

CITY OF BLUE LAKE

GENERAL PLAN

LAND USE

DOWNTOWN

CIRCULATION

HOUSING

1985 ~ 1986

BLUE LAKE GENERAL PLAN

LAND USE ELEMENT

DOWNTOWN ELEMENT

CIRCULATION ELEMENT

HOUSING ELEMENT

Adopted 11 February, 1986

Prepared By:

Lia A. Sullivan, Blue Lake City Planner
Sullivan Planning Associates

THE REVISED GENERAL PLAN WAS PREPARED WITH DIRECTION AND
ASSISTANCE FROM:

BLUE LAKE CITY COUNCIL

Bobbi Ricca, Mayor
Michael Bravo
Sungnome Madrone
Robin Rousseau
Lois Stone

PLANNING COMMISSION

David Glen, Chair
Ray Branscom
Susan Dunn
Dwight Harnden
Kit Mann

GENERAL PLAN CITIZENS' ADVISORY COMMITTEE

Nancy Huntzinger
Cynthia Krell
Joan Lucido
Patricia Mager
Janice Parke
Sherman Schapiro
Martin Schwartz
David Glen (Community Development Corporation)
Lois Stone (Council)
Sungnome Madrone (Council Alternate)
Kit Mann (Planning Commission)
Susan Dunn (Planning Commission Alternate)

ASSISTANCE

Ken Davlin, City Engineer
Adeline Jones, Planning Commission Secretary
Bruce Kemp, City Engineering Staff
Karen Nessler, City Clerk
Richard Platz, City Attorney
Don Raffaelli and the County Dept. of Public Works
Blue Lake City Staff

STUDENT INTERNS

Heidi Brown -- Maps
John Kiehl -- Plan Organization
Michael Richardson -- Environmental Documentation

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BLUE LAKE GENERAL PLAN

OVERVIEW

The **General Plan** is a comprehensive, long-range policy guide to provide efficient and desirable community development. The purpose of this plan is to present a positive, clear definition of the direction Blue Lake wants to take over the next twenty years; it is a plan developed and supported by the citizens of Blue Lake with the intent that it be implemented.

All General Plans, regardless of the location of the planning area, have certain characteristics:

1. **A General Plan should be long range** - The plan should be forward-looking and provide for the future needs of the community.
2. **A General Plan should be comprehensive** - The plan should recognize and define its relationship with all significant factors that affect the development of the community; physical, nonphysical, local, regional.
3. **A General Plan should be general** - The plan should focus on the main issues, and should avoid details that obscure or detract attention from the major policies and proposals.
4. **A General Plan should be flexible** - The plan should allow for change in light of new conditions.

The **General Plan** has five basic uses for the community of Blue Lake:

1. **POLICY DETERMINATION:** provides for the creation and implementation of a defined set of policies to govern future development and general physical design of the City.
2. **POLICY EFFECTUATION:** provides for the evaluation of specific projects relative to a defined framework of long-range City development.
3. **COMMUNICATION:** provides a vehicle for communicating the City's long-range policies to the public; encourages constructive debate and stimulates political action.
4. **CONVEYANCE OF ADVICE:** Allows the City Planning Commission, other advisory boards and staff to make recommendations to the City Council in a coherent, unified form, relative to the overall framework of future City development.

Overview

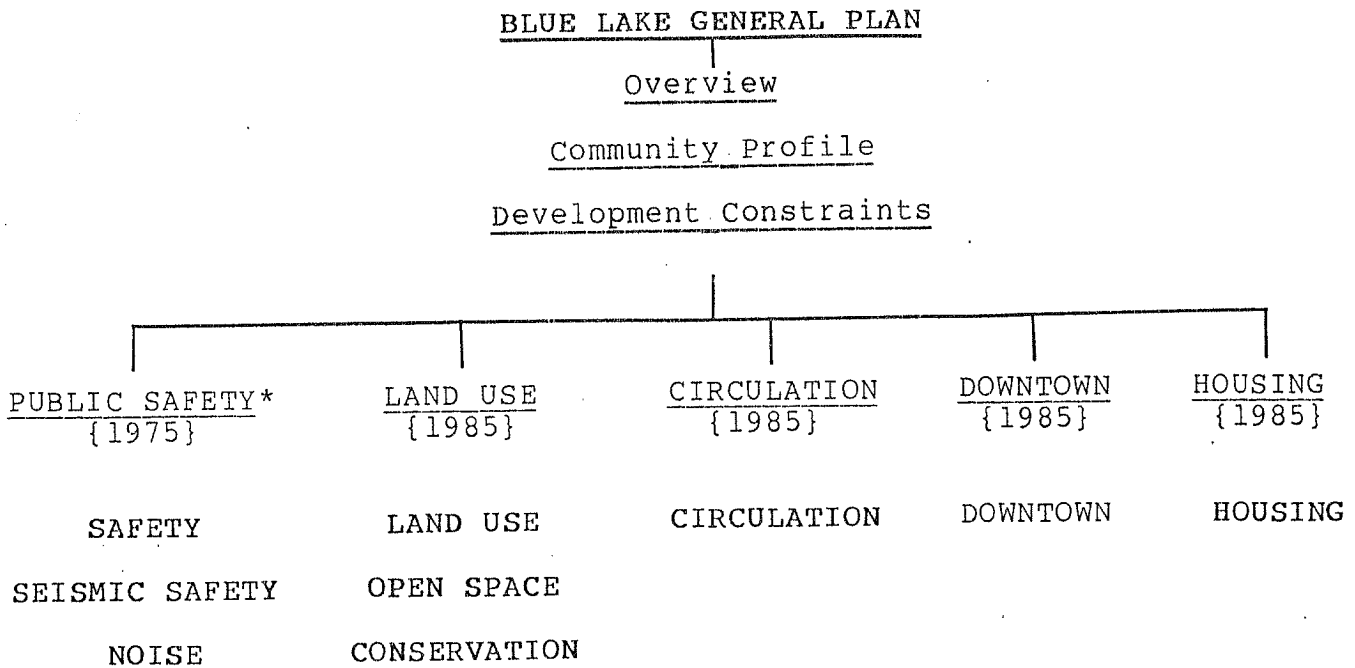
- 5. **EDUCATION:** facilitates the education of government officials, staff and the community regarding the physical, economic, social and environmental problems and opportunities of Blue Lake.

ORGANIZATION OF THE PLAN

Because of the overlap between the mandatory elements, and its unique characteristics, Blue Lake has arranged the General Plan as follows:

KEY:

- UNDERLINE = DOCUMENT TITLE, Introductory Sections
- BOLDFACE** = **MANDATORY ELEMENT**
- NORMAL TYPE = NON-MANDATORY ELEMENT
- {date} = Revision Date
- * = Under Separate Cover



COMMUNITY PROFILE

Community Description and Environmental Setting:

The City of Blue Lake is an incorporated city located in Humboldt County, eight miles inland from Humboldt Bay on State Highway 299. It is situated in the Mad River Valley; the Mad River borders the City on the south and west. Potential flooding along a portion of the city is controlled by a levee.

A historic lake, for which the City was named, no longer exists and is now a small freshwater marsh of about 3.5 acres on the southern side of the town. Dave Powers Creek runs from the northeast through the center of town to the south west. The lower creek channel remains dry in the summer but floods, to some degree, every winter. The Creek still supports native salmon and steelhead.

The lands surrounding Blue Lake are comprised of steep hillsides to the north and east, and more level, agricultural lands to the west and south. Many acres of surrounding hillsides are owned by a large timber company and are harvested for timber production; large areas have been clearcut in the past few years. Agricultural lands are used for some cattle grazing and intensive crop rotation.

Blue Lake is primarily a residential community; the downtown area has minimal commercial development and is in a deteriorated condition. A developing planned Industrial Park is expected to boost the City's economy.

Citizen Survey

A 1985 survey of Blue Lake residents, conducted with the assistance of Humboldt State University Geography Department, has generated information on the demographic characteristics and citizen priorities for Blue Lake's current activities and future policy directions. This information was used throughout the policy revision and development process and is reflected in the plan.

Community Characteristics

Blue Lake's resident population of 1243 persons increases slightly during the academic year.

In general characteristics, the population seems to mirror Humboldt County; it is a population growing older, on the average, and becoming better educated. The community is very stable; the average period of residence is almost nineteen years. Over 78% of the residents are homeowners.

Community Profile

Most residents rely on the private automobile for transportation. Residents travel at least to Arcata for most commercial and health services; nearly one-third, however, do use the supermarket in Glendale; this is one of the few commercial services (other than a local grocery store) near Blue Lake.

Community spirit ranks high in Blue Lake. Ninety-eight per cent of those surveyed stated that events such as "Annie and Mary Days," Blue Lake's annual event, were worthwhile; however, the community was divided on having more such events. In addition, more than one-third of the population attends at least one public meeting per year.

Respondents expressed strongest concern over the issues of **Economic Development, Circulation and Police Protection** and other municipal services.

The survey attempted to identify segments of the population concerned with specific issues. For instance, there appears to be a tendency for homeowners to be more concerned with the level of police services provided by the City.

Roads were of concern to City residents. There appeared to be a statistically significant correlation, however, between residents in the eastern portion of the City and dissatisfaction with the road system. The roads in this area are generally in better condition than in the rest of the residential portion of the City. However, this area also borders on Blue Lake Boulevard, the direct route for truck and commuter traffic associated with the lumber mill at Korbel. This nearby traffic may have given rise to many of the negative road-related responses.

Residents in central and western Blue Lake indicated a higher dissatisfaction with noise; noise was not considered a problem in two areas. Just under half of those surveyed in the westernmost portion of the City felt that noise needed more attention; this area included residences adjacent to the industrial park and the truck route.

There appeared to be a correlation between the income level group of \$6-15,000/year (27.8% of the population), the age group of 26-40 years old (40 % of the population) and those residents concerned with such environmental issues as water quality. It should also be noted that those with four years of college stood out as being the least satisfied with water quality.

Persons with more income, under 41 years of age, or who were property owners appeared to attend more meetings than other groups. In addition, "attenders" were more likely to be critical of police protection than non-attenders.

These correlations bear out the appearance at Blue Lake public meetings that college graduates who are under forty-one (often with young families), and who have purchased homes (i.e. settled)

in Blue Lake, are very concerned with water quality and other environmental issues and attend meetings fairly often to make their views known.

Such issues as environmental impacts and police protection concerns, as well as those issues affecting young (26-40) adults and property owners, appear to concern an active segment of the population and are therefore less likely to go unnoticed.

DEVELOPMENT CONSTRAINTS

The primary development constraints in Blue Lake include land availability, water and sewer capacity and flooding. These issues are addressed by policies designed to maximize development and minimize environmental impacts without exceeding the limits of these constraints.

Flooding - The 100 year flood zones are associated with Dave Powers Creek and the Mad River. The Mad River extends along the southwest boundary of the City and industrial area and the western boundary of the City. The Industrial Park is protected from flooding from the Mad River by a levee, designed to withstand a 100-year flood.

The western portion of the City is unprotected; a rip-rap embankment in this area separates the river from the City's wastewater treatment ponds. River action at the mouth of Dave's Creek, which enters the Mad River at the City's western boundary, appears to be causing damage to this embankment. The City has been working with the Army Corps of Engineers to correct this matter.

Dave's Creek flows through the center of the City, turning to form the northern boundary of the Blue Lake Industrial Park. City Flood Insurance Rate Maps indicate a flooding hazard along the creek south of the railroad track; this area is industrial to the south of the Creek, with residential, agricultural/open space and public facility land uses to the north.

Slope Stability - Slopes to the north of Blue Lake have low stability. This area lies across Blue Lake Boulevard from the City limit line. Mass movement is probable if these slopes are subjected to construction activity, timber removal, or moderate to intense shaking.

Slopes to the east, beyond Park Avenue and Blue Lake Boulevard, exhibit moderate stability; mass movement is possible if the existing stability is altered by construction activities, timber removal or intense shaking. Any development in this area is subject, by the County, to specific site investigation.

Both areas described above lie outside the City's corporate boundaries. However, slope failure would affect the City.

Seismic Activity - Blue Lake is subject to shaking hazards associated with the nearby Falor-Korbel fault zone; while recent activity has not been documented, this fault is assumed to be active.

An Alquist-Priolo Fault Hazard Zone has been identified to the south, across the Mad River from Blue Lake. No fault hazard areas have been identified within City limits; fault rupture does not appear to be a hazard within the City.

Development Constraints

Riparian Corridors - Riparian corridors include two tributaries of Dave Powers Creek, School Creek and the historic lake. The Creek bisects the central portion of the City and borders the industrial park, serving as a buffer for an adjacent residential area. The Creek is in relatively natural condition through the residential areas and Industrial Park; it is confined between retaining walls through the downtown (City Center) area.

The historic lake borders an agricultural area, near the south of the City. There is no developed access. The lake has been encroached by fill from a nearby service commercial site; future filling activities could result in flooding hazards to adjacent agricultural properties located outside corporate boundaries.

→ Access - Large lots in the western half of the City have remained undivided due to lack of internal access and limited frontage on public rights-of-way. This constraint will be removed as the circulation improves and this area is developed; this issues is addressed in the **Residential Land Use** section, and in the Circulation Element.

Wetlands

BLUE LAKE GENERAL PLAN - 1985



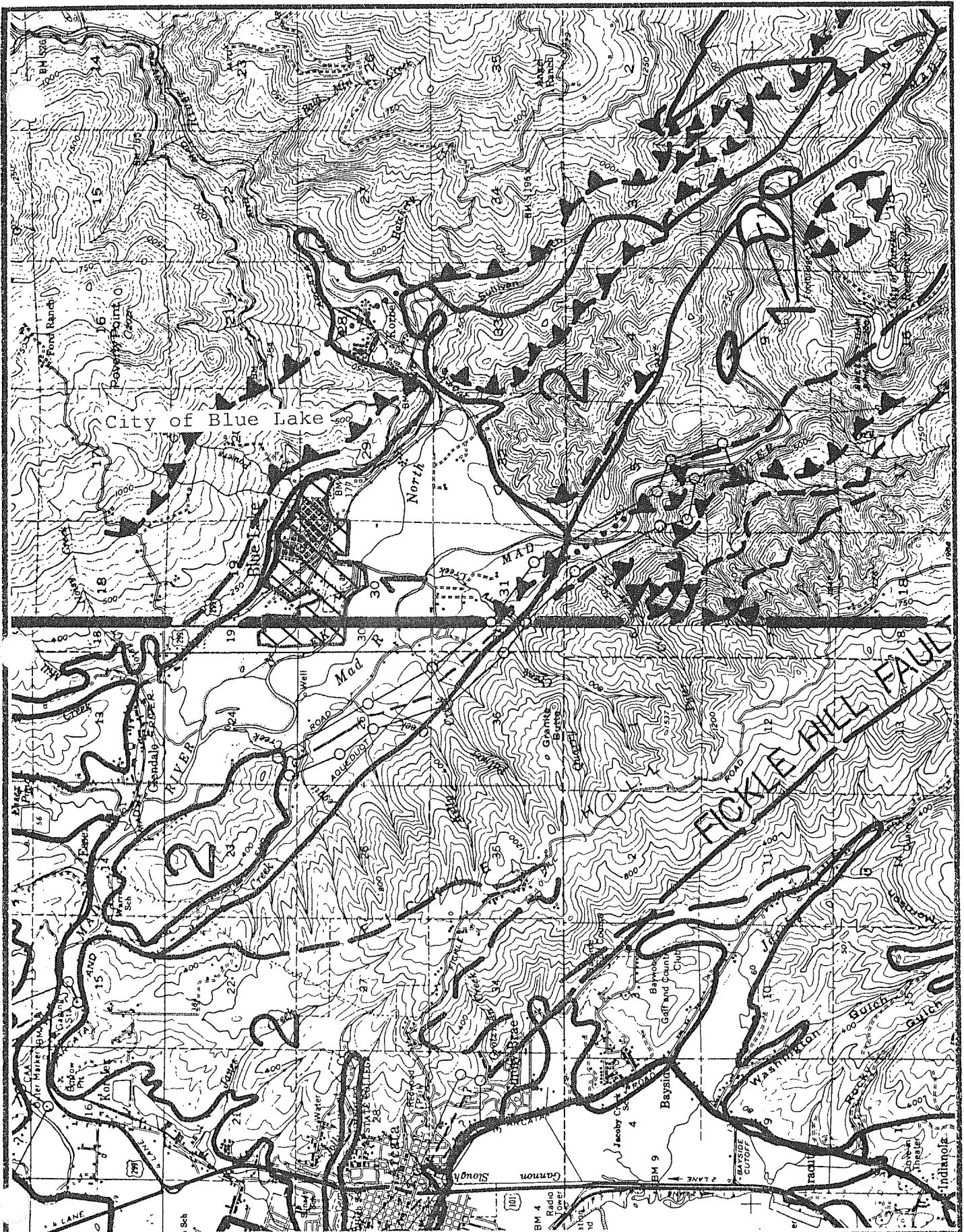
Flooding area within City Limits only shown
 Flooding Information: F.E.M.A.

HISTORICAL LAKE RIPARIAN AREA

ENVIRONMENTAL CONSTRAINTS: FLOODING

SOURCE: OSCAR LARSON & ASSOCIATES

HB



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Planning Associates





ENVIRONMENTAL CONSTRAINTS: GEOLOGIC HAZARDS

GENERAL PLAN GEOLOGIC MAP MAP 2 OF 5





SLOPE STABILITY

- 3 HIGH INSTABILITY
- 2 MODERATE INSTABILITY
- 1 LOW INSTABILITY

STABILITY BOUNDARIES

-  KNOWN
-  DASHED WHERE INFERRED
-  DOTTED WHERE CONCEALED
-  QUESTIONED WHERE UNCERTAIN

FAULT

-  KNOWN
-  DASHED WHERE INFERRED
-  DOTTED WHERE CONCEALED
-  QUESTIONED WHERE UNCERTAIN

 THRUST FAULT

 SHEAR ZONE

 *ALQUIST-PRIOLO SPECIAL STUDY ZONE BOUNDARY

*FOR SCHEMATIC PURPOSES ONLY.
SEE OFFICIAL MAP.

Humboldt County
Planning Department

0 inch 1

0 mile 1

INTRODUCTION TO THE LAND-USE ELEMENT

The Land Use Element presents a generalized picture of anticipated physical development and provides a plan for Blue Lake's present land use needs and future growth. It takes into consideration the social, economic and environmental characteristics of Blue Lake. Policies were created to make sure that land-use decisions are consistent with the plan; specific measures necessary to implement those policies are identified as well.

The City is concerned that growth, necessary for the vitality of the town, occurs while those qualities that make Blue lake a desirable place to live are retained. The policy development process centered around Blue Lake's primary concerns -- the rural character and economic condition, within the constraints of its existing physical environment.

The City is also concerned that the needs of the town as a whole be balanced with the rights of private property owners. To ensure this, land use policies were developed by a committee of Blue lake citizens and reflect a balance between individual property rights and orderly community development.

Blue Lake's rural character is defined by its location and natural surroundings, its sense of community, small town appearance and historical structures. Blue Lake's economic condition is defined by the available commercial services, job opportunities, the Industrial Park and by the service level and condition of public facilities and services.

Those issues considered basic to the rural character and economic condition of Blue Lake include:

- Density of residential and other land uses.
- Pattern of distribution of land uses within the city.
- Compatibility of different land uses; harmony among different land uses.
- Character of specific land use types and their contribution to the overall character.
- Contribution of the various land use types to Blue Lake's economic condition
- Amount of land allocated to each land use.
- Condition and capacity of public facilities necessary to support specific land-use types.

Introduction to the Land Use Element

Each land use in Blue Lake is considered relative to these primary concerns. Land use types are:

RESIDENTIAL

COMMERCIAL

INDUSTRIAL

AGRICULTURE

RECREATION/OPEN SPACE

PUBLIC/SEMI-PUBLIC FACILITIES

Each of these land use categories are discussed in the sections that follow.

The Goals and policies that define the general land-use and growth in Blue Lake are described in the General Issues section.

GENERAL ISSUES

The Goals and Policies in this section address land-use issues generally and provide the framework for the policies developed for specific land-use types. Throughout the Land Use Element, policies and implementation measures have been arranged to correspond to each goal. Lettered implementation measures are grouped together and follow the related goal and policies.

A. Character

GOAL: To retain the rural character of Blue Lake as an important quality and source of community identification.

POLICIES; Character;

POLICY 1. All new densities shall be considered with respect to the general density of the City and to the neighborhood concerned.

POLICY 2. Open spaces shall be equitably distributed throughout the City; these shall include existing parks, private and group open spaces in residential development, Dave Powers Creek, vegetation buffer zones between different land uses and common open space for clustered housing developments.

POLICY 3. Landscaping in private developments shall be required to ensure adequate open space on a site by site basis.

POLICY 4. Private developments should be designed to incorporate a maximum of open space area for private and/or public recreational opportunities and aesthetic values.

POLICY 5. Preservation of private open spaces associated with historic properties should be encouraged.

POLICY 6. The City should encourage development of property in accordance with the general density and rural character.

POLICY 7. Rehabilitation of existing residential and commercial structures shall be encouraged as a contributing factor to the City's character.

POLICY 8. The City shall encourage preservation of all historically significant properties.

POLICY 9. Congruous and compatible development shall be encouraged.

Implementation; Character;

- a. Increase minimum lot size to 6,000 sq. ft. and review and alter, as necessary, setback requirements.

General Goals and Policies

- b. The City should develop a system of incentives that will encourage property owners not to build out to the maximum degree possible.
- c. The City should investigate incentives for rehabilitation of existing residential and commercial structures.
- d. The City shall undertake to identify all historically significant properties.
- e. The City should investigate incentives for rehabilitation of historically significant properties.
- f. The City should investigate the development of a historic preservation ordinance.
- g. The Zoning Ordinance shall be reviewed to ensure the following: primary uses in any given zoning district shall be those allowable uses most compatible with adjacent uses including those in adjoining zoning districts. Allowable uses of potential incompatibility in adjoining zones shall be designated as Conditional Uses, subject to the public hearing process.

B. Utilities and Services

GOAL: To provide the basic city services in such a way as to assure a pleasant living and work environment in Blue lake.

POLICIES; Utilities and Services;

POLICY 1. The City shall make provision of the following services a priority:

- police protection
- fire protection
- water service
- sewer service
- public transit to Arcata
- garbage service
- maintenance of City property
- adequate circulation system (streets and trails)

POLICY 2. In budgeting for future improvements, the City should endeavor to implement public service projects which have the lowest long-term or lifetime costs. Proposed public works improvements with the City limits shall have priority over those outside the City.

POLICY 3. Solid waste, whether public or private, shall be properly collected, stored and transported to protect public health and safety and to ensure a clean community appearance.

- POLICY 4. The City shall not allow development which would exceed the City's sewage treatment capacity; nor shall the City knowingly allow development which could adversely affect water quality in the Mad River.
- POLICY 5. Infill development should be encouraged as the most efficient use of existing public utilities and services.
- POLICY 6. In approving development, the City shall be consistent in requiring street improvements, sidewalks, curbs, gutters, fire protection systems, utility undergrounding and other pertinent improvements.
- POLICY 7. The City shall provide adequate supply of good quality water to all current users; new users shall be accommodated without diminishing existing levels of service.
- POLICY 8. The City should provide water to users outside the City limits when determined to be in the best interests of the City.
- POLICY 9. The City should develop an integrated service policy with the Blue Lake Rancheria to guide decisions relating to roads, water and sewer lines and other pertinent matters affecting the two entities.
- POLICY 10. Large water users/dischargers shall be encouraged to use alternative discharge methods such as percolation ponds, where feasible, rather than the City sewage treatment system.
- POLICY 11. Fees shall be charged by the City for water and sewer system users; these fees shall be determined equitably, based on the entire system costs. Multiple uses of the same hookup shall be discouraged; single user systems shall be required.
- POLICY 12. Undergrounding of Utility lines shall, where feasible, be required for all new development.
- POLICY 13. The City should consider developing an alternative energy source such as a small in-line hydro system from Poverty Point Spring.

Implementation; Utilities and Services;

- a. The City Council should make the provision and maintenance of the priority services an annual funding priority (see Policy 1.)
- b. The City Council should make it a priority to evaluate the adequacy of the above services and the capacity for serving new development.

General Goals and Policies

- c. The City should develop an annual Capital Improvements program for major repair and replacement of public facilities. During the upcoming period, for instance, the City should consider construction of a new water tank and water line extensions on Taylor Way and Redwood Avenue.

Another capital improvement priority could be the reconstruction of the sewage collection system and addition of tertiary treatment capability to the the wastewater treatment plant.

- d. Standard improvement requirements for streets, sidewalks, curbs and gutters, traffic controls, parking, fire protection systems, undergrounding of utilities and other pertinent improvements should be reviewed for consistency with this policy.
- e. The City should encourage "neighborhood watch"-type programs to augment police protection.
- f. The City should consider developing a Solid Waste Ordinance to provide for the safe and efficient collection and disposal of waste material generated or disposed of within City limits and/or its environs. Special attention should be given to the safe transportation of industrial wastes.
- g. The City should establish a phased development plan to implement infill development.
- h. Pre-treatment of industrial waste water shall be required of large-volume users when in the best interest of the City.

C. Environmental Protection

GOAL: To promote and protect the quality of the natural and human environment in Blue Lake and its environs.

POLICIES; Environmental Protection;

POLICY 1. The City shall consider all development with respect to potential impacts on environmental quality.

POLICY 2. All development shall be designed and executed so as to avoid topography changes and unnecessary stripping of natural foliage. Where feasible, existing trees and terrain shall be preserved by fitting streets and building sites into the landscape with minimum disturbance of the land, its natural vegetation and creekways.

POLICY 3. Developers shall be encouraged to use existing natural vegetation and topographic features to provide required open space and landscaping.

POLICY 4. The City shall minimize the impacts of flooding, in areas designated by F.E.M.A. to be subject to flooding, by:

- A. Restricting or prohibiting uses which are dangerous to health, safety and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities;
- B. Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- C. Controlling the alteration of natural flood plains, stream channels, and natural protective barriers, which help accomodate or channel flood waters;
- D. Controlling filling, grading, dredging and other development which may increase flood damage; and
- E. Preventing or regulating the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas.

Implementation; Environmental Protection;

- a. All development proposals shall be subject to the environmental review process. Any given project shall not be approved unless it can be found to have no significant environmental impacts, or potential impacts can be mitigated to a level of insignificance as defined by CEQA and determined by City staff, or findings as to significant effects can be made in accordance with the CEQA Guidelines (as adopted by the City of Blue Lake).
- b. The City should review its CEQA Guidelines and develop and adopt a version appropriate for the City of Blue Lake.
- c. Those trees that have visual or recreational value to the community shall be considered community resource trees. The City should undertake to identify those trees considered to be a community resource and develop a plan for their protection;. The plans shall include provisions for Administrative and/or Planning Commission review.

General Goals and Policies

D. Sense of Community

GOAL: To encourage a sense of community and civic pride in Blue Lake.

POLICIES; Sense of Community;

POLICY 1. The City shall encourage Citizen participation in matters of community interest and concern.

POLICY 2. The City should promote neighborhood organization and involvement in improving local services, facilities and living conditions

Ranchera
POLICY 3: The western area of the City shall be encouraged to consider itself an integral part of the central Blue Lake community.

POLICY 4. Future annexations shall be staged to relate physically, socially and economically to the community of Blue lake.

Implementation; Sense of Community;

- a. The City Council should make an effort to include, in its annual budget, monies for involving the community in City policy development.
- b. The City should provide recreation facilities for all ages.
- c. Events to bring citizens together may be encouraged by means of:
 - City-sponsored events
 - hasnt been done yet* → - Brochures, for new resident, describing City services and ways to become involved in the community.
 - changes* - Public projects including city clean-up, city landscaping and street-tree planting, public building projects.
- d. A community program to keep yards, alleys and vacant properties clean and attractive should be initiated; the Parks and Recreation youth program could include city clean-up activities.
- e. The City should establish a beautification program. This should include strategies for making citizens aware of specific ways they can contribute to the beautification of the City.

- f. "Neighborhood watch"-type programs should be encouraged to promote citizen involvement and a sense of neighborhood, as well as reducing the impact of limited police services.
- g. Any changes to circulation systems in Blue Lake shall consider how the western area of the City is affected, with respect to its identity as an integral part of the central Blue Lake community.
- h. An urban limit line shall be established to identify priority areas for urban development and possible future annexation.

E. Economic Activity

GOAL: Develop a healthy level of economic activity for Blue Lake

POLICIES; Economic Activity;

POLICY 1. The City shall encourage development of job opportunities.

POLICY 2. The City shall encourage sufficient commercial services to meet local needs.

POLICY 3. The City shall promote home businesses where consistent with the character of the neighborhood.

Implementation; Economic Activity;

- a. The City should develop a plan for the revitalization of Blue Lake's downtown area.
- b. The City should make City funds available to local development corporations or similar organizations to promote economic activity in Blue Lake.
- c. The City should seek funds to promote economic activity in Blue Lake.
- d. The City shall revise existing regulations to allow a more flexible range of home businesses.

RESIDENTIAL LAND USE

Existing Conditions

Residential land use in Blue Lake is characterized by a predominance of single family residences. This single family character is furthered by three mobile home parks and individual mobile homes/"manufactured housing" located throughout the City. Mobile and pre-manufactured homes in the two of the parks are located on single family lots; the lots were designed for future development with conventional site-built single family residence structures.

Residential use is concentrated north of and distributed throughout the downtown area. The minimum lot size, to date, has been 5,000 square feet, resulting in relatively small lots in the more densely populated eastern and central portions of the city. Lots in areas of varied topography or along Dave Powers Creek tend to be larger and emphasize Blue Lake's natural setting and rural character of the City.

The northwestern section of Blue Lake is less densely populated; most of the approximately 35 acres of vacant residentially designated land is located in north and west Blue Lake. Subdivision of the larger lots, while encouraged by the existing land-use designation, has been limited due to the absence of an internal circulation system and lack of the required frontage on a public right-of-way.

