

## KEY OPPORTUNITY SITES

As discussed above, the Gateway Area is optimally located for redevelopment. The Area is within walking distance to the Downtown core, Arcata High School, Humboldt State University, and several other key destinations, making it an ideal location for high density residential development. Future residents of the Gateway Area will have easy access to essential services and job opportunities. Remarkably, despite its optimal location, the Area contains many vacant, underutilized, and blighted sites. Many parcels contain legacy single-story industrial or residential buildings. Table 4 and Figure 3 below evaluate the sites most readily available for redevelopment. Given the importance of generating a volume of new residential units, each site is analyzed for its residential development potential under the “Opportunities” column. The range of residential units that each site could generate is calculated at a medium density residential standard (18 dwelling units per acre) and at a moderately high-density standard (50 dwelling units per acre). While this plan does not envision establishing residential density standards, the 18 du/ac baseline provides a conservative estimate of what may actually be constructed since not all developers seek to achieve the maximum allowed units. For sites where wetlands or other constraints could reduce the potential for residential units, the table assumes that the City would allow each property to retain its overall gross density on the net developable portions of the site. It is also important to note that there are many other sites that could potentially be listed as opportunity sites. These were selected because they either have characteristics that make them particularly well-suited to redevelopment or because they are somewhat blighted and redevelopment would generate much-needed enhancements to the Plan Area.

