. The drainage analysis would compare the peak runoff from existing and proposed conditions and analyze the conveyance capacity of the drainage system, and would ensure long-term drainage conditions in the Study Area would not be worsened as a result of Project activities. If warranted, the proposed drainage facilities would be modified to ensure that adjacent properties are not negatively impacted by the Project. Potential modifications to existing drainage facilities would be stated as recommendations in the drainage analysis, and would be fully incorporated into the Project, as included Mitigation Measure HWQ-1. Through the drainage study, the City is obligated to demonstrate existing drainage issues in the area would be not compounded, specifically those hydrologically connected to Jacoby Creek flood conditions.”</p> <p>The City’s Master Response regarding Drainage states: “To ensure that the Project will not negatively impact drainage conditions, a drainage analysis will be prepared prior to final design, as required under Mitigation Measure HWQ-1. If warranted, the existing and proposed drainage facilities would be modified to ensure no environmental impact, particularly to adjacent properties. The requirement to incorporation recommendations from the drainage study are fully incorporated into the Project, as included in Mitigation Measure HWQ-1 (page 3.9-10.)</p>

Response	Primary Deficiencies
	<p>“CEQA’s demand for meaningful information is not satisfied by simply stating that information will be provided in the future.” (<u>Vinyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordoba</u> (2007) 40 Cal.4th 412, 430-432[as modified April 18, 2007.]</p> <p>The City must provide meaningful information as to the Project’s effects on drainage conditions <i>now</i>, and how the adverse effects will be mitigated, rather than simply saying that it will perform a drainage study in the future and modify the drainage facilities in the future if it deems modification warranted. The area regularly floods, as shown by the Grant and Request for Proposal by the Jacoby Creek Land Trust to study flooding in the area, attached as <b>Exhibits A and B</b>, and by the letters also attached to this letter as <b>Exhibit C</b>.</p>
<p><b>46-2 (2.) Failure to describe sewer upgrades.</b></p>	<p>The Comment notes that the DEIR states only that “sanitary sewer laterals may be replaced with cleanouts.” The Comment states that there is no explanation in the DEIR as to why this may occur, which sewer laterals will be replaced, or any analysis of the adverse effects of such replacement or potential adverse effects of the Project on the provision of sewer service to properties in the APE.</p> <p>The City responds to the Comment by saying that it will be “providing more reliable sewer service by replacing failed or failing laterals”. The private property owners will have to bear all costs of the labor and materials as well as pay fees to the City for the replacement of their sewer laterals pursuant to Arcata Municipal Code Sections 7412 and 7433 and the City of Arcata Master Schedule for Various Fees, Service Charges and Taxes. The City will presumably be testing every sewer lateral in the APE and every private property owner may potentially be required to replace their sewer lateral, at a cost of many thousands of dollars. (See Letter from Sue Moore, attached as <b>Exhibit “D”</b>.) Those that do not or cannot pay, will be denied sewer service from the City. This has the potential adverse environmental effect of creating blight or “urban decay”, by causing many homes to be without sewer service. (<u>Bakersfield Citizens for Local Control v. City of Bakersfield</u>(2004) 124 Cal.App.4<sup>th</sup> 1184.)</p> <p>As the City notes, per CEQA Guideline Section 15151, the City must prepare the DEIR with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision. By simply stating in the DEIR that “existing sanitary sewer laterals may be replaced”, no information whatsoever is being provided to decision makers to enable them to make a decision. The DEIR should be revised and recirculated.</p> <p>“CEQA’s demand for meaningful information is not satisfied by simply stating that information will be provided in the future. “(Vinyard Area Citizens for Responsible Growth, Inc. v. City of</p>