Nearly one third of all housing units in Blue Lake were constructed prior to 1940. Rehabilitation measures necessary to preserve older dwellings are important; these structures have cultural and historic values and provide needed housing options for the community. A State-funded residential rehabilitation program providing low-interest loans was implemented in 1984/85; approximately twenty homeowners and landlords have taken advantage of this program.

There is a significant demand for rental housing in Blue Lake. An effect of the rental housing demand is the conversion of commercial structures and large older homes into apartments.

The rental housing demand is compounded by the need for student housing. Unmet student housing needs in the Arcata-McKinleyville area continues to impact Blue Lake's housing market. Blue Lake's student housing needs are created by two sources: Blue Lake is seen as a desirable living area by Humboldt State University (Arcata) students; the Dell'Arte School of Physical Theatre annually generates housing needs for approximately 24 students.

Desired Conditions

residential development will take place within the existing City limits and residentially designated areas. Annexation occurs in

Residential Goals and Policies

an orderly manner which does not overextend or otherwise adversely impact City services.

A variety of types of dwelling units will be available with adequate open space provided either for individual dwelling units or as common open space. Every dwelling unit will have a minimum of private open space area.

Provisions for housing for low, moderate and fixed income residents will be made to blend into the community and to become an integral part of the community. Mobile homes are located in areas which provide site development features and amenities to allow such structures to be consistent with Blue Lake's residential character.

New development accentuates the rural setting and community character of Blue Lake and occurs with minimum disturbance of the land.

GOALS and POLICIES

A. Character, Compatibility, Environmental Quality

- GOAL: To assure adequate housing for all segments of the community, while maintaining the quality living environment and rural character of Blue Lake.

POLICIES; Character, Compatibility, Environmental Quality

- * POLICY 1. All new residential development shall be consistent with the character of the city and blend with existing development.
- * POLICY 2. The existing emphasis on the single family dwelling unit remains municipal policy in Blue Lake.
- * POLICY 3. Residential Areas shall be kept free from incompatible or inharmonious uses. Special consideration shall be given to compatibility of adjoining land uses whenever Zoning Map changes involving or adjacent to a residential district are proposed.

Implementation; Character, Compatibility, Environmental Quality

- a. The City shall create a buffer zone along Dave Power's Creek, in the area of the industrial park, to protect the residential uses in that area.
- b. The City shall reevaluate the PDR zone to determine if allowable uses are compatible with the purpose of the zone and proposed PDR areas in the City.

Residential Goals and Policies

- c. The purpose of the Design Review section of the Zoning Ordinance is to conform to POLICY 1. To facilitate residential development, the City should consider revising the Zoning Ordinance to provide for some administrative design review approval.
- d. Plans to expand or improve public facilities located in residential areas should be subject to the Design Review process to ensure compatibility.

B. Siting, Density

GOAL: To assure that development is designed to maximize those amenities that support a quality living environment: these include sunshine, air, privacy, view, open space and landscaped and natural vegetation.

POLICIES; Siting, Density

POLICY 1. All types of dwelling units shall be carefully placed on their sites so as to provide adequate useable outdoor living area. Building sites shall be considered with respect to the location of other buildings, streets, terrain, and to other elements of the environment to create interesting and harmonious spaces.

POLICY 2. The City should, in approving residential development, require sufficient area to allow for open space for each dwelling unit consistent with quality of the rural setting of Blue Lake.

POLICY 3. Planned Unit Development, clustering, and other innovative development design techniques shall be encouraged to maximize open space and allow flexibility in design.

Implementation; Siting, Density

- a. The City should review zoning requirements regulating setbacks, yards, open space and lot coverage limits for consistency with this policy.
- b. The City should revise the Zoning Ordinance to increase the minimum lot size to 6,000 square feet.
- c. The City should develop a system of density bonuses for developers as an incentive to provide open space or other amenities in excess of required performance standards.
- d. The City should maintain the Residential Estate (R-1-10) zone in those areas where larger lot sizes are more appropriate due to topography or other features.

Residential Goals and Policies

- e. The City should revise the zoning Ordinance to specify open space requirements for residential uses in non-residential zoning districts.

C. Special Need Groups

GOAL: To provide adequate housing for persons of low and moderate income, the elderly, handicapped persons and students.

POLICIES; Special Need Groups

POLICY 1. The housing needs of elderly, seasonally employed heads of households, handicapped and students have a high priority in public subsidized housing which may in the future be constructed in Blue Lake.

POLICY 2. The City should encourage the use of private initiative and public programs to provide housing for low and moderate income families.

POLICY 3. Provisions for access for the handicapped shall be considered in all new or rehabilitated residential development, particularly for multiple family dwellings.

POLICY 4. Mobile homes and pre-manufactured housing shall continue to be considered compatible on all lots zoned "PDR" Planned Development Residential and incompatible with other residential districts.

Implementation; Special Need Groups

- a. The City should investigate the potential for supplying subsidized housing by working with state and federal agencies.
- b. The City shall review its applicable ordinances for conformance to State requirements regarding the handicapped. Provisions for access for the handicapped shall be considered for all new development.

D. Parking, Energy

GOAL: To promote safe, convenient and cost effective living.

POLICIES; Parking, Energy

POLICY 1. The provision of energy conserving measures and materials shall be encouraged for all new residential development.

POLICY 2. Adequate off-street parking shall be a requirement for all new residential development.

Implementation; Parking, Energy

- a. The City should review State requirements for energy efficient construction and adopt appropriate sections.
- b. The City should pursue formation of a parking district in areas of the City with mixed residential and commercial uses.

*Draft D. Town
Parking Plan
2006.*

CITY OF BLUE LAKE GENERAL PLAN

COMMERCIAL LAND USE

This section addresses commercial activity in Blue Lake including retail businesses, visitor services, and other commercial land uses. Most of Blue Lake's commercial properties are located in the City Center (downtown area). Residents and officials have expressed great concern for improving the City Center and have developed a set of goals and policies to that end.

Retail stores occupy a substantial portion of the commercial land in most communities. Such trade outlets provide goods for local consumers as well as for people who are visiting or traveling through. The demand for retail businesses is largely determined by the population and income levels of the community and surrounding trade area, and by the amount and type of visitors from outside the area. Blue Lake's existing commercial climate is discussed in the following section.

Existing Conditions

Blue Lake's population is small (1,135) and the income level is low to moderate. According to 2000 Census data, the median family income is \$37,500. This figure is slightly less than Humboldt County's median family income (\$39,370) and 71% of the statewide median.

The area surrounding Blue Lake is largely rural and sparsely populated. Although Blue Lake's natural surroundings and picturesque small-town atmosphere are attractive to visitors, Blue Lake has few visitor-serving facilities and receives little visitor traffic. Events and facilities that do draw visitors include the Dell'Arte School of Physical Theatre performances (especially the annual Mad River Festival), the Blue Lake Museum, a local restaurant, a spa with overnight accommodations, and Annie & Mary Day. These events primarily draw Humboldt County visitors and only the restaurant and spa serve to generate regular commercial activity. The Mad River Fish Hatchery, while not actually located in Blue Lake, draws many visitors who often travel through Blue Lake to get there. Salmon and steelhead fishing along the Mad River Levee provides a seasonal attraction. The Blue Lake Rancheria Tribe, an integral part of the Blue Lake community, opened the Blue Lake Casino in 2002. While not a part of the City of Blue Lake, the casino draws many North Coast residents to town.

Most commercial and shopping trips require travel to Arcata or Eureka. The nearest grocery store is a small supermarket (Murphy's Market) approximately two miles away. The nearest bank is in Arcata, at least five miles away.

Other existing commercial and professional services include antique shops, used truck store, brewery, a woodshop, blacksmith, glassblowers, and numerous home businesses (bookkeeping, insurance, etc.). Several home crafts and art studios exist as conditional and non-conforming uses; these add to the local commercial activity by studio sales that attract visitors. A laundromat/video store/office/apartment complex and a gas station are located along Blue Lake Boulevard.

Downtown

The City Center concept was developed by the 1985 Citizens Advisory Committee to describe the area including those features that are most centrally located and integral to the Blue Lake's identity. In physical terms, the City Center is approximately five blocks long and three wide, extended to include the historic lake site and Perigot Park. Much of the City Center can be seen from the museum. The museum building originally housed the Blue Lake Railroad Station and represented a central point in historic Blue Lake.

Functionally, the City Center is defined by commercial structures, public buildings and facilities, and the location of the main route through downtown. Public facilities in the area include City Hall, Fire Department headquarters, the Post Office, and Perigot Park. Dave Powers Creek also runs through the middle of the City Center.

Conceptually, the downtown area is culturally and socially central to Blue Lake. It is a convenient walk from most points in town. Its aesthetic character is reminiscent of a turn-of-the-century rural town. Nearly seventy buildings in Blue Lake have been informally recognized as historically significant, and at least twenty of these are located in the City Center. A set of design guidelines has been developed for the City Center in an effort to preserve the area's historic uniqueness and to promote new construction compatible with the working-class character of the town.

Issues

Blue Lake's poor commercial climate is largely a result of low commercial activity within the City Center. A number of downtown commercial buildings are vacant and/or in disrepair, or are being used as rental residences. Due to current market preferences, landowners have been more interested in rehabilitating existing commercial structures into housing, or developing new housing, than in new commercial development. When commercial services are lost in Blue Lake, they are hard to replace. The 1980 General Plan attempted to stimulate commercial potential by designating areas, primarily residential, for commercial use. At that time, less than 24% of commercial-designated properties were actually used for commercial purposes.

Downtown

The City Center lacks unifying visual elements, other than historic structures. Available open spaces are unidentified and under-utilized. Sections of the City Center are in need of street and pedestrian improvements. There is also a lack of convenient pedestrian routes connecting the downtown area with other parts of the City, such as Blue Lake Boulevard, where additional commercial services are located.

Other factors contributing to the area's degraded appearance include absentee landlords, lack of incentives to improve property, and a poor economic climate. In general, Blue Lake's City Center lacks the busy commercial atmosphere and pedestrian activity that impart the feeling of a downtown.

Circulation:

City streets in the downtown area are wide (some 60' wide) with standard travel lanes, street parking, sidewalks, curb and gutter. Most parts of town have a circulation pattern intersecting at one of the intersections in the City Center. These intersections can consist of the meeting of more than two streets. Two separate truck routes have been designated through portions of the City Center, primarily for resource production-related traffic from areas outside of the City. The City Center lacks delineated bicycle routes. Pedestrian sidewalks are only partially developed along First Avenue, H Street, Railroad Avenue, and other areas around the City Center.

There is an opportunity to provide improvements in and around the City Center that are more conducive to community use with a lesser emphasis on automobiles. A conceptual design plan was developed as part of the Community Visioning process (SHN Report, 1999) describing some of the improvement opportunities available to the City. These include intersection bulb-outs, surface treatments, street landscaping and other traffic calming techniques.

Historically some streets have been closed for the annual, one-day Annie & Mary Day festival. Additionally, a portion of H Street has been annually closed to vehicular traffic for up to six weeks for Dell'Arte's Mad River Festival. The street right-of-way has been used for performances and community activities with picnic tables, benches and container landscaping. This has not been a problem due to minimal vehicular use of H Street year-round. In recent years, residents have expressed greater interest in temporarily closing portions of downtown streets for special events.

Parking:

Parking is an issue in the City Center because most downtown lots do not have enough space to provide the required off-street parking for residents or customers. This can prevent existing buildings from being used for commercial purposes, or prevent the addition of residential units to the upstairs or back portions of commercial structures. Some commercial property owners have expressed a concern that off-street parking requirements have prevented development of businesses in Blue Lake.

In the past, parking-in-lieu fees or assessment districts have been proposed as a solution to the lack of space available to meet off-street parking requirements. Currently there is some support for reducing or eliminating off-street parking requirements and, as part of the circulation improvements noted above, maximizing available on-street parking. Without parking lots for businesses, however, it must be noted that many customers would need to either use alternative transportation or walk several blocks to reach their destination. Reducing off-street parking requirements may boost commercial activity by making it easier for businesses to locate downtown, but could lead to future parking shortages if the City Center becomes a popular attraction.

Nevertheless, recent trends in similar communities suggest that commercial activity can be increased by implementing alternatives that reduce reliance on the automobile. Greater emphasis on pedestrian facilities tends to encourage greater community use of downtown areas. For commercial uses in Blue Lake's City Center, it is therefore proposed to reduce or eliminate off-street parking requirements for (1) existing developed, historic designated structures, and (2) new

or existing development that provides public open space consistent with community desires. Also, non-conflicting commercial and residential uses should be allowed to share available off-street parking as a means of reducing strict parking requirements.

Desired Conditions

The desired conditions listed here are derived from a series of community visioning sessions that were held in Blue Lake with City residents. Blue Lake's residential community is dedicated to finding a balance between growth and preservation of a clean, healthy small-town atmosphere. The town is active and thriving, with a beautifully landscaped town square as the hub of business and community life. Circulation systems are designed to benefit pedestrians and bicycles; people are walking, hiking, and biking everywhere. Small downtown businesses provide a full range of goods and services as well as specialty shops, and are well supported by the local population.

Blue Lake continues to be known for its theatre arts. In the evenings, both local residents and visitors can be seen walking from the popular restaurants in town to Dell'Arte for an evening performance, then capping off the night with ice cream at the local coffee shop or dancing at the nearby pub. There are plenty of accommodations, compatible with the town's historic character, to serve visitors who come to enjoy Blue Lake's attractions.

The Industrial Park has innovative, progressive smaller businesses offering local employment at family wages. There is a variety of businesses including manufacturing, corporate headquarters, artisan shops and woodworking. Heavy commercial and industrial uses are separated from lighter commercial uses, which are found in the City Center and other parts of town where appropriate.

There is a commitment to sustainable living and environmentally sustainable business practices. Entrepreneurs proposing enterprise development that is compatible with the long-term community vision are supported and encouraged by City government.

Downtown

The City Center is the hub of Blue Lake, drawing visitors by foot, bicycle, bus and car. There is much for both residents and visitors to do; the museum, parks, trails, wildlife and recreation areas (creek, river and old lake if it proves feasible) are convenient to pedestrians. Visitor services are available.

The City Center is landscaped with trees and planter boxes, and has street furniture in appropriate areas. Open spaces are well connected and maintained. Traffic is calmed with pedestrian friendly bulb-outs. The streets and sidewalks are in good repair, encouraging pedestrian, wheelchair, stroller and bicycle use. Parking facilities for cars and bicycles are conveniently located.

Commercial and residential activity mix comfortably in the neat, attractive surroundings. City Center businesses provide essential and leisure services to residents and visitors. Parks and other designated open spaces provide areas for outdoor enjoyment. The historic buildings are

sensitively restored and well-maintained according to the historic restoration guidelines. New development is consistent with the historic elements of the City Center.

There is a sense of continuity throughout the area. Directional signs, as well as those on businesses, seem consistent with the overall character. The design and placement of lighting fixtures, trash receptacles, occasional planters, benches and other "street furniture" create the appearance of a defined, internally cohesive district of the City.

Downtown Revitalization

The success of any plan to revitalize the City Center area is dependent upon the cooperation and support of property and business owners, as well as continual use of City Center services by Blue Lake residents and visitors. As a first step, the City should determine what downtown property and business owners perceive as the obstacles to revitalization; then, strategies should be developed in cooperation with these property and business owners.

Other suggestions to bring about community involvement were developed by the Citizens Advisory Committee (1985). These included promoting efforts to bring visitors to Blue Lake, such as improving swimming potential in the Mad River; and informing local news outlets of policy planning and development efforts in the City Center.

The Blue Lake Community Visioning and Strategic Plan (1997), a community-driven process, resulted in the following suggestions for downtown revitalization:

- Restore Dave Powers Creek and develop a creek-side park.
- Plug the leaks in local consumption by encouraging the creation of a Blue Lake General Store.
- Promote increased sales of locally made goods by helping local artisans market and sell their products.
- Village Green 2000: a proposal to permanently close a one-block portion of H Street to create a public green downtown.

In the Fall of 1998, two design "charrette" workshops were held involving the Blue Lake Downtown Revitalization Group, other interested community members, and area design professionals to contribute to the process of designing downtown improvements. The resulting document (SHN Report, 1999) included (but was not limited to) the following suggestions:

- Create a planting strip along Railroad Avenue with a combination of trees and historic lighting, while retaining street parking and both lanes of travel.
- Turn Railroad Avenue between G and H Streets into a one-way road, eastbound, in order to add diagonal parking and increase the parking availability downtown.

- Create "bulb-outs" on H Street between First Avenue and Railroad Avenue to increase the area for pedestrian use while still allowing two-way traffic. Also add diagonal parking, landscaping and street furniture in this area.

The most recent example of community involvement in the City Center was an update of the 1997 Blue Lake Community Visioning and Strategic Plan, conducted in the summer of 2002. The intent of the update was to understand the goals and accomplishments of the original plan and identify the next steps in community revitalization. The updated plan confirmed that the main goals of the original plan are still important to Blue Lake residents and that some headway had been made in achieving those goals, evidenced by the following:

- A trails committee meets regularly and is planning improvements. Support has been voiced for developing a park-like corridor along the creek from the Post Office to the Emporium.
- A general store was opened in Blue Lake but it did not prove to be financially viable and closed down. Stardough's and Chumayo Spa are both new businesses that meet some of the community needs identified in the plan.
- Helping local artisans to market and sell their products continues to be a priority and securing phantom gallery space for this purpose remains a goal.
- The creation of a Village Green continues to move forward and has been refined by the 1999 SHN Report (see above). Further suggestions included the creation of a formalized City Center plan which would contain open space, a plaza, complete sidewalks, a bus stop, and possibly rerouting utilities underground.

Two other themes pertinent to the City Center arose out of the Community Visioning and Strategic Plan update: (1) improvement of relations between the Blue Lake City government, community members and local landowners/developers, and (2) the creation of clear guidelines for business development in the City Center such as codes, parking, signs, etc.

The suggestions derived from these four community forums (1985 Citizens Advisory Committee, 1997 and 2002 Community Vision and Strategic Plan Update, and 1998 Blue Lake Downtown Revitalization Group workshops) remain pertinent today.

GOALS AND POLICIES

A. Location of Commercial Uses

GOAL: To encourage commercial development that will contribute to a diversified economic base and be compatible with the community and adjacent land uses.

POLICIES: Location of Commercial Uses

- POLICY 1. Retail, light service commercial, heavy commercial/manufacturing and mixed-use commercial uses shall be located with respect to their compatibility with each other and adjacent uses.
- POLICY 2. Residential use of structures in commercial districts shall not detract from the commercial character of the street area.
- POLICY 3. The City is against typical highway development of the Highway 299/Blue Lake Boulevard Interchange area, and instead supports limited commercial development consistent with the Mixed Use land use designation.
- POLICY 4. Adequate circulation systems for all modes of transportation shall be accounted for in conjunction with commercial development.

Implementation: Location of Commercial Uses

- a. Commercial land use shall include three zoning designations: Retail Commercial, Service Commercial, and Mixed Use. Limited commercial use shall also be allowed in the Industrial and Light Industrial zones when compatible with surrounding uses.
- b. Commercial uses in the Retail Commercial zone should be located on the street floor and/or in the portion of the building fronting on the street. Any allowable residential uses should be located above or behind commercial uses.
- c. Other specified non-commercial uses in commercial-zoned areas shall only be allowed to the extent that they do not adversely impact commercial uses.
- d. The City shall support development along the Highway 299/Blue Lake Boulevard Interchange that is consistent with the MU zone and the MU Design Guidelines and which does not detract from the development of the City Center.
- e. The City should continue to encourage the development of pedestrian friendly commercial businesses, focusing on sidewalks and bike access as well as adequate vehicular access and parking.
- f. Performance standards shall be added to the Zoning Ordinance to ensure the compatibility of uses principally and conditionally permitted in commercial areas.

B. Developing Tourism

GOAL: The City shall encourage tourism in a manner that enhances the rural character of Blue Lake.

POLICIES: Developing Tourism

- POLICY 1. The City shall encourage community events of interest to visitors.
- POLICY 2. The City should take advantage of its distinctive characteristics as the “last service area for 34 miles” and encourage visitors to come into the City.
- POLICY 3. The City should promote the development and use of those aspects of Blue Lake and its environs that are potentially of interest to residents and visitors. These include but are not limited to:
- recreation opportunities
 - historic structures
 - small-town atmosphere
 - historic lake, natural and rural setting
 - cultural activities: Blue Lake Museum, Dell’Arte School of Physical Theatre
 - accessibility to pedestrians; walking tours
 - local artisans, locally made products
 - leisure activities
- POLICY 4. The City should encourage development of visitor-serving facilities consistent with the rural character of Blue Lake, and those facilities should be located in or near the City Center whenever possible.

Implementation: Developing Tourism

- a. The City should encourage citizen/business groups and local businesses to coordinate and participate in community events. These same groups should develop brochures, displays and other materials featuring the above attractions.
- b. The City should request CalTrans to provide a sign on Highway 299 indicating special features of Blue Lake; these could include access to the Mad River for fishing and recreation, the Blue Lake Museum, or the Dell’Arte School of Physical Theatre.
- c. The City should research and pursue grants that would support the restoration of Dave Powers Creek and the historic lake as well as funding sources for historic preservation and City revitalization.
- d. The City should encourage rehabilitation of historically designated structures as visitor-serving facilities including accommodations, commercial uses, or other visitor attractions.

C. City Center

GOAL: To provide the community and surrounding area with a viable and attractive City Center that will serve as a cultural hub and draw visitors as well as the business of local citizens to downtown Blue Lake.

POLICIES: City Center

POLICY 1. The City should encourage the upgrading of the City Center area.

POLICY 2. Development of new commercial areas in Blue Lake shall not detract from the City Center.

POLICY 3. Circulation patterns shall encourage easy access to and within the City Center for all modes of transportation.

POLICY 4. The City shall work to eliminate obstacles to the development of commercial facilities in the City Center.

POLICY 5. The City should pursue historical district designation of the City Center and adjacent areas; any proposed historical district shall include as much of the City Center as qualifies for such designation.

POLICY 6. The City should encourage cultural activities in the City Center, as well as the development of facilities for such activities.

Implementation: City Center

- a. The City should develop and implement the downtown revitalization measures developed through the community forums discussed in this section of the General Plan.
- b. Commercial uses compatible with the zone but proposed outside of the downtown area should be evaluated for impact to the City Center.
- c. The zoning designation of the City Center area shall be expanded or revised to provide appropriate boundaries with surrounding land uses and an opportunity for expansion of limited commercial or visitor-serving facilities.
- d. Portions of the City Center should be designated with an historic district overlay in accordance with the City's Historic Ordinance.
- e. The City will assist with business and community group efforts to obtain funding and to implement strategies consistent with this section of the General Plan.

D. Appearance and Accessibility

GOAL: To improve the appearance and accessibility of the City Center.

POLICIES: Appearance and Accessibility

POLICY 1. The City should create incentives for the rehabilitation of buildings in and around the City Center area that lend to increasing the attractiveness of the area.

POLICY 2. The City shall promote an orderly, cohesive appearance in the City Center, consistent with the historical small town character of downtown Blue Lake.

POLICY 3. The City Center area should be made accessible with connecting pathways, trails and coordination of activities at Perigot Park, Prasch Hall, Dave Powers Creek, the Industrial Park, Levee Trail and other open space areas.

POLICY 4. The City shall consider redesign of circulation and streets to maximize the potential for street parking to serve the City Center.

Implementation: Appearance and Accessibility

- a. The City should pursue funding for low interest loan programs for the rehabilitation of buildings in and around the City Center area that lend to increasing the attractiveness of the area. The City should consider the services of a qualified historical consultant to identify options for pursuing historical rehabilitation incentives.
- b. The City should attempt to obtain funding in order to expand the existing rehabilitation program to include commercial structures.
- c. The City shall develop architectural design, street furniture, and signage standards for the City Center.
- d. The City shall attempt to obtain funding in order to implement the SHN Report (1999) or alternative plan for parking and street improvements to provide a cohesive appearance in the City Center. Elements to be considered include, but are not limited to the design, scale, and location of parking, landscaping, screening, street furniture, lighting, pedestrian paths and City signs.
- e. The City shall consider amending the Zoning Ordinance to reduce or eliminate the off-street parking requirement of existing commercial structures and of new commercial development that provides public open space consistent with community desires
- f. The City should pursue the conversion of the railroad right-of-way into a trail system consistent with the City's Trails Plan.

E. Multi-Use Development

GOAL: To promote the economic well-being of the City Center and other commercial areas through an appropriate mixture of commercial, residential and public uses.

POLICIES: Multi-Use Development

POLICY 1. Residential uses allowed in commercial areas shall be located and operated in a manner that does not detract from the commercial activities or character of the area. Such uses shall be located on the second story or in the portion of the structure away from the street or main entrance.

POLICY 2. The City should encourage incidental residential use of portions of commercial structures when other City requirements can be met on-site.

POLICY 3. Public use areas and other open space areas shall be encouraged on private lands when appropriate measures of long-term maintenance and upkeep have been provided.

POLICY 4. The City shall promote a broad range of appropriate principally permitted and conditionally permitted uses in the City Center.

Implementation: Multi-Use Development

- a. Requirements for combined commercial/residential uses in the City Center shall be described in the Zoning Ordinance in a manner that simplifies the review process and at the same time assures that the use(s) of the property does not exceed that suitable for the size and location of the property.
- b. Existing multi-family properties in the designated City Center area, as of the date of this revision, shall not be considered non-conforming for purposes of rebuilding the same number of units and bedrooms if destroyed by fire as long as other City requirements can be met.
- c. Regulations for the Retail Commercial zone should be expanded to allow a greater range of uses.

GENERAL PLAN UPDATE INDUSTRIAL LAND USE

Existing Conditions

Historically, the timber industry was the economic mainstay of Blue Lake. During the past 30 years, the industry has diminished drastically, significantly reducing employment opportunities and City revenues. In 1980, just after the last General Plan revision, the City began plans for an Industrial Park.

The Industrial Park originally included all industrial designated land within City limits-- approximately 60-acres (approximately 12.5-acres are not developable). Part of the land was City-owned. Approximately 44 acres of privately owned land, outside the City, was given an industrial land-used designation and later annexed to the City in 1984. This area included part of the Mad River and is partially used by a trucking firm and for gravel extraction/stockpiling. Although not included in the Industrial Park, the current owner intends the property for future industrial development.

Until 1979, the Macintosh Mill was located in the central portion of the area that is now the Industrial Park. The Mill had been sawing and storing logs since 1950 and provided Blue Lake residents with jobs and an undeniable presence. Mill facilities were subsequently removed, including a railroad spur that was used extensively for rail transportation of lumber. Since the closure, retail activities have diminished in the downtown area.

The Industrial Park includes a portion of Powers Creek, open space buffer areas and the Mad River Levee. The Park makes up approximately 15 percent of total city area, or over half of industrially designated land. Including areas not in the Industrial Park, but adjacent to it, approximately 28 percent of City land area is designated for industrial use.

An EIR was prepared that identified several phases of development. Phases were originally based on areas of the Park targeted for initial development and roughly correspond to the distance from Hatchery Road and the extent of necessary infrastructure needed. Initial improvements for the first phase included basic clearing and grading, road improvements, construction of water and sewer systems and drainage facilities. Expansion for utilities/services will be necessary to further develop the entire area.

Based on community meetings held in the 1990's it is preferred to consider the Industrial Park as the Blue Lake Business Park and promote opportunities that provide the mix of manufacturing and other business ventures where nuisance-type impacts are retained within the buildings. Access to the Mad River and adjacent trails have been developed, but not to their potential. Appearances of buildings and grounds have not been kept neat and attractive.

Actual development within the Blue Lake Business Park has been dependent on the type and timing of prospective tenants as well as the City's ability to finance the infrastructure. The Park is now approximately 90 percent developed. Approximately five acres of light manufacturing (ML) zoned property remains available in the Park.

During the last several years many businesses curtailed operations or closed and ceased to exist. Current Park tenants (2008) within the Industrial Zone include Blue Lake Power (a private 11 megawatt waste fuel-fired electricity generating facility), Calgon Carbon (a charcoal re-activation plant) and Wallace & Hinz (a finished wood manufacturing of high quality counter bars). These are located in the south half the Park, designated for heavier industrial uses.

The north half of the Park has been developed primarily for light manufacturing uses. Existing uses include the Mad River Brewery and Tasting Room, Mad River Woodworks, Dell'Arte School of Physical Theatre set construction and instruction, Sjaak's Chocolates, Tomaso's, Fish Brothers. Also included in this half is the City Corporation yard.

The City Corporation yard was re-designated for Public Facility use, consistent with its current use. It is proposed to re-zone this Light Manufacturing with the intent that someday the Corps yard will be moved to another location and land developed to industrial uses.

Intent behind development of the Industrial Park was the development of job opportunities to replace those lost by the withdrawal of the MacIntosh Mill. Project reviews should include discussion of the potential for living wage employment opportunities.

The established truck routes, which go past residential and commercial uses as well as the elementary school, have been a topic of discussion with several alternative routes proposed and then rejected. It is realized that these routes are here to stay.

Desired Conditions

The Blue Lake Business Park is a source of income to the City as industrial development generates lease, property and sales tax revenues. Economic activity in the Business Park stimulates secondary economic benefits resulting in improvement in the City's appearance, improving City services, and increasing the general prosperity of Blue Lake residents.

Architectural and landscaping concepts are promoted in site plan reviews where use of the land is maximized and utilities and access planned for. Buildings are kept attractive and landscaping is designed to help blend the facilities into the surrounding vegetation adjacent to Powers Creek and minimize impermeable surfaces. Storage areas are screened and kept up in appearance.

A work-community atmosphere is promoted where employees and the public utilize trails, pocket parks, etc. The park is a place where employees and the public are not affronted with excessive noise, dust, odor, or visual impacts. However, with the added mix of uses, it is recognized that this is the place where incompatible uses may occur and tenants have adjusted their workspaces to accommodate those potential conflicts. In essence, a mutual impact easement exists where tenants have incorporated mitigation to meet the required performance standards at the same time recognizing the rights of other tenants to coexist in

the Business Park, where stated performance standards are met. Access and parking is designed as not to dominate the park. Buildings are similar to what currently exists but moved forward toward the street, contain architectural interest, and incorporate a variety of building styles and materials. The Business Park is not developed with plain rectangular metal boxes.