**Table 4: Primary Opportunity Sites**

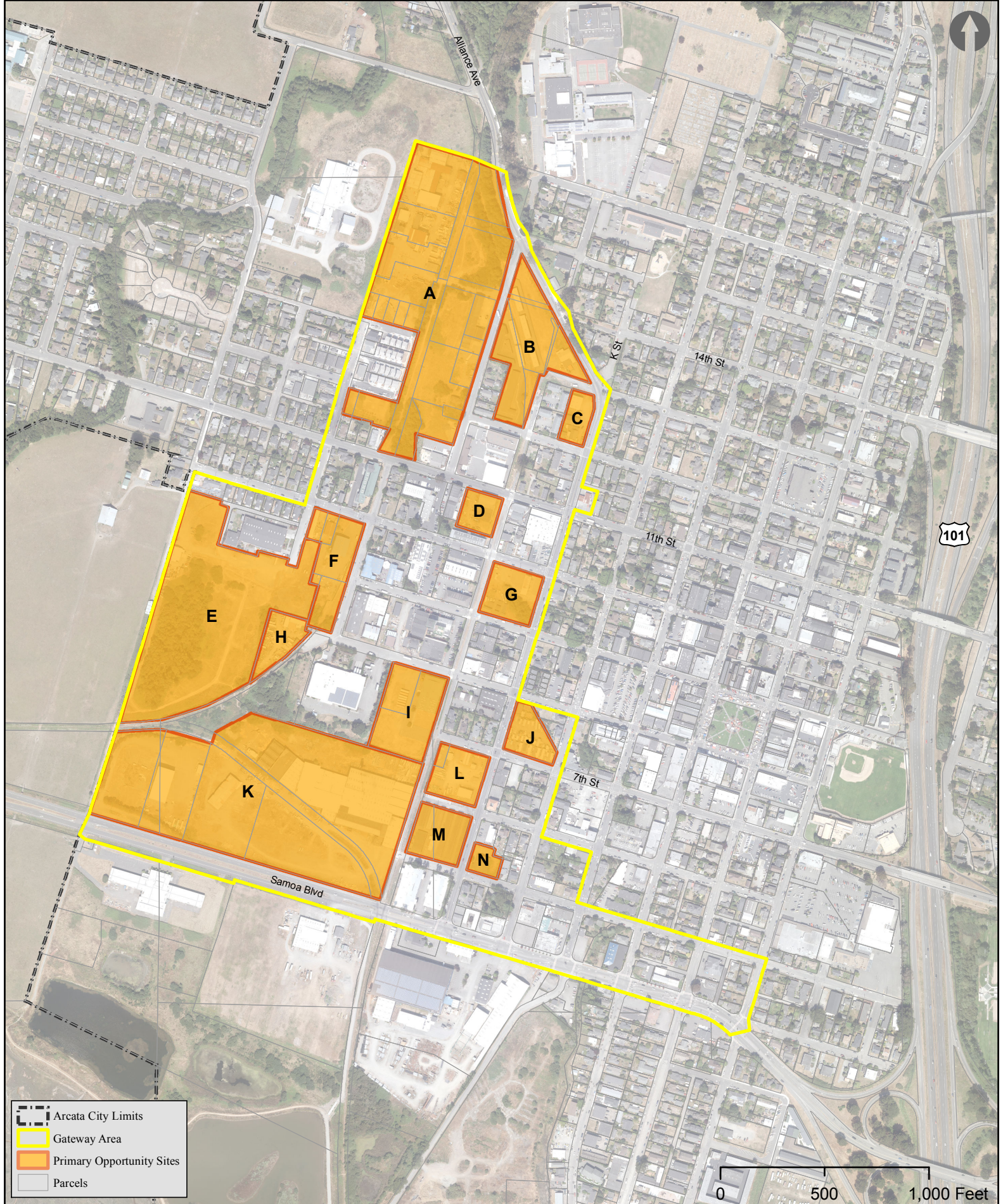
Site Ref.	Approx. Acres	# of Parcels	Existing Conditions, Constraints, and Assets	Opportunities	Residential Unit Capacity	Other Potential Uses
A	16.7	30 (multiple owners)	Located north of 11 <sup>th</sup> Street, south of Alliance Ave, and west of M Street. Includes rights-of-way for 14 <sup>th</sup> and 15 <sup>th</sup> Streets. This somewhat blighted former mill site largely consists of open green space. While mostly vacant, the site does contain some legacy single-story metal industrial buildings. Jolly Giant Creek passes through the site in intermittent underground and above-ground segments. A railroad right-of-way runs north-south through the site.	This is an excellent site for environmental restoration, cleanup of contamination, formally-developed public open space, creek daylighting, bike/ped trails, and medium to high-density residential development. To maximize the development potential of the site, it could be developed as a single master planned “campus” with minimal internal roadways. Along the east edge of the site (along M Street) the site could contain some ground-floor non-residential uses.	300 to 835+	<ul style="list-style-type: none"> <li>•Creek daylighting</li> <li>•Restoration</li> <li>•Open Space</li> <li>•Bike/Ped</li> <li>•Non-residential mixed use</li> </ul>
B	3.9	6 (multiple owners)	Located south of Alliance Ave, west of K Street, and east of M Street. Much of the site contains a single-story mini-storage business and a single-story automotive-service business, though nearly an acre is entirely vacant green space. A railroad right-of-way runs north-south through the entire site. The north end of L Street terminates at this site, preventing L Street from reaching Alliance Ave. The existing Arcata Rail-to-Trail bike/ped facility passes through the site.	This is an excellent site for environmental restoration, cleanup of contamination, an extension of L Street, and medium to high-density residential development. Along its street frontages, the site could contain some ground-floor non-residential uses.	70 to 195+	<ul style="list-style-type: none"> <li>•Bike/Ped</li> <li>•Street connection</li> <li>•Non-residential mixed use</li> </ul>
C	0.7	1	Located north of 12 <sup>th</sup> Street and west of K Street. The site includes approximately five single-story wood and metal industrial buildings and a small structure of potential historic significance. Over 50% of the site is undeveloped. The site currently contains an automotive-service business.	This site is well suited to residential uses, with some potential for non-residential ground-floor uses.	12 to 35+	<ul style="list-style-type: none"> <li>•Non-residential mixed use</li> </ul>
D	0.75	1	Located south of 11 <sup>th</sup> Street and west of L Street. The site includes one single-story metal industrial building that is home to a wholesale and equipment rental business. Approximately 50% of the site is undeveloped, most of which contains outdoor storage of automotive parts and equipment.	The site is in a prominent location, with 11 <sup>th</sup> Street providing substantial vehicular and foot traffic daily. In addition, the site is also directly adjacent to the Rail-to-Trail, making it ideally suited for upper floor residential and ground-floor non-residential uses.	14 to 38+	<ul style="list-style-type: none"> <li>•Non-residential mixed use</li> </ul>