Response	Primary Deficiencies
	<p><u>Rancho Cordoba</u> (2007) 40 Cal.4th 412, 430-432[as modified April 18, 2007.).</p> <p>The DEIR should be revised to specify whether all private property owners whose sewer laterals have failed or failing will be required to pay for new sewer laterals and cleanouts and will have their sewer service terminated if they fail to do so, or whether the failed or failing laterals will be allowed to remain connected to the City sewer, and how the potentially adverse effects on the environment will be mitigated.</p>
<p><b>46-2(3) Failure to Describe Water Utility Upgrades</b></p>	<p>The DEIR notes only that “water service connections may be updated.”</p> <p>The Comment pointed out that the environmental impact of updating the water service connections, the impact on the provision of water to the owners and occupants using the water service connections, whether all or only some water service connections would be updated, and how these connections would be updated, was not provided in the DEIR. The City’s response to provide information found nowhere in the DEIR. The DEIR should be revised and recirculated.</p> <p>In its response to the Comment, the City states that it would be “replacing failed or failing water service connections”, that “these upgrades” would occur to aging water utility infrastructure.” The City’s response is that the condition of the utility and availability of funding would determine if a water connection would be replaced, and that water service interruption would be no more than one work day. None of this is stated in the DEIR. The DEIR also fails to state whether the private property owners will be required to pay for the updating of their water service connections, and whether their water service will be terminated if they fail to do so, potentially causing blight or urban decay, with residential properties having no access to water. The DEIR should be revised and recirculated.</p>
<p><b>46-2(4), 46-3(3), 46-4(1), (2), 46-7(7)(b), 46-11, 46-24, 46-36,46-38(1), (2) Elimination of an</b></p>	<p>The City’s response to Comments is only that the loss of parking is as a result of the project is not considered an environmental impact under CEQA. This is not accurate. (See <u>Laurel Heights Improvement Association of San Francisco, Inc. v. The Regents of the University of California</u> (1988) 47 Cal.3d 376 [demand for parking created by the project was an environmental impact under CEQA.]) In addition, the elimination of parking potentially creates other environmental effects on traffic and air quality, because if motorists cannot legally park, they will illegally park or idle their cars in the roadway, causing traffic to back up and causing air pollution to concentrate where motorists are idling their motor vehicles. No mitigation is specified for these adverse environmental effects.</p>

Response	Primary Deficiencies
<p><b>Undisclosed Number of Parking Places</b></p>	<p>The City’s response is also that because bike paths and sidewalks will make it easier to bike and walk in the APE, less people will use their motor vehicles, so there will be less cars needing parking places. This is speculation and ignores the reality that people drive their children to school, then drive themselves to work, shop or do errands or attend appointments outside out of the APE, then return to pick up their children from the two schools in the APE. This is speculation and ignores the reality that many community events at the Bayside Community Hall are attended by persons not living in the APE, who must attend by motor vehicle. This also ignores that fact that the APE is only approximately 1 mile long, and that there are no bike lanes or sidewalks on both sides of the APE to facilitate bicycling or driving. The DEIR does not disclose how many existing parking places will be eliminated by the Project.</p> <p>If parking places are eliminated, users of the buildings in the Area of Potential Effect will have to stop and idle their cars while they take their children into the two schools in the APE, or while they go into and out of, buildings in the APE, blocking traffic and causing more pollution from vehicle exhaust to be emitted into the APE. If users of the buildings in the APE do not stop and idle their cars in the APE because they have no place to park, they will park illegally in the bike lanes or sidewalks, blocking bicycle and pedestrian traffic, or they will double park, also blocking traffic. Parents must drive to schools to drop off and pick up their children and to attend school events. Many members of the public also attend community events in the Bayside Grange. A large dirt area owned by the County presently used for parking for Bayside Grange and Mistwood Montessori School will be eliminated. The potential adverse effects on traffic and air quality related to eliminating parking places in the Project area are not analyzed in the DEIR and no mitigation is provided.</p>
<p><b>46-2(5) Failure to describe bicycle and pedestrian connectivity beyond the APE</b></p>	<p>The City’s response to the Comment is that connectivity of the bicycle path and sidewalks beyond the APE is not an issue under CEQA. This is not correct, as the Project encourages bicyclists and pedestrians to both use the area adjacent to the APE, endangering both bicyclists and pedestrians, such traffic safety impacts are an issue under CEQA. The Project, by including bike paths and sidewalks in the limited area of the APE, encourages use of the APE by pedestrians and bicyclists, and routes them to the area immediately adjacent to the APE. In the area immediately adjacent to the APE, there is often no space on the shoulder for either bicycles or pedestrians. Bicyclists and pedestrians are therefore forced to use the area traveled by motor vehicles, in a 45-mile-per-hour zone, in which many vehicles travel considerably faster than 45 miles per hour, causing danger to both bicyclists and pedestrians.</p>
<p><b>46-2(6), (8), 46-3(5), (6),</b></p>	<p>The response to this Comment states that there are no impacts to wetlands by the Project, so no mitigation of damage or destruction of the wetlands is required. This is not true. The City’s own wetland delineation and 30% design plan set</p>