The Blue Lake Business Park generates jobs for the community; industries located in the Park train the local workforce to meet their labor needs. Many of the local workers are able to walk or ride bicycles to work. Citizens are able to make use of local trails enjoying walking and picnicking along Powers Creek and buying incidental items at the Business Park.

Blue Lake businesses in the Park are known for their quality products, which are locally produced and a source of community pride. Many of those products are made available at the park to the general public.

Desired businesses in the Business Park include a mixture of uses, with an emphasis on locally produced products and that do not generate impacts beyond the buildings. Undesired uses include those having nuisance type activities that extend past the building or project boundaries and those that generate significant amounts of truck traffic.

Expansion or growth of the Business Park includes those lands to the west as well as underutilized lands within the Business Park.

Industrial Land Use Goals and Policies:

Goal (1): To provide the community with suitable areas to attract a mixture of business/industrial activities that will provide the City with revenues, produce jobs and stimulate economic activity.

Policies:

- Efforts should be made to attract businesses which are compatible with the community and which either utilizes the skills already available, or are willing to develop such skills in Blue Lake's workforce.
- The Business Park should be adequately served by city and other services such as sewer, water, streets, fire, and police protection, solid waste disposal, communications and other utilities.
- Businesses shall be designed in a manner that maximizes the use of the available land.
- Unless there is a compelling reason to do otherwise, the City shall retain its current ownership in the Business Park and instead, provide incentives to encourage

businesses to locate there.

- The City shall encourage retail outlets of local products produced in the Business Park.

Goal (2): To develop and maintain performance standards for the Business Park to protect Blue Lake's environmental and social character.

Policies:

- Development should not adversely affect the healthy and scenic rural environment of Blue Lake.
- All development shall be considered not only in economic terms but also with respect to the social and environmental impacts on the city.
- Owing to the mixed-use nature of the Business Park, tenants are required to design or retrofit their buildings so that potential impacts of noise, air or other natural or man-made hazards, as examples, are kept within the interior of the structures or within project boundaries.
- The streambeds adjacent to the Blue Lake Business Park shall be preserved and enhanced for their values of providing visual amenities, habitat values and drainage capacity through site design, stormwater management buffers and pathways.
- Blue Lake Business Park buildings/site layout shall be designed and function to maximize energy conservation and minimize solid waste production through reduce, reuse and recycle strategies.
- Blue Lake Business Park tenants shall limit or otherwise pre-treat effluent, so as not to adversely impact the City's sewer treatment plant.

Goal (3): To establish a safe, balanced and efficient circulation and pedestrian system serving all segments of the community, preserving the city's character and quality of life, and planning for anticipated growth.

Policies:

- Site development shall be designed for the pedestrian scale, incorporate amenities and encourage alternative modes of transportation.
- City and County streets should be designed to allow multiple access ways to the Business Park and in such a manner as to discourage speeding or unsafe traffic movement.

- Safety and convenience of alternative modes of transportation shall be addressed as to maximize resources to those modes best suited for the community.

Goal (4): To establish an inviting atmosphere as well as develop community pride in the Blue Lake Business Park.

Policies:

- New and remodeled buildings shall be designed to have visual continuity in terms of mass, scale, materials and colors relative to the existing Business Park facilities.
- Signage within the business park shall be consistent with the style and size of existing signs.
- Landscaping and storage areas in the Business Park shall be kept in an orderly and maintained manner.

AGRICULTURE and OPEN SPACE LAND USES

This section of the Land Use Element addresses agricultural and open space lands in general, and Dave Powers Creek, in particular. In Combination with the Environmental Protection of the **General Issues** Section, this section also intends to function as a Conservation Element.

OPEN SPACE AND AGRICULTURAL LANDS:Existing Conditions

Open spaces in Blue Lake include lands designated for open space/recreational use, agricultural use, and undeveloped land in all the land use categories.

Existing open spaces within City limits include Dave Powers Creek, a small redwood grove, several parcels of land in agricultural use, the old lake site, railroad right-of-way, levee and the School Creek Trail area. Currently undeveloped residential land in the western half of the City also gives a feeling of open space.

Natural features and land uses surrounding the City also add to the feeling of open space; the Mad River, hillsides in timber production, agricultural land. These features function as an open space "buffer," helping define Blue Lake's boundaries and identify the City as a rural town.

Blue Lake's "natural" setting and nearby agricultural and minimally developed areas also serve to attract recreational uses such as river activities, biking, running, walking and equestrian. Off-road vehicles are also attracted to undeveloped areas of the Industrial Park and the river bars. There are conflicts between these uses.

Open spaces such as the cemetery (outside but adjacent to City limits), the old lake site and the railroad right-of-way convey a sense of Blue Lake's history.

Agricultural uses, in and around Blue Lake, include dairying, grazing, "truck farming" and greenhouses.

The Citizen's Advisory Committee expressed concern over how to prevent or discourage a change of use for those agricultural areas currently serving as an open space buffer around the City. This area is not in the City's jurisdiction, being just outside the City limits.

The most effective method of protecting agricultural land from development pressure is to deny it those services required for

development; these include sewer, water, and other municipal services. This can be accomplished, to a degree, by not annexing these lands to the City; once they are within the City, all services are available and development pressure would be far greater.

OPEN SPACE AND AGRICULTURAL LANDS:

Desired Conditions

Agricultural and Open Space areas in, and adjacent to the City of Blue Lake serve the following purposes:

- maintain community character by encircling the city with open spaces.
- reduce the potential of convergence with other local communities.
- provide recreational opportunities.
- preserve natural resources and amenities contributing to the quality of the community.
- ensure adequate light, air and visual relief from the urban environment.
- preserve agricultural soils where they occur in economically viable units.
- buffer land uses vulnerable to flooding.
- serve as buffer between residential and industrial land uses

GOALS and POLICIES

Preservation of Open Space and Agricultural Lands

GOAL: Agriculture and open space lands shall be preserved as a buffer around the City to retain the character and sense of community of Blue Lake. Designated Open Space within the city shall be enhanced and coordinated with other City facilities.

POLICIES; Preservation of Open Space and Agricultural Lands

POLICY 1. Land suited for agriculture shall be used for that purpose, where prime or potentially prime agricultural soils occur in economically viable units.

Agriculture/Open Space Goals and Policies

- POLICY 2. There shall be an agricultural land use designation that permits exclusively agricultural uses, including a single-family residence per unit.
- POLICY 3. Uses considered compatible with agricultural uses shall be permitted in agriculturally designated areas; such uses shall not preclude the viability or use of the land for agricultural purposes.
- POLICY 4. Areas devoted to agricultural use shall be coordinated with Open Space and Public Safety policies of the City and other agencies.
- POLICY 5. Agricultural uses, open spaces, recreational uses and similar areas shall be used to provide a green belt to separate Blue lake from adjacent cities. This green belt shall be used to halt sprawl and the coalescing of cities, and provide a "sense of place" and an identity of Blue Lake as a separate entity.
- POLICY 6. Agricultural and potentially incompatible uses shall be separated, where possible, by such natural or man-made features as roads, vegetation, stream courses or topographical features.
- POLICY 7. A pedestrian/equestrian pathway system should be developed to connect open space and recreational areas, utilizing existing open space corridors.
- POLICY 8. Floodprone areas should be designated for agricultural or recreational uses and kept free from urban development wherever possible.
- POLICY 9. Property owners should be encouraged to keep areas with unique natural features in a natural or enhanced condition. Such areas include the redwood grove, Dave Powers Creek and the site of the historic lake.
- POLICY 10. Areas on the river side of the levee, and the levee shall be retained in undeveloped open space; public access to this area, for recreational purposes, shall be encouraged.
- POLICY 11. Minimal outdoor spaces, such as "pocket parks" and street landscaping shall be developed for public use whenever feasible, especially in the central City.
- POLICY 12. Maximum use of school land, utility rights-of-way and other public lands for parks, recreation and open space purposes shall be encouraged.
- POLICY 13. The City shall provide levels of service appropriate for agricultural land, in order to encourage its continued use for agriculture and discourage its conversion[^] to uses other than open space.

POLICY 14. The City shall discourage the conversion of agricultural land, to uses other than open space, by limiting service provision to agricultural lands surrounding the City, and by discouraging annexation of such parcels.

Implementation; Preservation of Open Space and Agricultural Lands

- a. New open spaces shall be designed and located so as to avoid need for additional police protection and/or not to create potential for crime.

DAVE POWERS CREEK:

A Citizen's Committee was appointed by the City Council in 1984 to identify issues and make recommendations pertaining to Dave Powers Creek. This section summarizes the findings of the Committee.

Existing Conditions

Dave Powers Creek provides natural drainage and visual open space through the center of town. The Creek abuts private and City property; a number of undeveloped City rights-of-way cross the creek.

Maintenance of the creek, and coping with debris is a continual problem. Litter and other debris, thrown into ^{the} creek, become trapped by naturally-occurring debris. This contributes to flooding downstream, and presents an aesthetic problem downtown. Some woody debris or other roughness elements are necessary, though, to provide for good spawning gravels and fish-rearing habitat.

The creek divides the residential portion of town. A recent bridge (not accessible to horses or wheelchairs) provides a direct pedestrian route across the creek, as an alternative to walking one block downtown to cross; the nearest downtown crossing is a busy street.

The City has no maintenance or other regulations pertaining specifically to the Creek. The Creek is shown on the F.E.M.A. FIRM maps as a source of flooding hazard to the portion of town south of the railroad right-of-way; the City Flood Damage Prevention Ordinance therefore applies. This area includes the Industrial Park, residences to the north, and the Blue Lake Rancheria.

The Creek is also a known spawning ground for Steelhead, King Salmon and Silver Salmon; these resources are vulnerable to human impact and made more so by the creek's location in the center of the City. Excessive siltation, clearance of woody debris and/or channelization will severely impact anadromous fish.

Children often play along the Creek, on private and/or City property. Children's play sometimes results in damming and litter. Lack of supervision is of concern to property owners adjacent to the Creek.

Access to the creek is relatively limited; in areas, the thick vegetation serves to deter trespassing. There is a strong concern that too much clearing of creekside property will promote theft and vandalism of nearby properties as well as aggravate bank erosion.

Steep banks and attendant erosion problems occur at several points along the creek. In the downtown area, the creek is channelized in concrete and runs along the foundations of turn-of-the-century structures. The Creek could pose a threat to these structures.

The Creek is also a flooding hazard to the multi-family residentially-developed area at the east end of Chartin Road, just south of downtown; channel capacity is inadequate at this point.

The Citizen's committee believed that property owners, adjacent to the creek, needed information on how to maintain their creek frontage. A management problem is that creekside property-owners have widely differing viewpoints as to the level of City control that is necessary or proper for creek.

The Committee identified and discussed the undeveloped City rights-of-way that cross the Creek. Several of these are informally used as Creek access. The potential abandonment of these, and other, public rights-of-way is addressed by POLICY 4., in the Circulation Element.

DAVE POWERS CREEK:

Desired Conditions

Dave Powers Creek is an attractive scenic element of Blue Lake, adding to its unique, rural character. The Creek offers visual relief in the City Center area. The Creek provides a buffer of vegetation along the Industrial Park, helping to isolate the park from the residential portion of Blue Lake.

The Creek is maintained and controlled to reduce flooding and erosion hazards and maximize its fish spawning and habitat capability. Development along the Creek impacts the Creek's visual and natural resources as little as possible, and does not aggravate or result in new flooding hazards.

The community cooperates in maintenance efforts, and control of litter in the Creek.

GOALS and POLICIES

Dave Powers Creek Management

GOAL: To protect and enhance Dave's Creek as an attractive natural feature and valuable resource, and to minimize flood, erosion and other property damage.

POLICIES; Dave Powers Creek Management

POLICY 1. Dave Powers Creek shall be managed to maintain the Creek as a scenic and natural resource, and to protect adjacent properties and structures to the greatest degree possible.

POLICY 2. Vegetation, necessary to maintain the natural character of the Creek without creating a hazard to adjacent properties, shall be maintained along the Creek except where inconsistent with public access needs.

POLICY 3. Maintenance of the Creek shall be encouraged. Maintenance goals shall be to preserve its scenic and resource value and to prevent flooding.

POLICY 4. The City should develop access across the Creek, where necessary and appropriate to improve circulation within the City of Blue Lake.

POLICY 5. City actions relating to the Creek shall be considered and implemented with sensitivity for the adjacent property owners. This shall include development of bridges or other access to and/or across the Creek.

Implementation; Dave Powers Creek Management

a. The City shall devise development standards as necessary to implement this policy. Such standards shall allow for the variability of the need for development controls in different areas along the Creek.

b. The City shall develop a buffer zone along the Creek as necessary to implement POLICY 1.

c. The City shall create a buffer zone along Dave Powers Creek, in the area of the Industrial Park, to protect residential uses in that area (from Industrial Land-Use, POLICY 4).

- d. The City should consider a regular maintenance plan for the Creek. The plan should focus on:
- keeping the stream channel clear of flood hazards, fish barriers and objects that could cause bank erosion;
 - maintain vegetation necessary for bank protection, privacy and fish and wildlife habitat;
 - attempt to correct occurring erosion.
- e. The City should arrange for the location and maintenance of garbage cans near the most heavily littered areas. These include: Blue Lake Boulevard at the Creek, near the Post Office, and downtown. A sign should be posted near the cans to inform people of the need for the cans and to request cooperation.
- f. The City should develop an education program to inform citizens, particularly property-owners adjacent to the creek, about the Creek and its maintenance needs. The program could include a brochure to be sent to City residents.
- g. The City should notify adjacent property owners when City maintenance of the Creek is necessary and solicit their help when appropriate.

*City of
Property owners
responsible for
adjacent creek
maint.*

PUBLIC and SEMI-PUBLIC FACILITY LAND USE

In addition to the discussion in the **General Issues** section, it is important to address the location and development needs of public services and facilities as land uses.

Public facilities are those land uses providing municipal, community, recreation and social services. They include city-owned facilities, facilities providing public utilities and schools.

Existing Conditions

Public facilities, in Blue Lake, include City Hall, the Fire Station, Sewer Pump Stations, Corporation Yards and structures, the School, Prasch Hall (community center building), Post Office, a County garage and the Cemetery. Semi-public facilities include the Museum and the Power station just outside City limits.

Except for the City Corporation yard, located in the Industrial Park, most of these uses are located, throughout the City, on land designated for public facility uses. The Blue Lake Museum, historically a train station, is located in the railroad right-of-way. Adoption of the Revised General Plan will include redesignation of these facilities to the **Public Facility** designation.

Several parcels of undeveloped land are owned by the City and designated for public facilities. These are the abandoned landfill and an area of river bar and Mad River levee. The levee/river bar is used for parking by visitors to the river. The former dump is unused; the City has been approached by the Blue Lake Rancheria who would like to purchase the property for community-owned Rancheria facilities.

Desired Conditions

Sufficient land is available to locate public facilities throughout and adjacent to the City. Sites of existing facilities are designated for such use. In general, all public and semi-public facilities are:

- inconspicuously located
- accompanied by open space, where possible
- conveniently located for the best provision of service
- well designed
- mitigated as to noise, odor, light, glare, emissions and traffic
- do not create a hazard to public health, safety and welfare.

GOALS and POLICIES

For the purposes of the the following Goals, Policies and Implementation Measures, **Public Facilities** refers to both public and semi-public facilities.

Siting and Development of Public Facilities

GOAL: To provide adequate areas where public facilities are/can be located to provide maximum service with minimum disturbance to the adjacent land uses and the environment.

POLICIES; Siting and Development of Public Facilities

POLICY 1. Public facilities shall be so designated on the Land Use and Zoning Maps.

POLICY 2. Land-use designations for public facilities shall allow for any such facility necessary to the health, education, safety and general welfare of the citizens of Blue Lake.

POLICY 3. Publicly-owned and/or operated facilities shall be located where they can provide the most cost/effective and efficient service and create the least environmental and adverse social impacts.

POLICY 4. Public facilities shall be designed and sited so as to be as compatible with surrounding structures, land uses, and topography as possible.

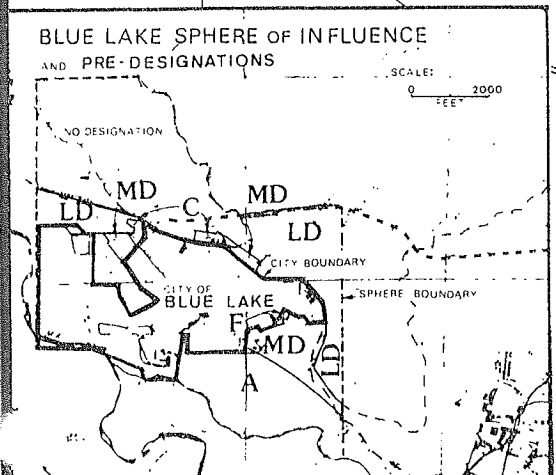
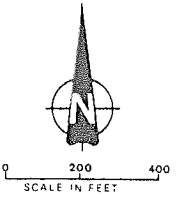
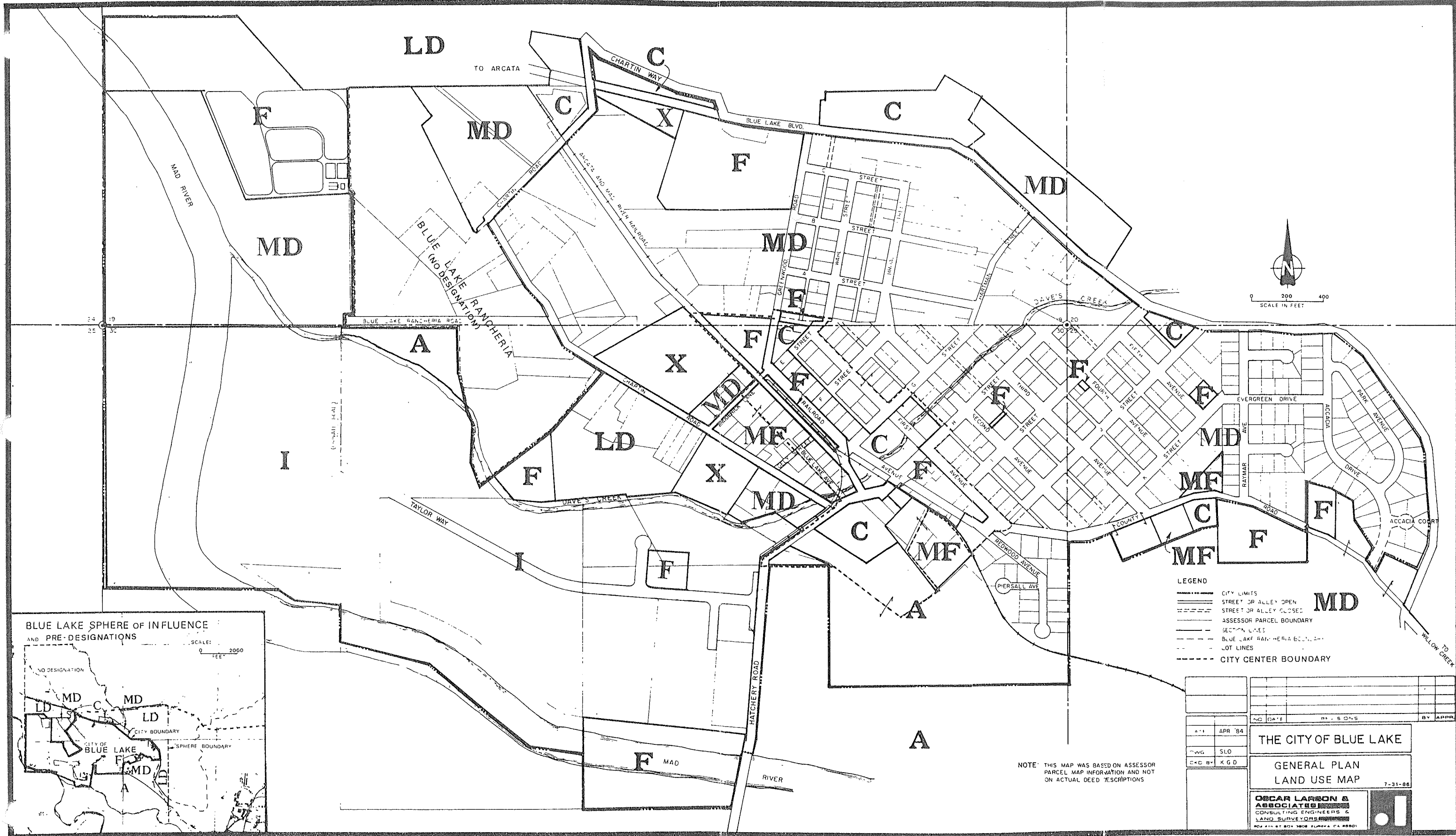
POLICY 5. Essential public facilities shall be located, whenever possible, outside the flood plain.

Implementation; Siting and Development of Public Facilities

- a. The Zoning Map shall be revised to be consistent with POLICY 1.
- b. Public facilities, within the City limits, shall be subject to architectural and site plan review. This shall include City projects excepting roads.
- c. The Zoning Ordinance requirements on design review shall be revised to implement POLICY 4. and reflect Implementation Measure b.

LAND USE DESIGNATIONS AND CORRESPONDING ZONES

The Land Use Element for the City of Blue Lake utilizes land use designations and appurtenant Land Use Map to identify proposed land use patterns and applicability of Land Use Policies. Zoning Classifications are intended to implement the Land Use Designations. The following pages describe these designations and their relationship (Matrix).



- LEGEND**
- CITY LIMITS
 - STREET OR ALLEY OPEN
 - STREET OR ALLEY CLOSED
 - ASSESSOR PARCEL BOUNDARY
 - SECTION LINES
 - BLUE LAKE RANCHERIA BOUNDARY
 - LOT LINES
 - CITY CENTER BOUNDARY

NOTE: THIS MAP WAS BASED ON ASSESSOR PARCEL MAP INFORMATION AND NOT ON ACTUAL DEED DESCRIPTIONS

APR '84	APR '84	BY: SONS	BY: APPR
MD	SLO	THE CITY OF BLUE LAKE	
C&C BY: KGD		GENERAL PLAN	
		LAND USE MAP	
		7-31-86	
OSCAR LARSON & ASSOCIATES CONSULTING ENGINEERS & LAND SURVEYORS 204 111 ST BOX 2808 PLUMERIA CA 95001			

LAND USE DESIGNATIONS

A AGRICULTURE

This designation is intended for areas which are suitable for agriculture or grazing, where topography or soils may make large sites necessary, logical or desirable and where small parcel divisions would not be compatible with the primary agricultural uses.

Zones compatible with this designation: "A-E" Agriculture Exclusive.

OS OPEN SPACE

In areas where conservation of the watershed, measures to control damage from erosion and excessive grading, control of flood impact and provision of areas reserved for community recreation purposes are in the public interest.

Zone compatible with this designation: "X" Open Space/Recreation Zone.

LD LOW DENSITY RESIDENTIAL

(0 – 4.3 families per net acre; minimum 10,000 sq. ft. lots)
Single family residential, in areas where large sites are desirable or necessary due to topography, sewer and water availability, and where livestock may reasonably be permitted.

Zones compatible with this designation: "A-E" Agriculture Exclusive; "R-1-10" Residential One-Family; "B" Combining Zone.

MD MODERATE LOW DENSITY RESIDENTIAL

(0 – 7.26 families per net acre; minimum 6,000 sq. ft. lots)
Single family residential, in urban areas with domestic water and sewer service, etc.

Zones Compatible with this designation: "R-1" and "R-1-10" Residential One-Family; "PDR" Planned Development Residential; "P-D" Planned Development Combining Zone.

MF MULTI-FAMILY RESIDENTIAL

(0 – 24 families per net acre; minimum 6,000 sq. ft.)
To be applied to land in urban areas with domestic water and sewer service, etc.

Zones compatible with this designation: "R-2" Residential Two-Family; "R-3" Residential Multiple Family.

C COMMERCIAL

Zones compatible with this designation:
"RC" Retail Commercial, for uses in downtown and neighborhood commercial locations which are primarily retail in character; to include

some light services such as professional, personal, and financial businesses.

“SC” Service Commercial, for locating commercial uses that involve service and small-scale manufacturing that might conflict with retail commercial uses.

“HC” Highway Commercial, for uses in areas easily accessible to highway traffic; and for such highway oriented uses as restaurants, hotels/motels and service stations.

MU MIXED USE

(0 – 18 families per net acre; minimum 6,000 sq. ft.)

The purpose of the Mixed Use Designation is to allow for the compatible and beneficial mixture of residential and commercial uses in a single structure or on a single or multiple sites. Mixed Use districts are designed to achieve a convenient business and residential environment in areas where multiple activities and an increased degree of pedestrian orientation are considered desirable. This designation is intended for areas which are suitable for a mixture of commercial and residential land uses such as the City Center area and properties which front on Blue Lake Blvd. Typical highway commercial/fast food/chain store or preset architecture is incompatible with this designation.

Zones compatible with this designation: “MU” Mixed Use.

I INDUSTRIAL

All Industrial areas are to be located where Industrial uses can be buffered from residential land use by topography and/or natural vegetation. Industrial land is located within or contiguous to the Blue Lake Industrial Park; it is intended to provide for manufacturing and other businesses of an industrial nature that may provide jobs and stimulate Blue Lake’s economy.

Zones compatible with this designation: “M” Industrial and “ML” Wholesale Commercial/Craft Light Industrial.

F PUBLIC FACILITY

This designation provides for location of public or privately owned and/or operated facilities that provide municipal, community, recreation or social services or utilities.

ZONING CLASSIFICATIONS

“A-E” AGRICULTURE EXCLUSIVE

This zone is intended to provide for very low density residential use in combination with farm or open space uses to protect and preserve low density areas in their present state and character. It is intended that the A-E district provide for semi-rural residential and agricultural uses to be maintained without impairment from industrial, commercial, or more intensive [than low density] residential land use.

“R-1” RESIDENTIAL ONE-FAMILY

This zone is intended to be applied in areas of the City where topography, access, utilities and public services are suitable and desirable for residential development and single family densities.

R-1	minimum 6,000 square foot lots
R-1-10	minimum 10,000 square foot lots

“R-2” RESIDENTIAL TWO-FAMILY

This zone is intended to be applied in urban areas with full utilities and service where housing demand justifies a density of two dwelling units for every 6,000 square foot lot, and where a single family residential neighborhood overall character can be maintained.

“R-3” RESIDENTIAL MULTIPLE FAMILY

This zone is applied to land where apartment development and denser residential uses are appropriate.

“ML” WHOLESALE COMMERCIAL/CRAFT LIGHT INDUSTRY

The purpose of this zone is to provide an area where industries and businesses that are not heavy industry, but are incompatible with other land uses, can be located with minimum restrictions and with minimum adverse effect on other land uses and on the environment.

“M” INDUSTRIAL

The purpose of the M or Industrial Zone is to provide an area where industry, manufacturing and other businesses that are incompatible with many other uses may be located with minimum restrictions and with minimum adverse effect on other land uses and on the environment.

“RC” RETAIL COMMERCIAL

The purpose of this zone is to provide areas, accessibly located, where retail stores, offices and light service establishments may concentrate to benefit from mutual proximity and a location convenient to the public.

“SC” SERVICE COMMERCIAL

This zone is intended to provide adequate space to meet the needs of more intensive service-type uses than are appropriate for the RC zone. Uses for this zone are not directly compatible with retail “shopping” establishments but are more “commercial” in nature than those uses appropriate for the industrial zones.

“HC” HIGHWAY COMMERCIAL

This zone provides for location of highway-oriented uses in areas convenient to the highway. Such uses would serve the traveling public and include hotels, motels, restaurants and automobile service operations.

“PD-R” PLANNED DEVELOPMENT RESIDENTIAL

The application of this zone permits a more creative approach to accomplish efficient, attractive, and desirable location of open space and residential use of the land.

The zone is further intended to best realize the potential of sites characterized by special features of shape, topography, size or access. The zone allows for flexibility in the design of building sites, pedestrian and vehicular circulation and placement of offstreet parking.

“MU” MIXED USE

This zone is intended for areas which are suitable for a mixture of commercial and residential land uses such as the City Center area and properties which front on Blue Lake Blvd. Typical highway commercial/fast food/chain store or preset architecture is incompatible with this designation. The zone allows for commercial and residential uses but does not require development within the zone to incorporate both uses.

“X” OPEN SPACE/RECREATION

This zone is intended to be applied in areas where natural amenities or environmental constraints dictate a need for watershed conservation, erosion control and flood management; also to provide land for public and/or private recreation.

Grazing, removal of natural resources and recreational uses may be permissible for such areas.

