

AGENDA ITEM NO.



# COUNTY OF HUMBOLDT

For the meeting of: October 15, 2012

Date: October 9, 2012

To: Board of Supervisors

From: Martha Spencer, Interim Director, Planning and Building Department

Subject: Continued Board Review of the Planning Commission Approved Draft General Plan, in particular, Chapter 5, Community Infrastructure and Services, Chapter 7, Circulation, and Chapter 9, Economic Development

### RECOMMENDATIONS:

That the Board of Supervisors:

1. Open the public hearing and receive a staff report.
2. Receive public comments.
3. Close public comments.
4. Consider the goals, policies, standards and implementation measures of Chapter 5, Community Infrastructure and Services Element.
5. Begin deliberation and straw voting on Chapters 5 (Infrastructure), Chapter 7 (Circulation) and Chapter 9, (Economic Development).
6. Continue the public hearing to November 5, 2012.

### SOURCE OF FUNDING:

The cost of preparing this staff report was borne by the General Fund through the Planning and Building Department – Advance Planning Division's FY 2012-2013 budget and the General Plan user fees.

Prepared by \_\_\_\_\_  
Martha Spencer, Interim Director, Planning and Building

CAO Approval \_\_\_\_\_

### REVIEW:

Auditor \_\_\_\_\_ County Counsel \_\_\_\_\_ Personnel \_\_\_\_\_ Risk Manager \_\_\_\_\_ Other \_\_\_\_\_

### TYPE OF ITEM:

Consent

Departmental

Public Hearing

Other \_\_\_\_\_

### BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT

Upon motion of Supervisor \_\_\_\_\_

Seconded by Supervisor \_\_\_\_\_

Ayes \_\_\_\_\_

Nays \_\_\_\_\_

Abstain \_\_\_\_\_

Absent \_\_\_\_\_

### PREVIOUS ACTION/REFERRAL:

Board Order No. H-2, D-1, C-1, L-1, C-1, C-1, L-3, C-1, C-1, C-1 and C-1

Meeting of: June 12, June 18, June 25, July 10, July 16, July 23, July 24, August 13, September 10, September 17 and October 1, 2012

and carried by those members present, the Board hereby approves the recommended action contained in this Board report.

Dated: \_\_\_\_\_

By: \_\_\_\_\_

**Kathy Hayes, Clerk of the Board**

## DISCUSSION:

At the October 1, 2012 meeting, the Board finished deliberation and straw voting for Chapter 6 (Telecommunications) and begin deliberation on Chapter 5, Infrastructure Element. During the meeting, there was concern that the Infrastructure Element, as an optional element (not required by state law), was duplicative and unnecessary. At the request of Supervisor Sundberg, staff prepared a chart providing a recommendation for possible re-location of the policies and corresponding standards and implementation measures found in the Infrastructure Element to other chapters in the Draft Plan (Attachment A). The Board also requested that the October 15<sup>th</sup> meeting be agenzized to allow for discussion of all the policy choices in the Infrastructure Element while deliberating on the retention, deletion or possible re-location of these items in the Infrastructure Element.

Following is a summary of the recommendations found in Attachment A for the possible re-locations of Infrastructure Element policies to other sections of the Draft Plan. The policies have been grouped with the corresponding standards and implementation measures (indicated by using bullets). Staff has also indicated the policy suites that could be eliminated as part of the move due to redundancy and/or duplication in other sections of the Draft Plan (indicated by using yellow highlighting).

### Governance:

#### **IS-G3. Interagency Coordination.**

##### **IS-P1. Coordination with Service Providers.**

- **IS-IM1. Coordination with Service Providers.**

##### **IS-P12. State and Federal Advocacy.**

- **IS-IM10. State and Federal Legislation, Appropriations, and Grant and Loan Programs.**
- **IS-IM11. State and Federal Advocacy.**

##### **IS-P26. County Facilities.**

##### **IS-S3. Infrastructure Project CEQA and NEPA Land Use Consistency Determinations.**

### Growth Planning:

#### **IS-G1. Adequate Infrastructure and Services.**

#### **IS-G2. Sustainable Funding.**

##### **IS-P2. Prioritization.**

##### **IS-P3. Public infrastructure and Services Standards.**

- **IS-S8. Parkland Dedication.**
- **IS-IM2. Adequate Public infrastructure and Services Standards**
- **IS-IM20. Fire Protection Levels of Service.**
- **IS-IM21. Standards of Fire Protection Response.**

##### **IS-P4. Requirements for Discretionary Development.**

- **IS-S6. Water and Wastewater Service Commitment for Proposed Development Projects**

##### **IS-P5. Fiscal Impact Assessment.**

- **IS-IM3. Comprehensive Fiscal Impact Study**
- **IS-IM5. Fiscal Impact Assessment.**

##### **IS-P6. Fair Share Cost Allocation.**

- **IS- IM4. Impact Fees for New Development**
- **IS-IM6. Mello Roos Community Facilities Districts/Special Assessment District Formation Procedures**
- **IS-IM7. Community Facilities Districts/Assessment Districts.**
- **IS-IM9. Reimbursement.**
- **IS-IM12. Other Roadway Funding Mechanisms.**

##### **IS-P7. Mitigation of Cross-jurisdictional Impacts.**

##### **IS-P9. Capacity of Facilities and Land Use Decisions.**

- IS-IM26. Sizing of Water and Wastewater Systems.
- IS-P10. Infrastructure and Service Inadequacies.
- IS-S1. Adequate Public Infrastructure and Services Ordinance.
  - IS-S2. Service Inadequacies and Development Limitations.
- IS-P11. Consolidation and Cost Sharing.**
- **IS-IM25. Organization of Water and Wastewater Providers**
- IS-P13. District Boundaries, Spheres of Influence, and Community Plans.
- IS-P14. Changes in District Boundaries.
- IS-PX. Out of Area Service to Address Threats to Public Health.
- IS-P17. Law Enforcement.
- IS-IM16. Sheriff's Office Funding Sources.
- IS-P19. Water and Wastewater System Capital Improvement Programs.
- IS-P27. County Library Facilities and Services.
- IS-P28. Location of School Facilities.
- IS-P29. Conversion of School Facilities.

Urban Lands:

- IS-P25. Street Lighting.**
- IS-S10. Street Lighting.
  - IS-IM30. Street Lighting
  - **IS-IM31. Expand Lighting Services.**

Circulation:

- IS-P15. Road and Drainage System Funding Sources

Housing Element:

- IS-P8. Infrastructure and Services Capacity.
- IS-IM24. Monitor Infrastructure and Services Capacity
  - IS-IM27. Coordination with Water and Wastewater Service Providers
- IS-P20. On-Site Sewage Disposal Requirements.**

Conservation and Open Space:

- IS-P21. Parks and Recreation Service in Urban Development Areas.
- IS-S9. Services and Location of Parks.
  - IS-IM29. Parks and Recreation
  - **IS-IM28. Use of Parkland and Fees.**
- IS-P22. Park Dedications Held in Perpetuity.
- **IS-S7. Dedication or In-lieu Fee Requirements**
- IS-P23. Private Recreation Facilities.**
- IS-P24. Joint Use Facilities.**

Safety:

- IS-P16. Drainage and Flood Control
- IS-IM13. Drainage and Flood Control Plan.
  - IS-IM14. Storm Drainage Impact Fees.
- IS-P18. Expanded Fire Protection Services.
- IS-S4. Subdivisions Outside of Fire District Boundaries.
  - IS-S5. Other Development Outside of Fire District Boundaries.
  - IS-IM17. Fire Protection Special Assessments
  - IS-IM18. Fire Impact Fees.
  - IS-IM19. Pooled Costs/Shared Resources for Fire Districts.
  - IS-IM22. County Service Area-Fire Protection.

- **IS-IM23. Fire Protection Municipal Service Review**
- IS-PX. Building Permit Referrals,**  
**IS-PX2. Fire Service Impacts from New Development.**

**Staff Recommendation:**

Staff continues to recommend keeping the Infrastructure Element as a “stand alone” Element. Lack of adequate planning and coordination with providers for infrastructure services to accommodate future growth was a major issue throughout the General Plan Update process.

Although the Community Infrastructure and Services Element is not one of the seven required elements, many of the topics covered in the proposed element are required to be covered as part of the land use, circulation, and safety elements (Government Code §65302(a), (b), and (g)). A Capital Improvements/Public Facilities Element is identified in the General Plan Guidelines as an appropriate optional general plan element pursuant to Government Code §65303, Optional elements and subjects. Other counties in the State have similar elements in their general plans: 26 counties have Public Facilities Elements, including neighboring Del Norte and Mendocino Counties; 19 counties have Public Services elements; and other counties have optional elements such as Fire and Fiscal.

This Element covers issues relating to the capacity and funding for infrastructure and service systems such as roads, water, wastewater, fire protection, and other types of systems serving the unincorporated area, as well as interagency coordination required for comprehensive planning. The Community Infrastructure and Services Technical Report found that roadway, water, and wastewater capacity limitations are significant constraints, and that funding limitations affect the capacity of law enforcement and fire protection services. Community level recreation and park services are comprehensively planned only in limited areas of the unincorporated county and school facilities are relied upon as the playgrounds and ball fields in most areas. The Planning Commission heard a substantial amount of testimony stating that the condition and capacity of infrastructure is critical to the General Plan Update.

Having all the policies located in one section provides a cohesive program that ensures transparency to the public and developers. Having goals and policies that state the importance of coordination with our planning partners provides a declaration of your public policy throughout the planning horizon.

Attachment B provides a discussion of the services currently provided by the County and those that we offer coordination on for land use planning purposes.

**Continued Review of the Draft Plan:**

The Board recommended continued deliberation and straw voting on Chapter 5 (Infrastructure), Chapter 7 (Circulation) and Chapter 9, (Economic Development on the approved Key Issues “short list” for the October 15<sup>th</sup> meeting (with the allowance for discussion of all items in Chapter 5 if need be). Those items identified on the “short list” for discussion can be found on Attachment C. Staff prepared a Supplemental Report #1 for Chapter 7, Circulation Element as Attachment D, Supplemental Report #1 for Chapter 9, Economic Development Element as Attachment E and a Board Worksheet with staff recommended policy changes for the “short list” items for Chapters 7 and 9 as Attachment F. The Board Worksheet with staff recommended policy changes for Chapter 5 was previously distributed during the August 13<sup>th</sup> Board meeting.

**FINANCIAL IMPACT:**

Awarded grants, General Plan user fees, and the General Fund contribution to the Advanced Planning Division has paid for the costs of the General Plan Update Program to date.

This project fits into the County's Strategic Framework in several ways.

- The project is consistent with the Mission Statement; the General Plan Update will serve the needs and concerns of the community, and enhance their quality of life. It provides a framework for strategically pursuing a broad range of services provided by the County and other agencies, and guiding new development toward the goals presented in the Plan.
- The General Plan Update supports the self reliance of the community by clarifying County policy and regulations in a broad number of subject areas, and presenting them in a format that is easy to understand and available on the internet.
- The General Plan Update will safeguard the public trust by establishing clear County policy and regulations guiding new development.
- The proposed implementation measures of the General Plan Update ensure its sustainability over time.
- The General Plan Update increases the transparency, accessibility, and accountability of the services provided by the County by establishing clear roles and procedures, using language that is easy to understand and available on the internet. The General Plan Update promotes interjurisdictional and regional cooperation.
- The General Plan Update is intended to be "an effective voice for our community in areas outside traditional mandates". The General Plan Update includes provisions for public involvement that extend far beyond the requirements of state law. Public involvement encouraged by the General Plan Update will include discussions of natural resource and the County's economic future. The General Plan Update also intends to engage new partners through its implementation measures.

OTHER AGENCY INVOLVEMENT:

The General Plan Update program has been a multi-year project. Multiple agencies have been involved in the review and preparation of the Planning Commission approved Draft General Plan. The County has been in communication with the Planning Commissioners, County Counsel and the County Administrator's office on the transmittal of these draft documents.

ALTERNATIVES TO STAFF RECOMMENDATIONS:

Board's discretion.

