

# CITY OF EUREKA

## 1997 General Plan Goals & Policies

*Excerpted from the City of Eureka General Plan/Local Coastal Program adopted by the City Council on February 27, 1997. Please note, this is not the complete text of the adopted General Plan, it is only the Goals and Policies for reference use only.*

## TABLE OF CONTENTS

<b>LAND USE AND DEVELOPMENT FRAMEWORK.....</b>	<b>1</b>
<i>Goal 1.A</i> .....	1
<i>Policies</i> .....	1
TABLE 1-2 .....	1
<b>CORE AREA.....</b>	<b>3</b>
CONCENTRATED MIXED-USE CORE.....	3
<i>Goal 1.B</i> .....	3
<i>Policies</i> .....	3
ARTS AND CULTURE .....	4
<i>Goal 1.C</i> .....	4
<i>Policies</i> .....	4
WATERFRONT .....	5
<i>Goal 1.D</i> .....	5
<i>Policies</i> .....	5
TOURISM.....	6
<i>Goal 1.E</i> .....	6
<i>Policies</i> .....	6
CORE AREA RESIDENTIAL COMMUNITY .....	6
<i>Goal 1.F</i> .....	6
<i>Policies</i> .....	6
CORE PUBLIC OPEN SPACE .....	7
<i>Goal 1.G</i> .....	7
<i>Policies</i> .....	7
VIEW CORRIDORS .....	7
<i>Goal 1.H</i> .....	7
<i>Policies</i> .....	7
ARCHITECTURAL/LANDSCAPE CHARACTER.....	7
<i>Goal 1.I</i> .....	7
<i>Policies</i> .....	8
MAINTENANCE AND SAFETY .....	9
<i>Goal 1.J</i> .....	9
<i>Policies</i> .....	9
<b>RESIDENTIAL/NEIGHBORHOOD DEVELOPMENT .....</b>	<b>9</b>
<i>Goal 1.K</i> .....	9
<i>Policies</i> .....	9
<b>COMMERCIAL DEVELOPMENT .....</b>	<b>10</b>
<i>Goal 1.L</i> .....	11
<i>Policies</i> .....	11
<b>INDUSTRIAL DEVELOPMENT .....</b>	<b>12</b>

**City of Eureka**  
**General Plan Goals and Policies**

<i>Goal 1.M</i> .....	12
<i>Policies</i> .....	12
<b>COMMUNITY FACILITIES</b> .....	<b>14</b>
<i>Goal 1.N</i> .....	14
SCHOOLS.....	14
<i>Policies</i> .....	14
PARKS AND RECREATION.....	14
<i>Policies</i> .....	14
PUBLIC AND QUASI-PUBLIC FACILITIES.....	15
<i>Policies</i> .....	15
MEDICAL FACILITIES.....	16
<i>Policies</i> .....	16
LIBRARY SERVICES.....	16
<i>Policies</i> .....	16
<b>HOUSING</b> .....	<b>16</b>
PRODUCTION OF NEW HOUSING.....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
<i>Goal 1.A</i> .....	<i>Error! Bookmark not defined.</i>
<i>Policies</i> .....	<i>Error! Bookmark not defined.</i>
SPECIAL HOUSING NEEDS.....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
<i>Goal 1.B</i> .....	<i>Error! Bookmark not defined.</i>
<i>Policies</i> .....	<i>Error! Bookmark not defined.</i>
HOUSING REHABILITATION AND AFFORDABILITY CONSERVATION.....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
<i>Goal 1.C</i> .....	<i>Error! Bookmark not defined.</i>
<i>Policies</i> .....	<i>Error! Bookmark not defined.</i>
EQUAL ACCESS.....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
<i>Goal 1.D</i> .....	<i>Error! Bookmark not defined.</i>
<i>Policies</i> .....	<i>Error! Bookmark not defined.</i>
ENERGY CONSERVATION.....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
<i>Goal 1.E</i> .....	<i>Error! Bookmark not defined.</i>
<i>Policies</i> .....	<i>Error! Bookmark not defined.</i>
<b>TRANSPORTATION AND CIRCULATION</b> .....	<b>21</b>
STREETS AND HIGHWAYS.....	21
<i>Goal 3.A</i> .....	21
<i>Policies</i> .....	21
TABLE 3-1.....	23
TABLE 3-2.....	23
TABLE 3-3.....	24
TABLE 3-4.....	24
TABLE 3-5.....	25
FIGURE 3-2.....	25
PUBLIC TRANSIT.....	26
<i>Goal 3.B</i> .....	26
<i>Policies</i> .....	26

**City of Eureka**  
**General Plan Goals and Policies**

BICYCLE TRANSPORTATION.....	26
<i>Goal 3.C</i> .....	26
<i>Policies</i> .....	27
TABLE 3-6 .....	27
PEDESTRIAN TRANSPORTATION .....	28
<i>Goal 3.D</i> .....	28
<i>Policies</i> .....	28
GOODS MOVEMENT .....	29
<i>Goal 3.E</i> .....	29
<i>Policies</i> .....	29
RAIL TRANSPORTATION .....	29
<i>Goal 3.F</i> .....	29
<i>Policies</i> .....	29
WATER TRANSPORTATION.....	29
<i>Goal 3.G</i> .....	29
<i>Policies</i> .....	29
CORE AREA CIRCULATION AND PARKING.....	30
<i>Goal 3.H</i> .....	30
<i>Policies</i> .....	30
<b>PUBLIC FACILITIES AND SERVICES.....</b>	<b>31</b>
GENERAL PUBLIC FACILITIES AND SERVICES.....	31
<i>Goal 4.A</i> .....	31
<i>Policies</i> .....	31
WATER SUPPLY AND DELIVERY.....	32
<i>Goal 4.B</i> .....	32
<i>Policies</i> .....	32
WASTEWATER COLLECTION, TREATMENT, AND DISPOSAL.....	33
<i>Goal 4.C</i> .....	33
<i>Policies</i> .....	33
STORMWATER DRAINAGE .....	33
<i>Goal 4.D</i> .....	33
<i>Policies</i> .....	33
SOLID WASTE COLLECTION AND DISPOSAL.....	34
<i>Goal 4.E</i> .....	34
<i>Policies</i> .....	34
LAW ENFORCEMENT .....	35
<i>Goal 4.F</i> .....	35
<i>Policies</i> .....	35
FIRE PROTECTION .....	35
<i>Goal 4.G</i> .....	35
<i>Policies</i> .....	36
SCHOOLS.....	36
<i>Goal 4.H</i> .....	36
<i>Policies</i> .....	36
<b>RECREATIONAL AND CULTURAL RESOURCES.....</b>	<b>37</b>

**City of Eureka**  
**General Plan Goals and Policies**

GENERAL PARKS AND RECREATION.....	37
<i>Goal 5.A</i> .....	37
<i>Policies</i> .....	38
TABLE 5-1 .....	38
COASTAL RECREATION AND ACCESS.....	39
<i>Goal 5.B</i> .....	39
<i>Policies</i> .....	39
TABLE 5-2 .....	40
RECREATION SERVICES.....	42
<i>Goal 5.C</i> .....	42
<i>Policies</i> .....	42
ARTS AND CULTURE .....	42
<i>Goal 5.D</i> .....	42
<i>Policies</i> .....	43
HISTORIC PRESERVATION .....	43
<i>Goal 5.E</i> .....	43
<i>Policies</i> .....	43
ARCHEOLOGICAL RESOURCES .....	44
<i>Goal 5.F</i> .....	44
<i>Policies</i> .....	44
<b>NATURAL RESOURCES .....</b>	<b>45</b>
AQUATIC RESOURCES AND MARINE, WETLAND, AND RIPARIAN HABITAT .....	45
<i>Goal 6.A</i> .....	45
<i>Policies</i> .....	45
AGRICULTURAL PRESERVATION .....	51
<i>Goal 6.B</i> .....	51
<i>Policies</i> .....	51
CONSERVATION OF OPEN SPACE.....	52
<i>Goal 6.C</i> .....	52
<i>Policies</i> .....	52
TIMBER RESOURCES .....	53
<i>Goal 6.D</i> .....	53
<i>Policies</i> .....	53
AIR QUALITY—GENERAL.....	53
<i>Goal 6.E</i> .....	53
<i>Policies</i> .....	53
AIR QUALITY—TRANSPORTATION/CIRCULATION.....	54
<i>Goal 6.F</i> .....	54
<i>Policies</i> .....	54
<b>HEALTH AND SAFETY.....</b>	<b>54</b>
SEISMIC HAZARDS .....	54
<i>Goal 7.A</i> .....	54
<i>Policies</i> .....	54
GEOLOGICAL HAZARDS .....	56
<i>Goal 7.B</i> .....	56

**City of Eureka**  
**General Plan Goals and Policies**

---

<i>Policies</i> .....	56
<b>FIRE SAFETY</b> .....	<b>57</b>
<i>Goal 7.C</i> .....	57
<i>Policies</i> .....	57
<b>FLOODING</b> .....	<b>57</b>
<i>Goal 7.D</i> .....	57
<i>Policies</i> .....	58
<b>HAZARDOUS MATERIALS AND TOXIC CONTAMINATION</b> .....	<b>58</b>
<i>Goal 7.E</i> .....	58
<i>Policies</i> .....	58
<b>EMERGENCY RESPONSE</b> .....	<b>59</b>
<i>Goal 7.F</i> .....	59
<i>Policies</i> .....	59
<b>RESIDENTIAL NOISE EXPOSURE</b> .....	<b>60</b>
<i>Goal 7.G</i> .....	60
<i>Policies</i> .....	60
TABLE 7-1 .....	60
TABLE 7-2 .....	62
<b>NOISE COMPATIBILITY</b> .....	<b>62</b>
<i>Goal 7.H</i> .....	62
<i>Policies</i> .....	62
<b>ADMINISTRATION AND IMPLEMENTATION</b> .....	<b>63</b>
<i>Goal 8.A</i> .....	63
<i>Policies</i> .....	63

# LAND USE AND DEVELOPMENT FRAMEWORK

## Goal 1.A

To establish and maintain a land use pattern and mix of development in the Eureka area that protects residential neighborhoods, promotes economic choices and expansion, facilitates logical and cost-effective service extensions, and protects valuable natural and ecological resources.

## Policies

- 1.A.1 The City shall encourage infilling of vacant urban land and reuse of underutilized urban land within the Planning Area as its first priority of accommodating demand for growth.
- 1.A.2 The City shall work with Humboldt County to coordinate development decisions in unincorporated areas surrounding Eureka to ensure compatibility between the County’s planning efforts and the City’s efforts.
- 1.A.3 The City supports annexation as a positive means of city expansions but shall evaluate annexation proposals on a case-by-case basis. In reviewing these proposals, the City shall consider the questions listed in Table 1-2. The City shall support only those annexations that:
- a. Are broadly supported by affected residents and property owners
  - b. Are beneficial to the City
  - c. Promote orderly development and redevelopment of land within the City’s sphere of influence
  - d. Promote efficiency in service delivery

<b>1. Resident Support</b>	What is the likelihood of gaining political support from property owners in the annexation area?
<b>2. Development and/or Redevelopment Potential</b>	Will the annexation add vacant developable land to the city or is there potential for significant redevelopment?
<b>3. Strategic Importance</b>	Will the annexation further city goals?
<b>4. Preemptive Action</b>	Would the annexation help prevent unwanted or incompatible development on the city’s periphery?
<b>5. Revenue Potential</b>	What amount of revenue can be anticipated from property, sales, and other taxes; will the annexation resulting a net revenue gain or a net loss to the city?
<b>6. Cost of Providing Ongoing Municipal Services</b>	What will it cost to provide police services, fire services, road maintenance, parks and recreation, sewer service, and water service; can the city

**City of Eureka**  
**General Plan Goals and Policies**

	bear the cost of providing these ongoing services in the annexed areas?
<b>7. Need for Upgrading Existing Infrastructure</b>	To what degree do existing drainage systems, water delivery systems, sewer collection systems, streets and roads, and other infrastructure need to be brought up to city standards; can the city bear this cost?
<b>8. Potential for Improved Service Delivery</b>	Is there potential for improved service delivery in the annexed area and/or the city as a whole or will some services be reduced?