GENERAL PLAN DESIGNATIONS

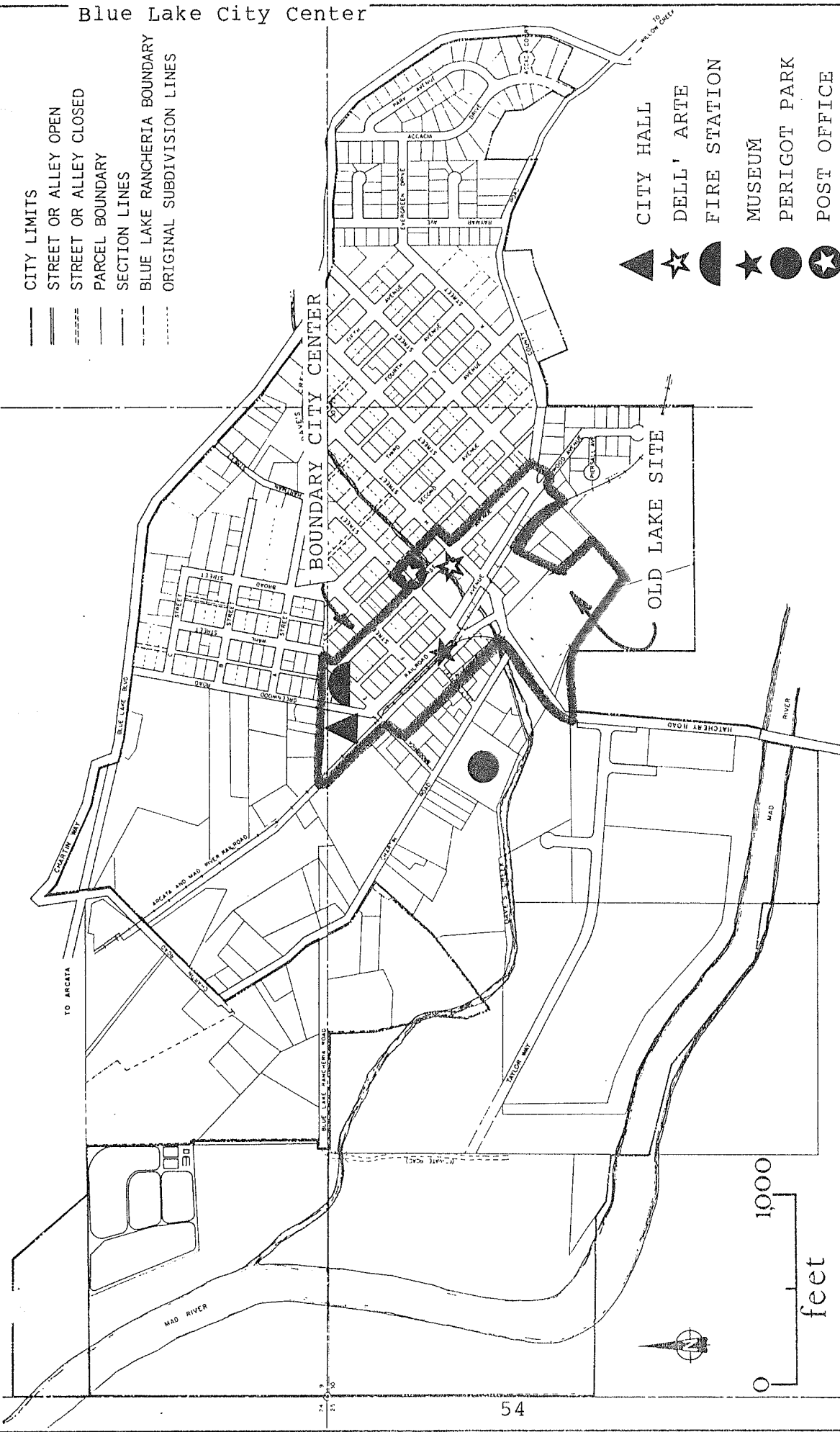
ZONES	OPEN SPACE	AGRICULTURE	PUBLIC/SEMI-PUBLIC	INDUSTRIAL	COMMERCIAL	MIXED USE	MULTI-FAMILY RESIDENTIAL	MODERATE-LOW DENSITY RESIDENTIAL	LOW DENSITY RESIDENTIAL
AGRICULTURE EXCLUSIVE	*	X							X
R-1							*	X	
R-1-10								X	X
R-2							X	*	
R-3							X		
RETAIL COMMERCIAL					X				
SERVICE COMMERCIAL					X				
HIGHWAY COMMERCIAL					X				
MIXED USE					*	X	*	*	
INDUSTRIAL				X					
WHOLESALE COMMERCIAL/ LIGHT INDUSTRIAL				X					
PDR								X	*
OPEN SPACE/RECREATION	X	*							*
PUBLIC FACILITY	*	*	X	*	*	*	*	*	*
PLANNED DEVELOPMENT		*		*	*	*	*	*	*
SPECIAL BUILDING SITE		*				*	*	*	*

X Primarily Compatible

* Secondarily Compatible

- CITY LIMITS
- STREET OR ALLEY OPEN
- STREET OR ALLEY CLOSED
- PARCEL BOUNDARY
- SECTION LINES
- BLUE LAKE RANCHERIA BOUNDARY
- ORIGINAL SUBDIVISION LINES

- CITY HALL
- DELL' ARTE
- FIRE STATION
- MUSEUM
- PERIGOT PARK
- POST OFFICE



BLUE LAKE CITY CENTER

SOURCE: OSCAR LARSON & ASSOCIATES

CIRCULATION ELEMENT

The Circulation Element identifies circulation facilities and transport needs in order to coordinate circulation and transportation systems with planned land use, to make the most efficient use of these systems for existing development, and to protect environmental quality.

TRANSPORTATION SYSTEMSOverview:

A survey of Blue Lake Citizens in 1985 indicated that 94% of Blue Lake residents rely on a car for transportation. Less than 2% use the intercity bus and approximately 4% walk or use bicycles. Carpooling appears to be fairly limited.

Blue Lake's function as a "bedroom community" results in much traffic in and out of the City at commute hours, as shown by traffic counts. Truck traffic, serving industrial and timber industry activities both in and out of the City, is common during daylight hours.

Blue Lake's size is conducive to pedestrian traffic. The City is relatively level and is surrounded by scenic attractions, inviting bicycling. Equestrian use is also common within the City.

Railroad:

Blue Lake is bisected by a railroad line, owned by the Simpson Timber Company and serving the Simpson Mill in Korbel. The Arcata and Mad River Railroad, known as the "Annie and Mary," has not been used for regular passenger service for at least 25 years.

The MacIntosh Mill was the last regular user within the corporate boundaries of Blue Lake; the mill was closed down and removed in the 1970's. The spur to the mill site, now the Industrial Park, was removed in 1984.

The railroad owner, Simpson Lumber Company, substantially ceased use of the line in 1983; the railroad was put up for sale in 1985. Recent purchase of the rail lines in Eureka and Arcata, and resumption of passenger service there, encourages the belief that passenger rail service to Blue Lake is a distinct possibility. In combination with improvements in the City Center and development of overnight accommodations, new rail service could encourage tourism to Blue Lake.

Public Transit:

The City participates in the Humboldt County Association of Governments (H.C.A.O.G), and its Technical Advisory Committee to ensure the City's public transportation needs are met to the extent feasible. Annual public hearings are held to determine any unmet transportation needs that are "feasible to meet" (Reference: H.C.A.O.G. 1985-86 Report of Findings).

The City contracts with a local transit service provider for bus transit service between Blue Lake and Arcata. The bus makes

Transportation Systems

three round trips per day. The first morning and last evening runs are usually full. The transit system is used more heavily during the school year.

Citizens of Blue Lake have expressed interest in more frequent bus service.

The bus stops at two locations in Blue lake, and also responds to "hailing." The stop across from the Post Office, at First and "G" Streets has a roof but no sides and is convenient to the City Center area. The stop at "J" Street and Blue Lake Boulevard is roofed and enclosed on three sides; this stop is located in a residential neighborhood, adjacent to the City's northern boundary.

Trails:

Much interest has been expressed in support of an equestrian and pedestrian trail to the Mad River. A trail was included in the original concept of the Industrial Park. A trail implementation plan is necessary to tie together segments, and fully develop the City trail system.

Several trails with bridges have been recently developed to provide pedestrian access over creeks in the City, and as pedestrian alternatives to streets. The bridges are not currently designed to accomodate bicycle, horses, wheelchairs or children's strollers.

Bicycles:

The City identified potential bicycle routes in the 1980 General Plan. Routes are on City streets and are not signed or striped. Bike parking facilities are located only at Perigot Park. The condition of some streets on the proposed routes is not conducive to bike traffic. Bike parking should be encouraged in the City Center area, and at specific destination points such as the Post Office and City Hall.

It is probably not feasible to develop class I bike routes - paths separate from vehicular traffic; however, trail access to the Mad River, avoiding the truck route, should also accomodate bicycles, if possible.

Other:

The nearest air service is at the County Airport in McKinleyville. Blue Lake has no public transit service within the city. The nearest taxicab services are located in Eureka and McKinleyville.

In the following discussion of streets, please refer to the STREET DESIGNATIONS map, page 74a and STREET CLASSIFICATIONS, page 75 for the location and description of street type designations.

Blue Lake Boulevard:

Blue Lake Boulevard, Old Highway 299, runs along the northern boundary of Blue Lake just outside the City limit line. An arterial, this route accomodates traffic to the Korbel and Maple Creek areas as well as traffic to Blue Lake and the unincorporated area (through the City) across the Mad River.

Traffic to Blue Lake (and beyond) leaves Blue Lake Boulevard at Chartin Road, Greenwood Avenue, Hartman, "I" and "J" Streets, Raymar Avenue and Acacia Drive. Railroad Avenue also intersects with Blue Lake Boulevard, to the east of the City. Relative traffic volumes are shown on page 74b, TRAFFIC VOLUMES.

In the distance along the City's northern boundary, Blue Lake Boulevard has numerous curves and abundant vegetation and narrows at a bridge. Reduced sight distance, speeding and truck traffic combine to create a hazardous situation for pedestrians and for residents whose lots front along Blue Lake Boulevard.

Blue Lake Boulevard is maintained by the County; the California Highway Patrol has primary jurisdiction for enforcing the California Vehicle Code.

Truck and Arterial Routes:

Blue Lake's main arterial enters the City, as Greenwood Avenue, from Blue Lake Boulevard. Greenwood Avenue continues through town to Railroad Avenue and Hatchery Road; this route is used by commercial truck traffic to the City Center, the Industrial Park, and to points outside Blue Lake's corporate boundaries, across the Mad River. Some truck traffic, through town, uses Railroad Avenue to connect with Blue Lake Boulevard to the east of the City.

Truck traffic also occurs off of Blue Lake Boulevard onto Chartin Road, through the Blue Lake Rancheria, to a group of existing industrial uses to the west of the Industrial Park. Chartin Road and Rancheria Road are the primary access routes to the Rancheria; residents are opposed to industrial traffic use of this route. Rancheria Road is currently in the County Road system, as are sections of Chartin Road; the section of Chartin Road running parallel to the railroad tracks is within the City limits.

The truck route is shown on the map, CURRENT TRUCK/INDUSTRIAL-ROUTE, page 68a.

Transportation Systems

City Streets:

Blue Lake's Collectors include those streets, other than Greenwood, that draw traffic into town from Blue Lake Boulevard, and that connect the western and eastern points of the City to the City Center.

The remaining streets are local, neighborhood streets, serving residences. These make up the majority of the street system as Blue Lake is primarily residential.

In order to assess traffic flow and volumes, traffic counts were taken on a number of City Streets. The results indicate that:

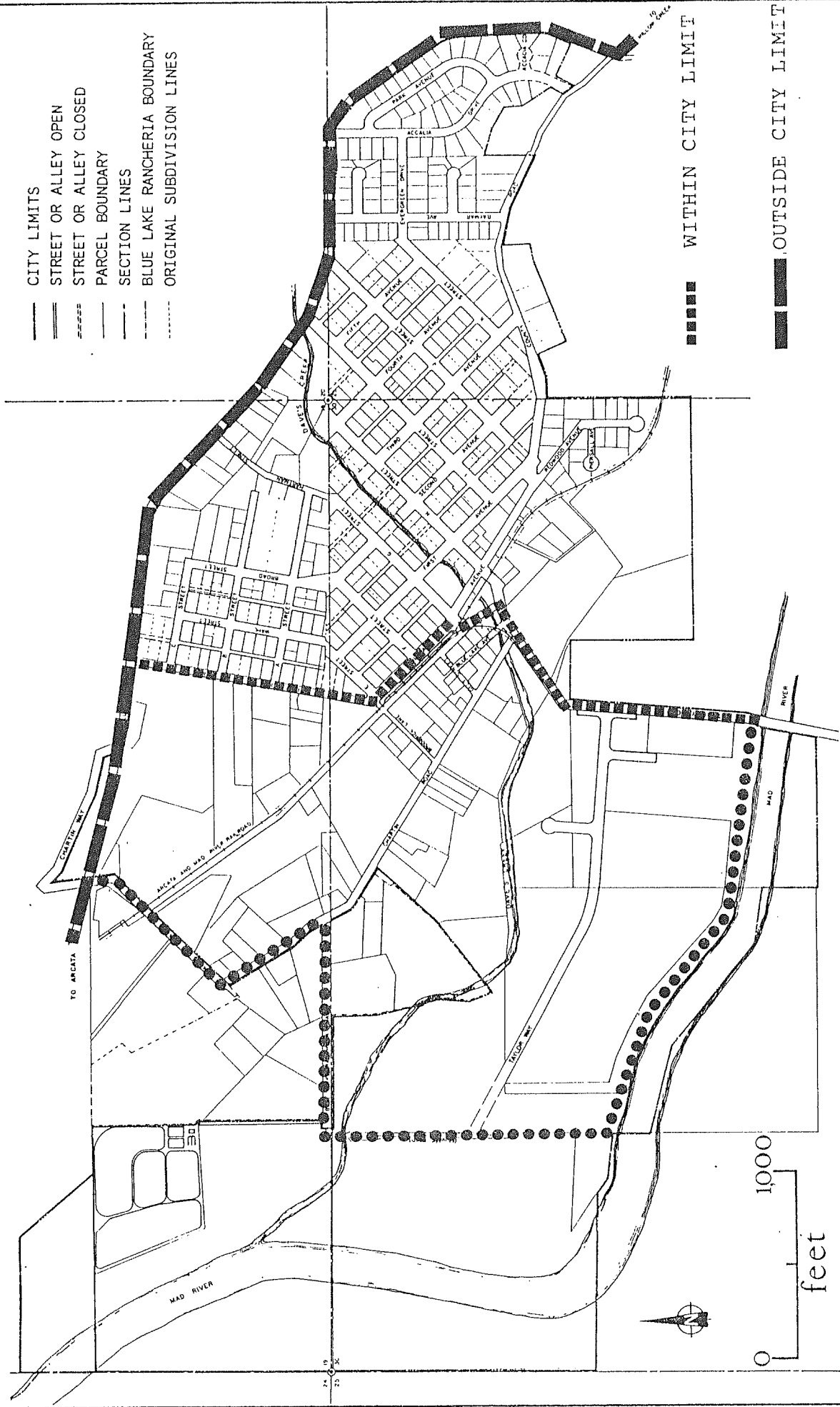
- 85-95 % of traffic inside City limits occurs in the 12-hour period from 8 a.m. to 8 p.m.
- 26% of total traffic volume occurs between 3 p.m. and 6 p.m.
- Peak traffic hours are 8-9 a.m., making up approximately 10% of total traffic volume.
- Peak hour traffic on Greenwood is under 400 vehicles per hour (including trucks).
- Commercial truck traffic appears to make up approximately 6.5% of the total traffic volume on Greenwood.
- Approximately 17 - 25% of traffic volume on Hatchery Road consists of commercial trucks.
- Approximately one-third of all truck traffic through Blue Lake does not have a destination point inside the City limits.

The Levee

A partially paved road is located on the levee that runs along the Mad River at the south boundary of the Industrial Park. In 1984, the City accepted responsibility for maintenance of the levee; however, the levee remains in the jurisdiction of the Army Corps of Engineers. The levee road is therefore not included in the City road system and its use for traffic is subject to approval by the Army Corps of Engineers.

Truck traffic to the industrial area west of the Industrial Park was granted approval to use the levee road on a temporary basis (no time limit was specified by the Corps of Engineers). Traffic to this area also uses Chartin and Rancheria Roads. Taylor Way, the main access to the Industrial Park from the truck route, will eventually be extended to serve this area.

BLUE LAKE GENERAL PLAN - 1985



- CITY LIMITS
- STREET OR ALLEY OPEN
- STREET OR ALLEY CLOSED
- PARCEL BOUNDARY
- SECTION LINES
- BLUE LAKE RANCHERIA BOUNDARY
- ORIGINAL SUBDIVISION LINES

■ WITHIN CITY LIMIT

■ OUTSIDE CITY LIMIT

●●●● LEVEE ROUTE (temporary)

CURRENT TRUCK/INDUSTRIAL ROUTE

SOURCE: OSCAR LARSON & ASSOCIATES

HB

TRANSPORTATION ISSUES

Overview:

Circulation is of major concern to the citizens of Blue Lake. The Blue Lake Survey Report indicates that 78% of Blue Lake residents believe streets and roads need more attention; Circulation was listed as the one of the highest priority items of concern to Blue Lake citizens.

Increases in traffic volumes in Blue Lake will result from several sources:

1. development of vacant lots
2. division of land, and subsequent development as allowed by current zoning.
3. increased commercial activity allowable by existing land-use designations.
4. new industrial development west of the Industrial Park.
5. changing Land-Use plan, both within and outside the City, to allow increased density or development activity (over what would be allowed now).
6. development activity outside Blue Lake's corporate limits.

Items 1. through 4., above, are already likely to occur by virtue of existing land-use policies. Item 5. would result from changing land-use designations to allow uses that generate more traffic (such as increasing residential density).

The revised land-use plan does not represent a change in maximum allowable density. However, the current Zoning Ordinance controls density only by units per parcel and minimum lot sizes. More specific density standards for actual buildout need to be set. This is addressed by policies in the Residential section of the Land Use Element.


Greenwood Avenue and the Truck Route:

The location of the truck route is the circulation issue of most concern to Blue Lake residents for several reasons:

- Blue Lake Elementary School is located at the intersection of Blue Lake Boulevard and Greenwood Avenue, two truck routes.
- The Greenwood Avenue route runs through the center of a residential district. The area along the east side of the

Transportation Issues

of the route is designated for low-density residential and intended for single-family development; the area along the west is designated low to moderate density and intended to include residential "planned developments."

*SP Support for
Biosphere Plan*  - Hatchery Road is also used by pedestrian, bicycle and equestrian traffic to the river.

Due to its location in a residential neighborhood, the Greenwood Avenue portion of the Truck route elicits the most concern. Assessment of the existing improvements and traffic data for Greenwood Avenue leads to the conclusion that Greenwood currently operates at a low traffic volume with respect to its capacity.

To analyze the impact of the truck route on this area, it is necessary to consider future traffic volumes that could be generated by building to the level allowable by the land-use designation.

Once it is predicted what traffic volumes are likely to result from the land use designation, projections can then be made as to the impact of truck traffic.

Existing and Projected Traffic:

Existing traffic figures are based on data generated during a traffic survey, within City limits. The survey was conducted in mid-1985 by City staff with the assistance of the Humboldt County Department of Public Works.

Greenwood Avenue carries approximately 370 vehicles per hour **during peak hour traffic**. Approximately 1,200 to 1,300 cars per hour would be a high level of traffic for a street with Greenwood's capacity.

Traffic volume on Greenwood would have to be quadrupled (3764 to 15,056 vehicle trips per day) to reach capacity. Given adequate maintenance, there would be no serious problem with doubling the existing volume of Greenwood: the road is fully capable, with its present make-up (parking, width, surface, traffic controls) of handling double the existing volume.

Development Potential:

The residential area to the west of Greenwood is currently in large parcels. Subdivision and development activity, while permitted with respect to density, has been limited due to lack of internal access. Future new streets in this area will probably access to Greenwood; subsequent development will increase traffic volumes.

Based on undeveloped acreage, a maximum of 100 residences could be developed and subsequently generate traffic feeding on to

Greenwood.

The national average of trips generated by one household is 8 vehicle trips per day (source: Institute of Transportation Engineers Handbook). Using this figure, the development described could add 800 vehicle trips per day to Greenwood Avenue. This would represent an 8% increase to the existing traffic volumes.

Projected to peak hour traffic, this would result in approximately 450 total vehicle trips, well within Greenwood's capacity; the current figure is approximately 370 vehicles per hour.

Speeding results from low traffic volumes; "empty" streets encourage higher rates of speed. A higher volume of traffic on Greenwood is well within its capability and will result in reduced speeds.

New commercial development will be, for the most part, located in existing buildings; there is limited vacant land in the commercial City Center area. Traffic generated by this area will also pass through the residential district along Greenwood Boulevard. Blue Lake has a limited capacity for supporting commercial development; commercial uses are therefore not likely to be major traffic generators.

Truck Traffic Potential

Blue Lake has approximately 6.5% truck traffic; this is relatively low for the main thoroughfare; Eureka has 7-8%. This section discusses the extent to which truck traffic likely to increase.

Industrial land will probably continue to be the main generator of truck traffic in Blue Lake. The development of the Industrial Park proved to generate less traffic than originally anticipated. Industries locating in the park generate relatively low traffic volumes. Several of the tenants require large areas; potential traffic generation of future tenants is automatically reduced by the limited remaining land available. Full development of the industrial park, at this point, is not likely to generate much additional truck traffic (Reference: The Industrial Road Access Report, 1984).

There is, however, potential for increased truck traffic, should the industrially designated land to the west of the Industrial Park be developed; potential traffic is allowed for by the current General Plan and is not a result of new policies or revised land-use designation.

The industrial area to the west of the park is currently being served by the levee road (temporary access) and by the Chartin and Rancheria Road route. This area will eventually be served by the extension of Taylor Way. Development in this area will, therefore, also add to traffic volumes on Greenwood Avenue.

Another potential source of increased truck traffic volume comes from land outside the city's corporate boundaries. Counts indicate that this traffic already comprises approximately one-third of the total truck traffic volume. Industrial development in this area could increase truck traffic in Blue Lake. Potential development in this area can best be controlled through City and County cooperation in developing or altering land-use policies.

The Truck Route and the Blue Lake Rancheria:

The 1980 General Plan proposed to use an extension of Chartin and Rancheria Roads to serve the Industrial Park from the west. The same route would also have served the remaining industrial land as well. At that time, the area west of the park was not part of the City; it was subsequently annexed, in 1984.

The proposed route (per the 1980 General Plan) runs through the Blue Lake Rancheria along Rancheria Road. The Rancheria became a legal entity in 1984 and is no longer under County jurisdiction nor can it be annexed to the City.

Rancheria residents have opposed the use of Rancheria Road as a truck route and are currently attempting to gain control over the road by requesting that it be removed from the County Road system. Rancheria Road would be held in trust for the Rancheria and managed by the Bureau of Indian Affairs as part of the federal road system.

Because the proposed designation would not substantially affect the future use of the road, the City Council of the City of Blue Lake found no objection to this proposal. However, the Rancheria is expected to pursue weight limitations for traffic on Rancheria Road, in order to limit its future use by heavy truck traffic.

Truck Traffic Impact

In summary, Blue Lake does not have traffic volumes that necessitate a separation of truck and other vehicular traffic (such as separate routes) **from a capacity standpoint**. Such a separation would be necessitated by at least one of the following:

- if trucks made up a large portion of the traffic, such as 30-40%, and/or
- if the traffic volume were heavy, such as 8,000 - 10,000 vehicles per day on a street with the capacity of Greenwood.

Truck Route Designation:

The traffic projections described above indicate that the existing truck route is adequate to handle truck traffic that is likely to result from the land-use policies in the revised General Plan. However, due to citizen concern, the City does not consider the existing route a long-term solution. It remains City Policy to continue to pursue an adequate alternate truck route.

Until such time as an alternative route can be established, it makes sense to keep truck traffic on the most heavily travelled route, providing, as in this case, the capacity is available to accommodate potential increase as allowed by the land-use designations. However, since the existing truck route will continue to be used, measures need to be considered to reduce the level of citizen concern and mitigate the impacts associated with a truck route through the residential and commercial areas of the City.

The Industrial Road access report, prepared for the City of Blue Lake in 1984, stated that impacts of truck traffic on the existing route could be reduced. Several of the recommended measures have been implemented. Measures remaining to be implemented include are included in the Policy/Implementation section of this element.

The City could also reduce impacts of truck traffic to future residential development by limiting the density of development along the truck routes. Special density standards could be developed for residential lots within one neighborhood street of Greenwood or other affected routes. This could be done by an "overlay" zone or district that would include only the affected lots.

The City will need to work with the County when the land-use plan for unincorporated areas adjacent to Blue Lake is developed. The City should encourage measures that will limit or control land-use activities potentially resulting in increased truck traffic through Blue Lake.

Parking: (Downtown Parking Plan)

In revitalizing the downtown area, parking is a limiting factor. Due to Blue Lake's limited capacity for commercial development, there is pressure to convert, or at least remodel a portion of existing commercial structures into dwellings. Low-interest funds, available for housing rehabilitation, make these structures more cost-feasible to restore. Such conversion usually requires new off-street parking. Blue Lake's City Center area has limited space available for off-street parking; most structures leave little or no room on the lot to provide parking.

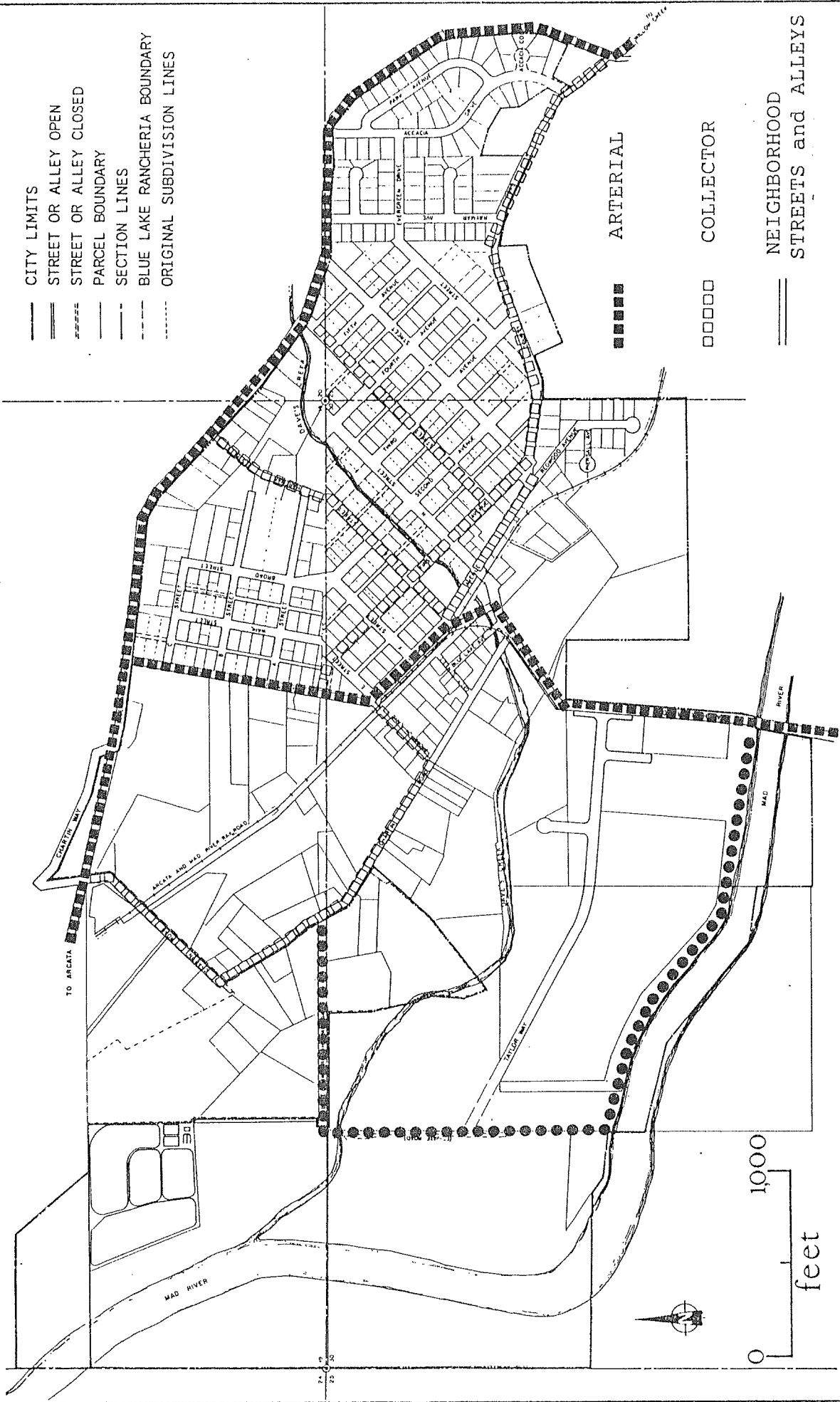
Thus, rehabilitation efforts in the City Center area have been somewhat limited by parking. Provision of off-street parking

Transportation Issues

areas would allow more flexibility in development projects in the City Center.

The City could establish an in-lieu parking system whereby projects, for which on-site parking was not available, could pay a fee towards a City-owned lot. The City could also consider a parking assessment district for the downtown area; such an assessment district could be subject to approval by voters, as required by State law.