ATTACHMENTS:

- Attachment A Staff suggested policy re-location chart for Chapter 5 (Infrastructure Element)
- Attachment B Overview of infrastructure services provided by the County
- Attachment C Key Issues List ("Shortlist") for Chapter 5 (Infrastructure Element), Chapter 7, (Circulation Element) and Chapter 9, (Economic Development)
- Attachment D Supplemental Report #1, Chapter 7, Circulation Element
- Attachment E Supplemental Report #1, Chapter 9, Economic Development Element
- Attachment F Board Worksheet with staff recommended policy changes, Chapter 7, Circulation Element and Chapter 9, Economic Development

**Please Note:** Supplemental Report #1, for Chapter 5 (Infrastructure Element) was distributed previously for the October 1, 2012 Board meeting. Copies of the report can be found on the Department's website at [www.planupdate.org](http://www.planupdate.org)

## Attachment A

### Staff suggested policy re-location chart for Chapter 5 (Infrastructure Element)

| Policy Title and Text   | Related Chapter |
|---|-----------------|
| <b>IS-G1. Adequate Infrastructure and Services.</b> Well maintained public infrastructure and services supporting existing development with an ability to expand to satisfy the needs of new development.   | GP              |
| <b>IS-G2. Sustainable Funding.</b> Adequate and sustainable revenue sources for capital improvements and maintenance of infrastructure and services.  | GP              |
| <b>IS-G3. Interagency Coordination.</b> Coordinated planning, prioritization, funding, and implementation of infrastructure and public service projects across jurisdictional boundaries.   | Gov             |
| <b>IS-P1. Coordination with Service Providers.</b> The County shall work cooperatively with service providers to identify needs, secure funding, and implement infrastructure and public service projects consistent with this Plan.  | Gov             |
| <b>IS-P2. Prioritization.</b> The County shall give highest priority to infrastructure and services necessary to protect public health and safety. Infrastructure projects that support regional housing goals, provide for economic growth, and further conservation and open space goals shall also receive high priority. Transparent and open public processes shall be used to prioritize projects based on funding guidelines and objective ranking criteria.   | GP              |
| <b>IS-P3. Public infrastructure and Services Standards.</b> Use objective public infrastructure and service standards to:<br>A. Assess service conditions;<br>B. Establish minimum levels of service benchmarks;<br>C. Specify infrastructure and service needs for new development;<br>D. Identify deficiencies and rank priorities; and<br>E. Set goals for levels of service for funding purposes.   | GP              |
| <b>IS-P4. Requirements for Discretionary Development.</b> The adequacy of public infrastructure and services for discretionary development shall be assessed relative to service standards adopted by the Board of Supervisors, local service providers, and state and federal agencies. Discretionary development may be approved if it can be found that:<br>A. Existing services are adequate; or<br>B. Adequacy will be attained concurrent with project implementation through project conditions; or<br>C. Adequacy will be obtained over a finite time period through the implementation of a defined capital improvement or service development plan; or<br>D. Evidence in the record supports a finding that the discretionary development cannot be feasibly provided with adequate infrastructure and services and project approval will not adversely impact health, welfare, and safety or plans to provide infrastructure or services to the community. | GP              |
| <b>IS-P5. Fiscal Impact Assessment.</b> The economic impacts of discretionary development on existing and planned public infrastructure and services shall be considered during the project review process. Significant adverse affects shall be mitigated to the extent feasible through changes in project design, timing, or financial exactions in proportion to project impacts.   | GP              |
| <b>IS-P6. Fair Share Cost Allocation.</b> New development shall pay the proportional cost of  | GP              |

| Policy Title and Text   | Related Chapter |
|---|-----------------|
| providing infrastructure and services needed to serve the development.  |                 |
| <b>IS-P7. Mitigation of Cross-jurisdictional Impacts.</b> The County shall <del>enter into reciprocal agreements-</del> <u>work with the</u> cities to ensure fiscal impacts associated with new development are mutually mitigated across jurisdictional boundaries.   | GP              |
| <b>IS-P8. Infrastructure and Services Capacity.</b> In coordination with service providers, the County shall periodically monitor the capacities of infrastructure and services in relation to existing and planned demand.   | H/E             |
| <b>IS-P9. Capacity of Facilities and Land Use Decisions.</b> The County shall evaluate the capacity and sizing of road and drainage facilities and coordinate with water and wastewater service providers to determine adequacy for proposed land uses and discretionary development. The density, timing, and design of new development shall be consistent with service capacity.   | GP              |
| <b>IS-P10. Infrastructure and Service Inadequacies.</b> The County shall coordinate with service providers to proactively identify areas of the County where existing infrastructure and service inadequacies limit development rights otherwise permitted in this Plan.  | GP              |
| <b>IS-P11. Consolidation and Cost Sharing.</b> Support consolidations or cost sharing to reduce service delivery costs, including costs related to administration, staff training, insurance, purchasing, and vehicle maintenance.  | GP              |
| <b>IS-P12. State and Federal Advocacy.</b> Coordinate with local service provider's efforts to influence legislation or regulations to achieve outcomes consistent with the goals and policies of this Plan.  | Gov             |
| <b>IS-P13. District Boundaries, Spheres of Influence, and Community Plans.</b> District boundaries, spheres of influence, municipal service reviews, and community plans shall be mutually compatible and support the orderly development and timing of infrastructure and services.  | GP              |
| <b>IS-P14. Changes in District Boundaries.</b> Support the adjustment of service district or city boundaries to eliminate service area gaps, align district boundaries with already served areas, consolidate districts, <del>or</del> improve service delivery, <u>or to address an existing or impending threat to the public health or safety of the residents of the affected territory,</u> consistent with this Plan.                                   | GP              |
| <b>IS-PX. Out of Area Service to Address Threats to Public Health.</b> Encourage the Humboldt LAFCo to amend its policies and procedures to allow local agencies to provide new or extended services outside jurisdictional boundaries and outside spheres of influence to respond to existing or impending threats to the public health or safety, consistent with <u>Government Code 56133, without the requirement to execute an annexation agreement.</u> | GP              |
| <b>IS-P15. Road and Drainage System Funding Sources.</b> The County shall develop funding mechanisms and sources to support the construction and maintenance of road and drainage facilities consistent with the policies and standards of the Circulation and Water Resources elements.  | C               |
| <b>IS-P16. Drainage and Flood Control.</b> The County shall develop and maintain a countywide drainage and flood control plan to guide capital improvements and maintenance and serve as a basis for long-term sustainable funding mechanisms.  | S               |
| <b>IS-P17. Law Enforcement.</b> The County shall continue to monitor law enforcement needs and coverage. New development shall pay its proportionate share of law enforcement costs.  | GP              |
| <b>IS-P18. Expanded Fire Protection Services.</b> Encourage the expansion of existing special district boundaries, or the formation of a County Service Area with agreements to fund contract fire services, as a means to provide fire protection services to areas outside of fire district boundaries.   | S               |
| <b>IS-P19. Water and Wastewater System Capital Improvement Programs.</b> Support the efforts  | GP              |

| Policy Title and Text   | Related Chapter |
|---|-----------------|
| of service providers to develop and maintain capital improvement programs for construction of water and wastewater systems.   |                 |
| <b>IS-P20. On-Site Sewage Disposal Requirements.</b> Maintain regulations governing construction and maintenance of on-site sewage disposal systems to protect health and safety and to reflect changes in state law and advances in treatment technologies.  | H/E             |
| <b>IS-P21. Parks and Recreation Service in Urban Development Areas.</b> Encourage and support special districts to provide neighborhood parks and recreation services within Urban Development Areas.   | OS              |
| <b>IS-P22. Park Dedications Held in Perpetuity.</b> Parklands shall be dedicated and held in perpetuity and protected against diversion to both non-recreational purposes and conflicts with adjacent land uses.  | OS              |
| <b>IS-P23. Private Recreation Facilities.</b> The development of private sector recreation facilities shall be encouraged but shall not be a substitute for public park requirements.   | OS              |
| <b>IS-P24. Joint Use Facilities.</b> Encourage the utilization of schools, especially in rural areas, as community centers for activities such as public meetings, continuing education, recreation, and cultural events. Joint public-private development of recreation facilities shall be encouraged.  | OS              |
| <b>IS-P25. Street Lighting.</b> Street lighting shall be required <del>based on the need when necessary</del> to improve public safety and <u>facilitate</u> nighttime travel. Lighting systems shall direct light to prescribed areas at prescribed illumination levels and minimize the trespass of light on neighboring properties and glare to the night sky.   | UL              |
| <b>IS-P26. County Facilities.</b> Proposed County capital projects and facilities with land use implications valued in excess of <del>\$400-500,000</del> shall be analyzed for consistency with this Plan and applicable city general plans.   | Gov             |
| <b>IS-P27. County Library Facilities and Services.</b> Continue to assess needs of the County's residents and expand library facilities and services as necessary. New development shall <u>pay its proportionate share of library facility costs.</u>  | GP              |
| <b>IS-P28. Location of School Facilities.</b> Plan new school facilities in proximity to neighborhoods with adequate road, pedestrian, and bicycle circulation and access to public water and sewer services. Locate schools outside of land use hazard areas as defined in the Safety Element of this Plan.  | GP              |
| <b>IS-P29. Conversion of School Facilities.</b> Conversion of closed school sites and facilities to other uses shall be <del>consistent</del> compatible with existing or planned land uses of adjacent areas and involve affected residents in the decision-making process.  | GP              |
| <b>IS-PX. Building Permit Referrals.</b> Provide building permit referrals to the appropriate local fire chief for new buildings within the fire related district boundary and/or the identified response area.   | S               |
| <b>IS-PX2. Fire Service Impacts from New Development.</b> <u>During review of discretionary permits within fire related district boundaries or identified response areas, utilize recommendations from the appropriate local fire chief as feasible mitigation measures to reduce impacts to emergency response and fire suppression services from new development.</u>   | S               |
| <b>IS-S1. Adequate Public Infrastructure and Services Ordinance.</b> Adequate public infrastructure and services standards shall be used to determine the level of infrastructure and services necessary for new development. Standards shall be specified by ordinance for County provided services, including roads, bicycle and pedestrian facilities, drainage, law enforcement, on-site wastewater disposal and recreation. Standards for non-County services, including public transportation, water, public wastewater, emergency services and fire, shall be referenced and based on applicable service provider criteria. County standards shall be consistent with Plan policies and, to the extent practical, generally accepted levels of service. Standards for non-County services <del>shall</del> <u>should</u> be consistent | GP              |



| Policy Title and Text   | Related Chapter |
|---|-----------------|
| <p>with levels of service adopted by local service providers and, to the extent practical, generally accepted levels of service.</p> <p><b>Associated with:</b><br/>IS-P3. Public infrastructure and Services Standards</p>   |                 |
| <p><b>IS-S2. Service Inadequacies and Development Limitations.</b> The County shall request that water and wastewater service providers submit formal notice approved by their governing body of any newly identified capacity limitations within Urban Development Areas that have the potential to result in a development moratorium or other limitation of development rights otherwise permitted by this Plan. The County shall take appropriate actions as necessary to reflect new capacity limitations in land use and permitting decisions and communications to the public.</p> <p><b>Associated with:</b><br/>IS-P10. Infrastructure and Service Inadequacies.</p>   | GP              |
| <p><b>IS-S3. Infrastructure Project CEQA and NEPA Land Use Consistency Determinations.</b> Policies of this Plan which avoid or mitigate environmental effects shall be considered by CEQA lead agencies and federal agencies conducting NEPA evaluations in the evaluation of the environmental impacts of proposed infrastructure projects. Policy conflicts should be considered potentially significant land use impacts pursuant to California Public Resources Code 21083 and Code of Federal Regulations Title 40, Part 6.</p>   | Gov             |
| <p><b>IS-S4. Subdivisions Outside of Fire District Boundaries.</b> Subdivisions outside of fire district boundaries shall be conditioned to:</p> <ol style="list-style-type: none"> <li>1. Annex to or form a fire-related district or a county service area and provide funding to ensure that the district has adequate capacity to provide services, or</li> <li>2. condition 1 is not feasible, establish an adequate ongoing funding source and execute a fire protection agreement with an appropriate local fire service provider with LAFCO approval, as appropriate, or</li> <li>3. record acknowledgment of no available emergency response and fire suppression services and implement required mitigations.</li> </ol> <p><b>Associated with:</b><br/>IS-PX2. Fire Service Impacts from New Development.<br/>IS-P18. Expanded Fire Protection Services.</p>   | S               |
| <p><b>I-S5. Other Development Outside of Fire District Boundaries.</b> New industrial, commercial, and residential development, excluding subdivisions pursuant to the Subdivision Map Act, outside of fire district-boundaries shall be responsible prior to permit approval, to obtain from an appropriate local fire service provider written acknowledgement of the available emergency response and fire suppression services and recommended mitigations.</p> <p>If written acknowledgement indicates that no service is available or no acknowledgement is received the following shall apply:</p> <ul style="list-style-type: none"> <li>• For building permits a note shall be placed on the permit indicating that no emergency response and fire suppression services are available.</li> <li>• For discretionary permits findings shall be made that no service is available and the project shall be conditioned to record acknowledgment of no available emergency response and fire suppression services.</li> </ul> | S               |