- 1.A.4 To promote the public safety, health, and welfare, and to protect private and public property, to assure the long-term productivity and economic vitality of coastal resources, and to conserve and restore the natural environment, the City shall protect the ecological balance of the coastal zone and prevent its deterioration and destruction.
- 1.A.5 Within the coastal zone, the City shall ensure that coastal-dependent developments have priority over other developments on or near the shoreline. Except as provided elsewhere in this General Plan, coastal-dependent development shall not be sited in a wetland. Coastal-related developments shall generally be accommodated proximate to the coastal-dependent uses they support.
- 1.A.6 The City shall continue to work with the Humboldt Bay Harbor, Recreation, and Conservation District to implement the projects described in the City’s *Eureka Waterfront Revitalization Program* and listed below:
- a. Establishment of a comprehensive wetland management program that includes all of Eureka’s restored and natural wetland areas.
  - b. Implementation of the PALCO Marsh Enhancement Plan.
  - c. Construction of a public access vista point at the foot of Truesdale Street.
  - d. Reconstruction of a public access vista point near the foot of C Street.
  - e. Design and construction of a public berthing facility n Inner Reach near the Adorni Center.
  - f. Development of a multi-use building between C and F Streets to house a Fisherman’s-Farmer’s Market and retail stores.
  - g. Development of Fisherman’s Parcel for fishing fleet activities.
  - h. Rehabilitation of the existing small boat basin, dredging and expansion of the Humboldt Yacht Club, and development of a fishing industry support facility.
  - i. Completion of a waterfront bicycle/pedestrian trail from K Street to Del Norte Street.
  - j. Development of a Wetland Mitigation Bank as a comprehensive tool for mitigating the loss of wetlands to development.
  - k. Development of a facility for the Humboldt Bay Rowers Association near the Adorni Center.



## **CORE AREA**

### **Concentrated Mixed-Use Core**

#### **Goal 1.B**

To create a compact, pedestrian-oriented, economically robust central Core Area that provides a clear geographic focus for attracting visitors and residents and for increasing private sector investment.

#### **Policies**

- 1.B.1 The City shall promote the development of a compact Core Area of concentrated commercial, residential, fishing-related, civic, cultural, and recreational activities by unifying parts of the three historical central “districts” (i.e., Old Town, Downtown, and the Waterfront).
- 1.B.2 The City shall actively encourage, support, and provide incentives, where feasible, for the types of development it prefers in the Core Area, including the following:
  - a. Mixed-use projects.
  - b. Housing in upper stories of buildings.
  - c. Professional offices in upper stories of buildings.
  - d. Projects that reinforce viable existing uses, such as fisheries.
  - e. Projects that reinforce the identity of the Core Area.
- 1.B.3 The City shall promote development in areas immediately adjacent to the Core Area that support and complement Core Area uses.
- 1.B.4 The City shall promote the development of major public and private facilities that attract numerous patrons—such as a performing arts center, conference center, cinema, transit center, public market—within or directly adjacent to the Core Area where they have the maximum positive effect of the economic and social vitality of the Core Area. The City shall discourage development of these same uses outside the Core Area and directly adjacent areas.
- 1.B.5 The City shall promote the establishment and maintenance of pedestrian-oriented commercial uses such as retail stores, cafes, and restaurants along F Street and 2<sup>nd</sup> Street, particularly at the street level. The City shall encourage the establishment and maintenance of less pedestrian-oriented uses such as professional offices and multi-family residential uses on the upper floors of multi-story buildings.
- 1.B.6 The City shall explore the feasibility of closing 2<sup>nd</sup> Street between A and B Streets and locating a permanent public market or similar active public use (e.g., Pike Street Market in Seattle) adjacent to the proposed intermodal transportation center. This would provide a major public facility and visitor-oriented landmark at the west end of the retail section of the 2<sup>nd</sup> Street and create a line of demarcation between the Core Area and the light industrial area to the west.

**City of Eureka**  
**General Plan Goals and Policies**

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- 1.B.7 The City shall attempt to maximize the effectiveness of public sector investment by concentrating on a limited number of strategically-located, mutually-reinforcing, highly-visible projects that will stimulate private-sector investment.
- 1.B.8 The City shall work with local banks to develop public sector-private sector funding programs for retrofit and rehabilitation of unreinforced masonry buildings in the Core Area.
- 1.B.9 The City shall encourage economic investment in buildings, ranging from modest signage improvements and new paint, to major façade improvements, remodels, and new buildings.
- 1.B.10 The City shall use unified landscaping and streetscape elements (i.e., streetlights, seating, signage, banners) to create a single Core Area identity and to unify the three historical central “districts” (i.e., Old Town, Downtown, and the Waterfront).
- 1.B.11 The City shall encourage and provide incentives, where feasible, for retrofit and rehabilitation of unreinforced masonry buildings in the Core Area that pose and earthquake risk.
- 1.B.12 The City shall discourage development at the western edge of the Core Area that could erode the economic viability of industrial uses in the adjacent light industrial area. This includes discouraging uses in the Core Area that would prompt significant increases in property values that would in turn lead to displacement of adjacent or nearby light industrial uses.
- 1.B.13 The City shall cooperate with Humboldt County in an effort to relocate the County’s 2<sup>nd</sup> and J Street facilities that are no longer appropriate for the Core Area. The sites should be redeveloped for visitor-accommodations and residential uses. The City shall consider providing incentives to the County where feasible and appropriate for such relocation.
- 1.B.14 The City shall encourage and provide incentives, where feasible, for the relocation of privately-owned industrial facilities that are no longer appropriate for the Core Area.
- 1.B.15 The City shall discourage the development or continued operation of facilities that promote the concentration of homeless or transients in the Core Area. The City supports the establishment of these facilities in the Eureka area outside of the Core Area.

## **Arts and Culture**

### **Goal 1.C**

To promote cultural arts within the Core Area that help to activate and economically revitalize the Core Area.

### **Policies**

- 1.C.1 The Core Area shall be the City’s first choice in siting or relocating new cultural facilities, museums, and performing or visual arts facilities. The City shall promote the development

**City of Eureka**  
**General Plan Goals and Policies**

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of a cultural arts/theater district within the Core Area that focuses primarily on the F Street Corridor.

- 1.C.2 The City shall provide leadership and support for creating a performing arts complex near the Eureka Theater and Carnegie Library.
- 1.C.3 The City shall participate in studies to determine the feasibility of renovation of other cultural facilities, such as the Ingomar Theater.
- 1.C.4 The City shall encourage the interim use of empty stores in the Core Area as temporary (phantom) art galleries.
- 1.C.5 The City shall support rehabilitation and conversion of vacant upper floors of buildings in the Core Area as artist live-work spaces.
- 1.C.6 The City shall develop an active program for providing public art.
- 1.C.7 The City shall encourage and assist in the development of murals to enliven blank walls in the Core Area.

## **Waterfront**

### **Goal 1.D**

To revitalize the Core Area waterfront, enhancing coastal-related tourism and recreation, while maintaining the economic base and employment provided by the fishing industry.

### **Policies**

- 1.D.1 The City shall retain the historic waterfront building scale, building form, and general character in waterfront revitalization and development as a means of creating a “Victorian Seaport” identity for the waterfront area. New buildings developed along the waterfront north of First Street/Waterfront Drive should not exceed three stories or 50 feet in height.
- 1.D.2 Except for safety reasons in industrial operations, the City shall ensure public access along the full length of the shoreline within the Core Area through development of multiple access points such as walkways, paths, docks, and piers.
- 1.D.3 The City shall promote the continued operation of existing fisheries-related industry throughout the Core Area waterfront.
- 1.D.4 The City shall encourage expansion of the fisheries industry west of C street in the Core Area.
- 1.D.5 The City shall expand and enhance opportunities for recreational and visitor-serving uses and activities along the waterfront, including visitor accommodations, boating facilities, water transportation, fishing, and other similar attractions.

**City of Eureka**  
**General Plan Goals and Policies**

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- 1.D.6 The City shall encourage expansion of the F Street pier into a major facility that focuses and anchors waterfront public access and open space.

## **Tourism**

### **Goal 1.E**

To expand and enhance the Core Area as a tourist destination.

### **Policies**

- 1.E.1 The City shall actively encourage, support, and provide incentives, where feasible, for locating visitor-serving development, particularly hotels and bed and breakfast inns, in the Core Area. Visitor-serving development should be concentrated primarily along the waterfront, 2<sup>nd</sup> Street, and the north end of F Street.
- 1.E.2 The City shall promote the development and expansion of such tourist activities as boat tours and carriage rides in the Core Area.
- 1.E.3 Where recreation or visitor-serving uses are integrated with coastal-dependent uses, the City shall ensure that the recreation or visitor-serving uses are secondary to and compatible with the coastal-dependent uses. To the extent feasible and permitted pursuant to other applicable law, fish processing facilities should incorporate educational and tourist activities and facilities such as tours, fish markets or shops, restaurants and other attractions that support the fishing industry.

## **Core Area Residential Community**

### **Goal 1.F**

To expand the residential population of the Core Area.

### **Policies**

- 1.F.1 The City shall promote expansion of the housing stock on the upper floors of multi-story buildings in the Core Area through rehabilitation, conversion, and infill.
- 1.F.2 The City shall promote a mix of housing types and costs in the Core Area, including market-rate, moderate- and low-income, and artist work-live space. The City shall assist, where feasible, development of low- and very-low-income housing in the Core Area.
- 1.F.3 The City shall encourage the development of both rental and for-sale housing in the Core Area.
- 1.F.4 The City shall support development of residential-serving services in the Core Area, such as neighborhood markets.
- 1.F.5 To increase the feasibility of residential development in the Core Area, the City shall consider reducing parking requirements for the Core Area housing.

## **Core Public Open Space**

### **Goal 1.G**

To create a system of usable public open space that is attractive, historically-sensitive, and well-maintained.

### **Policies**

- 1.G.1 The City shall provide a coordinated and unified system of plazas, squares, parks, and public-ways (including street trees and streetscape) that promotes pedestrian vitality in the Core Area.
- 1.G.2 The City shall redesign and retrofit Gazebo and Clark Plazas to increase their usefulness and to reduce their associated social problems.
- 1.G.3 The City shall expand the public pier at the foot of F Street to enhance leisure and recreation opportunities within the Core Area.

## **View Corridors**

### **Goal 1.H**

To maintain and expand views of the waterfront, inner harbor, and landmark buildings from public streets and other public spaces.

### **Policies**

- 1.H.1 The City shall promote unobstructed view corridors to the waterfront from public streets and other public spaces through careful building siting and effective street tree maintenance.
- 1.H.2 The City shall create a gateway to the waterfront/inner harbor at the foot of F Street, defining the terminus of the street (e.g., flags, ships masts.).
- 1.H.3 The City shall maintain unobstructed views of the Carson Mansion along the entire length of 2<sup>nd</sup> Street through street tree pruning or removal as necessary.
- 1.H.4 The City shall establish landmark feature (e.g., buildings, sculptures) at the terminus of key Core Area streets, most importantly at the west end of 2<sup>nd</sup> Street (B Street) and at the foot of F Street.

## **Architectural/Landscape Character**

### **Goal 1.I**

To maintain the distinctive architecture, historic character, and landscape quality within the Core Area.