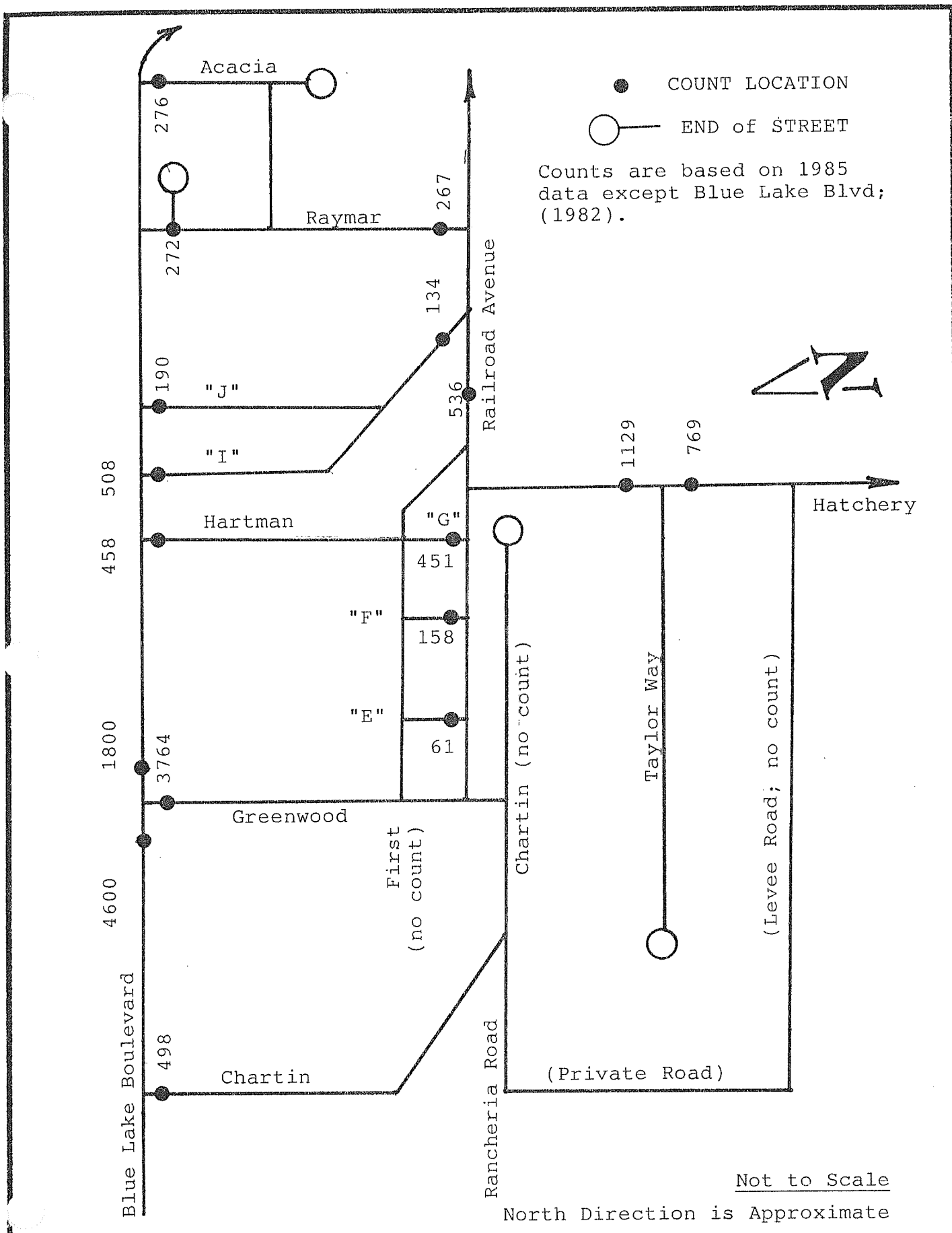
BLUE LAKE GENERAL PLAN - 1985



STREET DESIGNATIONS BASED ON TRAFFIC VOLUME

SOURCE: OSCAR LARSON & ASSOCIATES

HB



Sullivan
Planning Associates

Average Daily Traffic;
Vehicle Trips per Day

TRAFFIC VOLUMES

STREET CLASSIFICATIONS

- Arterial -** Serves major movements of traffic within or through the the City. Interconnects major rural routes and the principal traffic generators within the City [those uses, such as the Industrial park, that generate the most traffic].
- Collector -** Serves the internal traffic movements of the City; interconnects the arterial system.
- Local/Neighborhood Streets -** Provide access to properties within neighborhood areas.
- Pedestrian Trails -** Provide access by foot between major community features such as parks, the Mad River, the City Center, the school, and open spaces within and adjacent to the City of Blue Lake.
- Bridge Trails -** Pedestrian trails not suitable for equestrian, wheelchair or bicycle access due to type of bridge.
- Bicycle Route -** Those streets most suited for providing bicycle access between inter-city bicycle routes and principal traffic generators within the City.
- Equestrian/Pedestrian Trails -** Provide for access by horse between major community features such as parks, the Mad River and open spaces within and adjacent to the City of Blue Lake.

GOALS and POLICIES

GOAL: To provide safe, convenient, coordinated circulation system that will further community goals and provide for all forms of transportation needed and used by the community.

POLICIES

Policies and implementation measures have been grouped together with those addressing similar issues; each group of lettered implementation measures generally corresponds to the policy group immediately preceding.

Circulation Patterns

POLICY 1. Circulation patterns shall provide easy access to the Blue Lake City Center area.

POLICY 2. Circulation patterns shall provide convenient access between eastern and western parts of the City.

POLICY 3. Alleys shall not be considered a primary means of access for new development.

POLICY 4. The City shall retain City alleys and unimproved rights of way that could conceivably be useful to the City in the future. In abandoning such rights of way, the City shall retain any utility easements or rights of access necessary to provide city services, maintain City property or maintain and protect the health, safety and welfare of the citizens of Blue Lake.

POLICY 5. Commercial and industrial facilities should have sufficient off-street loading areas. Alleys may be used as off-street loading area.

POLICY 6. Adequate local circulation plans shall be required for future lot divisions and new development.

Implementation; Circulation Patterns

- a. Abandonment or upgrading of alleys and undeveloped rights-of-way shall be considered on a case by case basis consistent with POLICY 4.
- b. The City shall investigate all possible routes that will improve circulation between the eastern and western halves of the City, to include connections from Greenwood to Railroad Avenue and Chartin Road; pedestrian equestrian and bicycle access shall be included.

Development

POLICY 7. New development shall be required to provide sidewalks or other street improvements and necessary traffic control signs as determined by the City of Blue Lake.

POLICY 8. Adequate street access shall be provided to all newly divided parcels and/or new development. "Flag lots" shall be discouraged.

POLICY 9. The City should encourage the County to develop a land-use plan that will not result in significant increased traffic in Blue Lake.

Implementation; Development

- c. The City should revise the Zoning Ordinance to allow the creation of properties fronting on non-public streets, providing that access to said properties meets development standards pursuant to implementation measure h., below.
- d. The City should make known to the County those areas where potential development could result in traffic impacts in Blue Lake; the City should request notification of new development in these areas.

Improvements

POLICY 10. Streets and sidewalks, in the City Center area, that have not yet been upgraded should be upgraded.

POLICY 11. Unsafe or constricted streets, identified in the Public Safety Element or by public complaint, shall be examined and improved or modified to reduce the problem.

POLICY 12. Street standards shall be adequate to provide sufficient access for emergency vehicles and necessary maintenance.

POLICY 13. The City shall continue improving streets and sidewalks in the City Center area as a method of stimulating revitalization of this area.

Implementation; Improvements

- e. The City should continue to pursue funding for the remaining street and sidewalk improvements necessary in the City Center area.

Circulation Goals and Policies

- f. The City should adopt standards for street and sidewalk improvements for all levels of development in the urban area of the plan.
- g. Future and proposed streets shall be designed and developed to meet standards applicable to the projected loads and circulation needs of neighborhoods and other areas.
- h. The City should develop standards for private streets and attendant sidewalk improvements for development in PDR Planned Development areas that will provide adequate access and frontage to all lots and meet all other circulation policies. Such standards should include alternatives, appropriate to the proposed development, to standard sidewalks and street widths.

Parking

POLICY 14. Sufficient offstreet parking shall be provided for all development.

Implementation; Parking

- i. The City should work with the new owner of the Railroad to improve the railroad right-of-way adjacent to the tracks; a possible use could include designation as a "parking street" with one-way circulation, serving the City Center.
- j. The City shall consider an inlieu parking fee or developing a parking assessment district, subject to approval of voters as required by law, or other device to assist developers in meeting offstreet parking requirements in the City Center area.

Public Transportation

POLICY 15. Public transit service, linking Blue Lake to the nearest public transportation corridor, shall be made available at convenient hours and convenient places within the City.

Implementation; Public Transportation

- k. The City should continue to actively participate with H.C.A.O.G. and the Technical Advisory Committee to H.C.A.O.G. to ensure Blue Lake's increment of regional transportation needs is met.

1. The City shall continue to contract with a local transit provider to meet Blue Lake's regional transportation needs. Consideration should be given to joining Humboldt Transit Authority.

Non-Vehicular Access

POLICY 16. The City should establish safe access for non-vehicular traffic to and along the Mad River.

POLICY 17. Pathways for pedestrians, bicycles and horses shall be coordinated with the City's open spaces, recreation facilities, the school, the City Center, and the County Trail Plan.

POLICY 18. The City shall promote the use of bicycles as a convenient, alternate mode of transportation consistent with Blue Lake's "small town" atmosphere.

POLICY 19. The City shall encourage pedestrian use of the City Center area by developing and maintaining safe and convenient pedestrian access.

POLICY 20. The City shall consider the handicapped in developing pedestrian access.

Implementation; Non-Vehicular Access

- m. The City should pursue funding for an established non-vehicular pathway system with particular emphasis on access to and along the Mad River.
- n. The City should consider reestablishing bicycle licensing to give opportunity for education on bicycle safety and possibly generate funds for bike parking facilities.
- o. The City should seek out funding sources to provide bicycle parking facilities; such facilities should be located convenient to any new or existing recreation areas or parks, the Post Office, bus stop, Dell'Arte, City Hall and commercial areas.
- p. Any new commercial development, deemed by the Planning Commission to attract children of biking age should include bicycle parking (e.g. ice cream parlors, video parlors, movie theaters).
- q. All new recreational facilities shall include bicycle parking facilities unless such facilities are deemed inappropriate by the Planning Commission.

Circulation Goals and Policies

- r. The City should develop a plan for implementing a designated bicycle route within the existing street system. In developing such a plan, the City shall identify those streets that are most suited; suitability shall be considered in terms of: a. condition of road; b. width of roadway; c. convenience of route between the principal traffic generators within the City; accessibility to the County bicycle route.
- s. Pathways for pedestrians, bicycles and horses shall relate physically to connect the City's open spaces, recreation facilities, the school, the City Center, and the County Trail Plan.

Truck/Industrial

POLICY 21. When financially feasible, an alternate truck transportation corridor should be provided as an alternative to Greenwood.

POLICY 22. The City shall consider all industrial development with respect to the truck and other vehicular traffic to be generated.

POLICY 23. As long as The City uses the existing truck route, the City should consider minimizing potential densities for residential lots within one local street or one block of Greenwood Avenue. *clay 3 inter*

POLICY 24. The City should encourage the County to develop a land-use plan that will not result in significant increased truck traffic through Blue Lake.

POLICY 25. Transportation of hazardous materials within City limits shall be by permit only.

Implementation; Truck/Industrial

- t. The City should continue to investigate acquisition and development of an alternative truck route including methods of financing such a route.
- u. The City should make the following interim improvements to the existing truck route to reduce the impact of its use by truck traffic:
 - 1. Review the design of the intersection of Railroad, "G" Street and Hatchery Road to determine if there is a way to better define the intersection.
 - 2. Provide a minimum pavement width of 36 feet along the entire route.

3. Resurface the truck route from Railroad Avenue and "G" Street to the Industrial park.
4. Prohibit parking on both sides of Greenwood Avenue from Blue Lake Boulevard to "B" Street during school hours.
5. Develop an alternate access to the river to accommodate pedestrian, equestrian and bicycle traffic.

Rail

POLICY 26. The City shall coordinate initiation of passenger rail service with promoting development of overnight accommodations and visitor-serving facilities.

Implementation; Rail

- v. The City should encourage passenger rail service to Blue Lake.

Other

POLICY 27. The City should discourage off-road vehicles on City streets, on City Property and in the Industrial Park.

POLICY 28. The City should encourage the Highway Patrol and the County Sheriff to enforce the speed limit on Blue Lake Boulevard and Hatchery Road.

POLICY 29. The City shall encourage carpooling.

Implementation; Other

- w. The City's law enforcement officer(s) should actively pursue infractions of Policy 27.
- x. The City should consider speed control measures and/or devices on the levee.
- y. The City should study the feasibility of a park & ride facility accessible to City residents.
- z. The City should consider how to network persons interested in carpooling. Methods could include maintaining a list or carpool bulletin board at City Hall, the community bulletin board near the Post Office, or other community location.

CITY OF BLUE LAKE

HOUSING ELEMENT UPDATE

August 2009



As Adopted September 22, 2009 by the City Council

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I. INTRODUCTION

A. OVERVIEW

This Housing Element Amendment to the General Plan is designed to meet State requirements for Housing Elements and to provide an overall plan for meeting the housing needs of the City of Blue Lake. In addition, the Element discusses Blue Lake's share of the regional housing need. This document is intended to supplement Blue Lake's Residential Land Use Policies (Land Use Element) to provide adequate housing for all segments of the population while maintaining a quality living environment in Blue Lake and its environs.

The City of Blue Lake last adopted a Housing Element Update in 2004. State legislation requires the City to review its Housing Element every five years with the next review due by at least August 31, 2009. The review must evaluate all of the following:

1. The appropriateness of the housing goals, objectives and policies in contributing to the attainment of the State Housing Goal.
2. The effectiveness of the Housing Element in attainment of the City's housing goals and objectives.
3. The progress of the City in implementation of the Housing Element.

B. DOCUMENT CONTENTS

This document is composed of eight sections. The first section, INTRODUCTION, introduces the document, describes the sections, describes public participation and cites statutory authority for the Housing Element.

Section II., DEMOGRAPHIC INFORMATION, presents the population trends and household characteristics of Blue Lake.

Section III., HOUSING MARKET INFORMATION, discusses housing stock and characteristics of the housing market that affect the affordability and availability of land and housing.

Section IV., CONSTRAINTS, describes factors limiting construction, rehabilitation and housing provision in general.

Section V., ANALYSIS OF PREVIOUS HOUSING ELEMENT, examines the effectiveness, appropriateness and progress in implementation of the policies and goals of the previous Housing Element.

Section VI., HOUSING NEEDS SUMMARY, summarizes Blue Lake's housing needs as indicated by the previous sections.

Section VII., GOALS, POLICIES, OBJECTIVES, presents the City's program for meeting its housing needs.

C. STATUTORY AUTHORITY FOR THE HOUSING ELEMENT

Section 65580 of the Government Code declares that, "The Housing Element is written in response to the form and standards established in Government Code Section 65583(a), as amended, and in conformance with the Guidelines prescribed by the Department of Housing and Community Development.

D. CONSISTENCY WITH THE GENERAL PLAN

This document represents an update of that portion of the 1986 General Plan pertaining to the "Housing Element" (pages 89-124).

This amended Housing Element has been reviewed with goals and policies and implementation measures throughout the General Plan and is found to be consistent. This is further stated in Section VII.

E. PUBLIC PARTICIPATION

During the review period for this document the Planning Commission held a public hearing on July 20, 2009, and the City Council held a public hearing on August 11, 2009. Notices were posted indicating the time and place of the hearings, and the draft document was made available at City Hall and on the City's website. The document was circulated for comments from the Department of Housing & Community Development at the end of June and received back at the end of August. Once the document was revised to incorporate the comments received from HCD, the Planning Commission and City Council adopted the document at meetings in _____. The final document will be made available at City Hall, the County public library in Blue Lake, and at the Department of Housing & Community Development (HCD).

II. DEMOGRAPHIC INFORMATION

A. 2000 CENSUS SUMMARY

The following is a brief outline of the 2000 Census information for the City of Blue Lake, updated with additional information from more current sources, where possible.

POPULATION

Total persons - 1,142 persons in 2000

Total persons - 1,166 persons in 2008 [California Department of Finance, Demographic Research Unit (2008)]

Persons living alone - 159

Average family size - 2.84

Total households – 504

Average household size: 2.25

Family households – 298

Average family size: 2.84

Non-family households - 206

AGE DISTRIBUTION

Persons under 18 years old - 249

Persons 18-64 - 745

Persons 65 years and older - 141

HOUSING UNITS

Total number of housing units (2000) - 556

Total number of housing units (2007) - 578 [CA Department of Finance, Demographic Research Unit]

Owner-occupied - 310 units

Renter-occupied - 194 units

Vacant - 52

Type of units, occupancy:

338 detached, 97 rented

18 townhouse units, 15 rented

25 two-unit structures, 23 rented

58 apartment units, 58 rented

56 mobile home units, 5 rented

Number of bedrooms per housing unit, occupancy:

1 or less - 73, 65 rented

2-3 - 389, 124 rented

4+ - 33, 9 rented

Number of houses built prior to 1950: 250; between 1950 and 1970: 128; 1970-1980: 99; 1980-1984: 36; 1985-1990: 27; 1990-1994: 4; 1995-March 2000: 30; April 2000- December 2008: 16; **January 2006-October 2008: 3**

Value of housing - 0 less than \$50,000; 61 less than \$100,000

Median value - \$119,000 (2000 Census)

Median value - \$175,000 (2008) [Humboldt Association of Realtors]

Average mortgage with monthly costs - \$804

Gross rent – 10 units less than \$300; 58 additional units less than \$500.

Median rental price - \$583

Contract rent - 24 units less than \$300; 71 additional units less than \$500.

Median rental price - \$500

House heating fuel:

natural gas - 382

propane - 6

electricity - 40

wood - 67

INCOME

Average annual income - families: \$37,500; households: \$32,500

Number of very low income (less than \$16,250) –126 households.

Number of low income households (between \$16,250-\$26,000) – 77 households.

Households by income group (2003 Regional Housing Needs Report):

Very low - 185; low - 62; moderate - 123; high – 190

Persons below poverty level - 121; between 0-18 years - 26

18-64 years - 87

64+ years - 8

Families below poverty level - Families with children under 18 - 16

Female-headed households with children under 18 – 12

Owner-occupied housing units paying less than 20% of income to housing - 128;

more than 30% - 65.

Renter - occupied housing units paying less than 20% of income to housing - 50, all but 2 of whose income exceeded \$20,000.

Renter - occupied housing units paying more than 30% income to housing - 82, of which 56

units paid 35% or more with income less than \$20,000/year.

EMPLOYMENT

Total workers (age 16+) - 622 includes 46 unemployed

Total not in labor force (age 16+) - 302

Households with earnings of some sort - 404

Households with no earnings - 108

Households with supplemental security income - 25

Households with social security - 124

Households with public assistance - 15

Households with retirement income - 85

Number that work at home - 18

Self-employment - 70

Number employed in agriculture, forestry or fisheries - 27

Number employed in manufacturing durable goods - 73

Number working for government - 167

Number employed in transportation, warehousing & utilities – 37

Number employed in construction – 36

Number employed in retail trade – 68

Number employed in education, health, & social services - 168

Work disability status - 46 males, 68 females under 64 years of age; 41 males, 39 females 65 years or older.

Female-headed households:

Over 65 years – 31

With children – 51

Average travel time to work - 19 minutes

Number of workers traveling: less than 10 minutes - 87

more than 30 minutes – 92

B. POPULATION CHARACTERISTICS

1. Growth Trends

a. Population Trends

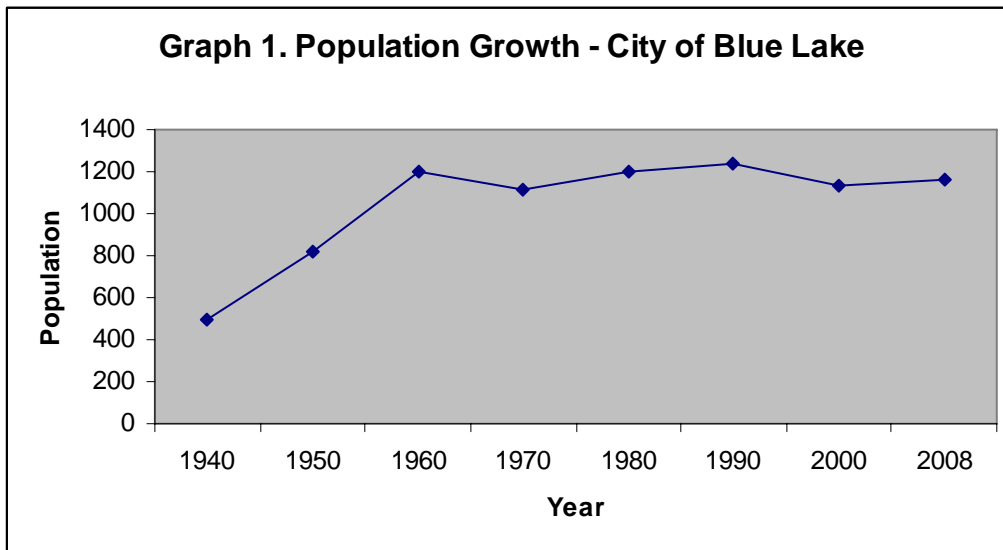
The City of Blue Lake has grown from a population of 1,112 in 1970 to 1,201 in 1980, and 1,235 in 1990, followed by a decrease to 1,135 in 2000, **and slight increase to 1166 in 2008**. This represents a 7% increase between the years of 1970 and 1980, a 2.7% increase between 1980 and 1990, an 8% decrease between 1990 and 2000, **and a 2.7% increase from 2000-2008**.

The City of Blue Lake experienced a steady population increase for two decades until the 1960's when the population dropped off significantly. By mid-1970, this trend reversed

and the population began to increase moderately. These changes coincide with employment reductions in the timber industry and the eventual withdrawal of the MacIntosh Mill from Blue Lake by the early 1970's.

During the last 25-year period, Blue Lake made the final shift from being a "mill town" with jobs in or near Blue Lake to a "bedroom community." In this latter role, Blue Lake represents a desirable, residential location for persons employed in Arcata and Eureka, and for students attending Humboldt State University (Arcata). In addition, the Dell'Arte School of Physical Theater draws attention to Blue Lake and accounts for as much as 2% or more of the City's population.

Blue Lake grew slowly between the 1970s and 1990s, with a decrease in the growth rate over the twenty-year period of 1980 to 2000. Population levels are slowly increasing, but it is a slow progression.



It is anticipated that with the area's declining economic situation, especially in timber-related jobs, that population growth will occur only as local employment and tourism opportunities grow.

b. Employment Trends

As mentioned previously, Blue Lake is a "bedroom community." Even though there are some small industries in the City's Industrial Park, most of the employable population is affected by the County-wide job market. According to the State Employment Development Department (EDD), the Humboldt County labor force expanded very slowly between 1990 and 1999, with an average annual growth rate of 0.33 percent (from 58,100 to 60,300). This slow growth has continued into the twenty-first century and

parallels the slowdown in the County's population growth.

The unemployment rate remained high in the first half of the 1990s, and then declined steadily through 1999. The impact of reduced timber cutting on federal lands may have raised the unemployment rate in the early 1990s, but the County economy seems to have compensated for the decline in the timber industry. The timber industry decline may still be responsible for some of the out migration observed in Blue Lake between 1990 and 2000 that resulted in a population decrease. However, the total number of housing units and the number of owner-occupied housing units increased and renter-occupied housing decreased only slightly.

According to the State Employment Development Department (EDD), Humboldt County's annual average figures show a decline in the labor force of 800 persons (61,000 to 60,200) from 1998 to 2002. Despite a decline in 2002, Humboldt County added a total of 400 jobs over the years from 1998 to 2002—a cumulative growth of 0.8 percent.

However, according to the Humboldt Economic Index for April 2008-April 2009, the unemployment rate has been climbing. Humboldt County sits at 11.2 percent as of May 2009. Currently, the three largest employers in Humboldt County in order are Government, Retail Trade, and Services. During the 1999-2006 period, Government, Retail Trade, and Services were projected to add approximately 3,000 jobs. Humboldt County's economic focus shifted from goods producing to service producing industries. Declines in natural resources & mining, and durable and nondurable goods manufacturing have been offset by gains in trade, transportation and utilities; financial activities; leisure & hospitality; other services; and government industries.

2000 Census information indicates that the average travel time to work was 19 minutes. Of the 506 persons who drove to work, 87 (17%) drove less than 10 minutes and 349 (77%) drove less than 25 minutes. Most workers (86%) drove alone. This indicates that the majority of residents work in Blue Lake, McKinleyville, Arcata, Eureka, or nearby lumber mills located in unincorporated areas.

Employment trends often affect the availability and affordability of housing for many people. Blue Lake does not expect a significant increase in the vacancy rate due to people moving out of the area seeking new jobs. On the other hand, certain Blue Lake residents may continue to be financially burdened due to the decrease in timber related jobs. For this reason, Blue Lake will need to continue its efforts to provide affordable housing for the lower and moderate income sectors and, where possible, provide additional local employment opportunities.

Until the economic picture in Blue Lake and the County improves, there has not been evidence to suggest a demand for substantial new housing.

c. Age of Population

Based on the 2000 Census, Blue Lake's largest two age class groups are 35-44 and 45-54. The next largest age class is the 25-34 group. Also to be noted is the large number of young males relative to young females (5-14 age class). This information is displayed in Graph 2 - "Age Structure - 2000, City of Blue Lake." The 2000 information used is still current as there has not been a significant change in Blue Lake since the 2000 census or the 2004 Housing Element update.



When analyzing the predominant age groups, two factors regarding housing must be noted:

1) There are a large number of males and females at the parenting ages as well as a large number entering retirement age. This suggests a need for units suitable as family dwellings (e.g., single-family residences, 2-3 bedroom apartments). Comparison of household type information (Section III [A]) indicates that there are more than sufficient numbers of this type of unit;

2) Elderly housing shall be a growing concern in Blue Lake as the population continues to age over the next five years. Housing units appropriate for elderly persons; especially single elderly persons should be encouraged in Blue Lake (e.g., smaller units and possibly group quarters with special design needs.) Comparison of household type information indicates a lack of sufficient numbers of this type of unit, especially group quarters. (See Section II [D] [2] for more information). Local services and adequate public transportation should also be assessed.

2. Ethnic Population

The total ethnic population in Blue Lake is 111 persons from the 2000 Census Bureau and equals 13.2% of the total Blue Lake population. At 5.4%, Blue Lake's largest ethnic group is Native American, reflective of the relatively large Native American population in Humboldt County (County - 5.3%; California - 1.2 % as of

2007 (US Census quickfacts)).

TABLE 1. Ethnic Population Characteristics (percent)

	Blue Lake	Blue Lake	County	State
YEAR	1990	2000	2000	2000
White	91.7	88.7	81.6	46.7
Black or African American	.08	0.5	.82	6.4
American Indian & Alaskan Native	5.3	5.4	5.3	.53
Asian	.49	1.3	1.6	10.8
Native Hawaiian and Other Pacific Islander	-	.01	.17	.31
Hispanic	2.4	2.5	5.8	30.3
Other	-	1.1	.35	.21
Two or more races	-	2.8	4.4	4.7

A higher percentage of the ethnic population owns a house than those that rent, even though a higher percentage of the ethnic population is below the poverty level. Twenty-five (16.6%) of the ethnic population are below poverty level and as compared to 96 white (9.7%). However, 79% of those below the poverty level (121 total) are white. Efforts to provide opportunities for low income housing would benefit the City's ethnic population, though since the economic downturn, Blue Lake has not grown much, reducing the need for additional housing. No other special housing need was identified.

3. Group Quarters/Shared Housing

The 2000 Census indicates all persons live in households and no persons live in group quarters in Blue Lake. Group quarters refer to living arrangements such as boarding houses where rooms are rented individually and kitchen or food is shared. However, Blue Lake does have a number of households that are shared rentals (for example, students renting a house together and sharing kitchen and bath facilities). These housing arrangements were not identified by the 2000 Census as being group quarters. **However, Census information does indicate that there are 206 non-family households, though local sources indicate a higher number of student rentals. These numbers have not dramatically changed since the 2000 Census.**

C. HOUSEHOLD CHARACTERISTICS/HOUSING NEEDS SUMMARY

1. Number and Size of Households

2000 Census information indicates that the City of Blue Lake had a total of 504 households and 556 housing units as compared to 497 households and 540 housing units in 1990. **CA Department of Finance, Demographic Research Unit identifies a total of**

578 housing units in Blue Lake in 2007 and of those, there were 507 single- and multiple-family households. These numbers indicate a slight increase in housing for the City of Blue Lake between 2000 and 2008. Moreover, only 19 housing units have been added since 2000 with most of the activity occurring in 2001 and 2003.

The 1992 Humboldt County Housing Needs Plan indicated that Blue Lake needed an increase of 40 housing units by 1997. The 2000 Census information indicates that the City of Blue Lake added 16 new housing units after 1990 and **city building permit records indicates that 32 units were added from 1991 to 2003, putting Blue Lake over its housing unit allocation by 8 housing units.**

From 1992-1997 the Humboldt County Housing Needs Plan projected an 8.5% increase in households by 1997 increasing them from 503 to 546 and the 2004 Humboldt County Housing Needs Plan projected that the number of households grown by 10.2%, totaling 560 households. **The latest draft of the 2009 RHNA projects a housing need of 21-42 units by 2014.**

Comparison of 1990 and 2000 Census information indicates the number of households was growing (3% increase) and the City's population, decreasing (8% decrease). The discrepancy between household growth rate and population growth rate may be explained by an apparent trend to smaller households.

Average household size in 1980 was 2.6 persons. This was a significant decrease since 1970, when average household size was 3.2 persons. The household size continued to decrease in 1990 and 2000 to 2.48 and 2.25 persons, respectively. The average household size has not stabilized as projected in the 1990 Housing Element Update. The decreasing changes in the rate of household size are consistent with the dramatic decline in the area's economy during the late 1970s, as well as the more stable, though depressed, economy of the 1980's and 1990's. **As the City's population decreases in the more recent economic climate, the average household size has decreased, and the number of non-family households has increased dramatically.**

The decrease in household size since 1970 may contribute to the trend of constructing smaller housing units and may increase the pressure to convert larger houses into smaller, multiple units. Based on current economic trends, this may become more and more prevalent.

TABLE 2. Number and Size of Blue Lake Households

	1980	1985	1990	2000	2008
Households	459	504	497	504	507
Population	1,201	1,243	1,235	1,135	1,166
Household Size	3	2	2	2	2

Of the 504 number of households in 2000, 310 (61.5%) were owner occupied and 194 (38.5%) were renter-occupied. Rental units in the City tend to have a lower household size (1.99) than owner-occupied units (2.41). As the following table indicates, there was an increase in single-person households and a decrease in households with 5 or more persons from 1990 - 2000. **Because the Blue Lake population has not changed much, we expect the household sizes in Blue Lake to closely resemble the 2000 numbers.**

TABLE 3. Household Size in the City of Blue Lake

	1990	2000
1 person	128 (26%)	159 (31.5%)
2-4 person	328 (66%)	319 (63.3%)
5 or more	41 (5%)	26 (5.2%)

2. Income Characteristics

Household income characteristics are a vital element in analyzing affordability of housing. 2000 Census information indicated that 404 (79%) of households (consisting of 622 workers) had earnings of some sort, 73.6% of households had wages or salaries, 24.2% received social security benefits, and 2.9% received public assistance.

D. HOUSEHOLD NEEDS SUMMARY AND SPECIAL HOUSEHOLDS

1. Low Income Existing Conditions

Extremely low-income is defined as households with income less than 30 percent of area median income. The area median income in the City is \$37,500 (family) / \$32,500 (individual). For an extremely low income household, this results in an income of \$11,250 or less for a four-person household or \$9,750 or less for a one-person household. Households with extremely low income have a variety of housing situations and needs. For example, most families and individuals receiving public assistance, such as social security insurance (SSI) or disability insurance, are considered extremely low-income households.

