

Slack & Winzler Properties, L.L.C.
P.O. Box 549
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November 29, 2007

RECEIVED

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County of Humboldt
Community Development Services
Planning Department
Attn: John Miller
3015 H Street
Eureka, CA 95501

HUMBOLDT COUNTY
PLANNING DIVISION

**Re: Humboldt County General Plan Update
ROAD INFRASTRUCTURE**

Dear Sir:

I have recently had the opportunity to evaluate a DRAFT copy of Section 2 Road Infrastructure, item 2.1 (Description) through 2.7.2 (Capacity – Related Roadway Recommended and Planned Improvements), including Maps of the planning area lying southerly of the City of Eureka (i.e. the area circumscribed by the south Eureka City Limits, Walnut Drive, Ridgewood Drive and Elk River Road). These documents have been developed by Planwest Partners, Inc.

I am perplexed and dismayed that these documents completely ignore the future needs of an east-west trending circulation route that would connect Walnut Drive and Elk River Road lying northerly Ridgewood Drive, as recognized and delineated in the Eureka Community Plan (refer to FIGURE 17 CIRCULATION MAP of said Plan, a copy of which is attached herewith).

Within the area contained within Walnut Drive, Ridgewood Drive, Elk River Road and Martins Slough, the Eureka Community Plan identifies the potential of 1240 dwelling units, involving the Robinson/Dunn (now Forster-Gill) and Eggert North (now Slack & Winzler) property ownerships. These potential and future housing units are still recognized in the current updated Housing Element of the County's General Plan and the ultimate availability of these units are extremely important to the credibility and viability of the Housing Element. As a consequence, providing and/or protecting reasonable road access and circulation routes as delineated in Eureka Community Plan are an absolute necessity.

There are four north-trending and somewhat parallel ridges between Walnut Drive and Elk River Road that extend from Ridgewood drive to their ultimate termination in the valley containing Martin's Slough. The ravines between the ridges are extremely steep and deep and would require enormous embankment construction (in excess of 100 feet high) to achieve reasonable grades into and out of the gulleys.

During the initial study efforts (of which I personally attended over 50 of the meetings) of the Circulation Plan of the Eureka Community Plan, in a "broad brush" approach, three east-west road alignments were delineated on the Circulation Map, completely ignoring topographic constraints of the area and thus the Routes were noted as being shown "FOR GRAPHIC PURPOSES ONLY." Ultimately, at the Planning Commission and Board of Supervisor hearings on the Plan, the impractical locations were deleted and the future Circulation Routes, as set forth on Figure 17 of the Plan, were adopted, again being shown for "GRAPHIC PURPOSES ONLY."

Figure 17 of the Plan delineates four northerly trending major Circulation Routes lying north of Ridgewood Drive, being:

1. The extension of Bassford Road from Westgate Drive to the northerly end of the plateau on the Reardon Property.
2. The northerly extension of Hilma Drive, which will service the Eggert North area and connect to an east-west circulation route (described herein-after).
3. A new north-south circulation route connecting Ridgewood Drive (in the general area of the Eggert Road/Ridgewood Road intersection) with Fairway Drive, via Lundblade Drive in the Lundbar subdivision.
4. A new north-south circulation route connecting Walnut Drive, via the general location of Home Drive, to Fairway Drive in the general area of Martin Slough crossing of Fairway Drive.

The Plan also shows a new east-west circulation route which will provide access from Walnut Drive to Elk River Road and will intersect and connect the northerly extension of Bassford Road; the northerly extension of Hilma Drive; and the northerly projection of the two new roads serving the Robinson-Dunn Tract (i.e., Forster Gill). This particular east-west circulation route must cross the Reardon Property in the general location identified on Figure 17, CIRCULATION MAP of the Eureka Community Plan.

While the issue of how circulation route easements or rights of ways would be secured and maintained as various parcels of property were developed was not adequately addressed in the Plan, the subject was extensively discussed, including the suggestion that the County would have to initiate and use their power of Eminent Domain.

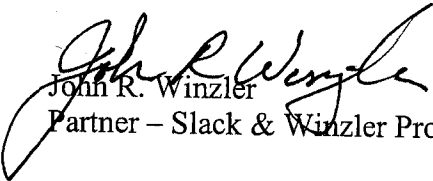
The Plan attempts to cover the issue of protecting Circulation Routes as set forth under SECTION 4220 Goals and Policies, Goal A; ROADWAY NETWORK; "To provide a circulation system that accommodates existing and planned land uses and provides for an efficient movement of peoples goods and services within the Planning Area" – POLICIES: 3. "The County shall require the dedication, extension, widening, and construction of public streets

Mr. John Miller
November 29, 2007
Page 3

as abutting lands are developed or redeveloped.” The language “County shall require the dedication” was deemed sufficient to protect the Routes delineated within the Plan.

As to the current DRAFT Road Infrastructure documents, I believe the documents are inadequate in their addressing the area described hereinbefore. The single reference on Table 2-9 Planned & Proposed System Upgrades, etc. – South Eureka USA – Elk River Road – “Construction of Reardon Ranch (Reliever Road)” provides no other literate description or mapping delineation of what scope of activities this subject involves.

Sincerely,


John R. Winzler
Partner – Slack & Winzler Properties, L.L.C.

lcf

c: Neal Carnam

~~Kirk Girard~~