**City of Eureka**  
**General Plan Goals and Policies**

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**Policies**

- 1.I.1 The City shall ensure that structures of historic or architectural interest are preserved and, wherever feasible, rehabilitated to protect the variety and quality of older buildings in the Core Area. In cases where such structures might be used to better advantage in new surroundings, the City shall encourage relocation.
- 1.I.2 The City shall aggressively support façade improvements for buildings in the Core Area, including provision of incentives. F Street and 2<sup>nd</sup> Street should have the highest priority for façade improvements.
- 1.I.3 The City shall enhance the historic quality of major traffic thoroughfares, particularly F, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets, by encouraging property owners to remove “slip-cover” (i.e., contemporary/remodeled) facades that have been placed over intact historic facades.
- 1.I.4 The City shall encourage property owners to maintain, enhance, and protect the existing character of historic buildings, with a particular emphasis on retaining or restoring original style, consistent with the Secretary of the Interior’s standards.
- 1.I.5 The City shall require that new buildings in the Core Area be compatible with the surrounding building scale, character, and materials. In no event shall a new building exceed 75 feet in height. The City shall require that facades on new buildings in the Core Area are a minimum of 18 to 20 feet tall, including decorative front cornices.
- 1.I.6 The City shall require that signs in the Core Area are appropriate to the pedestrian environment and to the scale and character of the buildings they serve.
- 1.I.7 The City shall maintain the basic scale and character of the traditional grid street pattern in the Core Area, including street dimensions and alignment, sidewalk width, curb lines, and parallel parking.
- 1.I.8 The City shall maintain the historic pattern of building siting in the Core Area by requiring that buildings be built to the street property and side lines, and by retaining the building scale and cadence created by historic parcel dimensions, even where lot consolidation is necessary to create economically viable development.
- 1.I.9 The City shall promote the creation of a strong and appealing retail environment by requiring the use of transparent commercial storefronts (i.e., windows and doors) and continuous and compatible building facades. Conversely, the City shall prohibit the creation of blank walls and discontinuity in building facades.
- 1.I.10 The City shall enhance the pedestrian environment through streetscape elements such as attractive planter boxes; comfortable seating that discourages domination by a single social group; attractive and functional lighting and street signs; attractive trash receptacles; clean, secure and convenient public restrooms; and convenient parking.

**City of Eureka**  
**General Plan Goals and Policies**

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- 1.I.11 The City shall upgrade the visual and pedestrian amenity quality of 2<sup>nd</sup> Street through repair and renovation of existing street furniture, street lights, street signs and sidewalks; pruning of street trees, and where necessary, removal of street trees that are blocking views of the Carson Mansion; replacements of missing or damaged street trees; re-landscaping of planters and other planting areas; and other improvements within the public way.

## **Maintenance and Safety**

### **Goal 1.J**

To create a safe, clean, and pedestrian-friendly Core Area.

### **Policies**

- 1.J.1 The City shall provide a high level of maintenance to ensure that the Core Area is free of trash and litter.
- 1.J.2 The City shall work with property owners to ensure that rear entries to stores are attractive and alleys are well maintained. The City shall encourage consolidation of dumpster areas in alleys and shall require upgrading of the visual quality of dumpster enclosures.
- 1.J.3 The City shall ensure that street lighting supports a safe, well-lighted pedestrian environment for night use of the Core Area.
- 1.J.4 The City shall provide adequate and attractive trash receptacles on sidewalks.
- 1.J.5 The City shall remove or upgrade obsolete or dysfunctional poles, posts, and bicycle racks on sidewalks in the Core Area.
- 1.J.6 The City shall maintain and prune trees and landscaping in public rights-of-way, parks, and plazas to facilitate visibility and surveillance of public spaces in the interest of public safety.

## **RESIDENTIAL/NEIGHBORHOOD DEVELOPMENT**

### **Goal 1.K**

To provide adequate land in a range of residential densities to accommodate the housing needs of all income groups expected to reside in Eureka.

### **Policies**

- 1.K.1 The residential environment of Eureka should be guided by the following neighborhood development principles.
- a. Neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
  - b. Neighborhoods should have a center focus that combines commercial, civic, cultural and recreational uses.

**City of Eureka**  
**General Plan Goals and Policies**

---

- c. Neighborhoods should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
  - d. Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.
  - e. Streets, pedestrian paths, and bike paths should contribute to a system of fully-connected, interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting, and by discouraging high speed traffic.
  - f. Wherever feasible, the natural terrain, drainage and vegetation of the neighborhood should be preserved with superior examples contained within parks or greenbelts.
  - g. Neighborhood design should help conserve resources and minimize waste.
  - h. Neighborhoods should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.
  - i. New neighborhoods should be developed so that street orientation, the placement of buildings, and the use of shading should contribute to the energy efficiency of the neighborhood.
- 1.K.2 The City shall promote the individuality and identity of each neighborhood while at the same time upgrading the overall environment through excellence of architecture, design, landscaping, retention of views and street furniture.
- 1.K.3 The City should encourage retention of neighborhood convenience shopping that is compatible with the overall circulation and land use pattern so as to provide convenience for residential areas.
- 1.K.4 The City shall ensure that infill development (either new or rehabilitated residential structures) is compatible with the overall established character of residential neighborhoods.
- 1.K.5 The City shall encourage higher residential densities at locations where convenient access and adequate facilities, including parks and open space, are readily available.
- 1.K.6 The City shall encourage higher residential densities in the Core Area and in neighborhoods where existing and planned community facilities and utilities are designed to handle increased densities.
- 1.K.7 The City shall encourage rural and estate densities and planned unit developments in areas immediately adjacent to gulch greenways so as to preserve the openness and visual amenities of these valuable natural assets while reducing sprawl conditions and the cost of utilities, circulation, grading, and construction.

## **COMMERCIAL DEVELOPMENT**



**City of Eureka**  
**General Plan Goals and Policies**

---

**Goal 1.L**

To ensure an adequate supply of commercial land for and promote the development of commercial uses to meet the present and future needs of Eureka residents and visitors and to maintain economic vitality.

**Policies**

- 1.L.1 The City shall discourage new commercial development within the city that will adversely affect the economic vitality of the Core Area. This City shall also encourage Humboldt County to discourage such development in adjacent unincorporated areas.
- 1.L.2 The City shall promote high quality design, visual attractiveness, proper location, adequate sites, sufficient off-street parking, and a convenient circulation system for commercially-designated areas of the city.
- 1.L.3 The City shall discourage isolated and sprawling commercial activities along major roads and instead reinforce the vitality of the Core Area and existing community and neighborhood shopping areas.
- 1.L.4 The City shall encourage consolidation and upgrading of established commercial centers over the development of new shopping center within the Planning Area. The City shall also encourage Humboldt County to do likewise.
- 1.L.5 The City shall support the continued vitality and upgrading of Henderson Center within its existing boundaries.
- 1.L.6 The City shall support the retention and upgrading of small neighborhood retail centers serving the immediate residential neighborhoods and provide for such uses in new residential development. These centers should be located and designed to serve neighborhood pedestrian trade and should not occupy more than one-quarter of the block on which they are located.
- 1.L.7 The City shall require major commercial development to consolidate and control access to avoid congestion, confusion, and traffic conflicts.
- 1.L.8 The City shall require major commercial development projects to either be located in areas served by public transportation or in areas to which the existing public transportation service can be feasibly extended.
- 1.L.9 The City shall promote the location of community shopping developments in areas with access from an intersection of arterial streets and within areas of higher residential density.
- 1.L.10 The City shall work with property owners in deteriorated and deteriorating commercial areas to either rehabilitate their properties or convert them to productive uses that are consistent with this General Plan.

**City of Eureka**  
**General Plan Goals and Policies**

---

- 1.L.11 The City shall protect and, where feasible, upgrade facilities serving the commercial fishing and recreational boating industries. Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. New recreational boating facilities shall, to the maximum extent feasible, be designed and located so as not to interfere with the needs of the commercial fishing industry.
- 1.L.12 The City shall promote the concentration of automobile-oriented retail development in the ASC-designated area at the west end of 6<sup>th</sup> and 7<sup>th</sup> Streets. In particular, the City will support the establishment and retention of auto dealerships in this area. The City shall also discourage the establishment of new dealerships outside of this area.
- 1.L.13 The City shall cooperate with Humboldt County to support the continued concentration of medical and related facilities and services in the Harrison Avenue Corridor. The City shall limit commercial development in the corridor to those uses directly dependent on or oriented to the patrons and staff of nearby hospitals and medical offices. The City shall also cooperate with the County to ensure that new projects in the corridor provide sufficient parking.
- 1.L.14 The City supports the redesignation and rezoning of the Lieber parcel in the northeast quadrant of the Elk River interchange on U.S. 101 for commercial, industrial, or mixed-use development if the project can meet the policies and requirements of the federal and state agencies that would have to approve the project.

## **INDUSTRIAL DEVELOPMENT**

### **Goal 1.M**

To ensure an adequate supply of industrial land for and promote the development of industrial uses to meet the present and future needs of Eureka and to maintain economic vitality.

### **Policies**

- 1.M.1 The City shall protect industrially-designated land from pre-emption by residential, commercial, and other unrelated and incompatible uses.
- 1.M.2 The City shall promote development and upgrading of the Westside Industrial Area to accommodate industrial growth and the relocation of industry from unsuitable sites and areas.
- 1.M.3 The City shall support the retention of existing and establishment of new fishing facilities related uses in the area north of the railroad tracks between Commercial Street and C Street in the Core Area. The City shall encourage new development in the area that reinforces the essentially industrial character of the area and reduces potential land use conflicts and speculative inflation of land values.

**City of Eureka**  
**General Plan Goals and Policies**

---

- 1.M.4 The City shall promote the development of a modern multiple-purpose dock a Dock B that would combine a cruise ship terminal with a break-bulk/container cargo terminal and fishing facilities.
- 1.M.5 If efforts to develop a multi-purpose terminal at Dock B are unsuccessful, the City will support the development of a non-coastal industrial park in the Dock B area, including the “balloon track” and the Wright-Schuchart site. In developing such an industrial park, the City would retain the Dock A area for possible long-term cargo terminal development.
- 1.M.6 The City shall consider developing an industrial park in the Hinge Area roughly defined by Broadway and C Streets, The focus of an industrial park in this area would be on making individual parcels and rehabilitated buildings available for small-scale industrial users.
- 1.M.7 The City shall encourage coastal-dependent industrial facilities to locate or expand within existing sites. Non-coastal-dependent uses located along the waterfront shall, if feasible, be relocated to other more appropriate areas within the city.
- 1.M.8 The City shall require that new industrial and heavy commercial development projects have convenient and safe access to major transportation facilities (highways, railroads, waterfront facilities) to minimize unnecessary and disruptive traffic through residential and other sensitive sections of the city.
- 1.M.9 The City shall prohibit new residential uses within or directly adjacent to industrial areas so as to avoid conflicts and the provision of unnecessary services and facilities.
- 1.M.10 The City shall permit mixed industrial and commercial uses only when such uses are determined to be compatible or necessary for operations.
- 1.M.11 The City shall require that industrial development avoids or minimizes creating substantial pollution, noise, glare, odor, or other significant offensive activity that would contribute negatively to adjacent uses and other areas of the city.
- 1.M.12 The City shall ensure that areas designated for industrial development be adequately served by utilities and facilities so as to promote consolidated development and reduce energy consumption.
- 1.M.13 The City shall ensure that the streets and corners in industrial areas are sufficiently wide to easily accommodate truck traffic.
- 1.M.14 The City shall require that industrial development projects provide ample space for truck loading, parking, and maneuvering.
- 1.M.15 The City shall treat existing offices as permitted uses in the Light Industrial (LI) designation and shall allow their expansion within the boundaries of the same parcel, consistent with zoning standards.