| Policy Title and Text  | Related Chapter |
|--|-----------------|
| <p><b>Associated with:</b><br/>           IS-PX2. Fire Service Impacts from New Development.<br/>           IS-P18. Expanded Fire Protection Services.</p>   |                 |
| <p><b>IS-S6. Water and Wastewater Service Commitment for Proposed Development Projects.</b> Discretionary development served by public water and/or wastewater service shall receive written service commitments from the appropriate district or agency prior to receiving final approval from the County.</p> <p><b>Associated with:</b><br/>           IS-P3. Public infrastructure and Services Standards IS-P4. Requirements for Discretionary Development.</p>   | GP              |
| <p><b>IS-S7. Dedication or In-lieu Fee Requirements.</b> Require all new residential development to offer to dedicate land or pay a parkland dedication in-lieu fee for public parks sufficient to achieve park standards contained in the General Plan.</p> <p><b>Associated with:</b><br/>           IS-P3. Public infrastructure and Services Standards IS-P22. Park Dedications Held in Perpetuity.</p>  | OS              |
| <p><b>IS-S8. Parkland Dedication.</b> As new development is approved, ensure that the combined amount of Humboldt County and local park land provided by a special district authorized to provide parks and recreation services meets minimum recreation standards.</p> <p><b>Associated with:</b><br/>           IS-P3. Public infrastructure and Services Standards</p>  | GP              |
| <p><b>IS-S9. Services and Location of Parks.</b> Park sites within Urban Development Areas, <del>except for park sites established for</del> <u>that are not dedicated</u> to the protection of open space and wildlife/habitat values, should be provided with adequate water, sewer, law enforcement, and fire protection services and located in predominantly residential areas accessible by foot, bicycle, and automobile. <del>The terrain of park sites within Urban Development Areas should be suitable to accommodate both active and passive recreational activities.</del></p> <p><b>Associated with:</b><br/>           IS-P21. Parks and Recreation Service in Urban Development Areas.</p> | OS              |
| <p><b>IS-S10. Street Lighting.</b> Where development is required to install streetlights, they shall be designed to block upward transmission of light, avoid light trespass, and achieve design illumination in prescribed areas with limited scatter.</p> <p><b>Associated with:</b><br/>           IS-P3. Public infrastructure and Services Standards<br/>           IS-P25. Street Lighting</p>   | UL              |
| <p><b>IS-IM1. Coordination with Service Providers.</b> Coordinate with special districts, cities, LAFCO, and other local service providers by reviewing and commenting on capital improvement plans, proposed spheres of influence, municipal service reviews, annexations, and changes in organization. Enter into formal cooperative relationships when appropriate to plan, fund, and implement infrastructure and service delivery projects.</p> <p><b>Associated with:</b><br/>           IS-P1. Coordination with Service Providers.</p>   | Gov             |
| <p><b>IS-IM2. Adequate Public Infrastructure and Services Standards.</b> Develop and adopt an ordinance establishing adequate public infrastructure and services standards.</p>  | GP              |

| Policy Title and Text  | Related Chapter |
|--|-----------------|
| <b>Associated with:</b> IS-P3. Public infrastructure and Services Standards.   |                 |
| <p><b>IS-IM3. Comprehensive Fiscal Impact Study.</b> Prepare and regularly update a comprehensive fiscal impact study that quantifies the relationship between new development and the need for additional public facilities and services.</p> <p><b>Associated with:</b><br/>IS-P5. Fiscal Impact Assessment</p>  | GP              |
| <p><b>IS- IM4. Impact Fees for New Development:</b> Establish and periodically update a development impact fee program based on a comprehensive development fiscal impact study and other similar studies.</p> <p><b>Associated with:</b><br/>IS-P6. Fair Share Cost Allocation.</p>   | GP              |
| <p><b>IS-IM5. Fiscal Impact Assessment.</b> Prepare guidelines for the preparation and evaluation of fiscal impact assessments for large scale discretionary projects. Establish threshold criteria to identify applicable large-scale projects.</p> <p><b>Associated with:</b><br/>IS-P5. Fiscal Impact Assessment</p>  | GP              |
| <p><b>IS-IM6. Mello Roos Community Facilities Districts/Special Assessment District Formation Procedures.</b> Prepare local goals and policies concerning the use of the Mello Roos Community Facilities Act of 1982 (pursuant to California Government Code Sections 55312.7 and 53345.8) and include special assessment district financing program policies, as appropriate.</p> <p><b>Associated with:</b><br/>IS-P5. Fiscal Impact Assessment<br/>IS-P6. Fair Share Cost Allocation.</p> | GP              |
| <p><b>IS-IM7. Community Facilities Districts/Assessment Districts.</b> Facilitate the development of Mello Roos Community Facilities Districts or special assessments districts, as appropriate, in new development areas where current funding will not support adequate infrastructure or service standards.</p> <p><b>Associated with:</b><br/>IS-P5. Fiscal Impact Assessment<br/>IS-P6. Fair Share Cost Allocation.</p>   | GP              |
| <p><b>IS-IM8. Infrastructure and Services Funding Sources.</b> Establish funding sources for public facilities and services including impact fees, tax increment financing, special taxes, special assessments, user fees, and grant funding.</p> <p><b>Associated with:</b><br/>IS-P5. Fiscal Impact Assessment<br/>IS-P6. Fair Share Cost Allocation.</p>  | GP              |
| <p><b>IS-IM9. Reimbursement.</b> Develop the ability to enter into voluntary reimbursement agreements to reimburse developers over time as subsequent development is approved for expenditures in excess of the developer's fair share costs.</p> <p><b>Associated with:</b><br/>IS-P6. Fair Share Cost Allocation.</p>  | GP              |
| <b>IS-IM10. State and Federal Legislation, Appropriations, and Grant and Loan Programs.</b> The  | Gov             |

| Policy Title and Text  | Related Chapter |
|--|-----------------|
| <p>County shall actively advocate for state and federal legislation, appropriations, and grant and loan programs that increase funding for community infrastructure.</p> <p><b>Associated with:</b><br/>IS-P12. State and Federal Advocacy</p>   |                 |
| <p><b>IS-IM11. State and Federal Advocacy.</b> Maintain a list of legislative and regulatory priorities that include infrastructure and service issues and advocate actions that benefit the County and local service providers.</p> <p><b>Associated with:</b><br/>IS-P12. State and Federal Advocacy.</p>  | Gov             |
| <p><b>IS-IM12. Other Roadway Funding Mechanisms.</b> The County shall pursue other funding mechanisms to augment development impact fees to meet roadway and drainage improvement needs, such as reimbursement agreements, debt financing, voter-approved taxes, assessment districts, and state and federal grants.</p> <p><b>Associated with:</b><br/>IS-P5. Fiscal Impact Assessment<br/>IS-P6. Fair Share Cost Allocation.</p>   | GP              |
| <p><b>IS-IM13. Drainage and Flood Control Plan.</b> Prepare a countywide Drainage and Flood Control Plan that inventories existing facilities, prioritizes needs, and provides a basis for funding mechanisms for capital improvements and maintenance.</p> <p><b>Associated with:</b><br/>IS-P16. Drainage and Flood Control.</p>   | S               |
| <p><b>IS-IM14. Storm Drainage Impact Fees.</b> Establish impact fees for off-site costs clearly and rationally connected to and resulting from new development. Fee shall include escalation clauses and should be based on the County Storm Drainage Master Plan and Capital Improvement Plan.</p> <p><b>Associated with:</b><br/>IS-P16. Drainage and Flood Control.</p>   | S               |
| <p><b>IS-IM15. Other Storm Drainage Funding Mechanisms.</b> Establish other funding mechanisms, as appropriate, to augment developer and/or mitigation fees to construct and maintain storm drainage improvements, which may include reimbursement agreements, debt financing, voter-approved taxes, and assessment districts. Actively support and seek state and federal funding, such as infrastructure banks, to improve and enhance storm drainage and flood control facilities.</p> <p><b>Associated with:</b><br/>IS-P16. Drainage and Flood Control.</p> | S               |
| <p><b>IS-IM16. Sheriff's Office Funding Sources.</b> Periodically assess the adequacy of existing Sheriff's Office funding sources and seek to identify, develop, and maintain sustainable funding sources to maintain Sheriff's Office levels of service, including increased operational fees, development fees, new taxes, or special assessments.</p> <p><b>Associated with:</b><br/>IS-P17. Law Enforcement.</p>  | GP              |
| <p><b>IS-IM17. Fire Protection Special Assessments.</b> Support the development of fire district special assessments and special taxes to fund fire protection services.</p>   | S               |

| Policy Title and Text  | Related Chapter |
|--|-----------------|
| <p><b>Associated with:</b><br/>IS-P18. Expanded Fire Protection Services.</p>  |                 |
| <p><b>IS-IM18. Fire Impact Fees.</b> Support and promote the development of capital improvement programs by fire protection service providers that can be used to establish development impact fees. Develop documents to facilitate the development of impact fees, such as a methodology for establishing fee amounts and standard agreements between fire-related districts and the County.</p> <p><b>Associated with:</b><br/>IS-P18. Expanded Fire Protection Services.</p>   | S               |
| <p><b>IS-IM19. Pooled Costs/Shared Resources for Fire Districts.</b> In consultation with the Humboldt County Fire Chief’s Association, develop programs for special districts to reduce operating costs.</p> <p><b>Associated with:</b><br/>IS-P18. Expanded Fire Protection Services.</p>  | S               |
| <p><b>IS-IM20. Fire Protection Levels of Service.</b> Support the development of a level of service standards by the Humboldt County Fire Chief’s Association.</p> <p><b>Associated with:</b><br/>IS-P3. Public infrastructure and Services Standards.</p>   | GP              |
| <p><b>IS-IM21. Standards of Fire Protection Response.</b> Encourage fire districts to prepare Standards of Coverage Studies and address substandard conditions. These studies may include: establishment of baseline conditions, risk assessment, level of service standards and objectives, critical task capability assessment, reliability assessment, and policy recommendations.</p> <p><b>Associated with:</b><br/>IS-P3. Public infrastructure and Services Standards.</p>  | GP              |
| <p><b>IS-IM22. County Service Area-Fire Protection.</b> In close coordination with fire-related districts, non-agency fire departments, and CAL FIRE, establish County Service Areas and adequate ongoing fire protection funding sources in areas with developed and developable land that cannot be served by existing fire-related districts and where new districts cannot feasibly be established. Utilize fire protection service agreements with existing fire service providers, where appropriate. Utilize County Service Areas to augment the level of service and capacity of existing fire service providers, where appropriate.</p> <p><b>Associated with:</b><br/>IS-P18. Expanded Fire Protection Services.</p> | S               |
| <p><b>IS-IM23. Fire Protection Municipal Service Review.</b> Support the preparation of a comprehensive countywide fire protection municipal service review by the Humboldt LAFCO to determine the best approaches to improving levels of service countywide and expand service to areas outside existing fire-related district boundaries.</p> <p><b>Associated with:</b><br/>IS-P18. Expanded Fire Protection Services.</p>  | S               |
| <p><b>IS-IM24. Monitor Infrastructure and Services Capacity.</b> Utilize wastewater treatment plant annual reports (prepared pursuant to federal NPDES permits), water system annual inspection reports (as prepared by California Department of Public Health, Drinking Water</p>   | GP<br>or<br>H/E |