Response	Primary Deficiencies
<p><b>46-5, 46-6(1), 46-12, 46-26, Impact on Wetlands, Failure to Mitigate purposes</b></p>	<p>show that the City will be filling and covering with asphalt a delineated wetland on its map.</p> <p>A wetland delineation report was prepared by GHC in January 2019 that was updated in July 2021. The original report identified four 3-parameter wetland polygons associated with the drainage ditch along the northeast side of Jacoby Creek Road. In the revised 2021 wetland delineation, the wetland determination was changed as to only one of the polygons closest to Old Arcata Road. The remainder of the ditch is still mapped as 3-parameter wetland. The map of the roundabout area (Sheet C-113) in the 30% design Plan Set provided in Appendix B of the Final EIR shows that the ditch still mapped as a 3-parameter wetland will be filled and covered with asphalt.</p> <p>The Project will fill these mapped wetlands, contrary to what is stated in the DEIR. The DEIR does not state that wetlands will be created to mitigate the loss of the wetland the Project will fill and destroy. The DEIR is incomplete and cannot be certified. (See letter from Kyle Wear, Botanical Consultant. Attached as <b>Exhibit F.</b>)</p>
<p><b>46-2(7), 46-3(4), Failure to describe protection measures to protect sight impaired at crosswalk near round-about</b></p>	<p>The Bayside Cares’ Comment to the DEIR attaches the “Roundabout Geometric Design Guidance for the California Department of Transportation Research Project #65A0229” as Exhibit B1, which states, on page 26, that pedestrians with visual disabilities total walk distance in a roundabout is longer than normal crosswalks because the crosswalks are set back from the roundabout, which causes difficulties in sight impaired pedestrians’ navigation. It also states that such sight disabled pedestrians find it more difficult to identify gaps in roundabout traffic through observing sounds at roundabouts. It also states that such disabled pedestrians find it difficult to detect when a driver has yielded to them. It also notes that quiet motor vehicles (such as electric vehicles), cause particular difficulty.</p> <p>The City’s response to the Comment is that the Project will include user activated warning lights and detectable surfaces (first specified in the Errata) to detect the location of crossings. These will do nothing to alleviate the dangers to vision impaired pedestrians in determining when a driver has yielded to them or the presence of a vehicle, particularly a quiet vehicle, or whether there is a gap in traffic.</p>
<p><b>46-2(9) Increases in Roadbed Elevation</b></p>	<p>The Comment noted that the DEIR did not disclose and analyze the increase the Project would make to roadbed elevation and its effect on drainage and access to properties. The City’s response to the Comment states that the pavement overlay will be 3’-6” thick, and includes this in the Errata in the Final EIR. The impact of the increase in the elevation of the roadbed is not analyzed in the DEIR in relation to drainage or access to properties. The DEIR simply states that the City plans to</p>

Response	Primary Deficiencies
<p><b>related to Drainage or Property Access</b></p>	<p>do a drainage analysis in the future and comply with its recommendations as mitigation. The City cannot defer to the future its analysis of adverse environmental effects on drainage and property access.</p> <p>There is no information in the DEIR as to the potentially adverse environmental effect of the increase in the elevation of the roadbed on drainage or access to properties. This constitutes impermissible deferral of analysis and mitigation. CEQA’s demand for meaningful information is not satisfied by simply stating that the required analysis will be provided in the future.</p>
<p><b>46-2 (10), 46-7(8), 46-18 Protective Measures to Ensure that Historic Structures do not suffer damage from vehicle impact with Project’s speed humps</b></p>	<p>In response to Comments that the vibrations from construction and from motor vehicles impacting with the Project’s speed humps could damage historic structures, the City’s response was that the maximum vibratory level for vehicles under 7.5 tons was under Caltrans guidance thresholds. However, the APE is regularly used by loaded logging trucks. Under California Vehicle Code Section 35552, these trucks are permitted to weigh 34,000 pounds - 69,000 pounds, depending on the number of tandem axels. A ton is 2,000 lbs. Hence, the logging trucks can weigh 17-34.5 tons. The DEIR does not analyze the vibration of loaded logging trucks impacting the speed humps.</p> <p>In response to Comments that, by the Project bringing the roadway much closer to Mistwood Montessori School, the Project will increase the noise levels for sensitive receptors, the City concedes that projected noise contours in the Noise Element show the highest level of anticipated noise along and adjacent to the immediate roadway of Old Arcata Road where Mistwood School is located, but claims, without offering factual basis, that it would not exceed the City of Arcata Noise Element. The City asserts, without offering any factual evidence, that noise would decrease due to a smoother roadway, traffic calming measures, signage and speed humps. The City offers no factual evidence that these factors will reduce noise, or of what the actual noise level will be near Mistwood School.</p> <p>The potential adverse impact of increased noise on sensitive receptors at Mistwood School must be analyzed and mitigated. The DEIR provides no information other than to say that the noise will be the loudest near the school.</p>
<p><b>46-3(1) Details concerning storm drain improvements have not</b></p>	<p>The City’s response to this comment was to say that details had been provided, and to point out that it said it will put in a vegetated median, that it will put in new piping, inlets and storm control boxes near Jacoby Creek School and the roundabout, it will put in larger inlet pipes or parallel pipes, and if necessary, permeable pavement in some areas.</p> <p>The City’s response is deficient. The City admitted in the DEIR that it has not done a drainage analysis yet. In the DEIR, the City says it will obtain a drainage analysis in the future and will modify the future or existing drainage system as recommended in the drainage analysis if necessary. The City’s response to the</p>