## **COMMUNITY FACILITIES**

### **Goal 1.N**

To ensure an adequate supply of land for community facilities and services to meet the present and future needs of Eureka.

### **Schools**

#### **Policies**

*(see also Section 5, Recreational and Cultural Resources)*

- 1.N.1 The City shall encourage the retention and upgrading of elementary school facilities to serve as the focal point of each neighborhood's social, cultural, vocational and recreational, as well as educational activities. Wherever feasible, open-space, playgrounds, neighborhood parks, and other neighborhood-scale facilities should be located adjacent to elementary schools.
- 1.N.2 The City shall work with local school districts to ensure that school sites are relatively free from external disturbing factors such as heavy traffic, excessive noise, offensive odors and incompatible land use.
- 1.N.3 The City shall work with local school districts to ensure that all new schools are centrally located within the neighborhoods they serve and that new schools are sited to be compatible with surrounding neighborhood land uses. The City shall promote the development of new schools according to the following principles:
  - a. Elementary schools should be located close to the center of the residential areas served and away from arterial traffic routes so that children do not have to cross arterials.
  - b. Junior high schools should have direct access to collector streets, be located near a concentration of dwelling units, and with pedestrian walkways to provide access to and from the residential area served.
  - c. High schools should be centrally located so as to have direct arterial access while serving the total community.
- 1.N.4 The City shall work with local school districts to promote the concept of combined schools-parks whenever feasible (i.e., elementary school-neighborhood park, junior high school-community park, and high school-community park).
- 1.N.5 The City shall support the efforts of the school district to acquire new school sites.

### **Parks and Recreation**

*(see also Section 5, Recreational and Cultural Resources)*

#### **Policies**

- 1.N.6 The City shall ensure that sufficient area is provided for parks and open-space in all of Eureka's residential neighborhoods and shall plan for such uses as new residential development occurs.

**City of Eureka**  
**General Plan Goals and Policies**

---

1.N.7 The City shall encourage development of parks adjacent to school sites that contain facilities and equipment that enhance and are compatible with the residential character of neighborhoods.

**Public and Quasi-Public Facilities**

*(see also Section 4, Public Facilities and Services)*

**Policies**

1.N.8 To reinforce downtown Eureka's role as the regional center for government facilities and services, the City shall encourage and support consolidation of civic and governmental offices, services, and functions within the area designated Civic Government Center on the Land Use Diagram. This will provide a single, efficient, and readily accessible location for the public.

1.N.9 The City shall encourage the coordination of public and private facilities whenever beneficial and avoid unnecessary duplication.

1.N.10 The City shall strive to provide high quality public facilities, utilities, and services throughout the urbanized area of Eureka and shall ensure that such facilities, utilities, and services are compatible with surrounding development.

1.N.11 In considering proposals for development of places of public assembly (e.g. meeting halls, places of worship), the City shall encourage the provision of direct access to an arterial street.

1.N.12 The City shall require that all public buildings comply with the requirements of the Americans with Disabilities Act (ADA).

1.N.13 The City shall continue to support the efforts of the Humboldt County convention and Visitors Bureau to locate a community conference center within or at the edge of the Core Area.

1.N.14 The City shall promote the location of museums and regional cultural facilities within or adjacent to the Core Area.

1.N.15 The City shall work with other local, state, and federal agencies to locate governmental garages and corporation yards in heavy commercial or industrial areas. Such facilities should be adjacent to or very near an arterial street, but should not directly abut an arterial, since the ingress and egress of trucks and other equipment could slow usual arterial traffic. The yard site should also be large enough to meet reasonable future needs and be compatible with surrounding land uses. The City shall encourage Humboldt County to relocate its 2<sup>nd</sup> and "J" Street facilities to a more appropriate area.

1.N.16 The City shall ensure that fire stations are as compatible as feasible with neighboring land uses and that they relate to the City's major street system in the following manner:

- a. With access to arterial streets, but not directly facing onto an arterial due to the difficulty and danger of entering traffic flow;

**City of Eureka**  
**General Plan Goals and Policies**

---

- b. Location near, but not at, major street intersections due to possible traffic back-up.
- c. Location on one-way streets should be avoided.

**Medical Facilities**

*(see also Section 4, Public Facilities and Services)*

**Policies**

- 1.N.17 The City shall work with Humboldt county to encourage the consolidation and upgrading of medical facilities in the Harrison Avenue medical corridor consistent with high standards of design, an improved circulation system, joint use of facilities, and adequate parking facilities. In doing so, the City shall ensure the protection of the surrounding residential areas from excessive traffic, noise, and congestion.
- 1.N.18 In considering proposals for development of new medical facilities and services, the City shall promote the following principles:
- a. Hospital and other acute care facilities should be located with access to arterial streets and should be served by public transportation. The actual site should include space for adequate parking and future expansion.
  - b. Medical offices and laboratory facilities should be provided around hospital facilities and/or at the edges of commercial centers with direct arterial access.
  - c. Convalescent hospitals, nursing homes and related services for the elderly should be located in multi-family areas of the city, preferably near major medical facilities and public transportation.

**Library Services**

*(see also Section 4, Public Facilities and Services)*

**Policies**

- 1.N.19 The City shall work with Humboldt County to ensure that City-County library facilities are available to help fulfill the general cultural, educational, informational, and recreational needs of the public and to allow room for expansion of service and community growth.
- 1.N.20 The City shall work with Humboldt County to ensure that a branch library is sited in southern Eureka to serve the southern Eureka, Cutten, Pine Hill, and South Bay areas.

**HOUSING**

Goal 1: Provide adequate sites and promote the development of new housing to accommodate Eureka's fair share housing allocation.

**City of Eureka**  
**General Plan Goals and Policies**

---

- Policy 1-1:** Encourage the development of multifamily dwellings and/or apartment units on vacant or underutilized properties and through infill development.
- Policy 1-2:** Inventory County and City owned property within the City limits and encourage their sale to facilitate the development of housing where appropriate.
- Policy 1-3:** Promote the City as a predominantly mixed-use city that permits many different types of housing by right within commercial areas.
- Policy 1-4:** Encourage the development of efficiency units (small dwelling units, often consisting of a single room) in older motels.
- Policy 1-5:** Facilitate workshops encouraging adaptive reuse through utilization of alternate provisions of the Historic Building Code.
- Policy 1-6:** Participate in the purchase of lots and propose requests for proposals (RFPs) for development of housing.
- Policy 1-7:** Consider the annexation of underdeveloped territory as a means of increasing residential development opportunities within Eureka’s City limits.
- Policy 1-8:** Encourage property owners to declare illegal dwelling units and to bring such units into conformance with applicable building and housing codes.
- Policy 1-9:** Allow and encourage higher density residential developments (e.g., town homes, apartments, condominiums, efficiency units, and single room occupancy units).
- Policy 1-10:** Promote and facilitate development of new upper-story multi-family residential units in Downtown and Old Town.
- Policy 1-11:** When possible, require the provision of units affordable to low- and moderate-income households or the payment of in-lieu fees instead of providing affordable housing in connection with residential developments within the coastal zone.

**City of Eureka**  
**General Plan Goals and Policies**

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- Policy 1-12:** Partner with and support local nonprofit housing developers, including the Eureka Housing Development Corporation.
- Policy 1-13:** Encourage the provision of affordable housing through the use of development agreements that provide incentives to developers in exchange for the provision of affordable housing.
- Policy 1-14:** Pursue appropriate federal, state, and local funding for the development of housing for low- and moderate-income households.
- Policy 1-15:** Continue public outreach efforts to all applicable housing advocacy groups, home builder associations, and the real estate community, to continually explore modifications to the City's various land use codes.
- Policy 1-16:** Coordinate with Public Works Staff to guarantee that priority for sewer and water connections are given to lower income housing proposals.
- Policy 1-17:** The City shall promote and facilitate the development of small single family units on small lots where such development is compatible with the surrounding neighborhood.

**Goal 2: Provide adequate housing facilities and services for senior citizens, the homeless, and other special needs groups.**

- Policy 2-1:** Assist extremely low-, very low-, and low-income households in renting or purchasing a home in Eureka.
- Policy 2-2:** Promote the development of housing for special needs groups, including: the homeless, the mentally ill, single parent households, large families, seniors, and disabled persons.
- Policy 2-3:** Partner with Humboldt County and other cities in the County to seek shared funding for homeless needs and non-local funding for services.
- Policy 2-4:** Allow the use of alternative living and ownership arrangements aimed at providing additional housing opportunities for special needs groups.



**City of Eureka**  
**General Plan Goals and Policies**

---

**Policy 2-5:** Support the creation of new housing units that are appropriate to accommodate the City’s aging population and encourage aging in place.

**Policy 2-6:** Coordinate with Humboldt County and other providers to pursue solutions to reduce homelessness that focus on expanding access to stable housing opportunities.

**Goal 3: The City shall encourage the maintenance, improvement, and rehabilitation of the existing housing stock and residential neighborhoods.**

**Policy 3-1:** When available, provide financial assistance to rehabilitate dwelling units owned or occupied by seniors and low-income individuals.

**Policy 3-2:** Encourage citizen involvement in property maintenance and efforts to improve the housing stock and overall neighborhood quality.

**Policy 3-3:** Cooperate with nonprofit housing providers in the acquisition, rehabilitation, and maintenance of older apartment complexes, and single-family houses to be preserved as long-term affordable housing.

**Policy 3-4:** Pursue appropriate federal, state, and local funding for the rehabilitation of housing for low- and moderate-income households.

**Policy 3-5:** When appropriate, deny requests for the conversion or demolition of an existing residential dwelling unit located within the Coastal Zone occupied by a low- or moderate-income household unless provisions are made for replacement of the dwelling unit.

**Policy 3-6:** Pursue nuisance abatement and the elimination of overcrowded, unsafe, unsanitary conditions within residential neighborhoods.

**Policy 3-7:** Encourage and promote the rehabilitation and expansion, where feasible, of mobile home parks.

**City of Eureka**  
**General Plan Goals and Policies**

---

**Policy 3-8:** Assist in the relocation of residents who reside in mobile home parks that are converting to another use, or assist residents in the purchase of mobile home parks, if the mobile home park is converting to condominium ownership where City, state, or federal funds are used for the new use.

**Policy 3-9:** Promote the retention, rehabilitation, and maintenance of historic residential structures in the City.

**Policy 3-10:** Preserve all assisted multi-family rental housing units at risk of being converted to market-rate housing.

**Goal 4: Address, remove, or mitigate constraints to housing production and attainment for all income levels and special needs groups.**

**Policy 4-1:** Promote housing opportunities for all persons regardless of race, religion, sex, marital status, disability, national origin, color, age, ability, or other barriers that prevent choice in housing.

**Policy 4-2:** Review parking requirements within Eureka, in order to facilitate the development of housing units.

**Policy 4-3:** Promote the expeditious residential development of existing vacant residentially zoned lots owned by the City, Caltrans, or other public agencies.

**Policy 4-4:** Expedite the review and approval of all development that includes on-site residential units affordable to very low- and low-income households.

**Policy 4-5:** Promote the use of density bonuses for projects that include units reserved for lower-income households, as indicated in the fair share assessment analysis.

**Policy 4-6:** Reduce development and planning fees for developments that include on-site residential units affordable to extremely low, very low- and low-income households.

**City of Eureka**  
**General Plan Goals and Policies**

---

**Policy 4-7:** Provide flexibility in development standards for developments that include on-site residential units affordable to very low- and low-income households.

**Policy 4-8:** Consider the potential reduction in residential minimum lot size requirements and concurrently, a reduction of the planned unit development minimum acreage of three acres.

**Goal 5: To encourage and maintain energy efficiency in new and existing housing.**

**Policy 5-1:** The City shall continue to promote energy conservation in the design of all new residential structures and shall promote incorporation of Title 24 energy conservation and weatherization features in existing homes.