Lower income households (extremely low, very low)—those with incomes less than 80% of the County median income—have a more difficult problem locating affordable housing. The County median household income has risen every decade from \$23,586 (1990) to \$31,226 (2000) to **\$37,281 (2007) (US Census QuickFacts)**. The City of Blue Lake median household income rose from \$26,287 in 1990 to \$32,500 in 2000 **to \$38,374 in 2007 (city-data.com)**. **We expect that (following the next census) the median household income reported for Blue Lake will not differ much from the 2000 median income. Based on the slow population growth and the economic downturn, the median income is projected to plateau or decrease.** Comparison of the "Regional Housing Needs Plan for Humboldt County" indicates the following

information:

TABLE 4. Low Income Households

	1991	2001	2008 Projected
Very Low Income Households 0 to 50% of County Median Income	166 (35%)	185 (33%)	187 (32%)
Low Income Households 50% to 80% of County Median Income	55 (11%)	62 (11%)	71 (11.8%)
Total	221 (46%)	247 (44%)	258 (43.8%)

In 2000, approximately 56 extremely low-income households resided in the City, representing 4.6 percent of the total households. Extremely low-income households were renters (75) and home owners (83.3). About 71.4 percent of extremely or very low-income households faced housing problems (defined as cost burden greater than 30 percent of income and/or overcrowding and/or without complete kitchen or plumbing facilities) and 78.3 percent were in overpayment situations. Even further, 59.2 percent of extremely low-income households paid more than 50 percent of their income toward housing costs, compared to 17 percent for all households. The following table from the HUD Comprehensive Housing Affordability Strategy [CHAS] (2000) shows low-income household information regarding problems and burdens.

Table 5: Housing Needs for Extremely Low-Income Households (2000)

	Renters	Owners	Total
Total Number of ELI Households	32	24	56
Percent with Any Housing Problems*	75	83.3	78.6
Percent with Cost Burden (30% of income)	62.5	83.3	71.4
Percent with Severe Cost Burden (50% of income)	50	66.7	57.1
Total Number of Households (all income)	103	315	540

The percent with any housing problems and percent with burdens refer to a number that is a combination of ELI and VLI households.

According to the 2003 Regional Housing Plan, Blue Lake was to add 29 units from 2000-2008. Building permit records show that by 2009, 19 housing units have been added, which does not meet the allocation. Based on the current draft Regional Housing Plan (2009), the maximum, estimated housing unit number allocated to Blue Lake is 42 (Blue Lake's Housing Element is technically out of compliance until the RHP is finalized. The Blue Lake Housing Element will be re-reviewed and

addressed if the final allocation exceeds 42 or income brackets change—depending on the requirements after the final allocation) and broken down into the following income brackets:

**TABLE 6. 2009 Regional Housing Responsibility
(based on 06-29-2009 draft RHNA)**

	# Units	Overall %
Very Low	10	24.97
Other Lower	7	16.33
Moderate	7	17.05
AboveModerate	17	41.65

Between 1990 and 2000, the City median housing unit value rose from \$80,200 to \$119,000. **According to Onboard Informatics (2008), it is now at \$279,282.** Between 1990 and 2000, the City median contract rent rose from \$334 per month to \$500. **According to Onboard Informatics (2008), the median rental income is currently \$742. It is not expected that the next survey of median housing unit value and rent will change much based on the lack of drastic population change.** The following table indicates the number of lower income households overpaying for housing as compared to 1990 information:

TABLE 7. Overpayment (as a percentage of income in 2000)

Income Group	Homeowners		Homeowners		Renters		Renters	
	1990		2000		1990		2000	
	>30%	>35%	>30%	>35%	>30%	>35%	>30%	>35%
Lower Income	11%	8.5%	17.2%	13.7%	49%	47%	35.4%	30%
Moderate Income	4%		5.4%		3%		6%	
Total Households in City	15%		22.6%		52%		41.4%	

If additional resources become available, the City reasonably expects that 5 additional households will be assisted. Additionally, Blue Lake residents have access to housing rehabilitation loans through RCAA. If the City ever develops a need for Section 8 rental assistance, the issue will be addressed immediately

2. Elderly

The total number of persons older than 64 years is 141, representing 12.4% of the total population. There were 111 households (22%) that had at least one member over 65. Forty-seven (42.3%) of senior households are single-person households. In addition, a total of 101 households (2 or more persons) are headed by a person 65 or older, 89 of these households are owner occupied and 12 are renter-occupied.

There is growing need to address the concerns of the City's elderly population, especially the over-65, female population. **Of the 47 households consisting of single, elderly persons, 31 were held by females.** The majority of elderly households are owner-occupied units, implying that the burden of mortgage payments and maintenance lies with them. No group quarters for senior citizens exist in Blue Lake at this time.

Elderly households in Blue Lake need affordable housing. In addition, elderly housing units tend to be smaller, which are generally less expensive. Programs which promote the availability of smaller units or shared housing for seniors would meet both needs. However, it is important to note that many seniors in Blue Lake live in large homes by choice. In addition, some limited care facilities in town would reduce the need for seniors to leave the area when additional attention is necessary.

3. Female-Headed Households

In 2000 there were a total 176 female-headed households including 84 women that lived alone. Fifty-one households with children under 18 were headed by women. Female-headed households represent 35% of Blue Lake's total 504 households.

The primary need of female-headed households is affordable housing, which could be addressed through the establishment of programs and policies that will create affordable housing options.

Allowances for day care/nursery schools would provide additional opportunities for single mothers to work. Currently this is available through the City's Home Occupation or Use Permit process. Two day cares and a nursery school use permits were approved in the 1990s. The two day cares are no longer in existence, but the nursery school is still running. In 1992 the Blue Lake Elementary School began operating an after-school care program which is still running, and in 1998, an after school program began at Prash Hall, to which the City contributes funding.

4. Disabled

Disabled persons may have similar housing problems such as substandard or overcrowded housing and may be paying a disproportionate share of their income towards housing.

Disabled persons also have needs that are not common to other groups. Although needs can vary widely, disabled persons may need special facilities to help them overcome their disability or make their housing units more convenient. Some of these amenities include wide doorways that can accommodate wheelchairs, special bracing for handrails, lower countertops and switches and outlets at an appropriate height. Unfortunately, very few housing units have these features and consequently, they must be remodeled to serve the disabled. The City requires a building permit to be obtained for retrofitting homes for accessibility. **The City has adopted and utilizes the 2007 version of the California Building Code. The City has not made any amendments to the UBC or CA building code that might diminish the ability to accommodate persons with disabilities.**

The City also does not currently have a process for requesting “reasonable accommodation” changes with respect to zoning, permit processing, or building laws, and the enforcement of building codes and the issuance of building permits. **In order to provide a process for requesting “reasonable accommodation” the City will develop a “reasonable accommodation” process during the effective period of this element. Once the process for “reasonable accommodation” is developed, the City will make this information available to the public by mailing it out with the monthly water bills.**

The City has not yet made any special efforts to remove constraints on housing for persons with disabilities, such as accommodating procedures for the approval of group homes, ADA retrofit efforts, an evaluation of the zoning code for ADA compliance or other measures that provide flexibility. During the effective period of this element the City will make efforts to remove any existing constraints on housing for persons with disabilities because the conversion of a conventionally-designed housing unit is usually well beyond the financial capability of most disabled persons.

Currently in the City residential parking standards for persons with disabilities are the same as other parking standards. The City does have a policy for the reduction of parking requirements in general if a project applicant can demonstrate a need for reduced parking, but it is not specific to special needs housing. During the effective period of this element the City will revise Section 610 of the zoning ordinance, addressing off-street parking facilities, to allow for parking reductions for special needs housing. As usual the project applicant will be required to demonstrate the need for the reduced parking.

The City has concentrated its efforts to make ADA accessible street improvements including drop curbs, sidewalk grades, safer pedestrian cross ups, etc.

Handicapped persons in Blue Lake are identified by the 1980 Census as those persons between the ages of 16 and 64 (working ages) having a work disability. In Blue Lake, in 2000, 114 residents (46 males, 68 females) have such a disability constituting 10% of the total population or 14.4% of the total labor force. No information was available as to what percentage of the disabled was working in the labor force or prevented by their disability from working.

**TABLE 8. Disabled Persons - Work Disability (based on the 2000 census)
(Ages 16-64)**

	Total	Total	Percentage	Percentage
	1990	2000	1990	2000
No work disability	721	675	87.6	85.6
With work disability	102	114	12.4	14.4

The State Department of Rehabilitation provided information in 1986 on types of

disabilities for the area consisting of Del Norte, Humboldt, Lake and Mendocino Counties. The Department indicated that the relative disability types would also be typical of Humboldt County and probably also Blue Lake. The highest proportion of disabilities (39%), muscular/skeletal, are those that concern access to and in buildings, such as wheelchair access.

The State Department of Rehabilitation also indicated in 1986 the distribution, by age, of disabilities occurring in the four-county area. Most disabilities (97%) occur in the working-age population (18-64 years).

The number of persons not able to use public transportation from the 1980 US Census indicates that 17.3% of working age persons in Blue Lake (ages 16-64) is limited by their physical disability. This is equal to the State average. However, only 7.1% of those over age 64 have a transportation disability; this is less than half of the State figure.

1990 Census information only indicated disability status for those 16 years or older. Those figures indicated those 102 persons less than 65 years old and 37 persons 65 years or older had a working disability with mobility or self-care limitations. This represents 11.2% of the total population, which is less than the County percentage (11.8%).

2000 Census information indicated disability status for those 5 years and older. Those figures indicated 116 persons less than 65 years old and 80 persons 65 years or older had a disability. This represents 17% of the total population, which is less than the County percentage (20%). **We expect that the percentage has not changed much, if at all, since the Census data was compiled.**

The Circulation Element (Blue Lake General Plan, 1985 revision) addresses handicapped access with respect to street improvements in the City Center and public areas of the City. A need for improved access and for new and repaired sidewalks was identified. Such improvements would support handicapped access to residences in the downtown area, where handicapped persons might reside to be nearer to Blue Lake's commercial and public services.

Specifics regarding the American Disabilities Act were adopted at the State level in 1984 as Title 24 of the California Building Code. The City is aware of requirements and has and will continue to review new development for consistency with the requirements. Other specifics are proposed in the Implementation section of this element.

5. Large Families

In 2000, there were 26 households (5.2%) consisting of households with five or more members. Nineteen (19) of these units were owner-occupied, and seven (7) units are renter-occupied. These 26 units were occupied by a minimum of 144 people. (See also the following Section on "Overcrowding".)

6. Overcrowding

In 2000, two (2) units had 1.01-1.50 persons per room. Both of these units were rentals. Two (2) units were severely overcrowded with more than 1.50 persons per room; both of these were rentals. The overcrowding problems in the City occur in rentals.

In comparison, there are 9 rentals and 24 owner-occupied units that contain 4 bedrooms and no units containing 5 or more bedrooms.

Currently there is a lack of large housing units for large households. There are 24 households with 4 or more persons but only 9 housing units with 4 or more bedrooms. In 1990, it was not a lack of supply that created overcrowding but rather other constraints, such as affordability or availability. In 2000, it is more a lack of supply that creates overcrowding, potentially requiring households of 4 or more persons to utilize housing units with 3 bedrooms.

TABLE 9. Rental Unit Size vs. Renter Household Size (2000)

# Bedrooms	# Units	Household Size	# Units Needed
0	10		
1	55	1	88
2	73	2	55
3	51	3	27
4	9	4	17
5 or More	0	5 or More	7
Total	198		194

Based on this table, there is a lack of 0-1 bedroom rental units and 4-5+ bedroom units and a surplus of 2-3 bedroom rental units. There had been no significant change since the 2004 Housing Element Update.

7. Students

Students from Humboldt State University (HSU) appear to make up a significant portion of Blue Lake's population. Virtually all students living in Blue Lake are from out of the area, and most live either alone or with other students in unrelated households. In 2000, there were 23 rental units where the householder's age was less than 25 years old. **These statistics have not significantly changed.**

Because of Blue Lake's proximity to Humboldt State University and the existence of Dell'Arte School of Mime & Comedy in the City's downtown, many students reside in Blue Lake. Students make up a unique housing needs group. Typically, students are single and of a lower income group, and require housing accommodating their situation. Since Blue Lake has no group quarters, students probably seek individual rooms in apartments and share single-family residences with other students.

Students in shared rentals can generally pay higher monthly rents than families. As such,

houses and apartments may be rented at a higher rent to several students. Families, especially with low- and moderate-incomes, may not be able to afford these higher rents. Blue Lake remains desirable to student renters because of its sunnier climate, small town atmosphere and close proximity (6 miles) to the HSU campus.

8. Farm Workers

According to 2000 Census information, there is no one defined as "persons on rural farms." All of Blue Lake's sampled population is defined as "rural, non-farm." Total farm employment in Humboldt County for 2000 was 1,100 persons. 2000 Census information shows that 27 individuals in the City are employed in the agriculture, forestry, and fishing industries. The City of Blue Lake is surrounded by Timberlands. Most of the 27 individuals listed as employed in agriculture, forestry, or fishing would be expected to be employed by the timber industry and have the ability to afford single-family housing.

Surrounding agricultural activities, consisting of hay production, beef cattle grazing, and dairy, do not warrant the need for migrant farm workers. Most of the individuals listed as employed in agriculture surrounding the City are from families that own large tracts of land and conduct beef cattle grazing operations. These activities are not labor intensive and, therefore, there is no special housing need. Any special housing needs of permanent farm workers are probably included in discussions of overcrowding, overpayment, or large families.

9. Housing for Homeless Persons

Contact with several Humboldt County social service agencies and City records indicate that housing for the homeless is not a problem in Blue Lake. Like Arcata, Blue Lake would utilize the Eureka Rescue Mission and the local churches and service groups to provide for the needs of any homeless, on a temporary basis. In addition, Women for Shelter provide emergency shelter for women and children, particularly battered women.

The City of Blue Lake is not located adjacent to U.S. Highway 101, the primary corridor through Humboldt County. It is located adjacent to U.S. Highway 299. The City of Blue Lake is also not close to County or private social service organizations. This may support, in part, the lack of a homeless population.

According to the 1997 Humboldt County Continuum of Care strategy homeless needs in the County are around a 1,000 persons. The City of Blue Lake's population is .9% of the total County population which would place Blue Lake's homeless needs at around 9 persons. **Based on discussions with City Staff, no homeless persons are known to occur in Blue Lake. As discussed above Blue Lake is not close to County or private social organizations located in Arcata and Eureka and therefore homeless persons have not been found to reside in Blue Lake. In order to provide housing and/or shelter for homeless persons in the event that they begin to reside in Blue Lake, the zoning ordinance will be revised and the City will enter into a multi-jurisdictional agreement with the surrounding cities.**

III. HOUSING MARKET INFORMATION

The Blue Lake housing market is part of the North Humboldt County market area, which also includes the cities of Eureka, Arcata and Trinidad and the community of McKinleyville. In the past 40 years, Blue Lake has become a bedroom community for Arcata and Eureka, which further underscores its position as only a part of a larger housing market. In general, the northern Humboldt County housing stock has a large proportion of older structures in a somewhat deteriorated condition and, while less expensive than most other areas of the State, housing is still beyond the means of many low-income persons.

A. HOUSING STOCK

According to the 2008 California Department of Finance, Demographic Research Unit, there are now a total of 578 housing units in the City of Blue Lake. Nineteen additional housing units were added between 2000 and 2009 with the bulk of this increase occurred between 2000 and 2003. The 2000 Census reported a total of 556 housing units in Blue Lake (an increase of 16 units since the 1990 Census). To gain a more accurate count of units established since the 2004 housing element revision, permit records from 1991 to 2008 were retrieved. Also, according to the permit records, a second 4-plex is being constructed next door to the one built in 2008.

TABLE 10. Housing Activity

Building Activity Since the Census (2000)				
	New Residence	Addition	Rehabilitation	Remodel
2000	4		3	4
2001	3		2	5
2002	1		1	3
2003	3		5	7
2004	1	1	2	7
2005	1	1	2	1
2006				5
2007	2			1
2008	4	2	2	6

2009		1	1	1
Total	19	5	18	40

Of the 578 housing units, the California Department of Finance, Demographic Research Unit puts them in categories: 403 single family units, 104 multi-family units, and 71 mobile homes. 2000 Census information indicates that 194 units (38.5%) were rentals, and 310 (61.5%) were owner-occupied or non-rental. The vacancy rate (52 units) was high at 9.4%. The vacancy rate is lower at certain times of the year (when school is in session) when rental units are in high demand. The City is small enough that the City Clerk generally knows about vacancies as a result of water bill changes and is often asked about places for rent. Blue Lake remains one of the more desirable and affordable low to middle class communities to live within the County.

A majority of the houses in Blue Lake are older (over 40 years) and larger with 2 or more bedrooms. There are no residential structures over two stories. Sixty-eight and a half percent (68.5%) of the housing stock is made up of conventional built single-family houses. Mobile homes account for another 12.4%. Many of the apartment units are located above historic commercial establishments and recently rehabilitated. Data from the 2000 census is still up-to-date.

TABLE 11. Housing Unit Size (2000)

Bedrooms	Units
0	19
1	79
2	180
3	234
4	35
5+	0
Total	547

TABLE 12. Housing Unit Type (2000)

Type	Number	% of total
Single-Family	375	68.5
Multi-Family	102	18.7
Mobile Homes	68	12.4
Boat, RV, van, etc.	2	0.4
Total	547	100

TABLE 13. Vacancies (2000) (52 total, 9.4% of total)

Vacant for sale	6 (11.5%)
Vacant for rent	17 (32.7%)
Rented or sold, but vacant	3 (5.8%)
For seasonal, recreational, or occasional use	5 (9.6%)
For migratory workers	0 (0%)
Other vacant	21 (40.4%)

B. HOUSING CONDITION

The majority of the City's housing stock can be generally described as aging. Almost 40% of the housing stock is over 50 years old. Nearly 60% of the housing stock is over 40 years old; nearly 70% is more than 30 years old. The older housing is only slightly more likely to be rental property.

TABLE 14. Housing Age

Year Built	Total Units
2000-2008	15
1999 – March 2000	8
1995 – 1998	25
1990 – 1994	11
1980 – 1989	45
1970 – 1979	88
1960 – 1969	53
1950 – 1959	103
1940 – 1949	62
1939 or earlier	152

A windshield survey of 551 residences was conducted in June – August of 2001, and as necessary again in February 2002. Structures were identified that appeared to be:

- in sound condition (no rehabilitation)	198	36%
- in need of minor rehabilitation	108	20%
- in need of moderate rehabilitation	155	28%
- in need of substantial rehabilitation	77	14%
- in a dilapidated condition	13	2%

The results of the survey indicate that 64% of the residential dwellings in Blue Lake need at least minor rehabilitation, and 42 % are in need of moderate to substantial rehabilitation. There are, however, no large areas of concentrated need in the community. Some streets exceeded the 42% average need of moderate to substantial rehabilitation but they appear to be spread throughout the community.

General conclusions were reached after an interview with the City's Building Official:

- Over half of the "old" homes in Blue Lake (over 35 years) need at least minor rehabilitation. "Ungrounded" electrical systems common in old homes should all be grounded or replaced.
- Many of the City's homes, including some of the newer units, need roof repair. Leaky roofs seem to be a common problem and, in conjunction with other problems, could require major rehabilitation efforts.
- Most of the older homes have not been constructed to withstand shaking resulting from earthquakes as was experienced in nearby Ferndale and Rio Dell in spring, 1992. Similar shaking in Blue Lake could result in a loss of much of the older housing stock.

Cost of rehabilitation is often a discouraging factor, especially for the lower income groups. Blue Lake has been actively promoting housing rehabilitation since the 1985 Element by providing financial assistance to targeted lower and lowest income groups.

The Blue Lake Housing Rehabilitation Program has received five Community Development Block Grants (CDBG's) since 1992. One grant for \$350,000 was received in 1995, \$350,000 in 1999, \$376,250 in 2001, \$417,750 in 2003, and \$70,000 in 2009.

The groups targeted for these low interest loans are defined by Department of Finance area median income statistics. More specifically, the definition quotes:

- * The **Targeted Group** is persons/families whose income is 80% of the estimated/adjusted median family income for Humboldt County.
- * The **Lowest Targeted Group** is persons/families whose income is 50% of the estimated/adjusted median family income for Humboldt County.

The City's rehabilitation grant program has allowed 8 housing units to be rehabilitated since the 2004 Housing Element Update.

Many of the residences have not been weatherized to energy conservation standards, resulting in additional personal expenses in house heating. Approximately 67 (13.5%) households currently utilize wood heat, 40 (8.1%) use electricity and the vast majority, 382 (77.2%), utilize natural gas. Housing rehabilitation programs have emphasized energy conservation standards in work programs.

C. AFFORDABILITY

The average cost of purchasing a home or constructing a home has increased over the last ten years. In 1990, the median housing unit value was approximately \$80,200. In 2000, the median housing unit value was approximately \$119,000. **In 2004, most housing units in the City were valued at \$175,000+, a substantial increase since 2000.** Housing prices in Humboldt County in general increased substantially from 2000-2003. In 1990,

over half of the City's housing units (51%) were valued between \$75,000 and \$125,000 range (42% in the \$75,000 - \$100,000 range and 9% in the \$100,000 - \$125,000 range). The 2000 Census revealed a significant increase in the value of Blue Lake homes; 26% had a value between \$50,000-\$99,999 and none had a value less than \$50,000. Over half of the City's housing units (57.5%) were valued between \$100,000 – \$149,999, and 12% between \$150,000 - \$199,999. **Today, the median home prices are currently valued at \$279,282.**

Even though Blue Lake has experienced increases in the cost of housing over the last eight years, it remains one of the more affordable communities of northern Humboldt County for purchasing a home.

Based on 2000 Census data, median contract rent has risen as well (from \$334 in 1990 to \$500 in 2000; a 49.7% increase). In 1990, only 7% of contract rents were less than \$200/month; the majority of renter-occupied units were rented for over \$200/month. In 2000, no contract rents were for less than \$200/month; the majority (65%) of renter-occupied units was rented for over \$350/month. **Contract rent in 2007 was from \$546-\$1,065/mo. Thirty-four percent of units currently range from \$200 - \$400 and 54% range from \$400 - \$700. In general, contract rent in Blue Lake has increased. However, Blue Lake has surpassed Arcata in median contract rent. The median contract rent in Arcata is \$720, and the median contract rent in Blue Lake is \$742. According to the 2000 Census information, in Blue Lake the median monthly mortgage and associated costs were \$804. The country, especially California, is in dire economic straits and in a housing crisis at present; we predict this will have a dramatic effect on the mortgages, affordability, and rental figures that come in with the 2010 Census.**

In assessing the affordability of housing in Blue Lake, the most important element of analysis is the ability of its residents to pay. The City of Blue Lake has retained the majority of its residents. The 1990 Census indicated that 58% of the population was in the same house five years previously. The 2000 Census indicated that 51% of the population was in the same house five years previously; and 28% moved to Blue Lake from somewhere else in the County. Those who have owned the same house and whose income has increased are less affected by inflation. Those who own houses and are on fixed incomes would pay a higher percentage to non-housing costs. Those who rent, particularly those on fixed incomes, would be most affected by inflation.

"Overpayment" for housing is a very common problem in the State, affecting primarily moderate, low and very low income households. "Overpayment" was formerly considered twenty-five percent of income to pay for housing. People with the lowest incomes tend to pay the largest percentage of their incomes for housing in California. 1990 Census data indicated that in the City of Blue Lake over half (52%) of rental households were paying more than 30% of their income for rent. 96% of these households were low and very low income.

Likewise, approximately 15.3% of households in owner-occupied units paid more than 30% of their income on mortgage cost. Again, a majority of these households (89%) were

low and very low income.

According to 2000 Census information, 34 homeowners and 62 renters made less than \$20,000 annual income but paid more than 30% of their income toward mortgages/rent. This represents 15% of the total homeowners and 31% of the total renters. Of these households having an income of between \$20,000-\$35,000, an additional 6% of homeowners and 10% of renters paid more than 30% of their income to housing.

It is evident that, in the past, overpayment for housing has affected both home owners and renters. According to the available data, renters seem to face overpayment problems more than homeowners. This suggests that, many persons below moderate-income levels cannot afford to buy a home or cannot receive a loan and resort to renting.

The CA Department of Housing and Community Development developed a document titled Housing Element Analysis Preservation of Assisted Units, November 15, 1991. This and information in the Department's December 5, 1991 letter regarding "Preserving Subsidized Housing Projects" was reviewed to determine whether the City had any at-risk units, those units that have been subsidized in the past but may not be subject to income restrictions in the near future. The City has no locally subsidized units at risk, as the City has not issued mortgage revenue bonds, has not approved any density bonuses with financial assistance, does not have an in-lieu fee program, and has not assisted multi-family housing with redevelopment or CDBG funds. Public subsidies for renting could benefit many of the renters in Blue Lake.

D. LAND AVAILABILITY

This section discusses vacant and under-utilized properties in Blue Lake—land that can be developed with housing. As shown by Table 15 - "Inventory of Land Available for Residential Development," adequate land is available for construction of a variety of housing types. The largest amount of vacant land is zoned Planned Development Residential (PDR) to accommodate such lower-cost housing types as mobile homes or manufactured/factory-built housing, and would allow clustering of multi-family units and improvements.

Several land-use constraints, discussed further in IV. CONSTRAINTS, limit the current development potential of vacant land. With its existing land-use pattern, however, the City would still be able to meet its share of the regional housing need as set forth by HCAOG (2009), provided market conditions exist that would overcome the market and development constraints described in IV. CONSTRAINTS. **To date, Blue Lake has been allocated 42 units between 2009-2014, and as shown in Table 1 there is enough available land to potentially accommodate the allocated units in the 2009 Regional Housing Needs Plan with no constraints.**

In addition, the City underwent an Annexation study from 2002-2006 to look at the feasibility of annexing land northwest, north, east, and southeast of the existing City limits. Any additional land annexed into the City would potentially (depending on environmental

constraints) be available for developing a variety of housing types.

No redevelopment areas are defined in the City. Emergency shelter or transitional housing is not designated in the City because of lack of expressed need and close proximity to similar services in Arcata and Eureka. If these become an issue, Blue Lake will enter into a multi-jurisdictional agreement with surrounding communities pursuant to SB 2.

The full development of all available areas within the City does not exceed current sewage disposal capacities. The capacity of the current City sewer system and the lack of mainline extension infrastructure are the main factors limiting urban development surrounding the City of Blue Lake. Improvements could be made to the sewer system infrastructure to increase capacity (MSE, 2002). **As connections to the sewer system occur, revenue will be provided for upgrades to the system which will generate additional capacity. Given the rate of development over the past 20 years, more than sufficient area is available for a full range of housing well beyond the effective period of this Housing Element update. The majority of the parcels shown on the Underdeveloped Parcel Areas 2009 Map have sewer and water mainlines adjacent to them.**

The maximum number of potential units was calculated by (available square footage) / (square footage required per residence dependent on zoning). All sites were eligible for this calculation because they were all vacant so existing residences did not have to be taken into account. The number of residences that may potentially be built in the PDR zone was reduced from the maximum; a possibility for other non-residential structures to be built in the PDR zone exists and was accounted for.

Blue Lake also analyzed small sites bordering each other that may be considered for consolidation for lower-income households and affordable housing developments. The lots available are not small enough or adjacent for consolidation. The zoning ordinance already accounts for 6000 sq. ft. lots—which are already small for a lot size.

Zoning and densities appropriate to encourage and facilitate the development of housing for lower-income households based on factors such as market demand, financial feasibility and development experience with zones would be in the PDR and R3 zones.

Environmental constraints for the land exist such as flooding and falling under the federal definition of wetlands. However, the floodplains are mapped affecting less than approximately 20% of the developable lots in the City. Much of the wetland area is only seasonally wet and offers little habitat value to wetland wildlife needs, and as such, minimally affects development.

A review of current real estate offerings in the Blue Lake vicinity indicates availability of a full range of single-family residences, trailers, vacant lots, commercial buildings and houses/apartments for rent. **Developable lands and housing units are currently available; the primary constraint is the local economy. Therefore, efforts to improve**

Blue Lake's economic climate will assist Blue Lake in developing a strong financial foundation needed to extend infrastructure improvements and minimize local governmental constraints.

**TABLE 15. Inventory of Land Available for Residential Development
by Land Designation and Zoning District**

Land Use Designation	Zoning Classification¹	Type of Development	Estimated Vacant Land By Zoning	# of Parcels by Zoning	Estimated New Unit Potential²	% Units Constrained by Constraint Type³	Potential Units with no Constraints
LD	R1	One Family Two Family*	5.2 acres	14	31	45%	8
MD	R2	1-2 family Boarding houses*	0 acres	0	--	--	--
MF	R3	1-4 family 5+ family*	0 acres	0	--	--	--
LD, MD	PDR	One family 2-4 family* Planned developments*	20.2 acres	7	120	60%	48
C	HC, RC, SC	1-3 family as secondary use⁴	0 acres	0	--	--	--
A	AE	One-family Two family on 10+ acres	3.5 acres	1	1		1

TOTAL = 56 Units

* Use permit required.

¹ Refer to Appendix A: MAP 1 – AERIAL PHOTO OF EXISTING CITY BOUNDARIES, LAND USE DESIGNATIONS, ZONING CLASSIFICATIONS, ZONING MAP, LAND USE MAP and LAND USE AND ZONING MATRIX.

² Based on density of developed areas in areas of same zoning designation elsewhere in Blue Lake. Does **NOT** include areas designated in General Plan but not currently within City Limits.

³ PRIMARY CONSTRAINTS TO NEW RESIDENTIAL DEVELOPMENT FOR VACANT AND EXISTING IN THESE AREAS:

- (1) Circulation infrastructure (access)
- (2) Service infrastructure (sewer and water)
- (3) Flood hazard zone – FEMA map revised May 5, 1997

⁴ Can be located in existing commercial structure as secondary uses.