| Policy Title and Text  | Related Chapter |
|--|-----------------|
| <p>Program), and close coordination with water and wastewater providers to monitor the capacities of infrastructure and services to ensure that growth does not exceed acceptable levels of service.</p> <p><b>Associated with:</b><br/>IS-P8. Infrastructure and Services Capacity. IS-P10. Infrastructure and Service Inadequacies.</p>  |                 |
| <p><b>IS-IM25. Organization of Water and Wastewater Providers.</b> Assist in the establishment of an organization of local water agencies, such as an association or authority, to improve water quality, service capacity, and level of service of all water and wastewater services providers.</p> <p><b>Associated with:</b><br/>IS-P11. Consolidation and Cost Sharing.</p>  | GP              |
| <p><b>IS-IM26. Sizing of Water and Wastewater Systems.</b> Provide this Plan and land inventory data to service providers for system planning, facility sizing, and CEQA evaluations of land use consistency.</p> <p><b>Associated with:</b><br/>IS-P9. Capacity of Facilities and Land Use Decisions</p>  | GP              |
| <p><b>IS-IM27. Coordination with Water and Wastewater Service Providers.</b> Utilize the review of capital improvement plans, referrals, "will serve" letters, and project review meetings, as appropriate, to coordinate with water and wastewater service providers and ensure that necessary infrastructure planning and funding mechanisms are in place to support existing, planned, and proposed development.</p> <p><b>Associated with:</b><br/>IS-P8. Infrastructure and Services Capacity.<br/>IS-P10. Infrastructure and Service Inadequacies.</p>   | H/E             |
| <p><b>IS-IM28. Use of Parkland and Fees.</b> The County shall develop a schedule for the use of land and fees collected under parkland dedication provisions, including mechanisms for tracking the expenditure of funds for a five-year period in coordination with special districts providing parks and recreation.</p> <p><b>Associated with:</b><br/>IS-P6. Fair Share Cost Allocation.<br/>IS-P21. Parks and Recreation Service in Urban Development Areas.<br/>P22. Park Dedications Held in Perpetuity.</p>  | OS              |
| <p><b>IS-IM29. Parks and Recreation.</b> Prepare parks and recreation standards for new development that differentiate between urban and rural settings; specify acreage of park land per 1,000 residents; and specify land dedication, in-lieu fee, or other mechanisms to make park and recreation improvements and criteria for establishing Mello Roos Community Facilities Districts or special assessment to ensure adequate funding for operation and maintenance.</p> <p><b>Associated with:</b><br/>IS-P3. Public infrastructure and Services Standards.<br/>CO-P5. Planning for Recreational Needs within Communities.</p> | GP              |
| <p><b>IS-IM30. Street Lighting.</b> Prepare street lighting standards for new development that differentiate between urban and rural settings and that specify when streetlights are</p>   | UL              |

| Policy Title and Text  | Related Chapter |
|--|-----------------|
| <p>required based on intersection type and functional classification. Establish lighting design criteria, considering AASHTO and International Dark-Sky Association guidelines.</p> <p><b>Associated with:</b><br/>IS-P25. Street Lighting.</p>  |                 |
| <p><b>IS-IM31. Expand Lighting Services.</b> Require that development within an Urban Development Area be annexed to County street lighting districts if nearby, whether or not the project site is contiguous with current district boundaries.</p> <p><b>Associated with:</b><br/>IS-P25. Street Lighting.</p> | UL              |

**Key to Chapter/Section abbreviations:**

- Gov – Governance (Chapter 3)
- GP – Growth Planning (Section 4.2)
- UL - Urban Lands (Section 4.3)
- C - Circulation Element (Chapter 7)
- HE – Housing Element (Chapter 8)
- CO - Conservation and Open Space (Chapter 10)
- S - Safety Element (Chapter 14)

## Attachment B

### Overview of infrastructure services provided by the County

The community infrastructure and services that one would typically expect to be available in a community consist of public safety related services including law enforcement, fire protection, and ambulance; utilities including water, wastewater, power, cable, and phone; transportation related services including roads, storm drainage, street lighting, and transit; and other services such as library, solid waste, recycling, schools, and parks and recreation.

#### Humboldt County services:

- Humboldt County is the sole provider of law enforcement, public roads system (Manila CSD, Patrick Creek CSD, and the Scotia CSD are authorized to provide public street construction and maintenance), storm drainage conveyed via the road (McKinleyville CSD operates some storm drainage basins), and library services in the unincorporated area.
- Humboldt County provides regional park and trail services.
- Humboldt County provides for the collection of solid waste services through franchise agreements through waste haulers and solid waste transfer stations at various locations throughout the County.
- Humboldt County is responsible for fire protection services within County Service Area 4 (Trinidad Area) and maintains a contract with CAL FIRE to provide year round fire protection services to residents of the district.
- Humboldt County is responsible for street lighting services within street lighting maintenance districts located in Garberville, Hydesville, Loleta, Myers Flat, Redcrest, Weott, and the Pacific Acres subdivision adjacent to Arcata.
- Humboldt County establishes standards for ambulance service and approves ambulance service permits and rates to assure 24-hour ambulance availability to any person within the County. These ambulance companies provide EMS service in conjunction with fire service providers throughout the County subject to the protocols of the North Coast EMS Agency. The fire service is the back-bone of the pre-hospital emergency care system because of their staffing, training, readiness, and proximity-meaning they arrive first and initiate essential life-saving interventions.
- Humboldt County grants franchises to utilities such as Pacific Gas and Electric and Suddenlink Cable to lay gas pipe and erect utility poles within the County roadways. These utilities provide power and phone to much of Humboldt County subject to the California Public Utilities Commission.

#### Other service providers:

- Water service in the unincorporated area is provided by 25 local agencies or regulated public utilities, not including the cities that provide water service to residents located outside their boundaries. In addition there are approximately 35 larger mutual water systems that serve shareholders in subdivisions and small communities including Myers Flat and Redcrest and countless other small water systems serving small clusters of homes, businesses, schools, etc that are regulated by the State of California or the County Public Health Land Use Program.
- Wastewater service (collection and/or treatment) is provided by 14 local agencies, not including the cities that provide wastewater service to residents located outside their boundaries and the Town of Samoa LLP. Humboldt County operated County Service Area 3, providing sewage collection and treatment to Fields Landing, Humboldt Hill, King Salmon and water service to King Salmon until the district was dissolved and the service area annexed by Humboldt CSD in 1982.



- Fire protection service includes fire suppression, emergency medical services, a range of rescue services, public assistance, and the first response to hazardous materials incidents. Fire suppression may be the most costly in terms of specialized equipment requirements, and training requirements but it represents a small percentage of calls for service. Fire protection services are provided by local agencies including 18 fire protection districts, eight community services districts, one resort improvement district, and 13 non-district volunteer fire companies. CAL FIRE is not responsible for structure fire protection or emergency medical services but will respond to such calls during fire season and when they are available.
- Community scale recreation and park services are provided by local agencies including three CSDs, one resort improvement district, two recreation and park districts whose facilities are located within cities, and numerous private organizations. School grounds are typically used as community playgrounds and ball fields in Humboldt County.
- Street lighting services are provided by three CSDs.
- Transit is provided by the Humboldt Transit Authority's Redwood Transit System, Eureka Transit Service which serves several unincorporated communities outside the City of Eureka, Blue Lake Rancheria Transit System, and K-T Net.
- School services are provided by 32 school districts.

**Attachment C**  
**Revised GPU Policy Review Schedule**  
**Including Board Approved Key Issues List for policy review by the Board**  
**(revised October 1, 2012)**

**Key**

- Items added July 10, 2012 by Priority ranking
- Items from the June 25, 2012 Key Issues List
- Item added by Board Member

**October 15<sup>th</sup> Board meeting:**

**Chapter 5, Infrastructure**

- IS-P17. Law Enforcement
- IS-S4. Subdivisions Outside of Fire District Boundaries
- IS-S5. Other Development Outside of Fire District Boundaries
- IS-IM16. Sheriff's Office Funding Sources

**Chapter 7, Circulation**

- C-G2. Balanced Transportation Opportunities
- C-P1. Orderly Development
- C-P2. Consideration of Land Uses in Transportation Decision Making
- C-P3. Consideration of Transportation Impacts in Land Use Decision Making
- C-P4. Mitigation Measures
- C-P11. Roadway Functional Classifications
- C-P14. Efficiency and Capacity
- C-P23. Public Transit Service
- C-P34. Bicycle Facilities
- C-P35. Development of Railroad Right-of-Ways for Bicycles and Pedestrians
- C-P42. Re-establishing Regional Rail Service
- C-S3. Traffic Thresholds of Significance
- C-IM5. Roadway System Construction
- C-IM6. Coordination with the Division of Environmental Health
- C-IM10. U.S. Highway 101 Safety Corridor Improvements

**Chapter 9, Economic**

- ED-P6. Large Format Retail
- ED-S2. Large Format Retail
- ED-IM7. Large Format Retail

Please note that the Board will address these items on the date specified as time allows. It is possible the Board may move certain items to a future meeting.

**Attachment D**  
**Supplemental Report #1**  
**Chapter 7 – Circulation Element**

**1) Legal basis or requirements**

The Circulation Element is a required Element of the General Plan, and describes the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local transportation facilities. It includes consideration of roads, public transportation, bicycle and pedestrian travel, airports, and marine and rail transportation.

Assembly Bill 1358 passed in 2010, "The California Complete Streets Act", requires all cities and counties to plan for the development of multimodal transportation networks with the next update of their Circulation Element starting January 2011. The Office of Planning and Research (OPR) amended the *General Plan Guidelines* to assist city and counties in integrating multimodal transportation network policies into the circulation elements of their general plans.

The stated purpose of the Act is, "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit."

**2) Key planning issues**

There are three (3) Key Planning Issues addressed by the Circulation Element discussed below: (1) Transportation System-Condition, Capacity, Safety; (2) Balanced Transportation Opportunities; (3) Interagency Cooperation and the County's Role in Supporting Rail, Marine, and Air transportation Systems.

**Key Planning Issue #1 - Transportation System-Condition, Capacity, Safety**

Safe and adequate roads, bicycle, and pedestrian routes are essential to accommodate growth. Land use planning must also complement transportation planning by locating uses in areas that can be efficiently served and by conditioning projects to mitigate impacts. How should the Plan ensure that appropriate transportation system improvements are in place to serve new development and that existing facilities are upgraded?

A) How/where addressed in the 1984 Framework Plan

The Framework Plan requires sizing transportation facilities to be circulation corridor requirements to be consistent with expected traffic volumes (§4237. 5). In §4237.1, transportation decisions in urban and rural areas are supposed to be based on a comprehensive planning approach that considers existing and future land uses. Road standards are established in the Subdivision Ordinance, and referenced in §4240. 8.

B) How/where addressed in the Planning Commission Draft Plan

The proposed Plan provides for transportation system-condition, capacity, and safety through the consideration of transportation matters in land use planning and vice versa in policies C-P1-P3:

- **C-P1. Orderly Development.**

- **C-P2. Consideration of Land Uses in Transportation Decision Making.**
- **C-P3. Consideration of Transportation Impacts in Land Use Decision Making.**

The Element requires that new development provide its fair share of on- and off-site transportation improvements in **C-P4. Mitigation Measures**. The Element also establishes multi-modal right of way and level of service standards for proposed developments in order to maintain adequate capacity through the following policies:

- **C-P11. Roadway Functional Classifications.**
- **C-P12. Multi-modal Level of Service/Quality of Service Criteria.**
- **C-P25. Multimodal Level of Service and Quality of Service Standards.**

#### C) Reason for the changes

Considerable support has been expressed by the Complete Streets Working Group and the general public in having the County play a more active role in transportation planning. The proposed policies make more efficient use of the County's urban lands and transportation infrastructure, and reduce the rate of growth in automobile traffic, which will help ensure better road conditions, more capacity, and a safer transportation system into the future.