**Policy 5-2:** Ensure that projects integrate safe pedestrian and/or bike connectivity to existing or proposed destinations such as employment, shopping, business, and other residential developments to reduce vehicle miles traveled, promote alternative modes of transportation, and ensure pedestrian and bicycle safety.

## **TRANSPORTATION AND CIRCULATION**

### **Streets and Highways**

#### **Goal 3.A**

To provide for the planning and development of the city's roadway system, ensure safe and efficient movement of people and goods, and provide sufficient access to new development.

#### **Policies**

- 3.A.1 The City shall expand and maintain its streets and highway system according to the classifications shown in Table 3-1 and depicted in Figure 3-1.
- 3.A.2 The City shall endeavor to manage its street and highway system so as to maintain Level of Service C operation on all roadway segments, except for any portion of U.S. 101, where Level of Service D shall be acceptable. For evaluation purposes, service levels shall be determined on the basis of midblock roadway planning capacities shown in Table 3-3 and the definitions of service levels shown in Table 3-4.
- 3.A.3 The City shall require that all new and improved streets in Eureka be designed in accordance with the roadway cross-sections standards shown in Table 3-5.

**City of Eureka**  
**General Plan Goals and Policies**

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- 3.A.4 The City shall employ methods approved by the California Vehicle Code and Traffic Manual to establish speed limits.
- 3.A.5 The City shall continue to pursue all available options for funding new and improved street and highway facilities.
- 3.A.6 The City shall require all new land development projects to contribute a fair share of the cost of any street and highway improvement that can be assigned to the traffic-generating attributes of the new or intensified uses. Any project that is expected to generate more than 50 trips per peak hour shall be required to submit a traffic analysis prior to approval. Any project that is anticipated to generate significant traffic impacts will be required to mitigate such impacts.
- 3.A.7 The City should improve the appearance of existing transportation right-of-way and incorporate high standards of aesthetic design when considering new transportation corridors, including streets, bikeways, walkways, and other related rights-of-way.
- 3.A.8 The City shall develop Waterfront Drive along Humboldt Bay from the Elk River Interchange to the vicinity of Eureka Slough, consistent with all other applicable General Plan and LCP policies.
- 3.A.9 The City shall require that streets developed in hilly and gulch greenway areas result in as little disruption of the natural topography as feasible. New roads should not be constructed in gulch greenway areas unless there is no feasible, less environmentally damaging alternative and the impacts can be adequately mitigated.
- 3.A.10 The City shall work with the Humboldt County Association of Governments (HCAOG), Caltrans, and Humboldt County to continue reviewing options for long-term solutions to congestion on U.S. 101, including development of some type of higher order facility (e.g., freeway or expressway).
- 3.A.11 The City shall require that new residential streets be developed to the minimum width consistent with safety and emergency access considerations and on-street parking needs.
- 3.A.12 The City shall endeavor to implement traffic controls to eliminate uncontrolled intersections that have created traffic conflicts and led to traffic accidents.
- 3.A.13 The City shall require that all new structures constructed adjacent to expressways, arterial streets, and collector streets in the city be situated so as to conform with the sight distance requirements defined in the California Department of Transportation (Caltrans) Highway Design Manual. The City shall also ensure that new roadways are designed conform with the sight distance requirements in the Highway Design Manual.
- 3.A.14 The City shall require all new or intensified development projects to provide sufficient off-street parking supply so as to conserve the existing on-street supply, particularly in

**City of Eureka**  
**General Plan Goals and Policies**

the commercial, medical services commercial, industrial, and higher density residential areas, except in the Core Area as specified under Goal 3.H in this document. In cases where off-street parking is required, the City will encourage joint-use parking arrangements.

<b>TABLE 3-1</b>				
<b>STREET AND HIGHWAY CLASSIFICATION SYSTEM</b>				
<b>STREET TYPE</b>	<b>FUNCTION</b>	<b>ACCESS</b>	<b>AVERAGE DAILY VOLUME</b>	<b>COMMENTS</b>
<b>Freeways</b>	Provides for intra- and inter-regional mobility	Restricted to arterials and freeways via interchange	Up to 160,000	US 101 south of Sunset and State Route 255 north of the railroad are the only freeways in the area
<b>Expressway</b>	Provides for intra- and inter-regional mobility	Limited to key intersections	Varies	US 101 east of the city is an expressway
<b>Major Arterials</b>	Collect and distribute traffic from freeways and to collector streets and visa versa	Access is currently from all connecting intersections and numerous driveways. Future planning should minimize and/or consolidate driveways	Up to 40,000	Major arterials are separated from minor arterials by the relative importance of service to through traffic
<b>Minor Arterials</b>	Collect and distribute traffic from freeways and to collector streets and visa versa	Access from all connecting intersections and numerous driveways. Future planning should minimize and/consolidate driveways	Up to 40,000	See above
<b>Collectors</b>	Serve as connectors between local and arterial streets and provide direct access to parcels	At major intersections, driveways should be no closer than 50 feet to the intersection. Non-residential driveways and/or intersecting streets should be no closer than 300-400 feet apart	Up to 12,000	Typical spacing: ¼ mile
<b>Local Streets</b>	Provide access to parcels	Access is not restricted	Up to 5,000	Largest part of the circulation system

<b>TABLE 3-2</b>	
<b>ROADWAY CLASSIFICATIONS</b>	
<b>ROADWAY CLASS</b>	<b>ROADWAY SEGMENT</b>
<b>Freeways</b>	US 101 South of Elk River Interchange SR 255 north of 3 <sup>rd</sup> Street
<b>Expressways</b>	US 101 east of Y Street
<b>Major Arterials</b>	Broadway from Elk River Interchange to 4 <sup>th</sup> Street Fifth Street from Broadway to Y Street Fourth Street from Y Street to Broadway H Street from 4 <sup>th</sup> Street to Harris Street Harris Street from Broadway to Harrison Avenue Henderson Street from I Street to Broadway I Street from Harris Street to 4 <sup>th</sup> Street Myrtle Avenue from 4 <sup>th</sup> Street to Harrison Avenue West Avenue/V Street from 4 <sup>th</sup> Street to Myrtle Avenue
<b>Minor Arterials</b>	14 <sup>th</sup> Street from Broadway to West Avenue Campton Road from Oak Street to Walnut Drive Dolbeer Street from Harris Street to Hemlock Street E Street from 1 <sup>st</sup> Street to Harris Street F Street from Henderson Street to Oak Street Fairway drive from Ridgecrest Drive to Herrick Road

**City of Eureka**  
**General Plan Goals and Policies**

	H Street from Harris Street to Oak Street Harris Street from Broadway to Hall Avenue Harrison Avenue from Harris Street to Myrtle Avenue Hemlock Street from Walnut Drive to Dolbeer Street S Street from County Lane to Harris Street Seventh Street from Broadway to Myrtle Avenue Sixth Street from Myrtle Avenue to Broadway Wabash Street from Railroad Avenue to H Street West Avenue from Myrtle Avenue to County Lane New North-South Roadway connecting Fairway Drive to Ridgewood Drive
<b>Major Collectors</b>	14 <sup>th</sup> Street from Railroad Avenue to Broadway Allard Avenue from Glen Street to Spring Street Buhne Street from Fairfield Street to Harrison Avenue Del Norte Street from E Street to P Street Fairfield Street from Harris Street to Wabash Avenue First Street from C Street to H Street Glen Street from Harris Street to Allard Avenue Hemlock Street from W Street to Walnut Drive Hodgson Street from S Street to W Street McCullens Avenue from Broadway to Utah Street S Street from Harris Street to Hodgson Street Silva Avenue from Spring Street to Union Street Union Street from Harris Street to Higgins Street W Street from Hodgson Street to Hemlock Street Wabash Street from Railroad Avenue to H Street Washington Street from Waterfront Drive to Broadway Waterfront Drive from Washington Street to C Street and H Street to T Street
<b>Minor Collectors</b>	17 <sup>th</sup> Street from P Street to West Avenue 18 <sup>th</sup> Street from McFarlan Street to Harrison Avenue B Street from Harris Street to 6 <sup>th</sup> Street California Street from Harris Street to 6 <sup>th</sup> Street Central Avenue from South Avenue to Henderson Street Hodgson Street from F Street to S Street P Street from Del Norte Street to 14 <sup>th</sup> Street Summer Street from Hawthorne Street to 5 <sup>th</sup> Street Third Street from O Street to X Street Union Street from Harris Street to Cedar Street Utah Street from Allard Avenue to South Avenue

**TABLE 3-3**  
**MIDBLOCK ROADWAY SEGMENT PLANNING CAPACITIES**

Facility Type	Peak Hour Capacities (vehicles per hour)	
	LOS C	LOS E
2-lane residential or rural roadway with rolling terrain	800	1,000
2-lane collector or rural roadway	1,000	1,250
2-lane arterial, light side friction	1,400	1,750
3-lane arterial, one-way flow, light side friction	1,700	2,100
4-lane undivided arterial	2,000	2,500
4-lane divided arterial	2,400	3,000
6-lane divided arterial	3,000	4,500

**TABLE 3-4**  
**DEFINITIONS OF LEVEL OF SERVICE**

LOS	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS	
	Stopped Delay per Vehicle (Seconds)	Reserve Capacity (pcph)*	Expected Delay to Minor Street Traffic
<b>A</b>	<5.0	<400	Little or no delay
<b>B</b>	5.1 to 15.0	300 to 399	Short traffic delays
<b>C</b>	15.1 to 25.0	200 to 299	Average traffic delays
<b>D</b>	25.1 to 40.0	100 to 199	Long traffic delays

**City of Eureka**  
**General Plan Goals and Policies**

<b>E</b>	40.1 to 60.0	0 to 99	Very long traffic delays
<b>F</b>	>60.0**	---	Severe congestion/Intersection blocked

\*pcph = passenger cars per hour  
\*\*60 seconds of stopped delay is considered to be unacceptable to the majority of drivers.

Source: Transportation Research Board, *Highway Capacity manual*, Special Report 209, 1985.