Site Ref.	Approx. Acres	# of Parcels	Existing Conditions, Constraints, and Assets	Opportunities	Residential Unit Capacity	Other Potential Uses
E	12.2	1	Located east of the far southern extent of Q Street, south of 10 <sup>th</sup> Street, and west of N Street. Until recently, the site was mostly undeveloped, containing just one small single-story metal industrial building and an automotive-services business. Within the past two years, an approximately 20,000sf two-story mixed-use building was constructed in the northeast corner, leaving the vast majority of the site still undeveloped.	At the edge of the Plan Area and directly adjacent to planned open space, the site is well suited for residential development.	112 to 311+	<ul style="list-style-type: none"> <li>•Bike/Ped</li> <li>•Non-residential mixed use</li> </ul>
F	2.19	5 (multiple owners)	Located south of 10 <sup>th</sup> Street and east of N Street. The site includes three single-story metal industrial buildings. Over 65% of the site is undeveloped. The site currently contains an automotive-service business, a recycling business, and contractor yards. It is possible that development on the south end of the site may be restricted due to the possible presence of wetlands.	This site is well suited to environmental restoration, cleanup of contamination, and residential uses, with some potential for non-residential ground-floor uses.	39 to 110+	<ul style="list-style-type: none"> <li>•Non-residential mixed use</li> </ul>
G	1.42	1	The site is a single parcel and also the entire block contained by 10 <sup>th</sup> Street, K Street, 9 <sup>th</sup> Street, and L Street. The site does not contain any finished structures, but does contain a single canopy structure and several shipping containers. The site is also bisected diagonally by Jolly Giant Green from the northwest corner to the southeast corner. The northern half of the creek is underground while the southern half is aboveground and includes a substantial strip of riparian vegetation. The site contains a car wash business.	The site is optimally located for environmental restoration and new multi-story mixed use development. Being an entire City block also adds to the site's development potential. The underground portion of Jolly Giant Creek is the single best opportunity for creek daylighting south of 11 <sup>th</sup> Street. The site's proximity to the CoOp grocery store and other downtown commercial amenities makes the site an ideal location for residential development that can provide a car-free lifestyle for residents. Fronting on the high-volume K Street also makes the site prime for some ground-floor non-residential development that can provide jobs and retail opportunities.	26 to 71+	<ul style="list-style-type: none"> <li>•Creek daylighting</li> <li>•Open Space</li> <li>•Bike/Ped</li> <li>•Non-residential mixed use</li> </ul>
H	1.0	1	Located at the far west end of 8 <sup>th</sup> Street, the site contains a one-story metal industrial building and a substantial volume of scrap metal, vehicle parts, boat parts, and shipping containers. The site is entirely within the Coastal Zone.	The site is optimally located for environmental restoration and new multi-story mixed use development.	18 to 50+	<ul style="list-style-type: none"> <li>•Non-residential mixed use</li> </ul>
I	2.65	1	The site contains several shipping containers, a parking lot, and a one-story metal industrial building that currently serves as professional office space and hand-assembly light manufacturing. Over 1.75 acres are currently vacant. The site is entirely within the Coastal Zone.	This site is well suited to residential uses, with some potential for non-residential ground-floor uses.	48 to 133+	<ul style="list-style-type: none"> <li>•Open Space</li> <li>•Bike/Ped</li> <li>•Non-residential mixed use</li> </ul>
J	1.0	1	The site consists of 70% of the block contained by 8 <sup>th</sup> Street, J Street, 7 <sup>th</sup> Street, and K Street. The site is currently home to approximately 27 trailers/RVs, a single-family residence, and a garage. The site is presumably home to over two dozen low-income individuals/families. The site is entirely within the Coastal Zone.	The site presents an excellent opportunity to create an multi-story affordable housing development that provides substantially upgraded residential accommodations for the site's current residents.	18 to 50+	<ul style="list-style-type: none"> <li>•Non-residential mixed use</li> </ul>