#### D) Notable items from the Planning Commission discussions

The Planning Commission made significant changes to the proposed policies and standards, often recommending wording from the Complete Streets Working Group. The policy direction of the Planning Commission was for the County to have a more proactive role in transportation system planning.

There was a split vote on C-P3 regarding the use of the word "shall" when making land use decisions based upon transportation issues.

#### E) Consequences - intended / unintended

The policies and programs in the Circulation Element are intended to help ensure transportation infrastructure is available to accommodate existing and planned development. Funding for the transportation improvements serving new development would come from the new development itself. Review of discretionary projects includes assessment of the impacts on the transportation system; applying the clear standards in the Element to new development will mitigate potential impacts to transportation systems consistently and effectively.

However, the transportation system improvements would likely increase the cost of new construction, which may translate into higher costs for new homes and other types of new development. These would be the unintended consequences of the policies and programs in the Circulation Element.

### **Key Planning Issue #2 - Balanced Transportation Opportunities**

Emphasis should be placed on improvements for public transit, pedestrians, bicycles, and equestrians. What policies and programs are required to balance the needs of all types of transportation?

#### A) How/where addressed in the 1984 Framework Plan

The Framework General Plan does not include specific requirements for multi-modal planning considerations, except to include sidewalks in the road standards for larger roads in urban areas. Access to public transit, bicycle parking and carpool parking is to be considered in circulation planning, but no specific requirements for new development are included. For example,

§4237.4(B) states, "Automobile and bicycle transport are to be integrated with public transit by developing adequate parking facilities at major bus stops...", and §4237.10 states, "Access to public transit, bicycle parking and carpool parking should all be considered in circulation planning".

#### B) How/where addressed in the Planning Commission Draft Plan

The plan requires that multi-modal uses be increased prior to widening or constructing new roads (**C-P14. Efficiency and Capacity**) and supports non-motorized planning as part of the U.S. 101 Safety Corridor improvements (**C-P17. U.S. Highway 101 Safety Corridor Improvements**). In addition, the Plan requires that bicycle and pedestrian facilities are included in the County's capital improvement program (**C-P24. Investment in Improvements**) and includes multi-modal improvement standards in project review in the following policies:

- **C-P25. Multimodal Level of Service and Quality of Service Standards.**
- **C-P26. Bicycles and Pedestrian Facilities in New Subdivisions.**
- **C-P27 Right-of-Way Design Standards.**
- **C-P28. Landscape Buffer Strips.**
- **C-P29. Removal of Obstacles in Pathways.**
- **C-P30. On-Street Parking.**
- **C-P31. Design Standards for All Pathways.**
- **C-P32. Traffic Calming.**

The Element also establishes multi-modal right of way and level of service standards for proposed developments in order to maintain adequate capacity through the following policies:

- **C-P11. Roadway Functional Classifications.**
- **C-P12. Multi-modal Level of Service/Quality of Service Criteria.**
- **C-P25. Multimodal Level of Service and Quality of Service Standards.**

#### C) Reason for the changes

The policies and programs in the Element that support a more balanced transportation network meet the California Complete Streets Act requirements. These policies will integrate multimodal options into the existing transportation network. The proposed policies and programs will make more efficient use of the County's urban lands and transportation infrastructure, reduce the rate of growth in automobile traffic and greenhouse gas emissions, and improve public health by encouraging physical activity. Considerable support has been expressed by the Complete Streets Working Group and the general public in having the County play a more active role in transportation planning.

#### D) Notable items from the Planning Commission discussions

As with transportation system planning described above, the Planning Commission also made significant changes to the policies and standards aimed at a more balanced transportation system. Changes reflect incorporating multi modal systems of circulation into the transportation system.

#### E) Consequences - intended / unintended

The effects of a better balanced transportation system will be improved traffic conditions, improved public safety, and public health benefits compared to the existing policies. As with the earlier discussion of transportation system planning, improvements would likely increase the cost of new construction, which may translate into higher costs for new homes and other types of development.

### **Key Planning Issue #3 - Interagency Cooperation and the County's Role in Supporting Public Transit, Rail, Marine, and Air transportation Systems**

Many agencies plan and operate facets of the local transportation system, including not only roads and sidewalks, but also rail, marine and air transportation. What policies and programs are needed for good coordination between transportation agencies, and how should projects be prioritized?

#### A) How/where addressed in the 1984 Framework Plan

The Framework Plan contains policies that support the work of other agencies regarding transportation planning, but does not provide for comprehensive coordination between transportation agencies.

#### B) How/where addressed in the Planning Commission Draft Plan

The Plan encourages interagency coordination in many Elements. This approach is continued and expanded in the Circulation Element through support of the regional transportation planning process in the following policies:

- **C-P6. Jurisdictional Coordination and Integration.**
- **C-P7 Joint Use of Traffic Models.**
- **C-P8 Coordination Between County Agencies.**
- **C-P18 Coordination with School Districts.**
- **C-P22 Public Transit, and C-P23. Public Transit Service.**
- **C-P35 Development of Railroad Right-of-Ways for Bicycles and Pedestrians.**

These policies are carried forward with various Standards and Implementation Measures, including measures supporting increased public transit services in rural areas. No standards or implementation measures are identified for marine, rail and air transportation systems as other public agencies have responsibility over these matters.

#### C) Reason for the changes

Many essential transportation planning functions are provided by other agencies in the unincorporated area and successful implementation of the General Plan requires coordination and cooperation with these service providers. The proposed policies, standards and implementation measures make transparent the existing coordination activities between the County and other transportation planning agencies. The proposed policies would enhance the County's position taking a more active role in coordinating work across multiple agencies.

#### D) Notable items from the Planning Commission discussions

There was concern by the Commissioners that the proposed policy language of **C-P23. Public Transit Service** is too prescriptive and should be eliminated. However, it was accepted after noting that that the same language in is already contained in the Regional Transportation Plan.

There was considerable discussion about **C-P35 Development of Railroad Right-of-Ways for Bicycles and Pedestrians**. While some wanted the policy to apply to the North West Pacific Railroad right of way, the majority voted to delete that particular right of way from the policy.

The Planning Commission made significant changes to these proposed policies and standards, often recommending wording from the Complete Streets Working Group.

#### E) Consequences - intended / unintended

The intent of these policies and programs is to ensure that the County is kept apprised of updated transportation plans, and to support or assist the other agencies where feasible. There is cost associated with implementing a program of close coordination with other agencies. However, the overall service improvements may outweigh the direct cost to the County.

### **3) What are the Board's options?**

The Transportation Element is a required Element of the General Plan, so the Board does not have the option of moving its policies and programs to other Elements.

"The California Complete Streets Act", requires all cities and counties to integrate multimodal transportation network policies into the circulation elements of their general plans to reduce vehicle miles traveled and shift from short automobile trips to biking, walking and use of public transit. This is a new requirement of state law, so the Board's options to reduce or eliminate those policies, standards and implementation measures are limited.

There was considerable debate at the Planning Commission on what are the appropriate standards that should be applied to ensure new development pays its fair share cost of improvements to ensure the transportation system is not degraded over time by new development. While the standards approved by the Commission seem reasonable and appropriate, the Board may decide they are too restrictive or not restrictive enough, and make refinements as necessary. Plan Alternative C is an option that reduces the number of policies and programs, and generally offers less strict wording where a distinct choice is given.

**Attachment E**  
**Supplemental Report #1**  
**Chapter 9 – Economic Development Element**

**1) Legal basis or requirements**

The Economic Development Element provides an overview of the economy, characterizing the trends, land, and infrastructure needs that will shape the future. A set of goals, policies, and implementation measures are included to promote and sustain economic prosperity.

This Element is not a required part of the General Plan; it is an optional Element. However, it is a land use issue of importance expressed often at public meetings. Government Code 65301 directs that land use issues should be addressed to the extent that they exist within the jurisdiction and the degree of specificity and level of detail given is to be reflective of local conditions and circumstances.

**2) Key planning issues**

There are two (2) Key Planning Issues addressed by the Economic Development Element discussed below: (1) the County's Role in Supporting Economic Development; and (2) Allowances for Big Box Stores.

**Key Planning Issue #1 - County's Role in Supporting Economic Development**

The County has finite resources and multiple priorities including providing essential public health, welfare and safety services. The County's ability to provide essential services and the prosperity of our communities is inextricably tied to the health of our economy. Should the County be actively involved in Economic Development? In what way?

A) How/where addressed in the 1984 Framework Plan

While the existing plan does not have an economic element, it contains economic policies calling for cooperation on economic development with other agencies (2330.1). It also supports land use policies that contribute to economic development (2330.2-2330.9).

B) How/where addressed in the Planning Commission Draft Plan

The Planning Commission Draft Plan supports the County taking a leadership role in maintaining a Comprehensive Economic Development Strategy in **ED-G3 Strategic Planning**, and **ED-IM1. Economic Development Strategy**. The County would also play a lead role managing an array of economic programs directed at workforce, infrastructure, business and Brownfields development as follows:

- ED-P1. Financial Resources.**
- ED-P2. Job Growth and Workforce.**
- ED-P7. Broadband Internet.**
- ED-P8. Public Infrastructure.**
- ED-P11. Port Development.**
- ED-P12. Airport Service Expansion.**
- ED-P14. Industrial and Business Parks.**
- ED-P15. Revitalization.**
- ED-P16. Brownfields.**



The Planning Commission Draft also supports permit streamlining, particularly, for small businesses in **ED-IM4 Permit Streamlining for Business Growth** and **ED-IMX Regulatory Incentives for Emerging Industries**. The Plan incorporates a more active role in protecting prime employment lands in **ED-P13. Prime Employment Land Protection**. A new policy supporting higher education facilities was added as **ED-P18. Higher Education**.

C) Reason for the changes

Aligning its economic development policies with the other elements of the General Plan improves the County's efficiency, transparency and clarity of purpose to help achieve its economic development goals. Considerable support has been expressed by the general public in having the County play a more active role in development and expansion of the local economy. Factors such as the decline of resource extraction industries across the US and the geographic isolation of the County from metropolitan commercial centers have been a drag on our economy, and increased economic development efforts by the County can help counter those forces and lead to expansion.

D) Notable items from the Planning Commission discussions

The policy direction of the Planning Commission was for the County to have a more proactive role in economic development. There was some discussion about the permit streamlining measures in **ED-IM4 Permit Streamlining for Business Growth** and **IMX Regulatory Incentives for Emerging Industries**, and concerns were expressed that they did not support these changes relaxing the standards for protecting resources, such as agricultural lands and biological resources.

E) Consequences - intended / unintended

The policies and programs in the Economic Development Element are intended to help grow the local economy. There is cost associated with implementing economic development programs with County staff coordinating and participating in programs that encourage economic growth. However, the overall improvements to the local economy may outweigh the direct cost to the County.

**Key Planning Issue #2 - Allowances for Big Box Stores**

"Big Box" stores have captured a large fraction of the retail market in the United States. This market transformation is also occurring in Humboldt County, raising issues of neighborhood and economic impacts. Should the County require an analysis of the effects of big box stores on a case-by-case basis or allow them by-right in certain zones or prohibit them entirely?

A) How/where addressed in the 1984 Framework Plan

The Framework General Plan does not include policies for "big box" retail.

B) How/where addressed in the Planning Commission Draft Plan

The plan defines "big box" as retail stores in excess of 50,000 square feet in Standard ED-S2 and requires case-by-case analysis of impacts, including economic and workforce impacts, through a discretionary permit process (P6, IM-7).