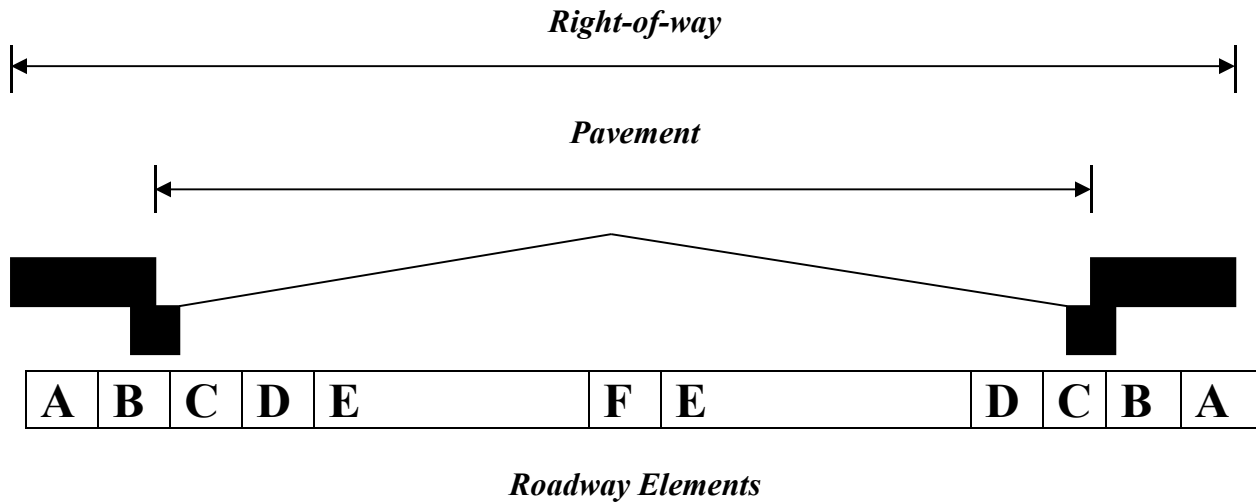
**TABLE 3-5**  
**MINIMUM CROSS-SECTION STANDARDS**

FACILITY	ROADWAY CROSS-SECTION ELEMENT (See figure 3-2)							
	A Sidewalk (Each Side)	B Parkway <sup>1</sup> (Each Side)	C Parking (Each Way)	D Bicycle Lane <sup>2</sup> (Each Way)	E Travel Lanes (Each Way)	F Median	Pavement Width	Right-of- Way
Six-Lane Arterial	6	4	8	5 <sup>3</sup>	33	15	107	127
Four-Lane Major Arterial	6	4	8	5 <sup>3</sup>	22	15	85	105
Four-Lane Minor Arterial	6	4	8	5 <sup>3</sup>	22	11	81	101
One-Way	6	4	16	5 <sup>3</sup>	34	0	55	75
Major-Collector	6	4	8	5	12	0	50	70
Minor Collector	6	4	0	5	12 <sup>5</sup>	0	38	58
Local with Parking	6	4	8	0	11	0	38	58
Local without Parking	6	4	0	0	14	0	28	48
Rural Local	0	0	0	0	11	0	22	58 <sup>6</sup>

<sup>1</sup> Parking strip is encouraged, but not required.  
<sup>2</sup> Where included on Bikeway Plan.  
<sup>3</sup> Note: Bicycle lanes are not recommended to be placed on arterial streets unless alternative routes do not exist.  
<sup>4</sup> 16 feet for parking on both sides.  
<sup>5</sup> If no bike lane, travel lane must be 14 feet.  
<sup>6</sup> Includes unpaved shoulder.

**FIGURE 3-2**

**ROADWAY CROSS-SECTION ELEMENTS**  
(as referenced in Table 3-5)



**City of Eureka**  
**General Plan Goals and Policies**

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## **Public Transit**

### **Goal 3.B**

To provide coordinated transit service within eureka and surrounding areas as an alternative to automobiles.

### **Policies**

- 3.B.1 The City will continue to fund and operate the Eureka Transit Service in a manner that responds to the needs of its primary markets—senior citizens, the economically disadvantaged, school-aged children, college students, and others determined to be transit-dependent—within the limitations of funding available to the City.
- 3.B.2 The City shall work with the staff of Humboldt Transit Authority to maximize the coordination of the Eureka Transit Service and the Redwood Transit System operated by Humboldt County. Coordination shall be reviewed in terms of scheduling, fares, and in providing for a common transfer location in Eureka’s Core Area.
- 3.B.3 The City shall work with the Humboldt Transit Authority to develop an intermodal transportation center between A and Commercial Streets, south of Waterfront Drive and the railroad tracks. The center would provide a central focal point for all transportation modes serving Humboldt County, including buses, cabs and limousines, railroad passenger service, bay excursion services, horse-drawn carriages, and possibly cruise ships and trolleys.
- 3.B.4 The City supports continuation of Amtrak feeder<sup>3</sup> service to Eureka and coordination of this feeder service with the Eureka Transit Service and the Redwood Transit System.
- 3.B.5 Where appropriate, the City shall require new development to dedicate easements for and provide sheltered public stops for transit patron access.
- 3.B.6 The City shall pursue all available sources of funding for capital and operating costs of the Eureka Transit Service.
- 3.B.7 The City shall work to broaden ridership of public transit to increase farebox revenue and decrease reliance on subsidies.
- 3.B.8 The City shall work with Core Area employers to encourage their employees to use public transit, thereby reducing traffic congestion and parking demand in the Core Area.

## **Bicycle Transportation**

### **Goal 3.C**

To encourage the use of the bicycle as an alternate, energy efficient mode of transportation within the city and to develop a system of bikeways and bicycle parking facilities which will safely and effectively serve those wishing to utilize bicycles for commute or recreational trips.



**City of Eureka**  
**General Plan Goals and Policies**

**Policies**

- 3.C.1 The City shall consider the needs of bicyclists in the design of all new or reconstructed streets, with particular attention to those streets designated as bikeways in this plan.
- 3.C.2 The City shall coordinate development of the bikeway system, as listed in Table 3-6 and shown in Figure 3-3, particularly Class II facilities which require striping, with the resurfacing program for city streets.
- 3.C.3 The City will maintain designated bikeways and other local streets and bicycle parking facilities in a condition favorable to use by bicyclists.
- 3.C.4 The City shall promote the installation of secure bicycle racks in areas generating substantial bicycle traffic and at major public facilities. The City shall also require the installation of bicycle racks whenever a major traffic generator is developed.
- 3.C.5 The City shall ensure that development of bicycle facilities in the city is coordinated with the efforts by Humboldt County and Caltrans, where appropriate.
- 3.C.6 The City shall pursue development of a system of local bikeways that extends throughout the urban sections of the city and which is interconnected with regional bikeway system.
- 3.C.7 The City shall require that bikeways, where feasible and desirable, are located on exclusive lanes that are physically separated from automobiles and which extend through major recreational facilities. When separate bikeway facilities cannot be provided, the bikeway should be designated with minimum improvements including bike lane striping and signing for both the cyclists' and motorists' protection. Bikeways should maximize the use of streets with low vehicular traffic levels.
- 3.C.8 The City shall ensure that storm sewer gratings are placed in such a way or modified so as to minimize danger to cyclists.

<b>TABLE 3-6</b>	
<b>CLASS II AND III BIKEWAYS</b>	
<b>CLASS II BIKEWAYS (BIKE LANES)</b>	
<b>1.</b>	6 <sup>th</sup> Street from Myrtle Avenue to Broadway.
<b>2.</b>	7 <sup>th</sup> Street from Broadway to "J" Street.
<b>3.</b>	"H" Street from Oak Street to Harris Street.
<b>4.</b>	Harris Street from Fairfield Street to "I" Street.
<b>5.</b>	Henderson Street from "I" Street to Fairfield Street.
<b>6.</b>	"J" Street from Harris Street to 14 <sup>th</sup> Street.
<b>7.</b>	Wabash from Broadway to "C" Street.
<b>8.</b>	Waterfront Drive from "G" Street to "T" Street.
<b>CLASS III BIKEWAYS (SIGNED ROUTES)</b>	
<b>1.</b>	7 <sup>th</sup> Street from "J" Street to Myrtle Avenue.
<b>2.</b>	14 <sup>th</sup> Street from Broadway to "S" Street.
<b>3.</b>	Buhne Street, from Fairfield Street to "S" Street.
<b>4.</b>	California Street, from Harris Street to 6 <sup>th</sup> Street.
<b>5.</b>	Campton Road.

**City of Eureka**  
**General Plan Goals and Policies**

6.	Central Avenue/Utah Street.
7.	Commercial, from Waterfront to 6 <sup>th</sup> Street, or “C” Street from Waterfront to 7 <sup>th</sup> Street, or Washington Street from Broadway to waterfront Drive (to be determined as further development of Waterfront Drive occurs).
8.	“E” Street, from Harris Street to Waterfront Drive.
9.	Fairfield Street.
10.	Fairway Drive.
11.	Harris Street, from “I” Street to “S” Street and Harris Street, from “S” Street to Harrison Avenue. (Note: Because of the reversing curve and vertical dip, the area between “S” Street and Harrison Avenue should be studied further before the route is designated as a bikeway.)
12.	Harrison Avenue from Harris Street to Myrtle Avenue.
13.	Hemlock Street, from “W” Street to Walnut Drive.
14.	Henderson, from “S” Street to “G” Street and from Central Avenue to Fairfield Street.
15.	Hodgson from “S” Street to “W” Street.
16.	Myrtle Avenue, 4 <sup>th</sup> Street southwest to the City limits.
17.	“S” Street/West Avenue, from Hodgson Street to Waterfront Drive.
18.	“W” Street, from Hodgson Street to Hemlock Street.
19.	Wabash Street, from “C” Street to “H” Street.
20.	Waterfront Drive from Washington Street to commercial street.
21.	North-South route running along Sea Avenue, Madison Avenue, Meyers Avenue, Eureka Street, and Vance Street.
22.	Elk River Road from Highway 101 to Eggert Drive.
23.	Eggert road from Ridgewood Drive to Elk River Road.
24.	New North-South Roadway connecting Fairway Drive to Ridgewood Drive and connections to Campton Road and Home Drive.
25.	New route running parallel with North Ridge Road to east.
26.	New route connecting Harrison Avenue with Cypress Avenue.
Note: The specific development of the routes described in this table will be guided by the City’s Bikeways Master Plan.	

\*\*\*\*\*see map\*\*\*\*\*

## Pedestrian Transportation

### Goal 3.D

To encourage and facilitate walking throughout the city.

### Policies

- 3.D.1 The City shall provide for the extension of sidewalks, trails, and walking facilities throughout the city to allow for convenient and safe pedestrian movement.
- 3.D.2 The City shall develop a bicycle/pedestrian trail along the waterfront extending from the I-255 Bridge to Del Norte Street. The trail should be developed according to a theme that recognizes and integrates the unique features of Eureka’s waterfront.
- 3.D.3 The City shall ensure that pedestrian walkways are separated, safe, and protected from automobile traffic.
- 3.D.4 The City shall promote the linkage of sidewalks and walkways with bike and pedestrian trails leading to and through outdoor recreational areas such as parks and schools, as well as commercial areas.

**City of Eureka**  
**General Plan Goals and Policies**

---

3.D.5 The City shall coordinate with local school districts to assure that safe routes to schools are available to all students.

## **Goods Movement**

### **Goal 3.E**

To ensure that goods can be moved to and from industrial and commercial sites in Eureka in a safe and efficient manner while ensuring that heavy trucks remain on freeways and major arterial streets except when accessing sites within the city.

### **Policies**

3.E.1 The City shall adopt a truck route system in accordance with provisions of the California Vehicle Code. The Truck route system shall designate those parts of the street system to which through truck movements shall be limited. The truck route system shall include all portions of Highway 101 and State Route 255. This policy shall not prohibit heavy trucks from using other streets when accessing specific sites within the city.

## **Rail Transportation**

### **Goal 3.F**

To support efforts of the north Coast Railroad to maintain and expand freight and passenger rail service between Eureka and service pints to the south and east.

### **Policies**

3.F.1 The City shall support efforts of the North Coast Railroad to re-establish passenger rail service within Humboldt County and between Eureka and the San Francisco Bay Area.

3.F.2 The City shall work with the railroad to determine if feasible locations for switching operations can be located outside the city, allowing the current balloon track area to be used for industrial or commercial development purposes.

## **Water Transportation**

### **Goal 3.G**

To support the water transportation needs of commercial fishing and recreational boating operations.

### **Policies**

3.G.1 The City shall protect and, where feasible, upgrade facilities serving the commercial fishing and recreational boating industries. Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, to the maximum extent feasible, be designed and located so as not to interfere with the needs of the commercial fishing industry.

**City of Eureka**  
**General Plan Goals and Policies**

---

- 3.G.2 The City shall limit new or expanded berthing facilities to sites at the Woodley Island Marina, the Eureka Small Boat Basin, or the Eureka Channel Inner Reach. Facilities supporting party- or charter-fishing boat operations shall be provided at these sites to meet demand for them.
- 3.G.3 The City shall participate in the reconstruction for the Landing dock near the foot of C Street.
- 3.G.4 The City shall participate in the design and construction of a public berthing facility in Inner Reach near the Adorni Center.
- 3.G.5 The City shall participate in the development of Fisherman’s Parcel for fishing fleet activities.
- 3.G.6 The City shall participate in the rehabilitation of the existing small boat basin, dredging and expansion of the Humboldt Yacht Club, and development of a fishing industry support facility.