Response	Primary Deficiencies
<p><b>been provided.</b></p>	<p>Comment does not state how the drainage system which exists or with the described additions will be modified by the Project.</p> <p>The DEIR states, on page 3.9-10: “To ensure that the Project will not negatively impact drainage conditions, a drainage analysis is being prepared prior to final design. If warranted, the proposed drainage facilities would be modified to ensure that adjacent properties are not negatively impacted by the Project. Potential modifications to existing drainage facilities would be stated as recommendations in the drainage analysis, and would be fully incorporated into the Project, as included Mitigation Measure HWQ-1.”</p> <p>In other words, the DEIR states that unspecified modifications to the drainage facilities may be made in the future based upon a drainage analysis which the City has not yet obtained. The DEIR does not state what modifications will be made to the storm drain system by the Project.</p> <p>The City must provide meaningful information as to the storm drain improvements the Project will make <i>now</i>, rather than simply saying that it will perform a drainage study in the future and modify the drainage facilities in the future if it deems modification warranted. This constitutes impermissible deferral of analysis and mitigation. CEQA’s demand for meaningful information is not satisfied by simply stating that the required analysis will be provided in the future.</p>
<p><b>46-3(2), 46-22, Conflicts with existing underground utilities</b></p>	<p>The comment states that the DEIR has not analyzed the conflicts between the Project and underground utilities. The City’s response essentially admits that this is true, that it has not analyzed the conflicts between the Project and existing underground utilities.</p> <p>The City states that “spatial data files” “were sought” from public and private utility providers and overlaid in the Project Ara to ensure utility conflicts do not occur. The City does <i>not</i> state that it actually obtained spatial data files from all private and public utility providers. The City admits that, based on what information it did receive, that there are, indeed, conflicts between the Project and the existing underground gas line. The City states that “if unavoidable conflicts are identified during final design, the utility owner would be notified and would be required to relocate facilities.” In saying this, the City admits that it does not know all the conflicts that exist between private and public utilities. It does not analyze the potential adverse impacts of the conflict between the Project and existing utilities, including the impact on residents dependent on these existing utilities.</p> <p>The DEIR is completely silent as to the conflicts between the Project and private and public underground utilities. The DEIR is completely silent as to what the City will do in the case of unavoidable conflicts. The DEIR is completely silent</p>