C) Reason for the changes

In September 1998, the Board of Supervisors recognized that our commercial zones allow the siting of a "big box" retailer in the same way that they allow the siting of a small scale retailer, without a permit or public hearing process. The Board directed the Department to require a Conditional Use Permit for siting any retail operation greater than 50,000 square feet in all

commercially designated zones to require a California Environmental Quality Act or CEQA review and public hearing process for these large scale retail businesses.

At that time, the Board recognized that without updating the land use plan to address “big box” stores, decisions will be made on a case by case basis, which can be polarizing, expensive and time consuming for all parties. Land use polices related to “big box” retailers were incorporated into GPU work program, including setting aside suitable big box retail locations in the County if the proper studies and environmental analysis support allowing big box retailers as principally permitted uses.

#### D) Notable items from the Planning Commission discussions

The Planning Commission was split on this issue, with some voting to not allow “big box” stores, and the majority voting to allow them with a discretionary permit. Concerns were expressed that allowing them as principally permitted uses would lead to expensive legal challenges for the County, and economic, traffic, and other impacts would not be examined publicly. There was also concern that the 50,000 square foot definition of a “big box” retailer is somewhat arbitrary, but most felt it was an appropriate standard.

#### E) Consequences - intended / unintended

The Element seeks to strike a balance between supporting “big box” development and ensuring that type of new commercial development fits into the surrounding neighborhood. A proposed “big box” store in the City of Eureka in 1999 generated significant neighborhood opposition due to the bulk, traffic, and economic impacts of the proposal. Unmitigated support of “big box” store development could limit the County’s ability to regulate specific projects, which may adversely impact nearby neighborhoods. Conversely, overly restrictive requirements placed on specific projects limiting the height, location, and size of “big box” stores could limit their development without serving an agreed upon public purpose.

### **3) What are the Board’s options?**

Since the Economic Development Element is an Optional Element of the General Plan, the Board could chose not to adopt it as a separate Element, and place the policies, standards and implementation measures in the Land Use Element.

There was considerable debate at the Planning Commission on what are the appropriate standards that should be applied to new “big box” stores. While the standards approved by the Commission seem reasonable and appropriate, the Board may decide they are too restrictive or not restrictive enough, and make refinements as necessary.

**Attachment F**  
**Board Worksheet – Chapter 7, Circulation Element and Chapter 9, Economic  
Development**  
**(with staff recommended policy changes)**

CHAPTER 7 CIRCULATION ELEMENT

| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #  | Recommendations   |
|---|---|
| <p><b>Planning Commission (PC) Version</b><br/> <b>C-G2. Balanced Transportation Opportunities.</b> A transportation system that ensures the availability of options among modes of travel by integrating and balancing <del>integrates and balances</del> the context-specific needs of motorized vehicles, public transit, bicycles, disabled people and pedestrians on all roadways and facilities.</p> <p><b>Alternative A/B/C version</b><br/> <b>C-G2. Balanced Transportation Opportunities.</b> A transportation system that integrates and balances the needs of motorized vehicles, public transit, bicycles, and pedestrians.</p>  | <p><b>Staff supports the majority PC recommendation</b></p> <p>Vote: three (3) recommend the PC version, two (2) recommend the Alternative A/B/C version and one (1) recommends the Alternate PC version.</p> <p><b>COMMENTS: 10-14-10 Commissioner Faust requested eliminating “consisting of complete streets” and “on all roadways and facilities”.</b><br/> <b>Commissioners Emad, Krebs and Gearheart supported Commissioner Faust’s recommendation but wanted to change “wheelchair” to “disabled people”.</b><br/> <b>C. Smith and C. Nelson support staff’s original wording.</b></p> <p>Summary of Public Comments:<br/>           Karen Brooks: Remove Complete Streets language.</p> |
| <p><b>Board Discussion and Votes:</b></p>   |   |
| <p><b>Planning Commission Version</b><br/> <b>C-P1. Orderly Development.</b> Encourage development of a circulation system that supports an orderly pattern of land use by:</p> <ul style="list-style-type: none"> <li>A. Using minor collector roads to provide access to higher density residential areas, local commercial facilities, neighborhood parks, and schools while maintaining maximum bicycle and pedestrian connectivity and access.</li> <li>B. Designing access to residential areas to minimize disruptions to the flow of traffic while ensuring user safety and connectivity on arterial or collector roads. Avoid, direct residential driveway access off of arterials and collectors.</li> <li>C. Improving connectivity between interrelated areas such as neighborhoods and common destinations.</li> </ul> | <p><b>Staff supports the majority PC recommendation</b></p> <p>Vote: three (3) recommend the PC version without the strikeout text, and two (2) recommend the PC version with the “multimodal” strikeout text added back in.</p> <p><b>COMMENTS: 10-21-10 Commissioners Krebs and Faust supported the recommendations by CSWG and retaining the words ‘circulation’ and ‘multi-modal’.</b><br/> <b>Commissioners Emad, Nelson and Mayo supported the staff recommendation of deleting these words.</b></p> <p>Summary of Public Comments:<br/>           Karen Brooks: Refine, setbacks are not defined.</p>  |

| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #   | Recommendations  |
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| <p>D. Locating retail, service and industrial facilities, community centers, recreational facilities, employment centers, and other intensive land uses near collectors or arterial roads.</p> <p>E. Improving <del>multimodal</del> transportation infrastructure to accommodate existing land uses served by a sub-standard road classification.</p> <p>F. Using multi-use transportation hubs to serve town-centers, neighborhoods and other common destinations.</p> <p>G. Enhancing pedestrian and bicycle access to employment, services and recreation.</p> <p>H. Locating multi-family residential, commercial and public use facilities in areas serviced by public transit.</p> <p>I. Encouraging building, fence, façade, and setback design that promotes comfortable pedestrian environments.</p> <p><b>Alt. D Version (the Framework Plan)</b></p> <p><b>4231.8.</b> Encourage the development of a road system that supports an orderly pattern of land use through:</p> <p>A. Using minor collector roads to provide access to higher density residential areas, local commercial facilities, neighborhood parks and schools.</p> <p>B. Locating lower density residential areas with frontage onto arterial or major collector roads away from through-traffic unless sufficient mitigation measures are used.</p> <p>C. Locating retail, service and industrial facilities, community centers, major recreational facilities, employment centers, and other intensive land uses near major collector, or arterial roads.</p> <p>D. Improving roads to accommodate land uses served by an inappropriate road classification</p> |  |
| <p><b>Planning Commission Version</b></p> <p><b>C-P2. Consideration of Land Uses in Transportation Decision Making.</b><br/>Transportation decisions <del>in urban and rural areas</del> <b>shall</b> be based on a comprehensive planning approach that considers existing land uses and future land development as proposed in adopted County plans and plans of other governmental agencies.</p> <p><b>Alt. A/B/C Version</b></p> <p><b>C-P2. Consideration of Land Uses in Transportation Decision Making.</b></p>   | <p><b>Staff supports the majority PC recommendation.</b></p> <p>Vote: three (3) recommend the PC version, and two (2) recommend the PC version changing “shall” (in bold) to “should”.</p> <p><b>COMMENTS: 10-21-10 Commissioners Kreb, Emad and Faust supported staff’s recommendation to accept the Complete Streets WG’s revisions as written. Commissioners Mayo and Nelson supported changing the word ‘shall’ to ‘should’.</b></p> |

Worksheet for Board of Supervisors Deliberations on the General Plan Update – Meeting on October 15, 2012

| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #   | Recommendations  |
|--|--|
| <p>Transportation decisions in urban and rural areas shall be based on a comprehensive planning approach that considers existing land uses and future land development as proposed in adopted County plans and plans of other governmental agencies.</p> <p><b>Alt. D Version</b><br/> <b>4237.1.</b> Transportation decisions in urban and rural areas should be based on a comprehensive planning approach that considers at a minimum existing land uses and future land development as proposed in adopted County plans and plans of other governmental agencies.</p> <p><b>4237. 3.</b> Land use plans and policies shall be the basis for transportation facilities development.</p>   | <p>Summary of Public Comments:<br/>                     HAR: deleted "shall" and added "when feasible"<br/>                     Karen Brooks: Remove</p>   |
| <p><b>Board Discussion and Votes:</b></p>  |  |
| <p><b>Planning Commission Version</b><br/> <b>C-P3. Consideration of Transportation Impacts in Land Use Decision Making.</b><br/>                     Decisions to change or expand the land use of a particular area <b>shall</b> include an analysis of the impacts to existing and proposed transportation facilities and services so as to minimize or avoid significant operational, environmental, economic, and health-related consequences.</p> <p><b>Alt. B Version</b><br/> <b>C-P3. Consideration of Transportation Impacts in Land Use Decision Making.</b><br/>                     Decisions to change or expand the land use of a particular area shall include an analysis of the impacts to existing and proposed transportation facilities and services so as to minimize or avoid significant operational or economic consequences.</p> <p><b>Alt. D Version</b><br/> <b>4237. 2.</b> Decisions to change or expand the land use of a particular area should include an analysis of the impacts to existing and/or proposed</p> | <p>Staff supports the PC version with the word "shall".</p> <p>Vote: two (2) recommend the PC Version, two (2) recommend the PC Version changing "shall" (in bold) to "should", and one (1) recommends the Alt. B version.</p> <p><b>COMMENTS: 10-21-10 Commissioners Mayo and Nelson supported B version with the word 'should' instead of 'shall' as recommended by the HAR.</b><br/> <b>Commissioners Kreb and Faust supported the A version as modified by the CSWGete Streets as the preferred alternative.</b><br/> <b>Commissioners Emad Supported B Version as written.</b></p> <p>Summary of Public Comments:<br/>                     HAR: Need for housing, not transportation, should be priority<br/>                     Karen Brooks: recommends Alt B.</p> |

Worksheet for Board of Supervisors Deliberations on the General Plan Update – Meeting on October 15, 2012

| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #  | Recommendations   |
|---|---|
| <p>transportation facilities and services so as to minimize or avoid serious operational or economic consequences.</p>  |   |
| <p><b>Board Discussion and Votes:</b></p>   |   |
| <p><b>Planning Commission Version</b><br/> <b>C-P4. Mitigation Measures.</b> New development shall be conditioned to proportionally mitigate significant traffic impacts through construction of on- and off-site improvements and dedication of rights-of-way.</p> <p><b>Alt. A Version</b><br/> <b>C-P4. Mitigation Measures.</b> New development shall be conditioned to proportionally mitigate significant transportation-related impacts through construction of on- and off-site multi-modal improvements, dedication of rights-of-way, and/or reduction of vehicular transportation demand through mixed-use development and other transportation demand management strategies.</p> | <p><b>Staff supports the PC version.</b></p> <p>Vote: three (3) recommend the PC version, and two (2) recommend the Alt. A version.</p> <p><b>COMMENTS: 10-21-10 Commissioners Mayo, Emad and Nelson supported version B as written. Commissioners Faust and Kreb supported the "A" version recommendations by CSWG.</b></p> <p>Summary of Public Comments:<br/> HAR: Determination of LOS is important-requires appropriate studies<br/> Karen Brooks: punitive, back-handed eminent domain</p>  |
| <p><b>Board Discussion and Votes:</b></p>   |   |
| <p><b>Planning Commission Version</b><br/> <b>C-P11. Roadway Functional Classifications.</b> Adopt and consistently apply <del>"Complete Streets"</del> roadway design and right-of-way standards according to functional classifications that consider all modes of travel in the context of road location and applied usage. <del>distinguish between the needs of Urban Development Areas and rural areas.</del></p> <p><b>Alt. A/B/C Version</b><br/> <b>C-P11. Roadway Functional Classifications.</b> Adopt and consistently apply roadway design and right-of-way standards according to functional</p>  | <p><b>Staff supports the majority PC recommendation</b></p> <p>Vote: three (3) recommend policy as written, two (2) voted to add the term "Complete Streets" shown in strikeout text, and two (2) voted to add the last part of the sentence shown in strikeout text beginning with "distinguish between...".</p> <p><b>COMMENTS: 10-28-10 Commissioners Gearheart, Smith and Emad supported the recommendation of the CSWG with the deletion of the words 'Complete Streets' suggested by Commissioner Gearheart. Commissioners Kreb and Faust supported the recommendations</b></p> |