## **Core Area Circulation and Parking**

### **Goal 3.H**

To create a circulation and parking system that serves the diverse needs of the Core Area occupants and visitors.

### **Policies**

- 3.H.1 The City shall create distinctive “gateways” at E, F, and G Streets along the 4<sup>th</sup>/5<sup>th</sup> Street corridor that signal entry into the Core Area and that include signs directing travelers into the central business district and tourism areas and dedicated turn lanes (developed within existing parking lanes). The City supports the continuation of three through traffic lanes on both 4<sup>th</sup> and 5<sup>th</sup> Streets.
- 3.H.2 The City shall balance north-south travel needs through the Core Area (i.e., along E, F, and G Streets) with east-west travel needs by modifying traffic control devices (i.e., traffic signals and stop signs), working with Caltrans as necessary.
- 3.H.3 The City shall work with Core Area business and property owners to develop a parking management program to balance the long and short-term parking needs of residents, employees, business patrons, and tourists.
- 3.H.4 The City shall restripe public parking lots in the Core Area to improve circulation and parking efficiency.
- 3.H.5 The City shall improve parking lot safety, where necessary, through improved lighting in lot and accessways and increasing visibility of parking areas through removing/pruning high shrubs, relocating dumpsters, and removing other obstacles to visibility and surveillance of lots.

**City of Eureka**  
**General Plan Goals and Policies**

---

- 3.H.6 The City shall discourage the placement of parking lots along major commercial and high pedestrian-use street frontages in the interest of maintaining continuous building frontages along the primary commercial streets in the Core Area (i.e., F, 2<sup>nd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> Streets).
- 3.H.7 Except for proposed future parking structures, the City shall discourage parking lots located at street intersections throughout the Core Area.
- 3.H.8 The City shall provide clear directional signs to major public parking areas (including sites designated for parking structures).

## **PUBLIC FACILITIES AND SERVICES**

### **General Public Facilities and Services**

#### **Goal 4.A**

To ensure the effective and efficient provision of public facilities and services for existing and new development.

#### **Policies**

- 4.A.1 The City shall provide high quality public facilities, utilities, and services throughout the urbanized area of Eureka and shall ensure that such facilities, utilities, and services are compatible with surrounding development.
- 4.A.2 The City shall direct growth to those areas already served by public infrastructure and utilities.
- 4.A.3 The City shall require that all land designated for urban development be served by adequate water and other utilities necessary for health, safety, and welfare of citizens and property. Conversely, the City shall not provide urban utilities to areas that are not designated for urban development, particularly agricultural areas, wetland areas, forest lands, and areas with unsuitable topography.
- 4.A.4 The City declares that existing public works facilities, including water, wastewater, stormwater, highway, and railroad facilities serving the Planning Area are essential to the economic and social well-being of the people and shall be maintained, enhanced, and restored to assure the orderly and balanced utilization and conservation of natural and human-created resources.
- 4.A.5 The City shall permit the formation or expansion of special districts where assessment for, and provision of, the services will not induce development inconsistent with this General Plan.

**City of Eureka**  
**General Plan Goals and Policies**

---

- 4.A.6 The City shall ensure that new or expanded public works facilities within the Coastal Zone will be designed and limited to accommodate needs generated by permitted uses and development consistent with the provisions of this General Plan.
- 4.A.7 Within the coastal Zone, the City shall prohibit the extension of urban services (sewer and water) into areas with Open Space designations (i.e., Agricultural, Timberland, Natural Resources, Water—Development, and Water—Conservation), except that the water system intertie line in the southwestern part of the city shall be permitted to extend into these areas, provided no connections for private users shall be allowed.
- 4.A.8 The City shall promote undergrounding of overhead utility lines whenever feasible, particularly in recreational facilities, the Core Area, and new residential development.
- 4.A.9 The City shall require the undergrounding of all new utility services.
- 4.A.10 The City shall require that new development contribute its fair share to providing all public services and infrastructure, including schools, necessary to serve that development.

## **Water Supply and Delivery**

### **Goal 4.B**

To ensure the availability of an adequate and safe water supply and the maintenance of high quality water for residents of and visitors to Eureka.

### **Policies**

- 4.B.1 To the extent feasible, within the Coastal Zone, the City shall preserve water system capacity needed for priority uses. These uses and their order of priority are as follows:
  - a. Coastal-dependent uses;
  - b. Essential public services;
  - c. Basic industries vital to the economic health of the region, state or nation;
  - d. Public recreation;
  - e. Commercial recreation; and
  - f. Visitor-serving uses.
- 4.B.2 The City shall require proponents of new development to demonstrate the availability of a long-term, reliable water supply and adequate water supply infrastructure. The City shall require all new development within the city to connect to the City's water system. New development shall be responsible for constructing or financing any water system upgrades necessary to serve the development.
- 4.B.3 Through its Capital Improvements Program, the City shall continue to conduct leak detection surveys and replace or repair existing water lines that are inadequate to serve existing development.

**City of Eureka**  
**General Plan Goals and Policies**

---

- 4.B.4 The City shall promote efficient water use and reduced water demand by requiring water-conserving design and equipment in new construction and encouraging retrofitting existing development with water-conserving devices.
- 4.B.5 The City shall identify all development within the city limits not currently served by the City's water system with the intent of requiring connection to the system.

## **Wastewater Collection, Treatment, and Disposal**

### **Goal 4.C**

To ensure adequate wastewater collection, treatment, and disposal.

### **Policies**

- 4.C.1 The City shall promote efficient water use and reduced wastewater system demand by requiring water-conserving design and equipment in new construction and encouraging retrofitting with water-conserving devices.
- 4.C.2 The City shall continue its efforts to detect and correct infiltration/inflow (I/I) in its wastewater collection system.
- 4.C.3 The City shall require pretreatment of commercial and industrial wastes prior to their entering the city collection and treatment system.
- 4.C.4 The City shall prohibit the development of new on-site sewage treatment and disposal systems within the city limits.
- 4.C.5 The City shall require all new development within the city limits to connect to the City wastewater treatment system.
- 4.C.6 The City shall not allow extension of sewer service outside of the city limits, except in limited circumstances to resolve a public health hazard resulting from existing development, or where there is a substantial overriding public benefit.
- 4.C.7 The City shall identify all existing development not currently served by the City wastewater treatment system with the intent of requiring connection to the system.

## **Stormwater Drainage**

### **Goal 4.D**

To collect and convey stormwater in a manner that least inconveniences the public, reduces or prevents potential water-related damage, and protects the environment.

### **Policies**

- 4.D.1 The City shall consider establishing an assessment district to fund citywide storm drainage improvements, including replacement, repair, or relocation of storm drain facilities.

**City of Eureka**  
**General Plan Goals and Policies**

---

- 4.D.2 The City shall encourage the use of natural stormwater drainage systems in a manner that preserves and enhances natural features.
- 4.D.3 The City shall support efforts to acquire land or obtain easements for drainage and other public uses of floodplains where it is desirable to maintain stream courses in a natural state.
- 4.D.4 The City shall consider recreational opportunities and aesthetics in the design of stormwater detention/retention and conveyance facilities.
- 4.D.5 The City shall promote sound soil conservation practices and carefully examine the impact of proposed urban developments with regard to water quality and effects on drainage courses.
- 4.D.6 The City shall improve the quality of runoff from urban and suburban development through use of appropriate and feasible mitigation measures including, but not limited to, artificial wetlands, grassy swales, infiltration/sedimentation basins, riparian setbacks, oil/grit separators, and other best management practices (BMPs).
- 4.D.7 The City shall require new development that would increase storm drainage runoff in a 10-year storm event more than one cubic foot per section to provide retention/siltation basins to limit new runoff to prior-to-development flows.
- 4.D.8 The City shall encourage new project designs that minimize drainage concentrations and impervious coverage and maintain, to the extent feasible, natural site drainage conditions.
- 4.D.9 The City shall require new projects that affect the quantity or quality of surface water runoff to allocate land as necessary for the purpose of detaining post-project flows and/or for the incorporation of mitigation measures for water quality impacts related to urban runoff.
- 4.D.10 In the Martin Slough, drainage, the City shall cooperate with Humboldt County and affected landowners to minimize potential damage and economic loss arising from stormwater runoff, consistent with other policies of this General Plan.

## **Solid Waste Collection and Disposal**

### **Goal 4.E**

To ensure the safe and efficient disposal or recycling of solid waste generated in Eureka.

### **Policies**

- 4.E.1 The City shall require solid waste collection in all urban and suburban development.
- 4.E.2 The City shall promote maximum use of solid waste source reduction, recycling, composting, and environmentally-safe transformation of wastes.



**City of Eureka**  
**General Plan Goals and Policies**

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- 4.E.3 The City shall require that all new development complies with applicable provisions of the Humboldt County Integrated Waste Management Plan and the City’s Source Reduction and Recycling Plan.
- 4.E.4 The City shall encourage the development of regional and community-based recycling facilities in heavy commercial and industrial areas.
- 4.E.5 The City shall encourage businesses to use recycled products in their manufacturing processes and consumers to buy recycled products.

**Law Enforcement**

**Goal 4.F**

To provide adequate police services to deter crime and to meet the growing demand for services associated with increasing population and commercial/industrial development in the city.

**Policies**

- 4.F.1 Within the city’s overall budgetary constraints, the City shall strive to maintain a staffing ratio of 2.8 personnel per 1,000 residents (1.0 non-sworn and 1.8 sworn).
- 4.F.2 The City Police Department shall strive to maintain an average response time of three (3) minutes for calls for service critical life-threatening emergencies.
- 4.F.3 Within the City’s overall budgetary constraints, the City shall provide police facilities (including substation space, patrol, and other vehicles, necessary equipment, and support personnel) sufficient to maintain the above service standard.
- 4.F.4 The City shall annually assess police facilities and equipment needs and develop strategies that, at a minimum, maintain the above standards.
- 4.F.5 The City shall consider public safety issues in all aspects of commercial and residential project design, including crime prevention through environmental design.
- 4.F.6 The City shall continue to support creative approaches to crime prevention and problem solving through the Eureka Police Department’s Community Oriented Policing and Problem Solving strategies.

**Fire Protection**

**Goal 4.G**

To protect residents of and visitors to Eureka from injury and loss of life and to protect property from fires.

**City of Eureka**  
**General Plan Goals and Policies**

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**Policies**

- 4.G.1 The City shall ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.
- 4.G.2 The City Fire Department shall attempt to maintain an ISO (Insurance Service Organization) rating of 3.
- 4.G.3 The City Fire Department shall attempt to maintain an average response time of three (3) minutes for all service calls, including emergency medical service (EMS) calls.
- 4.G.4 The City shall require new development to develop or fund fire protection facilities, personnel, and operations and maintenance that, at a minimum, maintains the above service level standards.
- 4.G.5 The City shall identify key fire loss problems and design appropriate fire safety education programs to reduce fire incidents and losses.
- 4.G.6 The City shall implement ordinances to control fire losses and fire protection costs through continued use of automatic fire detection, control, and suppression systems.
- 4.G.7 The City shall cooperate with Humboldt Fire District No. 1 and the California Department of Forestry and Fire Protection (CDF) in providing adequate levels of fire protection services in the Planning Area.
- 4.G.8 The City shall provide a dedicated training facility for the fire department that is designed appropriately to provide fire and life safety tactics education for firefighters in order to increase personnel safety, efficiency, and effectiveness.
- 4.G.9 The City Fire Department shall annually inspect all residential rental units for compliance with fire safety requirements.

**Schools**

**Goal 4.H**

To provide for the educational needs of Eureka residents.