Response	Primary Deficiencies
	<p>as to what potentially adverse effect the conflicts between private and public utilities will have on the environment.</p> <p>The SHN 2019 Report, page 26, states that there will be conflicts between the Project and existing utilities, and this was cited by the Comment, and was a report prepared concerning the Project.</p> <p>The DEIR must be amended to analyze the conflicts between the Project and existing private and public utilities, to state what will be done to avoid such conflicts, what will be done in the case of unavoidable conflict, and the potential effect on the environment of these conflicts. This constitutes impermissible deferral of analysis and mitigation. CEQA’s demand for meaningful information is not satisfied by simply stating that the required analysis will be provided in the future</p>
<p><b>46-3(9) Failure to address bicycle and pedestrian safety where power poles conflict with bike lanes and walkways .</b></p>	<p>The City’s response to this Comment is that the DEIR says that the City “will work with utility companies to relocate the pole in question within the existing right of way.” The City also states that it will not build a bike path or sidewalk where there is a pole.</p> <p>This response is deficient. The City does not say that the utility companies have agreed to move the pole, or that there is even additional space within the existing right of way for the pole (near Golf Course Drive and Old Arcata Road) to be relocated. The letter from Robert and Susan McPherson, attached as <b>Exhibit G</b>, states that they are the owners of the property at the corner of Golf Course Drive and Old Arcata Road, that there is no easement or right of way, for the utility pole on their property, and that they are not willing to grant an easement or right of way to allow the utility pole to be moved onto their property. The 30% design plan set shows the utility pole will be 2 feet closer to the road, causing it to be easily clipped by passing motorists, including large trucks. There is no space within the existing right of way into which the utilities can relocate their pole, if they would even agree to relocate it.</p> <p>Pedestrian and bicyclist safety given this utility pole in the only location where a bike path and sidewalk could be place, has not been addressed in the DEIR. The utility pole will force pedestrians and bicyclist into the way traveled by high speed motor vehicle traffic, endangering them.</p> <p>This constitutes impermissible deferral of analysis and mitigation. CEQA’s demand for meaningful information is not satisfied by simply stating that the required analysis will be provided in the future</p>

Response	Primary Deficiencies
<p><b>46-4(3) Danger to pedestrians in roundabout crosswalks due to lack of stop signs.</b></p>	<p>The City’s response to this Comment is: please see response to Comment 46-2(7). Bayside Cares hereby incorporates its discussion of the deficiencies of that response by the City, and also notes that the DEIR is completely silent as to the design speed of the roundabout, although the design speed is the factor most closely connected to safety in the roundabout. (See Bayside Cares’ criticism of the City’s response to Comment 46-3(7).)</p>
<p><b>46-4 (6) Danger to bicyclist and pedestrians due to power poles in the walkways and bike lanes.</b></p>	<p>The City’s response to this Comment is that the DEIR says that the City “will work with utility companies to relocate the pole in question within the existing right of way.” The City also states that it will not build a bike path or sidewalk where there is a pole.</p> <p>This response is deficient. The City does not say that the utility companies have agreed to move the pole, or that there is even additional space within the existing right of way for the pole (near Golf Course Drive and Old Arcata Road) to be relocated. The letter from Robert and Susan McPherson, attached as <b>Exhibit F</b>, states that they are the owners of the property at the corner of Golf Course Drive and Old Arcata Road, that there is no easement or right of way, for the utility pole on their property, and that they are not willing to grant an easement or right of way to allow the utility pole to be moved onto their property. The 30% design plan set shows the utility pole will be 2 feet closer to the road, causing it to be easily clipped by passing motorists, including large trucks. There is no space within the existing right of way into which the utilities can relocate their pole, if they would even agree to relocate it.</p> <p>Pedestrian and bicyclist safety given this utility pole in the only location where a bike path and sidewalk could be place, has not been addressed in the DEIR. The utility pole will force pedestrians and bicyclist into the way traveled by high speed motor vehicle traffic, endangering them. This constitutes impermissible deferral of analysis and mitigation. CEQA’s demand for meaningful information is not satisfied by simply stating that the required analysis will be provided in the future</p>
<p><b>46-7,46-13, 46-20, 46-37, Historical</b></p>	<p>The City’s response to Comments that the City failed to survey and formally evaluate for National Register eligibility Old Arcata Rad and adjoining properties constructed after 1945, eight 19<sup>th</sup> and early 20<sup>th</sup> century properties within the APE (which are eligible for National Register), 28 ranch style structures which has attained sufficient age since 1974 to be eligible for National Register, the 1882</p>