Worksheet for Board of Supervisors Deliberations on the General Plan Update – Meeting on October 15, 2012

| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #  | Recommendations   |
|---|---|
| <p>classifications that distinguish between the needs of Urban Development Areas and rural areas.</p>   | <p><b>of Complete Streets with the revision.</b><br/> <b>Commissioners Mayo and Nelson supported not eliminating the words ‘...distinguish between needs of urban development areas and rural areas...’</b></p> <p>Summary of Public Comments:<br/>           Karen Brooks: urban-focused not compatible with rural areas</p> |
| <p><b>Board Discussion and Votes:</b></p>   |   |
| <p><b>Planning Commission Version</b><br/> <b>C-P14. Efficiency and Capacity.</b> Manage roadway systems and congestion relief projects for increased transportation efficiency through multi-modal demand management and transportation before increasing capacity through roadway widening or new road construction</p> <p><b>Alt. A/B Version</b><br/> <b>C-P14. Efficiency and Capacity.</b> Manage roadway systems for increased transportation efficiency through multi-modal use and demand management before increasing capacity through roadway widening or new road construction.</p> <p><b>Draft Environmental Impact Report Version</b><br/> <b>C-P14. Efficiency and Capacity.</b> Roadway systems and congestion relief projects shall be managed for increased transportation options and efficiency through inter-jurisdictional coordination, encouraging multi-modal use, and transportation demand management measures before increasing capacity through roadway widening or new road construction.</p> | <p><b>Staff supports the PC version.</b></p> <p>Votes: unanimously recommend the PC version.</p> <p><b>10-28-10 Unanimous support of language recommended by Director Girard, CSWG changes, and staff revisions to CSWG language</b></p> <p>Summary of Public Comments:<br/>           Karen Brooks: Remove</p>               |
| <p><b>Board Discussion and Votes:</b></p>   |   |



| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #   | Recommendations   |
|--|---|
| <p><b>Planning Commission Version</b></p> <p><b>C-P23. Public Transit Service.</b> Public transportation systems in the County shall be coordinated and integrated so that a full range of travel patterns and connectivity with other modes of transportation can be supported.</p> <ul style="list-style-type: none"> <li>A. Existing and future public transit services should be coordinated so that service from rural areas is effectively integrated with urban service. Schedules should be designed for a smooth transfer between rural and urban buses. Fares should be integrated so that a person pays only once for the full trip. Convenience facilities should be made available so that transfer areas are attractive, well-lit, protected from the weather and have bus information posted.</li> <li>B. Automobile and bicycle transport should be integrated with public transit by developing adequate parking facilities at major bus stops and, where feasible, transporting bicycles on intercity and regional buses.</li> <li>C. Multi-family housing, public uses such as libraries, schools and community centers, and commercial uses should be encouraged or located in areas serviced by or planned for public transit.</li> <li>D. Public transportation should support access to social services and mitigate the impacts of service changes to social service clients.</li> <li>E. Public transportation should provide access to recreation areas.</li> <li>F. Public transportation should expand the bicycle capacity of commuter lines and provide front or back loading racks and space for bikes on all regional buses to extend the range and convenience of both transit and bicycle modes.</li> <li>G. Sidewalks near transit stops should be contiguous, attractive and well-lit to encourage walking to and from transit. The County shall encourage and support improvements such as Bus Rapid Transit strategies where a high level of transit ridership or potential ridership exists and/or where solutions to motor-vehicle traffic congestion are needed.</li> <li>H. The County should encourage the use of adaptive management strategies which will collect, analyze, and iteratively shape public transportation planning to optimize connectivity and access for all user groups.</li> </ul> <p><b>Alt. A/B Version</b></p> <p><b>C-P23. Public Transit Service.</b> Public transportation systems in the County should</p> | <p><b>Staff supports the PC version without Subsections G and H.</b></p> <p>Vote: three (3) recommend the PC version, three (3) recommend the PC version without paragraphs F through I; and one (1) recommends the PC version without paragraph C.</p> <p><b>COMMENTS: 12-9-10 Commissioners Smith, Emad and Nelson supported staff’s recommendation down to subsection E and supported removing everything after E. Commissioners Kreb, Gearheart and Faust supported staff’s recommendation for subsection C, and the CSWG for the rest except for H, which they supported be removed. Commissioner Mayo supported staff’s recommended language but was still in question of subsection C. 3/3/1</b></p> <p>Summary of Public Comments:<br/>Karen Brooks: How can this be possible or meet the operational needs of all the transit services? Remove</p> |

| <p><b>CHAPTER 7 CIRCULATION ELEMENT</b><br/><b>Key Issue #</b></p>   | <p><b>Recommendations</b></p> |
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| <p>be coordinated and integrated so that a full range of travel patterns and connectivity with other modes of transportation can be supported.</p> <ul style="list-style-type: none"> <li>A. Existing and future public transit services should be coordinated so that service from rural areas is effectively integrated with urban service. Schedules should be designed for a smooth transfer between rural and urban buses. Fares should be integrated so that a person pays only once for the full trip. Convenience facilities should be made available so that transfer areas are protected from the weather and bus information is provided.</li> <li>B. Automobile and bicycle transport should be integrated with public transit by developing adequate parking facilities at major bus stops and, where feasible, transporting bicycles on the buses along the intercity bus routes.</li> <li>C. Multi-family housing, public uses such as libraries, schools and community centers, and commercial uses should be encouraged in areas serviced by public transit.</li> <li>D. Public transportation should support access to social services and mitigate the impacts of service changes to social service clients.</li> <li>E. Public transportation should provide access to recreation areas.</li> </ul> <p><b>Alt. D Version</b></p> <p><b>4237. 4.</b> Transportation systems in Humboldt County and those which link the County with other areas of the State are to be coordinated and integrated so that a full range of travel patterns can be supported.</p> <ul style="list-style-type: none"> <li>A. Existing and future public transit services are to be coordinated so that service from rural areas is effectively integrated with urban service. Schedules should be designed for a smooth transfer between rural and urban buses. Fares should be integrated so that a person pays only once for the full trip. Convenience facilities should be made available so that transfer areas are protected from the weather and bus information is provided.</li> <li>B. Automobile and bicycle transport are to be integrated with public transit by developing adequate parking facilities at major bus stops and, where feasible, transporting bicycles on the buses along the intercity bus routes.</li> </ul> |                               |

Worksheet for Board of Supervisors Deliberations on the General Plan Update – Meeting on October 15, 2012

| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #  | Recommendations   |
|---|---|
| <p>C. Multi-family housing shall be encouraged in areas serviced by public transit where consistent with other sections of the plan.</p>  |   |
| <p><b>Board Discussion and Votes:</b></p>   |   |
| <p><b>Planning Commission Version</b><br/> <b>C-P34. Bicycle Facilities.</b> Strongly encourage the placement of secure, weather-protected bicycle storage facilities at bus stops, businesses, and public buildings. Encourage the addition of bicycle transport racks on public buses.</p> <p><b>Alt. A Version</b><br/> <b>C-P34. Bicycle Facilities.</b> Require the installation of bicycle racks or storage facilities for multi-family residential, commercial and industrial development. Encourage the placement of secure, weather-protected bicycle storage facilities at bus stops, and public buildings. Encourage the addition of bicycle transport racks on public buses.</p> <p><b>Alt. B Version</b><br/> <b>C-P34. Bicycle Facilities.</b> Encourage the placement of secure, weather-protected bicycle storage facilities at bus stops, businesses, and public buildings. Encourage the addition of bicycle transport racks on public buses.</p> | <p><b>Staff supports the majority PC recommendation</b></p> <p>Vote: four (4) recommend the PC version, and three (3) recommend the Alt. A version.</p> <p><b>COMMENTS: 12-9-10: Commissioners Smith, Mayo, Emad and Nelson support B Version with the addition of “strongly” encourage at the beginning of the sentence. Commissioner Faust, Kreb and Gearheart support the Alternative A policy language. Commissioner Emad would support A with some modification.</b></p> <p>Summary of Public Comments:<br/>           Karen Brooks: make requirements voluntary</p> |
| <p><b>Board Discussion and Votes:</b></p>   |   |
| <p><b>Planning Commission Version</b><br/> <b>C-P35. Development of Railroad Right-of-Ways for Bicycles and Pedestrians.</b> Encourage development of the Annie and Mary Railroad rights-of-way as Class 1 bikeway (bike and pedestrian path) provided those uses do not conflict with regional rail transportation system plans. The County shall work</p>   | <p><b>Staff supports the majority PC recommendation</b></p> <p>Vote: four (4) recommend the PC version, two (2) recommend the PC version with the strikeout text added, and one (1) recommends the Alt. A version.</p> <p><b>12-16-10 Commissioners Gearheart and Kreb were in support of</b></p>   |

| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #   | Recommendations  |
|--|--|
| <p>to preserve railroad rights-of-way as a contiguous public use transportation corridor and support all methods of corridor preservation including railbanking to ensure continued public use.</p> <p><b>Alt. A Version</b><br/> <b>C-P35. Development of Railroad Right-of-Ways for Bicycles and Pedestrians.</b><br/>                     Support the banking of appropriate railroad right-of-ways including the Northwestern Pacific (NWP) and Annie and Mary Railroad rights-of-way and the development of a Class 1 bikeway (bike and pedestrian path) within the existing rail alignment. Include provisions for decommissioning and relocation of the bikeway if demand and resources supports resumption of rail-service.</p> <p><b>Alt. B Version</b><br/> <b>C-P35. Development of Railroad Right-of-Ways for Bicycles and Pedestrians.</b><br/>                     Encourage development of the Northwestern Pacific (NWP) and Annie and Mary Railroad rights-of-way as Class 1 bikeway (bike and pedestrian path) provided those uses do not conflict with regional rail transportation system plans.</p> | <p><b>Alternative B with the inclusion of the recommended language by Ms. Karen Diemer.</b><br/> <b>Commissioners Smith, Emad, Nelson and Mayo were in support of staff’s original policy language with the exclusion of the words ‘North West Pacific’.</b><br/> <b>The Commissioners were all in support of the suggestion by Commissioner Kreb to see language that prevented the railroad right of way being broken into pieces and preserved it as a whole.</b></p> <p>Summary of Public Comments:<br/>                     Karen Brooks: should also include equestrians</p> |
| <p><b>Board Discussion and Votes:</b></p>  |  |
| <p><b>Planning Commission Version</b><br/> <b>C-P42. Re-establishing Regional Rail Service.</b> Support and encourage rail service in and out of the county and connected to other parts of the state.</p> <p><b>Alt. B Version</b><br/> <b>C-P42. Re-establishing Regional Rail Service.</b> Public investment to re-establish regional rail service should be contingent on a private or public demand for sustained rail service and an analysis of net benefits to the County’s economy, transportation systems, and environment.</p>  | <p><b>Staff supports the majority PC recommendation</b></p> <p>Vote: four (4) recommend the PC version, and three (3) recommend the Alt. B version.</p> <p><b>12-16-10 Commissioner Gearheart and Kreb were in support of staff’s recommendation.</b><br/> <b>Commissioners Emad, Nelson, Smith and Mayo supported revising the policy to read: ‘support and encourage rail service in and out of the county and other parts of the state.’</b></p> <p>Summary of Public Comments:<br/>                     Karen Brooks. Reword to be more proactive and economically focused</p> |