E. PROJECTED NEEDS

To calculate the projected housing needs over the next five years, the City assumed 50 percent of its very low-income regional housing need is extremely low-income households. As a result, from the 56 ELI households (Table 16), the City has a projected need of 28 units for extremely low-income households. Many extremely low-income households will be seeking rental housing and most likely facing an overpayment, overcrowding or substandard housing condition.

TABLE 16. Projected Housing Needs Categorized by Income

	New Construction	Rehabilitation	Conservation/ Preservation***
Extremely Low Income	28*	2	-
Very Low Income	10**	2	-
Low Income	7**	1	-
Moderate Income	7**	-	-
Above Moderate Income	17**	-	-

* This number has been derived from HCD’s calculations, though the RHNA has not allocated Blue Lake any ELI units.

** Based on the 2009 RHNA’s projections.

*** There is no substandard housing; this column is not applicable to Blue Lake.

IV. CONSTRAINTS

This section attempts to identify and discuss factors that contribute to difficulties in meeting housing needs for all income levels in Blue Lake. Generally, such factors are attributed to governmental and non-governmental limitations. Housing constraints in Blue Lake can best be described as:

- **Developmental Constraints**, including economic factors such as ability to pay and physical factors limiting housing development opportunities; and
- **Governmental Constraints**, such as permitting difficulties and land use control.
- **Non-governmental Constraints**, such as construction costs and land costs.

A. DEVELOPMENTAL CONSTRAINTS

1. Market Constraints

Such market characteristics as **availability of housing** and **housing costs** combined with the ability to purchase or rent housing define the market constraints affecting housing in Blue Lake. The ability to pay for housing, as well as housing availability, is discussed under Section III. Housing Market Information, C. Affordability.

In addition to actual construction, housing costs include (or reflect, for rentals) such development costs as financing, marketing, profit to developer or homeowner, infrastructure and street improvements, utility hook-ups, property taxes, land division and permit processing costs.

In addition, interest rates impact the affordability of housing, as well as affecting housing costs.

Fluctuating values of land and costs of constructing or purchasing a house are occurring in Blue Lake as in the rest of the County and State. The rise in the area median income somewhat offsets the seemingly drastic changes in the cost of housing over the last 20 years. Even though market constraints are the least limiting in the City (as opposed to other developmental and governmental constraints) insofar as housing, lower income groups continue to require assistance in order to obtain affordable housing opportunities. The City does attempt to mitigate the factors described above with respect to rehabilitating existing housing for low-income households; low-interest loans are offered through the City's revolving Community Development Block Grant-funded Housing Rehabilitation Program managed by RCAA.

Both State and Federal agencies continue to offer financial support for lower income groups. Subsidized rent and low interest loan programs from these agencies are made available to Blue Lake residents meeting certain criteria.

2. Circulation Infrastructure

The majority of undeveloped or under developed land in Blue Lake exists in larger ($\frac{1}{2}$ - $1\frac{1}{2}$ acre) parcels that could be divided or developed further if adequate internal access were available. Off-site improvements may also be extensive in order to adequately increase road capacities to a safe level.

3. Service Infrastructure

While the City's sewer and water systems have adequate capacity to meet the need of new development, actual provision of these services is limited by lack of infrastructure (mainline extensions). Therefore, service infrastructure presents the same type of constraint as circulation infrastructure.

4. Construction

Financing opportunities, price of land and cost of construction remain generally consistent County-wide and are not considered a constraint to development in the City of Blue Lake. Rural Development (previously FmHA) has financed some house construction in the past. Many residents could qualify for Rural Development (previously FmHA) or other subsidy programs.

Ultimately, these physical limitations are cost-related constraints. Suitable market conditions and sufficient development pressure would assist in overcoming these constraints.

Zoning Classifications, estimated vacant land, and estimated amount of vacant land subject to these constraints are outlined in Table 15. Inventory of Land Available for Residential Development (III. Housing Market Information, D. Land Inventory).

In reality, property owners are much less likely to realize the full development potential of vacant land. This is partly due to up-front development and permitting costs, the reluctance of small-town property owners to pursue the necessary development processing, and the desire to realize income on property more immediately developable or with minimum effort (such as through its sale).

B. GOVERNMENTAL CONSTRAINTS

Local government constraints would include land use regulations, infrastructure provision, service provision (water and sewer), on- and off-site improvement requirements, and permit processing. None of these represents a significant constraint in Blue Lake. In practical terms, there are no governmental constraints to new development - only market and development constraints.

In Blue Lake, land use regulations do not significantly constrain housing. Land zoned for various housing types is available as described under III, Housing Market Information, D. Land Availability. Implementation of policy changes (1985 revised Land Use and 2004

revised Housing Element) to promote mixed-use in the City Center and zone reclassification has resulted in furthering housing opportunities.

Circulation and utility infrastructure constraints are described under developmental constraints. In Blue Lake, basic and centrally located circulation and utility infrastructure is provided. The outlying areas, where the lack of such infrastructure limits development in Blue Lake, it is considered to be a constraint due to development costs rather than a governmental constraint.

Water and sewage disposal are not considered a constraint due to recent improvements to the wastewater treatment plant and additional City water storage capacity (additional water storage tank).

Planning Department

Planning permit costs (average \$400-\$800) are not unreasonably high in Blue Lake, although they may seem so to small-town property owners and developers. Because of its small size and limited staffing capability, Blue Lake relies on private consultants (and consulting firms) to perform necessary project review functions. This can result in higher fees but they are generally less than the County and some surrounding communities. There is no evidence that these higher fees are preventing development. In recent years, no proposed projects have been abandoned because of permitting fees (See current fee schedule in Appendix B). Fees can be reduced only to the degree that the City subsidizes actual costs, a position it had in the past but is unable to take at this time. The use of consultants does not increase the time (1-3 months) required to process permits and, in fact, Blue Lake's processing time is frequently shorter than in neighboring communities (see table below). All project reviews are well within the maximum allowed by the State.

The City currently offers a pre-application fee process to provide early assessment of project feasibility and conditions of approval. Since its creation in 1989, the pre-application process has been a very useful method of assisting development projects.

TABLE 17. Permit Types & Processing Times

Type of Approval or Permit	Typical Processing Time	Approval Body
Conditional Use Permit	1-3 months	Planning Commission
Zone Change	3-4 months	Planning Commission
General Plan Amendment	3-4 months	Planning Commission
Site Plan Review	1-2 months	Planning Commission
Architectural Review	1-2 months	Planning Commission
Tract Maps	3-4 months	Planning Commission
Parcel Maps	1-2 months	Planning Commission
Initial Study	1-2 months	Planning Commission
Environmental Impact Report	3-4 months	Planning Commission

The residential zones in the City include R1, R2, R3, and PDR (See Table 1). In the R1 zone

single-family dwelling are principally permitted (by right), and two-family dwellings and rest homes are permitted with a use permit (Planning Commission approval). In the R2 zone, single-family and two-family dwellings are principally permitted (by right), and rooming and boarding houses are permitted with a use permit (Planning Commission approval). In the R3 zone, single-family, two-family and three-family dwellings, and multiple dwellings and dwelling groups for not more than four families are principally permitted (by right), and multiple dwellings and dwelling groups of more than four families (including rooming and boarding houses) are permitted with a use permit (Planning Commission approval).

The City has found no evidence that requiring a use permit for multiple dwellings and dwelling groups of more than four families is a constraint on multifamily development. The most recent example of this is the lack of hindrance the permitting had on the last multi-family project, a 4-plex (2008). If the City later determines that multifamily projects are being abandoned due to the requirement to obtain a use permit, then the City will have to propose a revision of the Zoning Ordinance to eliminate this requirement. It must be noted, though, that due to the small nature of the City, zoning districts are small and projects can potentially impact existing uses in adjacent but different zones. The required use permit process assists in ensuring those types of projects are compatible. If it does become an issue, the City can propose to revise the Zoning Ordinance to use performance-based criteria for reviewing principally permitted uses in place of requiring use permits.

In the Planned Development Residential (PDR) zone single-family dwellings are principally permitted (by right), and two-family and three-family dwellings, multi-family dwellings, rooming and boarding houses, and rest homes are allowed with a use permit (Planning Commission approval). The PDR or Planning Development Residential Zone is intended to permit a more creative approach in the residential development of land resulting in a more efficient, attractive, desirable use of open area and to permit flexibility in design, including pedestrian and vehicular pathways, and placement of off-street parking areas. The PDR zone is further intended to realize best the potential of the sites characterized by special features of shape, topography, or size. The PDR zone has a maximum density of one dwelling unit per 6,000 square feet, or as modified with the D combining zone which can allow a density of one dwelling unit per 3,000 square feet (PDR-D-3). The Planning Commission must make the following findings to approve a project requiring a use permit in the PDR zone:

- A. The combination of dwelling types, lot sizes, and uses in the planned development will compliment each other and will harmonize with existing and proposed land uses in the vicinity.
- B. The development standards will produce an environment of sustained desirability and stability, harmonious with the character of the surrounding area and consistent with the objectives of the Blue Lake General Plan and other applicable plans or policies adopted by the City Council.

In the Mixed Use (MU) zone proposed for adoption Residential Dwelling Units for Four families or Less are principally permitted (by right), and Residential Dwelling Units for Five Families or More are allowed with a use permit (Planning Commission approval). Such

dwelling units can include condominiums, duplexes, town houses, apartment buildings, or secondary dwelling units. The Mixed-Use Zone is intended to allow for the compatible and beneficial mixture of residential and commercial uses in a single structure or on a single or multiple sites in a manner consistent with the City’s General Plan Goals and Policies. These districts are designed to achieve a convenient business and residential environment in areas where multiple activities and an increased degree of pedestrian orientation are considered to be desirable. Residences in the Mixed Use Zone provide housing near sources of employment or commercial and professional services – an alternative to exclusively residential zones. Development within the MU zone can be either of a residential or commercial nature. The mixture of residential and commercial development allows the opportunity for lower income rental units. The MU zone has a maximum density of one dwelling unit per 2,500 square feet, and maximum ground coverage of 60%.

Most of the development that has occurred since the 2004 Housing Element update have been single-family homes, mother-in-laws, and one 4-unit apartment building. Single-family homes, as discussed above, are principally permitted (by right) in all residential zones in the City. Mother-in-law units currently require a special use permit which is ministerially approved by the City Planner, and multi-family development, such as a 4-unit apartment building, requires a use permit in the PDR zone and is principally permitted in the R3 zone. A typical single-family subdivision in the City is subject to Article 5 (Minor Subdivision of 5 or fewer lots) or Article 6 (Subdivision of five or more lots) of the subdivision ordinance which are included in the appendix. All subdivisions since the last housing element have consisted of fewer than five lots since most of the City is developed.

TABLE 18. Housing Types per Zoning

Housing Types Permitted	R1	R2	R3	PDR	HC, RC, SC	AE
Single Family Dwelling	P	P	P	P	P* ¹	P
Two-Family Dwellings	P*	P	P	P*	P* ¹	
Three-Family Dwellings			P	P*	P* ¹	
Four Family Dwellings			P			
Multifamily (5+ Units Per Structure)			P	P*		
Mobile Homes	CUP	CUP	CUP	CUP		CUP
Manufactured Homes	P	P	P	P		P
Second Units	P ²					
Emergency Shelters	will be addressed on a need basis					
Transitional Housing	will be addressed on a need basis					

* With Use Permit

P – Permitted

MUP – Minor Use Permit

CUP – Conditional Use Permit

¹ Secondary to a commercial use in RC zone

² With Special Use Permit – Ministerial Approval

In order to obtain a use permit an applicant must receive approval from the City Planning Commission. Use Permit review requires a Public Hearing to allow the opportunity for public comment. The basic process to receive approval occurs in the following steps:

1. Applicant submits an application to the Planning Commission at City Hall with fees and a project description and site plan at least one month in advance of the next Planning Commission meeting.
2. Planner sends out referrals to Public Works, Building Department, Police, Fire, and if necessary applicable utilities (PG&E etc..) for comments about project issues and compatibility with city ordinances and codes (sewer & water, sidewalk, curb, & gutter, fire code, utility infrastructure, etc.).
3. Planner prepares staff report and includes comments from the various departments. Staff report analyzes projects compatibility with the Zoning Ordinance and General Plan, and compatibility with city ordinances and codes based on the comments from the various departments. The staff report concludes with a recommendation from the Planner to the Planning Commission that includes the findings the Planning Commission must make to approve the project and any conditions of approval to address issues that need to be resolved to bring the project into compliance with city ordinances and codes.
4. Once the Staff Report is complete the City Attorney drafts a resolution based on the recommendation included in the staff report that contains the findings and recommended conditions of approval for the project.
5. All of this information (Staff Report, Site Plans, etc.) is submitted to the Planning Commission so they can make an informed decision on the project. As mentioned above, use permit review requires a public hearing to allow the opportunity for public comment. The Planning Commission can approve the project as recommended, approve the project with modifications, or deny the project.

As required, the Planning Commission shall make the following findings before granting a use permit:

- A. That the proposed location of the conditional use is in accord with the objectives of Section 730 and the purposes of the zone in which the site is located.

Section 730. Use permits may be granted, upon application to the Planning Commission for any use for which a use permit is permitted or required by these regulations, or for any use which, while not specifically enumerated in these regulations, is, in the opinion of the Planning Commission, similar to and compatible with the uses permitted in the zone in which the subject property is situated.

- B. That the proposed location of the conditional use and the conditions under which it would be operated maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

The City has developed two sets of design guidelines; one for Historic Designated Residential Structures and one for structures located within the City Center (Downtown). The Historic Design Guidelines were developed to: a) assist in the preservation of the area's historic

uniqueness; b) promote new construction and alterations of existing structures which will be aesthetically pleasing; c) maintain the residential architecture of Blue Lake; and d) encourage development appropriate to the working class character of the town. These are also intended to assist owners/buyers in making decisions about the wide range of issues affecting the appearance of their property in its setting. The Downtown Design Guidelines were developed as part of Blue Lake's downtown revitalization project to a) assist in the preservation of that area's historic uniqueness, b) promote new construction and alterations of existing structures which will be aesthetically pleasing, c) maintain the "no frills" architecture of the designated area and d) encourage development appropriate to the working class character of the town. They are also intended to assist owners/buyers in making decisions about a wide range of issues affecting the "look" of their property in its setting (See Historic & Downtown Design Guidelines in Appendix E). Historic designated residential structures in the City are reviewed for their compliance with the Historic Design Guidelines when they are rehabilitated or when additions are made to them. Property owners have the ability to request that the historical designation be removed from the structures on their property, and they also have the ability to request an exception to the Historic Design Guidelines. Residential or commercial structures in the City Center are reviewed for their compliance with the Downtown Design Guidelines when they are rehabilitated or when additions are made to them. Any new structures developed within the City Center must be consistent with the Downtown Design Guidelines. Both the Historic and Downtown Design Guidelines are designed to maintain the 'working man's Victorian' architecture which is found throughout the City.

Off-street parking requirements have not limited potential new residential units added to existing commercial structures (as promoted by policies in the LAND USE ELEMENT to encourage mixed use through maximum utilization of downtown structures) in the City Center area. To some extent, parking requirements (1 additional space) may limit the development of second units on residential lots in other areas of Blue Lake. This is not considered a significant constraint, however, due to the high level of build-out on these properties and the low number of inquiries desiring second units. The City's second unit ordinance was revised in 2003 to be consistent with recent state changes, and remains consistent with the current (2009) State law.

Recent changes to the City's Zoning Ordinance has reduced off-street parking requirements for apartment units and allowed parking-in-lieu alternatives in the Downtown area.

Group Homes

Group homes such as rest homes, nursing homes, rooming and boarding houses are allowed in various residential zones with a use permit. Rest homes and nursing homes are allowed in the R1 and PDR zones with a use permit (Planning Commission approval), and rooming and boarding homes are allowed in the R2, R3, and PDR zones with a use permit (Planning Commission approval). **The City does not limit group homes to a particular number of persons, and therefore group homes of more than 6 persons are allowed. The City does not have a set of particular conditions or use restrictions for group homes with greater than 6 persons. Currently no group homes are located within the City; therefore City Staff is unable to determine if restricting the siting of group homes to the aforementioned zones has an effect on development and the cost of housing. It is anticipated by City Staff that if group homes are developed within the City that it will have minimal, if any, effect**

on development and the cost of housing.

The minimum distance required between special needs housing structures such as group homes is dictated by the Building Code. Currently, through the use permit procedure for group homes, community input occurs during the public hearing held as part of approval of the use permit. All residents within 300 feet of the site for the proposed use are given notice of a public hearing. The public hearing requirement allowing the chance for community input is required of any residential development that requires a use permit.

During the effective period of this element and if necessary, the City will revise the zoning ordinance pursuant to SB 2 to allow group homes of fewer than 6 persons to be principally permitted (by right) in the R1 zone, and allow group homes over 6 persons with a use permit (Planning Commission approval). Once this revision takes place, community input will not be received for group homes of fewer than 6 persons since a public hearing will not take place.

The zoning ordinance does not address group homes such as emergency shelters or transitional housing, as noted in the section on housing for homeless persons. The type of group homes identified in the zoning ordinance, as discussed above, are nursing homes (includes rest homes), rooming houses, and boarding houses. The City needs to revise the zoning ordinance to include emergency shelters and transitional housing and allow them in appropriate zones. During the effective period of this element the City will look into revising the zoning ordinance to include emergency shelters and transitional housing and allow them in appropriate zones if the need arises. When the need is addressed, Blue Lake will enter into a multi-jurisdictional agreement with surrounding communities to address this problem pursuant to SB 2.

Fair Housing Law

The City has not reviewed all of its zoning laws, policies, and practices for compliance with the fair housing law. During the effective period of this element the City will review the zoning ordinance and other city policies for consistency with the fair housing law, as outlines in Section VII, subsection C, item #8 (page 53).

The zoning code currently defines a ‘family’ as “one person living alone; two or more persons related by blood, marriage or legal adoption; a group not in excess of five unrelated persons living together as a single housekeeping unit; and in addition thereto domestic employees.” This definition of family limits a dwelling unit to housing a maximum of five unrelated persons. During the effective period of this element the definition of family in the zoning ordinance will be revised to be compliant with fair housing law. This is discussed further under the ANALYSIS OF PREVIOUS HOUSING ELEMENT section.

Building Department

The City has adopted and utilizes the 2007 version of the California Building Code. In addition, the City utilizes the 2000 Mechanical Code, 1999 National Electric Code, and the 2000 Plumbing Code. Building permits are generally processed in less than a month.

Code enforcement in the City is conducted on a complaint driven basis. There are no local amendments to the Codes; hence, building codes are not excessive and present predictability for developers, not a constraint. The City has not adopted any universal design elements in the building code. Historic structures in the City have been formally designated and special historic preservation codes are in effect that allow exceptions to building code regulations when structures are rehabilitated.

On/Offsite Requirements

Subdividers shall install improvements in accordance with the general requirements set forth in the Blue Lake Subdivision Agreement and corresponding ordinance, provided that the City Engineer may require technical changes if non-standard conditions arise during construction.

Inundation. If any portion of any land, within the boundaries shown on and such Final Map, is subject to overflow, inundation or flood hazard by storm waters, such fact and said portion shall be clearly shown on such Final Map on each sheet of said map and further adequate storm drain system and/or levees, dikes, pumping systems and other 11 protective infrastructure shall be provided. All developments shall comply with the current City of Blue Lake Flood Ordinance, as amended.

Streets and Highways. Design standards shall be based upon current Caltrans plans and specifications, AASHTO standards, City standards, and APWA standards, as approved by the City Engineer.

Structures. Structures shall be installed as deemed necessary by the City Engineer for drainage, access and/or public safety. Such structures will be placed to grade and be of a design approved by the City Engineer. Structures supporting traffic shall be designed to accommodate H-20 loading.

Sidewalks, Curbs and Gutters. Curbs, gutters and sidewalks shall be of concrete and shall be installed according to standard plans and specifications of the City. Sidewalk width shall be as provided in the Sidewalk Ordinance, as it is amended from time to time.

Sanitary Sewers. Sanitary sewer lines and appurtenances, including manholes, pump stations, and service lines, shall be provided within all subdivisions and shall connect with existing sewer lines and appurtenances. Where a sewer line is constructed or laid within a street, the subdivider shall install a lateral connection extending to the right-of-way line to serve each lot within the subdivision. Sanitary sewer lines, appurtenances, and service connections shall be constructed of a size, design, and laid to grades established and/or accepted by the City Engineer.

- 1. Where sanitary sewers are not available immediately adjacent to the proposed subdivision, or where pretreatment wastewater facilities are required as part of the development, connection to the City's sanitary sewer system shall be made in accordance with current policies as adopted by the City Council and current Sanitary Sewer Ordinance of the City of Blue Lake, all as amended.**

2. All pumping systems, including drainage pumps, shall be designed in accordance with City standards and shall include both an economic analysis of the cost of operation of such system, and the source of financing for the operation of such system, and all shall be approved by the City Engineer.

Drainage Works. The subdivider shall provide such drainage structures, including storm sewers, drainage channels and drainage pumps, as may be necessary for adequate drainage of surface and storm waters, and further including means for the disposal of surface and storm waters generated by the subdivision. Disposal of surface and storm waters into drainage wells or sewer lines shall not be permitted. Drainage facilities shall be installed as required by the City Engineer.

All pumping systems, including drainage pumps, shall be designed in accordance with City standards and shall include both an economic analysis of the cost of operation of such system, and the source of financing for the operation of such system, and all shall be approved by the City Engineer.

Water. Adequate water supply and distribution system, water mains and fire hydrants connected to the water system serving the City of Blue Lake shall be installed by the subdivider. Where further development appears probable beyond the proposed subdivision, the subdivider may be required to install larger water mains to handle such additional development. Where additional storage facilities or pumps are required to serve the development, the developer may be required to have such facilities constructed. All development shall conform to the current Water Ordinance of the City of Blue Lake, as amended.

1. All pumping systems, including drainage pumps, shall be designed in accordance with City standards and shall include both an economic analysis of the cost of operation of such system, and the source of financing for the operation of such system, and all shall be submitted to the City Engineer.

2. A detailed computer analysis shall be submitted to the City Engineer which identifies the impacts upon the existing City system in the areas of distribution, storage supply, and water quality, unless waived by the City Engineer.

Street Trees. Street trees may be required by the Planning Commission and shall be of a type approved by the City Engineer and planted in locations approved by the City Engineer.

Street Lighting. Street lighting shall be as required by the Planning Commission and shall meet current City standard plans and specifications.

Railroad Crossings. Provisions shall be made for any and all railroad crossings necessary to provide access to or circulation within the proposed subdivision, including the preparation of all documents necessary for application to the current railroad owner for the establishment and improvement of such crossings. The cost of such railroad crossing improvement shall be borne by the subdivider, and shall be designed and built consistent with current California State Public Utilities Commission requirements and standards.

Complete Improvement Plan. Three complete sets of improvement plans "as built" shall be filed with the Director of Public Works upon completion of said improvements. The three complete sets of plans shall be comprised of one reproducible set and two sets of blueprints. Upon receipt and acceptance of said "as-built" plans, the City Engineer will issue a Certificate of Acceptance when all requirements of the City are met.

Underground Utilities Required. All utility distribution facilities, including but not limited to electric, communication and cable television lines, fire alarm systems, installed in and for the purpose of supplying service to any subdivision, shall be placed underground, except for equipment appurtenant to underground facilities, such as surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets, concealed ducts and poles supporting street lights.

- 1. All underground installation under roadway shall be completed prior to the paving of the roadway.**
- 2. Public and private utility easements shall be provided by the subdivider as required.**
- 3. The subdivider shall make the necessary arrangements with the utility companies involved for the installation of said facilities.**

Public Works Department

On- and off-site improvement requirements consist primarily of curbs, gutters and sidewalks (Site improvement requirements are included in Appendix C). These requirements are comparable with other surrounding communities and are not excessive. Setbacks and lot coverage restrictions are likewise reasonable, comparable and do not represent a constraint to development.

The City typically requires a \$2,431.04 (single-family residence) water and \$6,200.42 sewer improvement fee for all new construction (see 2003/2004 sewer and water schedule in Appendix B). The City also requires a \$300 drainage fee and \$150 parks fee per lot created for new subdivisions (See current fee schedule in Appendix B). There are no school impact fees in the City of Blue Lake.

Proportion of Total Development Costs

To determine an estimate of the proportion of total development costs that are charged to an applicant by the City, the fees from each department must be added together. These would include planning permit fees, building permit fees, sewer and water connection fees, drainage fees, and parkland fees. For a typical single-family dwelling (1,350 s.f.) this can vary from 5 – 10% depending on the contractor used. For a typical multi-family development (4 units @ 750 s.f. each) this can vary 3 – 8% depending on the contractor used.

C. NON-GOVERNMENTAL CONSTRAINTS

1. Construction Costs

Through contacting the Humboldt County Building Department and various local contractors, City Staff was able to determine a range of construction costs for typical single family dwelling units and typical multi-family dwelling units.

Construction costs for a typical single-family home (1,500 s.f.) depending on the contractor is about \$101.95 per square foot as of 2008. Construction costs for a typical multi-family dwelling unit, depending on the contractor, is about \$93.65 per square foot. This equates, for a typical multi-family development in Blue Lake (4 units @ 750 s.f. each), to a total cost ranging from \$225,000 to \$375,000.

2. Land Costs

Through review of the County Assessor records for parcels that have recently been developed and/or sold, City staff was able to determine the cost of typical single family (1,500 s.f.).

Single-Family = \$105,000 and above (2008)

Multi-Family = \$ 225,000 and above (2008)

TABLE 19. Development Standards from the City of Blue Lake Zoning Ordinance

	Use Permit	Minimum Lot Area	Maximum Lot Coverage	Density Un/s.f.	Setbacks F-R-S	Maximum Height
R-1		6,000 s.f.	40%	1/6,000	15-20(max)-4	35 feet
Single-Family	No					
Two-Family	Yes					
R-2		6,000 s.f.	60%	1/2,500	20-15(max)-4	35 feet
Single-Family	No					
Two-Family	No					
R-3		6,000 s.f.	60%	1/2,000	15-10-5	45 feet
Single-Family	No					
Two-unit	No					
Multi-unit	No					
PDR		6,000 s.f.*	40%	1/6,000*		35 feet
Single-Family	No				15-20(max)-4	
Multi-Family	Yes				25-25-10	

*Unless modified by D combining zone

TABLE 20. Off-Street Parking Requirements

Type of Use	# of Spaces Required
Residential; including single-family, two-family, second units, and apartments	1 for each dwelling unit containing one (1) or fewer bedrooms 2 for each dwelling unit containing more than one (1) bedroom 1 additional space is required when no parking is available on the lot frontage
Trailer Parks	1 for each trailer unit plus 1 additional space for each 4 units
Institutional, Educational, Civic; including rest homes, nursing homes, etc.	1 for every 2.5 beds

D. ENVIRONMENTAL CONSTRAINTS

1. Flood Hazards/Wetlands

A portion of the City of Blue Lake has been mapped within a 100-year flood plain. Most of this area remains undeveloped, affecting approximately 20% of the developable lots in the City. Some of this area also falls under current federal definition of wetlands. Much of this area is only seasonally wet and offers little habitat value to wetland wildlife needs. Flood Hazards/Wetlands are the only major environmental constraint to development of the vacant lands within the City limits.

V. ANALYSIS OF PREVIOUS HOUSING ELEMENT AND RECOMMENDATIONS FOR REVISIONS

A. REVIEW AND UPDATE OF OBJECTIVES

The State mandates that Housing Elements include measures to accomplish the following objectives (summarized from General Plan Guidelines):

1. Create and identify adequate amounts of land with Zoning and Development Standards for a range of housing types, sizes and prices.
2. Encourage housing affordable to low- and moderate-income households.
3. Minimize governmental constraints on the maintenance, improvement and development of housing.
4. Conserve and improve existing housing stock.
5. Promote housing opportunities for all segments of Blue Lake's population.

The 2004 Housing Element proposed specific changes and programs to accomplish these objectives given demographic, economic and legislative conditions.

1. Blue Lake's Land Use Designations and Zoning Ordinance were revised to allow for a variety of housing types. Most vacant land in the City was changed to a "Planned Development" Zone to allow several types of housing, including single-family, multi-family and manufactured housing, as well as planned developments utilizing clustering and other innovative techniques. Density bonuses are currently available but not utilized. Since the 2004 housing element, several housing units have been developed on PDR zoned lands, and the City will continue to encourage such development anytime applications are received. This ongoing objective is listed as implementation measure 4 in Section VII.
2. The City continued the Housing Rehabilitation Program not only to preserve and improve existing housing stock, but also to encourage the creation and conservation of housing affordable to low income persons. The latter is accomplished in two ways: (1) low income owners are eligible for low or no interest loans for repairs that frequently result in lower utility, maintenance and other "operation" costs; (2) rental units may be rehabilitated only if the landlord agrees to reserve the unit for low-income persons and limits the rent charged.

3. Governmental constraints continue to be addressed through periodic reviews of fees and permit processing procedures to assure that neither is excessive. In addition, review functionally occurs whenever a matter concerning governmental constraint is brought to the attention of the Planning Commission or City Council. The City continues to encourage use of its pre-application process to provide early assessment of feasibility and conditions of approval. The 2ndary unit ordinance was revised in 2003 to make the approval of these units ministerial instead of discretionary.
4. **Existing housing stock continues to be conserved and improved through the State CDBG-funded City Housing Rehabilitation Program. The City has received five grants since 1992 totaling \$1,564,000.**
5. There is no evidence that any minority or other sub-group of the population is restricted in housing choices (except for low-income persons restricted by affordability). There are no concentrations of minority or lower quality housing. Further, no fair housing or housing discrimination complaints have been received by the City since the last Housing Element update.
6. The City developed specific plans as part of their General Plan to clarify development opportunities in the large, undeveloped northwest portion of the City. The Sphere of Influence report and annexation studies were generated as a result of fulfilling this task.
7. **The City has applied for CDBG funding and Planning & Technical Assistance grants to enhance the economic viability of the City by researching the availability of land and development constraints of available land in detail.**
8. **The City adopted the Mixed Use (MU) zone to allow a mix of housing and commercial opportunities in portions of the existing Retail Commercial Zone in the Downtown.**
9. **The City examined Section 610 of the zoning ordinance, addressing off-street parking facilities and parking reductions for special needs housing as consistent with State law.**

In addition to existing policies, procedures and programs, the City met its future housing needs and fulfilled its goals and policies through the following implementation measures:

1. The City continues to pursue Community Development Block Grant funding for continuation of the Housing Rehabilitation Program, as well as Economic Development related programs.