Response	Primary Deficiencies
<p><b>Resources</b></p>	<p>Temperance Hall, failure to consider that there are 65 structures in the APE likely to contribute to an historic district, that the area is a significant cultural landscape worthy of preservation as an historic district, and that the APE was artificially and inappropriately limited to include only the road and public right of way, the City replied, essentially, that its experts had done their work, and called this a difference of expert opinion, when in fact, the City’s experts failed to include and render an expert opinion which included the actual affected structures or road. The City’s experts re-drew the original APE map after the comment period had expired, to include only 6 parcels adjacent to the roundabout, as the result of “a pedestrian survey”. The DEIR did not include this pedestrian survey or even the addresses of the 6 parcels. They are now in the Errata. The City concluded that only the setting of these parcels was potentially impacted, and it concluded that there was no impact. This is incorrect. The City’s experts neglected to survey or evaluate most of the historic structures and Old Arcata Road in rendering their opinions. Because they did not even survey these structures and road, their opinion is not based upon the facts, buildings and setting in which the Project is to be constructed.</p> <p>The City’s experts also revised the APE map in a manner which appears deliberately calculated to render a no impact opinion. In Bayside Cares’ Comment on the DEIR and in Kathleen Stanton’s Comment on the DEIR, it was pointed out that the City completely omitted from discussion in the DEIR three historic structures within the APE which had been released to the public at that time: the Orr House at 2332 Jacoby Creek Road, the Connors-Lawlor-Wilson House at 1945 Old Arcata Road, and the historic structure at 1972, all of which are eligible for the National Register. The City then produced a new APE map intentionally altered so that these three properties would be excluded from the APE to support a false finding of no effect.</p> <p>In addition, also to support a false finding of no effect, the APE includes, in most cases, only the public right of way and does not include the whole parcels or the structures on them. The City falsely claims that the Old Jacoby Schoolhouse Building is not impacted, when it is in close vicinity to the roundabout and to the 5 overhead lights, sidewalks and bikepaths it entails. The setting of this building, as well as all other historic structures in the vicinity will be greatly impaired, in violation of the Secretary of Interior Standards for the Protection of Historic Setting (District/Neighborhood). The road will be much closer to the Old Temperance Hall (moved from 111 feet away to 35 feet away) and open space near that historic building will be removed. (See Letter from Kathleen Stanton, , <b>Exhibit E.</b>)The City’s response to Comments about the identified APE as being too narrow, the identification of historical resources, and Project impact on historical resources, was to state that it concluded that the APE was only 6 parcels adjacent to the roundabout from a pedestrian survey. The DEIR did not include this pedestrian survey or even the addresses of the 6 parcels. They are now in the</p>

Response	Primary Deficiencies
	<p>Errata. The City concluded that only the setting of these parcels was potentially impacted, and it concluded that there was no impact.</p> <p>The City’s response is deficient. In Bayside Cares’ Comment and in Kathleen Stanton’s Comment, it was pointed out that the City completely omitted from discussion in the DEIR three historic structures within the APE which had been released to the public at that time: the Orr House at 2332 Jacoby Creek Road, the Connors-Lawlor-Wilson House at 1945 Old Arcata Road, and the historic structure at 1972, all of which are eligible for the National Register. The City then produced a new APE map intentionally altered so that these three properties would be excluded from the APE to support a false finding of no effect.</p> <p>In addition, also to support a false finding of no effect, the APE includes, in most cases, only the public right of way and does not include the whole parcels or the structures on them. The City falsely claims that the Old Jacoby Schoolhouse Building is not impacted, when it is in close vicinity to the roundabout and to the 5 overhead lights, sidewalks and bikepaths it entails. The setting of this building, as well as all other historic structures in the vicinity will be greatly impaired, in violation of the Secretary of Interior Standards for the Protection of Historic Setting (District/Neighborhood). The road will be much closer to the Old Temperance Hall (moved from 111 feet away to 35 feet away) and open space near that historic building will be removed. (See Letter from Kathleen Stanton, attached as <b>Exhibit E.</b>)</p>

**THE DEIR’S CONSIDERATION OF ALTERNATIVES WAS DEFICIENT**

It is well established that an alternative analysis that meaningfully considers a “reasonable range” of alternatives to a proposed project is a major function of an EIR, and that these alternatives are thoroughly assessed by the responsible official. (Laurel Heights Improvement Assn. v. Regents of the University of California (1988) 47 Cal.3d 190, 197; Wildlife Alive v. Chickering (1976) 18 Cal.3d 190, 197.)

The City has neglected its core obligation, outlined above by the California Supreme Court, to thoroughly assess all alternatives. Instead, the City’s EIR, for all practical purposes, proposes only a single project “alternative” involving the proposed roundabout. The T-intersection alternative was not fairly considered.