Worksheet for Board of Supervisors Deliberations on the General Plan Update – Meeting on October 15, 2012

| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #  | Recommendations  |
|---|--|
| Board Discussion and Votes:   |  |
| <p><b>Planning Commission Version</b><br/> <b>C-S3. Traffic Thresholds of Significance.</b> Apply objective measures, such as roadway capacity and multimodal quality/level of service from the Transportation Research Board Highway Capacity Manual or its equivalent, such as Health Impact Assessments to make determinations on the significance of traffic impacts for CEQA purposes.</p> <p><b>Alt. A/B/C Version</b><br/> <b>C-S3. Traffic Thresholds of Significance.</b> Apply objective measures, such as roadway capacity and level of service from the Transportation Research Board Highway Capacity Manual or its equivalent, to make determinations on the significance of traffic impacts for CEQA purposes.</p>                                   | <p>Staff supports Alternative A/B/C without the reference to the HIA report.</p> <p>Vote: four (4) recommend the PC version and three (3) recommend the Alt. A/B/C version.</p> <p><b>1-13-11 Commissioners Kreb, Faust, Gearheart and Emad support the CSWG revisions as modified by staff. Commissioners Smith, Mayo and Nelson supported staff's original language.</b></p> <p>Summary of Public Comments:<br/> HAR: Coordination existing per CEQA review, contrary to streamlining goals, Public Works issue.</p>   |
| Board Discussion and Votes:   |  |
| <p><b>Planning Commission Version</b><br/> <b>C-IM5. Roadway System Construction.</b> Develop funding mechanisms to complete construction of critical segments of the roadway system designated in the Circulation Element and identified in the Capital Improvement Plan. Include bicycle and pedestrian infrastructure funding in all appropriate requests. The highest priority for the use of limited funds should be placed on projects where multi-modal infrastructure improvements are needed most.</p> <p><b>Alt. A/B/C Version</b><br/> <b>C-IM5. Roadway System Construction.</b> Develop funding mechanisms to complete construction of critical segments of the roadway system designated in the Circulation Element and identified in the Capital</p> | <p>Staff supports the majority PC recommendation</p> <p>Vote: four (4) recommend the PC version and three (3) recommend the Alt. A/B/C version with the strikeout text added.</p> <p><b>1-13-11 Commissioners Kreb, Gearheart, Faust, &amp; Emad, supported the wording suggested by the CSWG as revised by staff. Commissioner Smith, Nelson and Mayo supported staff original language with the addition of the word "Strive" before "Include bicycle and pedestrian..." and the deletion of the last sentence.</b></p> <p>Summary of Public Comments:<br/> Karen Brooks Reword and change priorities:</p> |

Worksheet for Board of Supervisors Deliberations on the General Plan Update – Meeting on October 15, 2012

| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #   | Recommendations   |
|--|---|
| Improvement Plan. <del>Strive to include bicycle and pedestrian infrastructure funding in all appropriate requests</del>   |   |
| <b>Board Discussion and Votes:</b>   |   |
| <p><b>Planning Commission Version</b><br/> <del><b>C-IM6. Coordination with the Division of Environmental Health.</b> Refer subdivisions creating more than 30 parcels and discretionary permits for commercial developments in excess of 50,000 square feet to the Environmental Health Division for review and comments on potential public health effects.</del></p>  | <p><b>Staff supports the majority PC recommendation</b></p> <p>Vote: four (4) recommend deleting this implementation measure, and three (3) recommend retaining it.</p> <p><b>1-13-11 Commissioner Smith, Nelson, Emad and Mayo were in support of eliminating IM6. Commissioners Gearheart, Kreb, Faust, were in support of changing “Environmental Health Division” for “Public Health”.</b></p> <p>Summary of Public Comments:<br/> HAR: Overly prescriptive regulation driving up cost of housing<br/> Karen Brooks: Support deletion</p> |
| <b>Board Discussion and Votes:</b>   |   |
| <p><b>Planning Commission Version</b><br/> <b>C-IM10. U.S. Highway 101 Safety Corridor Improvements.</b> Issuance of Coastal Development Permits and other discretionary permits by the County for the U.S. Highway 101 Safety Corridor Improvement Project shall support a multimodal strategy that treats all three main roads between Arcata and Eureka (U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue) as one system. The strategy would develop an overall multi-modal improvement plan that phases improvements on a prioritized basis between the three roads. The strategy should include an adaptive management element which will collect, analyze, and iteratively shape further safety improvements to the Corridor. Corridor improvements must not create adverse impacts to bicycle and pedestrian use without offsetting mitigations</p> | <p><b>Staff supports the majority PC recommendation</b></p> <p>Vote: four (4) recommend the PC version and three (3) recommend the Alt. B version.</p> <p><b>1-13-11 Commissioners Smith, Mayo and Nelson supported Alternative B Commissioners Kreb, Faust, Emad and Gearheart supported Alternative A as revised by the CSWG.</b></p> <p>Summary of Public Comments:<br/> Karen Brooks: anti-vehicle and not feasible. Reword and refine</p>  |

| CHAPTER 7 CIRCULATION ELEMENT<br>Key Issue #  | Recommendations |
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| <p>or enhancements consistent with Cal Trans Complete Streets Deputy Directive DD-64-R1 or successor policies.</p> <p><b>Alt. B Version</b><br/> <b>C-IM10. U.S. Highway 101 Safety Corridor Improvements.</b> Issuance of Coastal Development Permits and other discretionary permits by the County for the U.S. Highway 101 Safety Corridor Improvement Project should support a strategy that treats all three main roads between Arcata and Eureka (U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue) as one system. The strategy would develop an overall multi-model improvement plan that phases improvements on a prioritized basis between the three roads.</p> <p><b>Alt. A Version</b><br/> <b>C-IM10. U.S. Highway 101 Safety Corridor Improvements.</b> Issuance of Coastal Development Permits and other discretionary permits by the County for the U.S. Highway 101 Safety Corridor Improvement Project shall support a multimodal strategy that treats all three main roads between Arcata and Eureka (U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue) as one system. The strategy would develop an overall multi-modal improvement plan that phases improvements on a prioritized basis between the three roads. Corridor improvements must not create adverse impacts to bicycle and pedestrian use without offsetting mitigations or enhancements consistent with Cal Trans Complete Streets Deputy Directive DD-64-R1 or successor policies.</p> |                 |
| <p><b>Board Discussion and Votes:</b></p>   |                 |

| CHAPTER 9 ECONOMIC DEVELOPMENT ELEMENT<br>Key Issue #  | Recommendations   |
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| <p><b>Planning Commission Version</b><br/> <b>ED-P6. Large Format Retail.</b> Require <u>discretionary review, including analysis</u> of the economic and workforce impacts, of large format “big box” commercial uses.</p> <p><b>Alternative A Version</b><br/> <b>ED-P6. Large Format Retail.</b> Large format “big box” commercial uses shall not be located in the unincorporated area.</p> <p><b>Alternative C Version</b><br/> <b>ED-P6. Large Format Retail.</b> Large format “big box” commercial uses, meeting established development standards, can be ministerially approved in designated commercial zones.</p> | <p><b>Staff supports the majority PC recommendation.</b></p> <p>Vote: Split Vote: four (4) supported Alternative B, two (2) supported Alternative A, and one (1) supported Alternative C</p> <p><b>PC COMMENTS: 2-10-11</b><br/> <b>The Chair</b> reminded the Commissioners that there are 3 alternative policies on this subject up for discussion or a vote on the preference.<br/> <b>Commissioner Nelson – I prefer C.</b><br/> <b>Commissioner Krebs – I prefer A.</b><br/> <b>Commissioner Faust – I prefer A also.</b> Alternative C does not require CEQA review or a discretionary permit. This option will send a county into a death trap of litigation. Without a CEQA review, the economic impacts, traffic, etc. would not be examined publicly.<br/> <b>Commissioner Disiere – not a CEQA process under C? I can't support C.</b><br/> <b>Commissioner Emad – could staff please define discretionary review? (a large format development would require a CUP – So if B were adopted, it would go to the PC).</b><br/> <b>Commissioner Nelson</b> questioned what a “Big Box” was and it was agreed that a “Big Box” constituted 50,000 square feet or more.<br/> <u>Straw vote</u><br/> <b>Commissioners Krebs and Faust supported Alternative A</b><br/> <b>Commissioners Emad, Disiere, Masten &amp; Gearheart supported Alternative B</b><br/> <b>Commissioner Nelson supported Alternative C</b></p> <p>Summary of Public Comments:<br/> No comments were received</p> |
| <p><b>Board Discussion and Votes:</b></p>  |   |



| CHAPTER 9 ECONOMIC DEVELOPMENT ELEMENT<br>Key Issue #  | Recommendations  |
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| <p><b>Planning Commission Version</b><br/> <b>ED-S2. Large Format Retail.</b> The County shall require discretionary review of large format <del>“big box” commercial</del> retail uses with a total building floor area; including multiple buildings, outdoor sale areas and storage, in excess of 50,000 square feet.</p> <p>NOTE: no Alternative A or C version for ED-S2 were considered by the Commission.</p> | <p><b>Staff supports the majority PC recommendation.</b></p> <p>Vote: Split Vote: four (4) supported Alternative B, and three (3) did not</p> <p><b>PC COMMENTS: 3-10-11</b><br/> <b>Commissioner Emad-</b> I’m concerned about what Jen Kalt said – If a big box developer leaves, what do we do? Is this the place to talk about this?<br/> <b>TH</b> – this is usually discussed during the discretionary permit – we can talk about it there.<br/> <b>Commissioner Faust</b> – only applies discretionary review for retail over 50,000 square feet – recall the Safeway that was just 50,000 square feet. You really need to look at the impacts for this type of development. I don’t know what the right number is? 10,000 square feet? It’s a mistake to think we are doing a developer a favor – the only one we are doing a favor are the attorneys that sue you.... Environmental review. It is in their interest to have the issues vetted. Don’t want to approve something of this size without looking at impacts.<br/> <b>TH</b> – discretionary review can be triggered if you are next to sensitive resources.<br/> <b>Commissioner Emad</b> – I’m uncomfortable with the arbitrary number – we should be able to look at all the issues.<br/> <b>Commissioner Masten</b> – in other places it gets kicked in for review If there are other issues. I’m not so concerned.<br/> <b>TH</b> – yes – 50,000 square feet is arbitrary – it is a standard to look at.<br/> <b>Commissioner Masten</b> – I’m okay with this.<br/> <u>Straw vote</u><br/> <b>Commissioners Kreb, Disiere, Gearheart and Masten</b> were in support<br/> <b>Commissioners Nelson, Emad and Faust</b> were not in support 4/3</p> <p>Summary of Public Comments:<br/> No comments were received</p> |
| <p><b>Board Discussion and Votes:</b></p>  |  |

| CHAPTER 9 ECONOMIC DEVELOPMENT ELEMENT<br>Key Issue #   | Recommendations  |
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| <p><b>Planning Commission Version</b><br/> <b>ED-IM7. Large Format Retail.</b> Develop guidelines for conducting economic and workforce impact analysis for “big box” commercial uses.</p> <p><b>Alternative A Version</b><br/> <b>ED-IM7. Large Format Retail.</b> Revise the Zoning Code to prohibit Large format “big box” commercial uses from locating in the unincorporated area.</p> <p><b>Alternative C Version</b><br/> <b>ED-IM7. Large Format Retail.</b> Adopt development standards for ministerial review of large format “big box” retail.</p> | <p><b>Staff supports the majority PC recommendation.</b></p> <p>Vote: Split Vote: four (4) supported Alternative B and three (3) supported Alternative C</p> <p><b>PC COMMENTS: 3-10-11</b><br/> <b>Commissioner Faust</b> stated that he would normally support Alternative A but will vote for B because it requires an economic review.<br/> <b>Commissioners Nelson, Masten and Disiere</b> support Alternative C<br/> <b>Commissioners Emad, Gearheart, Kreb, Faust</b> support Alternative B</p> <p>Summary of Public Comments:<br/> No comments were received</p> |
| <p><b>Board Discussion and Votes:</b></p>   |  |

**Policy abbreviations**

AG - Agricultural Resources  
BR - Biological Resources  
C - Circulation element  
CO - Conservation and Open Space  
CU - Cultural Resources  
E - Energy Element  
ED - Economic Development Element  
FR - Forest Resources  
IS - Infrastructure and Services Element

MR - Mineral Resources  
N - Noise Element  
PL - Public Lands  
RL - Rural Lands  
SR - Scenic Resources  
S - Safety Element  
T - Telecommunications  
UL - Urban Lands  
WR - Water Resources