2. In 1990, the City established a revolving Housing Rehabilitation Loan fund with repayments from its existing, grant-funded Housing Rehabilitation Program. Depending on further grant funding and rehabilitation guidelines adopted by the City, one to four units can continue to be rehabilitated per year. The rent limitation provision of the State funded program (described above) is also in effect for rental units rehabilitated through the revolving fund.
3. The City revised its parking requirements to allow greater flexibility in meeting off-street parking needs for residences in commercial and residential areas. The City is currently considering reducing the parking requirements further; mainly for its high density downtown area.
4. The City developed a mechanism whereby in-lieu parking may be available for projects that cannot meet off-street parking requirements.
5. The City formally identified and designated historically significant structures and provided incentives for conserving these structures. A Historic Preservation Ordinance was passed in 1993 which allows alternative building standards in rehabilitation of the City's working class Victoria era architecture.
6. The City Clerk was designated to refer any fair housing or housing discrimination complaints to the State Department of Fair Housing & Employment. This implementation measure is ongoing.
7. The City has disseminated information concerning energy conservation and affordable housing opportunities through water billings. At the end of 2002, a local community newsletter was created called the Lake Breaking News, which publishes information about social services, availability of day care services, local businesses, and community recreational activities. Though no longer distributed, smaller scale publication surface occasionally with related information.
8. The City has continued to enforce State handicapped-access requirements in new development through the building review process.
9. The City has continued to enforce the State's Title 24 Building Energy Conservation Codes for all new construction.
10. The City has continued to promote the following Federal and State housing programs. These particular programs are identified as the most feasible and appropriate for Blue Lake. The City department or subcontractor managing the Housing Rehabilitation Program maintains and disseminates information of these programs.

a. Blue Lake Housing Rehabilitation Program

Funded by California Department of Housing & Community Development (HCD) with Community Development Block Grant funding. Current program offering low-interest (2%) loans to lower-income homeowners and landlords with lower-income tenants for health- and safety-related repairs and improvements. Administered for the City of Blue Lake by the Redwood Community Action Agency (RCAA), Eureka.

b. Housing Preservation Grant Program

Funded by Rural Development (USDA). Current program offering low interest/deferred payment for rehabilitation similar to above described CDBG Program. Administered by Redwood Community Action Agency (RCAA), Eureka.

c. Senior Home Repair

Ongoing program operated by the Senior Resource Center, Eureka. Provides minor home repairs for senior citizens at reduced rates on a sliding-scale.

d. Low-Income Weatherization

Multiple-funding sources. Ongoing program providing free weatherization to low-income rental or owner-occupied housing. Coordination with the Housing Rehabilitation Program. Administered by RCAA.

e. Rural Development (USDA)

Section 504 - Home Repair: Provides grants for senior citizens and very low-interest loans to lower-income owner/occupants for health and safety related housing repairs. Administered by Rural Development (USDA), Eureka office.

Section 502 - Rehabilitation: Similar to 504 program, with same loan maximum. Work must bring entire house up to Rural Development standards. Administered by Rural Development (USDA), Eureka office.

Section 502 - Home ownership: Provides loans to low-and moderate-income persons for purchase of single-family dwellings. Administered by Rural Development (USDA), Eureka office.

f. HUD Section 8

Funded by U.S. Department of Housing and Urban Development (HUD).

Program provides rent subsidy assistance to low-income families in certified existing units. Administered by the Humboldt County Housing Authority.

g. Cal-Vet

Provides financing to eligible veterans, usually first-time home buyers, for home purchase. Loan packages developed by private lending agencies and approved by the Cal-Vet program.

Other housing programs, not utilized in the City of Blue Lake but that may be available in the future, include: HUD Section 202 and FmHA Section 515 programs. These provide financing for multiple-unit low-income rental housing.

B. EFFECTIVENESS

Goals and objectives of the 2004 Element were more specific, feasible and based on more accurate housing and demographic data than the previous Element. The 2004 Element incorporated and addressed the State's housing goals through policies, goals, objectives and implementation measures. Based on the above review, most of the objectives of the previous element were met. Many of the programs or changes were successfully implemented and are carried over to this update.

Regional Needs

A goal of rehabilitating four houses per year was continued in the 2004 Element (3.6% of the 110 houses identified as being in need of work). The City continued the Housing Rehabilitation Program and provided low or no interest rehabilitation loans to target 43 income households by 2003. However, a windshield survey conducted in 2002 indicated that 353 homes required rehabilitation. While the goal established in the 1992 Element and continued in the 2004 Element has been not been met, the City has received five grants since 1992 and are working toward the goal. **Between 1995-2008, approximately 61 units in the target income group received rehabilitation funds.**

The primary housing problem in 2004 was affordability. Programs were suggested in general to help alleviate the problem, including revising the second unit ordinance, adopting a density bonus ordinance, encouragement of planned development, continued application to HCD for housing rehabilitation funds, pursuit of increased local employment opportunities, pursuit of group housing opportunities, and publicizing available programs regarding subsidized housing programs & shared housing opportunities. Many of these actions occurred; the second unit ordinance was revised in 2003, planned developments have been encouraged when applied for,

CDBG funding has been received five times since 1992, several new businesses have located in the Downtown and Industrial Park, and information concerning shared housing opportunities is regularly posted at the post office. The City has yet to adopt a density bonus ordinance, and pursue group housing opportunities. However, the City has not received inquiries about either type of project. Most PDR zone development has been primarily with manufactured homes and mobile home parks. The percentage of mobile homes and manufactured housing in relation to total housing units increased from 7% in 1980 and 12% in 1985 to 14% in 1990; but decreased to 12.4% in 2000, because of the number of standard constructed single family residences.

An overwhelming constraint to new development in the 1980s was inadequate sewage treatment capacity. Through combined EPA and HCD-CDBG funding, the City was able to upgrade its sewage treatment facility in 1985 and 1992. The full development of all available areas within the City does not exceed current sewage disposal capacities; the system is designed for a capacity of 1,920 people. However, it is this capacity—the system is near capacity with industry using the facility—and the lack of mainline extension infrastructure that are the main factors limiting urban development surrounding the City of Blue Lake. Through outside funding, repairs and system analyses will be performed to de-stress the system. The City plans to replace or re-line the high inflow lines and manholes. The city has completed camera inspections of the entire system, some smoke testing, and a recent storm event flow survey. The city is now applying for funding for the necessary improvements. As connections to the sewer system occur, revenue will be also be provided for upgrades to the system which will generate additional capacity. However, this constraint affects development surrounding the City; water and sewer provisions inside the City are still adequate. Funding was also acquired this year to upgrade the wastewater treatment of a business that brings the sewer system near capacity. The upgrade is projected to be completed within two years.

In overview, many of the goals and objectives of the previous Elements have been achieved. Most of the implementation measures listed in the 2004 housing element are activities that are ongoing such as encouraging planned development, development of specific plans as part of the general plan, continued application for CDBG funding, dissemination of information about energy conservation and affordable housing opportunities, encouraging rehabilitated units to include retrofit weatherization improvements, pursuit of methods to revitalize the downtown, increasing local employment opportunities, and implementing the American Disabilities Act (ADA). Due to their ongoing nature, many of the implementation measures listed in the 2004 housing element will be listed again in this update. However, several of the implementation measures have yet to be achieved including: adopting a density bonus ordinance, pursuit of group housing opportunities, and development of capital improvement programs. These measures, which have not been completed yet, will also be listed again in this update.

**TABLE 21. ADDED UNITS IN BLUE LAKE
(SINCE THE 2004 HOUSING ELEMENT REVISION)**

Type of Unit	# of Units
Single Family Residence (SFR)	
3 Bedroom Constructed	8
3 Bedroom Manufactured	0
1 Bedroom Constructed	0
Subtotal	8
Residential Second Units (Mother-In-Law)	3
Apartments	
1 Bedroom	4
2 Bedroom	0
3 Bedroom	0
4 Bedroom	0
Subtotal	4
Total of Units	15
Total of Bedrooms	31

TABLE 22. PROJECTS FROM PERMIT RECORDS (2000-2008)

Application #	Applicant Name	Type Construction	Status
8-1992/93	Laura & Steve Light	Lot Split (1 lot developed)	complete
26-1993/94	Dennis & Carolyn Poore	Second Unit	complete
27-1993/94	Bill and Wesley Mager	Single-Family Residence	complete
10-1994/95	Alice Taylor Revocable Trust	Secondary Dwelling Unit	complete
11-1994/95	Alice Taylor Revocable Trust	Two-family Dwelling	complete
12-1995/96	Rocky & Judy Dorvall	2 lot subdivision	complete
6-1998	Blue Lake Rancheria	3 Single-Family Residences	complete
025-067-13/2000	Albert & Jackie Oshiro	Secondary Dwelling Unit	complete
025-021-05/2000	Rex & Linda Barnhart	3 lot subdivision	complete
25-183-03/2002	Robert & Arlene Spaletta	Lot line adjustment (1 lot available)	complete
25-131-03/2003	Annabell Shull	Lot Split (1 lot available)	complete
025/072-03/2003	James & Phyllis Rasmussen	Rehabilitation of existing second unit in older residence	complete
25-101-14/2003	Patrick & Sandy Ryan	Lot Split (Both lots developed; 1 residence being rehabilitated)	complete
25-031-05/2003	Kate Martin	Secondary Dwelling Unit	complete
25-054-02/2003	Jessie Ludtke	Rehabilitation of existing second unit in older residence	complete
-03/2003	Cosby	New House	complete
25-191-03/2007	Raygoza/Thorton	New Residence	complete
25-011-10/2007	Fechner	New Residence	complete
25-091-01/2008	Barnhart	Construct 4-plex	complete

VI. HOUSING NEEDS SUMMARY

Previous sections have described factors contributing to Blue Lake's position with respect to meeting its housing needs. Most of the needs expressed in the 2004 Housing Element continue to be pertinent today; therefore, ongoing efforts to fulfill these needs are currently in effect. Blue Lake has not changed much since the '04 Housing Element update, so the ability to continue programs or addressing issues and needs is viable. In view of these factors and Blue Lake's current housing programs, Blue Lake should focus its housing efforts on the following:

A. GENERAL

1. Continue to provide assistance (financial and technical) which will allow lower-income families to improve the condition of their living quarters.
2. Continue to improve the condition of existing housing stock (including conservation of existing structures and preservation of historic structures) for residential use.
3. Continue to provide for additional housing by promoting the mixed-use concept in the City Center - remove constraints to such mixed-use (primarily off-street parking).
4. Resolve the access problem to the larger, undeveloped and underdeveloped parcels of land to maximize development densities in appropriate areas and to protect public health, safety and welfare through adequate access and well-planned circulation and infrastructure patterns.
5. Promote the maintenance and rehabilitation of historically significant structures identified in the Blue Lake CDC Historical Research Report (1990) through being thus qualified for Historic Building Codes and promotion of other programs and incentives such as rehabilitation tax credits.
6. Encourage qualified Blue lake residents to utilize rent subsidy programs such as HUD Section 8 and construction/rehabilitation programs by FmHA.
7. Continue to meet Program 22 – Assistance in Multifamily Development standards through City of Blue Lake office hours. Staff offers time to assist in developmental issues and concerns and timelines.

B. SPECIAL NEEDS

In addition, "special needs" households also should be considered in the City's housing programs, as follows:

1. Encourage the need for provision of access for handicapped persons in new and rehabilitated residential and commercial structures. This is particularly important for multi-family development where at least one unit should be made accessible to handicapped persons. If handicapped access is not provided initially, the building design should be able to accommodate subsequent remodeling to provide such access; the initial building design should not be such to preclude the possibility of such future remodeling.
2. Encourage adequate supply of local day care/nursery school programs.
3. Encourage shared housing opportunities, particularly for seniors, female-headed households and the disabled.
4. Increase the public awareness of local opportunities of public subsidized housing programs, shared housing opportunities, day care and nursery facilities, social services (for transitional or homeless persons), housing rehabilitation, weatherization, fair housing practices, local employment opportunities.
5. Encourage development of limited care facilities in Blue Lake to assist local seniors and the disabled.
6. Provide additional local job opportunities by pursuing economic development assistance.

VII. GOALS, POLICIES AND IMPLEMENTATION 2009-2014

The State has suggested broad "goals" for local housing elements:

1. To promote and insure the provision of adequate housing for all persons regardless of income, age, race or ethnic background.
2. To promote and insure the provision of housing selection by location, type, price and tenure.
3. To promote and insure open and free choice of housing for all.
4. To develop a balanced residential environment including access to jobs, community facilities and services.
5. To act as a guide for municipal decisions and how their decisions affect the quality of the housing stock and inventory.

In addition, recent legislation encourages local Housing Elements to address emergency housing and housing for the homeless.

The City's goals, policies and objectives are intended to accomplish the broad State housing goals as appropriate for Blue Lake's particular needs and circumstances. The goals are consistent with and generally the same as those in the Residential Land Use section of the Land Use Element. Additional or revised goals have been added.

A. GOALS

1. To assure adequate housing for all segments of the community while maintaining the quality living environment and rural character of Blue Lake.
2. To provide adequate housing for persons with special housing needs such as target income groups of low-income, the elderly, handicapped and female-headed households.
3. To promote safe, convenient and cost-effective housing.
4. To plan for the development of balanced residential environments with access to employment opportunities, community facilities and public facilities.
5. To preserve the City's historical and cultural heritage through preservation and innovative re-use of historical structures.
6. To assure availability of housing and facilities in response to natural or caused disasters.

B. POLICIES

1. All new residential development shall be consistent with the character of the City and blend with existing development.
2. The housing needs of elderly, seasonally employed heads of households and handicapped have a high priority.
3. The City should encourage the use of private initiative and public programs to provide housing for low- and moderate-income families.
4. Provisions for access for the handicapped shall be considered in all new or rehabilitated residential developments, particularly for multiple family dwellings.
5. Mobile homes and manufactured housing shall continue to be permitted in compatible residential districts.
6. The provision of energy conserving measures and materials shall be encouraged for all new residential development and rehabilitation.
7. The City should encourage residential second-story use of existing commercial structures provided; parking requirements can be met on-site or by an in-lieu parking arrangement with the City of Blue Lake.
8. The City shall promote conservation and improvement of the existing house stock, particularly historic structures. Specific areas of concern include house wiring, secured foundations and prevention of water damage.
9. The City shall develop a program for notifying all residents of availability of housing programs and funding.
10. Zoning policies will assure the availability of sites that can collectively accommodate a variety of housing by type, size and price for all economic segments of the City.
11. Discrimination in housing based on race, color, religion, sex, family size, marital status, national origin, ancestry or other arbitrary factors, will not be permitted. Safeguards will be instituted to insure fair housing opportunities.
12. Local, State and Federal housing and economic development programs shall be pursued.
These are the primary means necessary to assist the City in reaching defined objectives.
13. The City, in its review of development proposals, should consider exceptions or revisions to City ordinances related to zoning, density, services or other incentives based on the merits of the project to provide or improve the living conditions of its residents.

14. The City will coordinate efforts in order to conserve existing housing and identify temporary housing opportunities in the event of a disaster.
15. Local public and/or private water and sewer providers must adopt written policies and procedures that grant a priority for service hook-ups to developments that help meet the community's share of the regional need for low-income housing.

C. IMPLEMENTATION TO REACH FIVE-YEAR GOALS (2009-2014)

New Construction

1. **The City will review its 2003 Revised Second Unit Ordinance by 2014 to create ways to further the appropriate construction of "second units or granny units" on single-family lots beyond the creation of the Ordinance and rezoning of lots for applicability.**

Responsibility: City Staff/Planning Department
Time Frame: By 2014

2. **The City will adopt a density bonus ordinance by 2014 in accordance with Section 65915 of the Government Code. A density bonus will be granted by the City to an interested developer in exchange for a guarantee of affordable units.**

Responsibility: City Council.
Financing: General Fund
Time Frame: By 2014, if applicable.

3. The City will encourage planned developments on large parcels to facilitate the construction of a variety of housing types and densities including multifamily for lower-income households. Financial assistance to offset part of the cost of extending public facilities will be considered by the City as an activity for inclusion in an application to the State Department of Housing & Community Development (HCD) for Community Development Block Grant (CDBG) Funds to assist in upgrading living conditions for the residents of Blue Lake.

Responsibility: City Council & RCAA.
Financing: General Fund & CDDG Funding
Time Frame: If individual is interested and program funds available, City will assist in a minimum one application in next five years. City will look into reapplying for funding when funds from the previous grant are expended.

4. The City will propose revision of the R3 Zone in the Zoning Ordinance to establish performance standards (**as seen in the newly updated Industrial Zone**) that would allow more of the conditionally allowable uses to be principally permitted (by right) and including multifamily developments.

Responsibility: Planning Department & City Council.
Financing: General Fund
Time Frame: By 2014.

Housing Rehabilitation

5. The City will continue to apply (or support applications) to HCD and agencies for funds to provide low interest and deferred loan programs for the rehabilitation of housing occupied by targeted income households.

Responsibility: City Council.
Financing: General Fund
Time frame: Minimum one application in next five years if program funding is offered.

Equal Housing Opportunity

6. The City will continue participation in the Humboldt County Fair Housing Committee sponsored by the Board of Realtors.

Responsibility: City Council.
Financing: NA
Time frame: Ongoing.

7. The City Clerk is designated as the contact for referral of fair housing complaints to the State Department of Fair Housing and Employment.

Responsibility: City Staff.
Financing: General Fund
Time frame: Ongoing/A minimum two notices will be posted each year at City Hall, the County Library, and the Post Office by City Staff.

8. **During the effective period of this element the City will review the zoning ordinance and other City policies for consistency with the fair housing law.**

Responsibility: Planning Department & City Council.
Financing: General Fund
Time frame: By 2014.

9. **During the effective period of this element the City will review the zoning ordinance to include emergency shelters, transitional housing and group housing and allow them in appropriate zones if the need arises. If the need is addressed, Blue Lake will enter into a multi-jurisdictional agreement with surrounding communities to address this problem pursuant to SB 2.**

**Responsibility: Planning Department & City Council.
Financing: General Fund
Time frame: By 2014.**

10. **During the effective period of this element the City will review the sewer and water ordinances to ensure compliance with SB 1087. If they are not in compliance, the City will update and amend the ordinances so as to facilitate housing development for lower-income families and workers.**

**Responsibility: Planning Department & City Council.
Financing: General Fund
Time frame: By 2014.**

11. **During the effective period of this element the definition of family in the zoning ordinance will be revised to be compliant with fair housing law.**

**Responsibility: Planning Department & City Council.
Financing: General Fund
Time frame: By 2014.**

Energy Conservation

12. Energy conservation information for existing housing will be disseminated by publicizing available weatherization programs.

Responsibility: City Council.
Financing: General Fund
Time frame: Ongoing.

13. Rehabilitated units will be encouraged to include retrofit weatherization improvements such as ceiling and floor insulation, caulking and weather-stripping.

Responsibility: City Council.
Financing: General Fund
Time frame: As part of any approved, funded program.

14. New construction will be required to comply with Title 24 of the State Building Code. These requirements are approved by the City Building Department at the time of plan review or permit application.

Responsibility: City Building Department.
Financing: General Fund
Time frame: Ongoing, current requirement.

Economic Development

15. The City will continue to seek methods to revitalize Downtown. The purpose will be to increase local employment opportunities and tourist spending. The City Council will meet with the Blue Lake Chamber of Commerce to discuss business opportunities/constraints.

Responsibility: City Council.
Financing: General Fund
Time frame: Minimum annual meeting with City Council.

16. A capital improvement program will be prepared. Financial assistance will be sought to implement identified strategies from the State Economic Development Set-Aside and HUD's Urban Development Action Grant Program.

Responsibility: City Council.
Financing: General Fund
Time frame: Minimum one application in next five years if program funding is available and specific need is determined.

17. Large homes suitable for bed and breakfast are encouraged to convert to this use as part of the tourism effort.

Responsibility: Home owner.
Financing: Applicant
Time frame: Ongoing/currently available.

18. Increased local employment opportunities should be pursued through development of small business start-up opportunities and designation of suitable area for development. Financial assistance should be pursued.

Responsibility: City Council.
Financing: General Fund or CDBG Planning & Technical Assistance Grant
Time frame: Minimum one CDBG application in next five years if program funding offered.

Special Needs

19. Feasibility for group quarter opportunities for targeted groups (single persons, female-headed households, disabled, seniors, etc.) will be researched and implemented if a need or interest is identified. Once a need or interest is identified and program funds are available, the City will apply for HCD's Family Housing Demonstration Program (FHDP).

Responsibility: City Council.

Financing: General Fund

Time frame: If individual is interested and program funds are available, City will assist in the application process.

20. Senior Group Housing Opportunities should be pursued. The City will submit at least one application to HCD, at time a Request for Proposal is distributed, for Senior Citizen Shared Housing Program (SCSHP).

Responsibility: City Council.

Financing: General Fund & SCSHP Funding

Time Frame: If individual is interested and program funds available, City will assist in minimum one application next five years.

21. **The City will revise the Residential-1 (R1) section of the Zoning Ordinance to address group homes (rest homes, nursing homes, etc.) of fewer than six persons to be consistent with State law.**

Responsibility: Planning Department & City Council.

Financing: General Fund

Time Frame: By 2014.

22. The City will implement the requirements of the American Disabilities Act through the following specific actions:

-The City will provide a process for requesting “reasonable accommodation” with respect to zoning, permit processing, building laws, and the enforcement of building codes and the issuance of building permits. Once the process for “reasonable accommodation” is developed, the City will make this information available to the public by mailing it out with the monthly water bills.

-During the effective period of this element the City will make efforts to remove any existing constraints on housing for persons with disabilities, such as accommodating procedures for the approval of group homes, ADA retrofits, and evaluation of the zoning code for ADA compliance or other measures that provide flexibility.

-The City will also revise Section 610 of the zoning ordinance to addressing off-street parking facilities to allow for parking reductions for special needs housing.

**Responsibility: City Council, City Building Official.
Financing: General Fund
Time Frame: Ongoing**

23. The City, through local community newsletter or water billing, will publicize available programs or resources regarding the following:

- a. Subsidized Housing Programs.**
- b. Shared Housing Opportunities.**
- c. Available day care/nursery school programs.**
- d. Permit process to become a licensed day care provider.**
- e. Fair Housing Practices.**
- f. Nearby Social Services.**
- g. Housing Rehabilitation Programs, Weatherization Programs.**
- h. Local Employment Opportunities.**

**Responsibility: City Council, City Clerk
Financing: General Fund
Time Frame: Distribute information twice a year beginning Spring, 2004.**

24. The City, will conduct proactive efforts to assist multi- development for low- and moderate-income households through the following specific actions:

- assist developers in identifying suitable sites**
- work with USDA Rural Development to keep up with funding opportunities applicable to this type of development where zoned appropriately allow conversion of large historic residences into multiple units and use housing rehabilitation money for qualifying users and look for other funding opportunities**
- continue offering pre-application meetings to assist in developmental issues and concerns**

**Responsibility: City Clerk, Planning Department, City Council
Financing: General Fund
Time Frame: Ongoing, but the funding search will begin upon adoption of this update.**

25. The City will pursue (or provide assistance to individual) the development of limited care facilities for seniors and/or the disabled.

Responsibility: City Council working with Service Providers.

Financing: General Fund

Time Frame: If applicable program is identified and program funds are available, City will submit one application in next five-year period.

General Plan Consistency

The City of Blue Lake will ensure that internal consistency will be maintained throughout the planning period by evaluating future amendments as they occur. Review of future amendments will be completed to ensure that no conflicting policies or programs are created that would result in inconsistency within the General Plan and that would effect implementation of the Housing Element.

D. IMPLEMENTATION TABLES

Residential Construction Goals

TABLE 23. Rehabilitation*

	2008	2011	2014
Total Units	578		
Units Needing Rehabilitation	344	339	334
Rehabilitation	4	4	4
Demolition	1	1	1
Remaining Needs	339	334	329

* These numbers will be corrected, if needed, when the RHNA is finalized.

TABLE 24. New Construction (Cumulative)

Units	2000	2003	2005	2008
Total	556	565	574	583
Demolition		0	1	2

Total New Construction 2001-2008: 27 units

Total Replacement Need 2001-2008: 2 units

**TABLE 25. Housing Goals by Income Group 2009-2014
Based on the 2009 County Regional Housing Needs Draft and
highest estimated number of housing allocations: 42**

	# Units	Overall %
Very Low	10.5	25
Other Lower	7	16.6
Moderate	7	16.6
Above Moderate	17.5	41.6

Economic Development Goals 2009-2014

The following list indicates types of projects, any one of which could reasonably be accomplished and which would help in solidifying the City's fiscal positions in implementing previously mentioned programs. The following is for informational purposes only and to discuss accomplishments in subsequent Housing Element Updates.

1. Tourist lodging units consisting of a combination of motel rooms, bed and breakfast inn rooms and/or recreational vehicle spaces;
2. 6 Businesses, includes facilities or 15,000 s.f. Light Industrial space;
3. 1 expansion/upgrade of the Mad River Brewery;
3. 10-unit senior housing facility;
4. 5 units of second units or cooperative housing for target group;
6. 2 licensed day care or nursery school operations

VIII. ENERGY CONSERVATION

Next to mortgage or rent expenses, energy costs can be the most significant housing expense. As energy costs rise, combined utility, water/sewer, insurance and mortgage or rent costs can easily exceed fifty percent of household income.

Due to its location just inland from the coast, Blue Lake's winters are moderate with average winter temperatures over 45 degrees (Fahrenheit). However, spring and fall are similarly and consistently cool, necessitating some type of heating throughout the year.

Natural gas, wood and electricity (in that order) are the primary modes of space heating used by Blue Lake residents. Gas and electricity (in that order) are the primary modes of water heating.

The use of woodstoves for heating in Blue Lake has decreased from 143 households in 1990 to 67 households in 2000. Firewood was relatively plentiful in Humboldt County, either to purchase or to cut for oneself on public or private land. In addition, cut mill ends were available in many places, free of charge or for a low cost. However, more recently because of increase in demand and reduction in supply, wood is not as inexpensive or available as it had been since the last Element update. The increase in the price of firewood may have led to the reduction in the number of households utilizing wood stoves for heating.

While individual energy costs may be reduced by the use of wood, smoke from home woodstoves is beginning to make a significant contribution to local air pollution, particularly during winter temperature inversions (a weather pattern occurring with regularity in the Mad River valley). While no local ambient air quality standards are being exceeded, resultant air quality may be a discomfort factor to some Blue Lake residents with respiratory difficulties.

California's Title 24 Building Energy Standards are in effect for all new construction in Blue Lake. The State guidelines are rigorous and conservative, and result in housing that requires a fraction of the energy for heating that older homes require. Careful construction is also an essential component of a successful building and energy-conservation program.

Since the 1992 Housing Element, the City has maintained a Building Official as an administrator of the Building Department. The Building Official acts as the Building Inspector for the City.

Pacific Gas and Electric Company (PG&E) periodically offers financing programs for residential energy conservation measures. A property owner may obtain either a cash rebate, or a no-interest loan for weatherization improvements. Such improvements include insulation, weather stripping, water heater insulation blankets, caulking, storm windows, low-flow showerheads, automatic setback thermostats, etc. However, low-income persons are less likely to use these programs than higher income persons because credit-worthiness is a criterion for the loans and the rebate program required. In 1988, PG&E offered free blown-in insulation to all residents of Blue Lake. A total of 346 units were serviced through this program and is considered a major energy conservation action in Blue Lake. PG&E currently offers rebates for the purchase of energy saving major appliances and other energy-saving improvements; programs fluctuate continuously.

Free weatherization is available to low-income persons in Humboldt County through Redwood Community Action Agency (RCAA), a local/State/Federally funded community service agency. In conjunction with their Low Income Weatherization Program, RCAA maintains an energy demonstration center and provides public education programs on energy conservation. RCAA also provides emergency payoff of utility bills for low-income persons unable to meet utility payments. Blue Lake's Housing Rehabilitation Program coordinates closely with RCAA's Low Income Weatherization Program.

Utilization of solar energy for water and space heating also has demonstrated potential in Humboldt County for reducing energy costs. Many individuals in Blue Lake have installed solar water heating systems and/or attached solariums, two of the most popular and applicable solar heating technologies. Some new homes in Blue Lake include passive solar principles in their building design. However, the most significant opportunities for implementation of solar technologies for space and water heating lie in retrofits to existing structures.

The City currently encourages energy conservation by:

1. Reviewing site plans and subdivision designs for solar access;
2. Requires compliance with State energy conservation standards; and
3. Suggests and supports "solar design" through the Design Review process.

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APPENDICES

Maps, Designations, & Zoning

- General Plan Land Use Map
- Land Use Designations
- Zoning Map & City Boundaries
- Land Use & Zoning Matrix
- Underdeveloped Parcels
- Underdeveloped Parcel Spreadsheet
- Water & Wastewater Lines

Appendix A - Fees

- Schedule of Fees & Charges (Current fee schedule)
- Schedule 2009/2010 – Water Installation and Connection Fees Inside the City Limits
- Schedule 2009/2010 – Sewer Installation and Connection Fees Inside the City Limits

Appendix B - Site Improvements

- Article 3 of Subdivisions Ordinance – Subdivision Design Requirements
- Sidewalk, Curb, & Gutter Ordinance

Appendix C – Minor & Major Subdivisions

- Article 5 of Subdivision Ordinance – Minor Subdivisions of Fewer Than Five Lots
- Article 6 of Subdivision Ordinance – Tentative Map of Subdivision of Five or More Lots
- Article 7 of Subdivision Ordinance – Final Map, Reversion to Acreage and Merger

Appendix D – Design Guidelines

- Residential Design Guidelines for Historic Designated Structures
- Downtown Design Guidelines

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