The City analysis of Alternative 2: Intersection at Jacoby Creek with Improvements and Additional Traffic Calming Measures, (hereinafter, “Alternative 2”), was not a thorough, fair and good faith assessment of its potential effects on the environments, as opposed to the proposed roundabout, or its potential for achieving the project objectives. The City concluded that the environmental impacts of the roundabout project and Alternative 2 were identical. This is far from true.

Alternative 2 will not add 15,200 feet of impervious surfaces, as the roundabout project would. Therefore, it would not have the potential adverse effect on the already poor and failing storm drain system in the area or exacerbate the already existing periodic flooding problem in the APE as well as in the area adjacent to the APE to the South.

Alternative 2 will not require or involve the replacement of private sewer laterals or the “updating” of private water connections, as the roundabout alternative will, and hence will not result in private property owners being temporarily or permanently without sewer services or water, as the roundabout project will, nor will it require private property owners to pay \$10,000-\$15,000 to replace their sanitary sewer laterals if they are tested and fail, as the roundabout alternative will.

Alternative 2 will not eliminate much of the available parking places in the APE, as the roundabout alternative will. Alternative 2 will not, therefore, create the traffic congestion and air quality concerns from idling vehicles, that the roundabout alternative will, by reason of its elimination of a large number of parking places. It is not true that Alternative 2 and the roundabout alternative will have the same air quality impacts. Alternative 2 will not eliminate parking, so it will not have the effect of concentrating motor vehicle exhaust in the area from idling vehicles as the roundabout alternative will.

Alternative 2 will not fill or impact delineated wetlands, as the roundabout alternative will, in its filling of the ditch which is a delineated 3-parameter wetland on GHD’s 2021 map. Therefore, Alternative 2 will not have the adverse effect on biological resources that the roundabout alternative will.

Alternative 2 will not move the roadway closer to Montessori School, and therefore will not cause the increase in noise to sensitive receptors and danger from traffic that the roundabout alternative will. The fact it will retain the present braking and acceleration which now exists, does not cause its noise impact to be equivalent to the roundabout alternative, which moves the traffic much closer to Montessori School and the sensitive receptors there.

Alternative 2 will not conflict with existing underground utilities, as the roundabout alternative will.

Alternative 2 will not endanger pedestrians who are mobility impaired or sight impaired, when they use the crosswalks, as the roundabout alternative will.

Alternative 2 will not adversely effect the historic setting of Bayside Corners, including all its historic structures and Old Arcata Road which is itself historic, as the roundabout alternative will.

Alternative 2 will not bring the roadway closer to historic structures, as the roundabout alternative will.

Alternative 2 will not cause the headlights from northbound traffic to shine into the windows of surrounding buildings and residences, as the roundabout alternative will.



Alternative 2 will not add light pollution to the area, with 5 overhead lights, as the roundabout alternative will.

Alternative 2 will maintain the aesthetics, character and setting of this rural and historic area, which the roundabout alternative will not. It is not true that Alternative 2 has “the potential to potentially block or alter existing view through the presence of heavy machinery, materials stockpiling and storage, and construction related age and channelizers and tree removal” and therefore has the same impact on aesthetics as the roundabout alternative. As completed, Alternative 2 will have little or no impact on the aesthetics of the area, while the roundabout alternative will greatly urbanize the area, with the addition of a paved `30’ radius traffic circle, 5 overhead lights, paved sidewalks, paved bike paths, and the roadway being moved much closer to the Old Temperance Hall and the Old Jacoby Storehouse.

Alternative 2 will maintain the integrity, feeling, character and setting of this historical area, which the roundabout alternative will not.

Alternative 2 will not endanger bicyclists by forcing them to share a roundabout with trucks and other large motor vehicles, as the roundabout alternative will do.

Alternative 2 will not entail the deep excavation involved with the roundabout alternative, and hence will not risk encountering undiscovered paleontological resources, as the roundabout alternative will.

Alternative 2 construction time would be much shorter than that of the roundabout alternative, and it would hence not entail the traffic backup that the roundabout alternative will.

Alternative 2 will not have the effect of interfering with the access of emergency vehicles to the area, as the roundabout alternative will.

Alternative 2 would have less impact on water quality because it will have a much smaller footprint, and will not add over 15,000 feet of impervious surfaces and resultant additional runoff from the traveled way that the roundabout alternative will.