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Site Ref.	Approx. Acres	# of Parcels	Existing Conditions, Constraints, and Assets	Opportunities	Residential Unit Capacity	Other Potential Uses
K	20.3	8	Located north of Samoa Blvd and west of the L Street right-of-way, this site consists of a large industrial site that once contained a barrel factory and a mill. While the site contains nearly 200,000 sf of legacy metal and wooden industrial buildings, this site is most vacant open area that once served as log deck. The site contains no internal public roadways or rights-of-way, though a railroad right-of-way does cut through the site. Though the site is home to several important businesses, the site is also relatively blighted in appearance. The site is entirely within the Coastal Zone.	This site is among the most developable sites within the City and has the potential to provide many of the housing units that the Gateway Area Plan seeks to create. To maximize the development potential of the site, it could be developed as a single master planned “campus” with minimal internal roadways. The site also has the potential to provide open space and recreation areas. Some non-residential mixed use may be appropriate along Samoa Blvd.	365 to 1,015+	<ul style="list-style-type: none"> <li>•Restoration</li> <li>•Open Space</li> <li>•Bike/Ped</li> <li>•Non-residential mixed use</li> </ul>
L	1.44	2	The site is the entire block contained by 7 <sup>th</sup> Street, K Street, 6 <sup>th</sup> Street, and the L Street right-of-way. The site contains three small structures, several pressurized above-ground-storage-tanks, and dozens of stockpiled residential-scale propane tanks. The site is home to Amerigas and is largely empty being primarily used for storage. The site is entirely within the Coastal Zone.	The site is optimally located for new multi-story mixed use development. Being an entire City block also adds to the site’s development potential. The site’s proximity to various downtown commercial amenities makes the site an ideal location for residential development that can provide a car-free lifestyle for residents. Fronting on the high-volume K Street also makes the site prime for some ground-floor non-residential development that can provide jobs and retail opportunities.	26 to 72+	<ul style="list-style-type: none"> <li>•Non-residential mixed use</li> </ul>
M	1.44	2	The site is the entire block contained by 6 <sup>th</sup> Street, K Street, 5 <sup>th</sup> Street, and the L Street right-of-way. The site is entirely occupied with small-bay low-profile single-story buildings serving as a mini-storage business. The site is entirely within the Coastal Zone.	The site is optimally located for new multi-story mixed use development. Being an entire City block also adds to the site’s development potential. The site’s proximity to various downtown commercial amenities makes the site an ideal location for residential development that can provide a car-free lifestyle for residents. Fronting on the high-volume K Street also makes the site prime for some ground-floor non-residential development that can provide jobs and retail opportunities.	26 to 72+	<ul style="list-style-type: none"> <li>•Bike/Ped</li> <li>•Non-residential mixed use</li> </ul>
N	0.43	1	The site is east of K Street and north of 5 <sup>th</sup> Street. The site contains a 1.5 story building that takes up less than 50% of the lot. The site is entirely within the Coastal Zone.	The site is optimally located for new multi-story mixed use development. The site’s proximity to various downtown commercial amenities makes the site an ideal location for residential development that can provide a car-free lifestyle for residents. Fronting on the high-volume K Street also makes the site prime for some ground-floor non-residential development that can provide jobs and retail opportunities.	8 to 22+	<ul style="list-style-type: none"> <li>•Non-residential mixed use</li> </ul>
<b>TOTAL COLLECTIVE POTENTIAL RESIDENTIAL UNITS</b>					<b>Approximately 1,000 to 3,000+</b>	

Figure 3 below corresponds to Table 4 above.



**Figure 3: Primary Opportunity Sites**