**Policies**

- 4.H.1 The City should continue to support local school districts in providing quality education facilities that will accommodate projected changes in student enrollment.
- 4.H.2 The City shall encourage the provision of social, recreational, and educational services that complement and enrich those provided by public and private educational facilities.
- 4.H.3 The City shall work cooperatively with local school districts in monitoring housing, population, and school enrollment trends and in planning for future school facility needs, and shall assist the districts in identifying appropriate sites for new schools.

**City of Eureka**  
**General Plan Goals and Policies**

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- 4.H.4 The City's land use planning should be coordinated with the planning of school facilities and should involve local school districts in the early stages of the land use planning process.
- 4.H.5 The City should plan and approve residential uses in those areas that are most accessible to school sites in order to enhance neighborhoods, minimize transportation requirements and costs, and minimize safety problems.
- 4.H.6 The City shall include schools among those public facilities and services that are considered an essential part of the infrastructure that should be in place as development occurs.
- 4.H.7 The City shall encourage school facility siting that establishes schools as focal points within the neighborhood and community.
- 4.H.8 The City shall encourage the location of schools in areas with safe pedestrian and bicycle access.
- 4.H.9 Whenever feasible, the City shall support and participate with local school districts in joint development of recreation areas, turf areas, and multi-purpose buildings.
- 4.H.10 The City shall support local school districts in using existing school facilities for non-school-related and child care activities.
- 4.H.11 The City should encourage use of schools as community centers to provide a range of services.
- 4.H.12 The City should require developers of new residential projects in the city to participate in providing sidewalks adjacent to arterials to ensure safe pedestrian/student travel to and from schools. The City should encourage Humboldt County to do likewise in unincorporated parts of the Planning Area.
- 4.H.13 The City should work with Humboldt County to provide streets and roads in the Planning Area that school buses can negotiate safely, including turn-around areas and safe passageways along embankments and grades.

## **RECREATIONAL AND CULTURAL RESOURCES**

### **General Parks and Recreation**

#### **Goal 5.A**

To provide for park and recreational systems which include sufficient diversity of areas and facilities to effectively serve a population with varied characteristics, densities, needs and interests, consistent with protecting environmentally sensitive habitats.

**City of Eureka**  
**General Plan Goals and Policies**

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**Policies**

- 5.A.1 The City of Eureka will work with other park and recreation service providers to ensure the availability of a park and recreational system that include sufficient diversity of areas and facilities to effectively serve the varied characteristics, densities, needs, and interests of Eureka residents and visitors. The City shall promote the development of parks according to the following principles:
- a. Neighborhood parks should be located within the residential areas of the city with direct access from a collector street and should include both active and passive recreational uses in order to serve as a multi-activity neighborhood recreational center.
  - b. Community parks should provide for popular forms of recreation which require more space than would be available in the residential neighborhood park. Community parks should be designed to provide active and passive recreational for all age groups while being compatible with surrounding development. Community parks should have convenient access from arterial streets in order to serve the entire community.
  - c. Trails should meander through residential neighborhoods and/or scenic areas. Trails should connect to community parks and schools, which should provide access points to the trails. Trails should not cross arterial streets frequently and should provide as many interesting vistas and view points as feasible.
  - d. New parks and recreational facilities shall be developed to minimize impacts on environmentally sensitive areas such as wetlands and riparian habitat.
- 5.A.2 The City shall upgrade Eureka’s established park system as necessary to better serve the needs of the general public.
- 5.A.3 The City shall strive to achieve the open space and recreation standards shown in Table 5-1.

<b>TABLE 5-1</b>					
<b>OPEN SPACE AND RECREATION STANDARDS</b>					
<b>Type of Facility</b>	<b>Radius of Service (miles)</b>	<b>Service Population</b>	<b>Site Size (Acres)</b>	<b>Acres per Thousand Persons</b>	<b>Location</b>
Neighborhood Park	½ to ¾	3,000 to 8,000	1 to 5	1.0	Near Center of Neighborhood, Access from Collector Street
Community Park	¾ to 2	8,000 to 20,000	30 to 50	3.0	Near Boundary of Residential Area, Access from Arterial Street
Greenways and Trails	¾ to 2 to access point	25,000 to 35,000	One Trail System	10.0	Within Residential Areas and/or Scenic Areas, Access from community Parks and Schools

## **Coastal Recreation and Access**

### **Goal 5.B**

To provide public open space and shoreline accessways throughout the Coastal Zone, consistent with protecting environmentally sensitive habitats and other coastal priority land uses.

### **Policies**

- 5.B.1 The City shall provide public open space and shoreline access through the Coastal Zone, particularly along the waterfront and First Street, through all of the following:
- a. Develop Waterfront Drive from the Elk River Interchange to a terminus near Eureka Slough, with provisions for bicycle lanes, pedestrian walkways, and supporting facilities.
  - b. Establish a walkway system located on or near the shoreline throughout the city's waterfront Core Area.
  - c. Establish scenic vista points at numerous locations along the waterfront, including construction of a public access vista point at the foot of Truesdale Street.
  - d. Consider and protect the scenic and visual qualities of coastal areas that are visible from scenic public vista points and waterfront walkways.
  - e. The City, in cooperation with the Coastal Commission and Coastal Conservancy, shall provide for attractive directional signs that are meaningful on the North Coast so as to assist area residents and visitors alike in identifying visitor-serving, recreational, and historical facilities in the city.
- 5.B.2 On shoreline parcels where recreation or visitor-serving uses are integrated with coastal-dependent uses, the City shall ensure that the recreation or visitor-serving uses are secondary to and compatible with the coastal-dependent uses.
- 5.B.3 The City shall promote the maintenance of and, where feasible, shall provide, restore, or enhance facilities serving commercial and recreational boating, including party or charter fishing boats.
- 5.B.4 The City of Eureka shall protect and enhance the public's rights of access to and along the shoreline, consistent with protecting environmentally sensitive habitats, by:
- a. Accepting offers of dedications that will increase opportunities for public access and recreation and the availability of necessary staff and funding to improve and maintain access ways and assume liability for them;
  - b. Actively seeking other public, community non-profit, or public agencies to accept offers of dedications and having them assume liability and maintenance responsibilities; and,
  - c. Allowing only such development as will not interfere with the public's right of access to the sea, where such right was acquired through use or legislative authorization.
- 5.B.5 For new development between the first public road and the sea, the City shall require the dedication of a vertical access easement to the mean high tide line unless:

**City of Eureka**  
**General Plan Goals and Policies**

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- a. Another more suitable public access corridor is available within 500 feet of the site; or
  - b. Access at the site would be inconsistent with other General Plan coastal policies, including existing, expanded, or new coastal-dependent industry, agricultural operations, or the protection of environmentally sensitive habitat areas; or,
  - c. Access at the site is inconsistent with public safety, environmental protection, or military security needs.
- 5.B.6 For new development between the first public road and the sea, the City shall require a lateral access easement along the shoreline unless:
- a. Lateral access at the site would be inconsistent with other General Plan coastal policies, including existing expanded, or new coastal dependent industry, agricultural operations, or the protection of environmentally sensitive habitat areas; or,
  - b. Access is inconsistent with public safety or military security needs.
- 5.B.7 The City shall establish a coordinated continuous public access system throughout its Coastal Zone, consisting of pedestrian walkways, nature walks, and bikeways with necessary support facilities, as described in Table 5-2 and shown in Figure 5-1.
- 5.B.8 The City shall enforce the access standards and recommendations contained in the State Coastal Conservancy/Coastal Commission *Report on Coastal Access* (revised August 1980) as the criteria for improvement, maintenance, and management of accessways and supporting facilities proposed in this General Plan. Special attention in design and construction of accessways shall be given to minimizing maintenance requirements given the North Coast climate and to minimizing the possibilities of vandalism. Where public accessways or vista points are located near environmentally sensitive habitat areas, attractive barriers shall be provided to preclude disturbance of natural areas by off-road or all-terrain vehicles.
- 5.B.9 The City shall ensure that public access support facilities are distributed throughout the Eureka Coastal Zone. Off-street parking shall be provided in the waterfront area; however, it shall not be located immediately adjacent to the shoreline, unless there is no feasible alternative.
- 5.B.10 To the maximum extent feasible, the City shall ensure universal public access to the waterfront, including support facilities.
- 5.B.11 The City shall participate in the development of a facility for the Humboldt Bay Rowers Association on the waterfront.

<b>TABLE 5-2</b>	
<b>COASTAL ZONE PUBLIC ACCESS</b>	
<b>Access Point/Area</b>	<b>Description of Proposed Access</b>
Along shoreline between “J” and “M” Streets	To be located along the shoreline, East Plaza and West Plaza shall be developed in coordination with the overall Restoration Plan.

## City of Eureka General Plan Goals and Policies

At the foot of “C” Street	The City-owned pier and dock shall, consistent with any lease requirements or conditions, be restored for pedestrian and public fishing use.
At the Small Boat Basin	A small plaza and improved access facilities, including off-street parking, bicycle racks, benches, tables, restrooms, and an improved boat-launching area shall be provided. Lamoreaux Park shall be upgraded. Public use facilities shall be designed and located to complement potential adjacent revenue generating uses. Existing access to piers with docks shall be continued consistent with public safety and protection of the property of boat owners.
At the foot of “V” Street	A passive recreation plaza with landscaping improvements and picnic tables shall be provided at the shoreline. Development of the “V” Street Plaza shall occur either in conjunction with the construction of Waterfront Drive or the private development of the property (in proximity to the Blue Ox), whichever comes first.
At Eureka Slough, north of the Northwestern Pacific Railroad tracks	A passive recreation plaza with landscaping improvements and picnic tables shall be provided at the shoreline. Public access improvements either at Eureka Slough or near the Samoa Bridge shall also include a small boat launch ramp and off-street parking area, provided that in consultation with the Department of Fish and Game, Coastal Commission, and the Coastal Conservancy, a specific location for these access improvements can be identified that will create no significant adverse effects on environmentally sensitive habitat areas.
At Woodley Island at the westerly end of the marina	A scenic vista point shall be developed to complement the existing public access and support facilities and be compatible with other permitted development. Access to Woodley Island wildlife area shall continue to be by permit from the Department of Fish and Game.
From the Samoa Bridge to and along Eureka Slough	A continuous shoreline pedestrian walkway shall be developed. Portions of this accessway may be incorporated into the extension of Waterfront Drive, which shall also provide for a bicycle way, provided that in consultation with the Department of Fish and Game, Coastal Commission, and the Coastal Conservancy, a specific location for these access improvements can be identified that will create no significant adverse effects on environmentally sensitive habitat areas. Support facilities shall include parking areas and trash receptacles.
Along the Eureka northern waterfront between commercial Street on the west and the Samoa bridge on the east	A continuous accessway shall be developed to include: <ol style="list-style-type: none"> <li>(1) completion of lateral accessways at the foot of “J” and “M” Streets;</li> <li>(2) vista points at the foot of “F” Street and the end of “M” Street (on the bluff top near the Carson Mansion/Ingomar Club);</li> <li>(3) access support facilities distributed throughout Old Town so as to minimize potential adverse impacts.</li> </ol>
Near Second and “Y” Streets in the East Bridge District	The City shall accept a vertical accessway easement dedication offer if further consultation with the Department of Fish and Game indicates that access can be provided consistent with protection of sensitive natural habitat areas. If the dedication offer is accepted, access shall be integrated through directional signing and support facilities into the northern waterfront shoreline access system.
At the foot of Truesdale Street	A scenic vista point shall be developed on the shoreline to complement the existing vertical access at the street end. Access support facilities shall include a small parking area, bicycle racks, and trash receptacles.
Along waterfront between Truesdale Street and Hilfiker Lane	A continuous waterfront trail shall be dedicated and developed in conjunction with future development in order to connect the vertical accessways at the two street ends. The waterfront trail shall be fenced and/or landscaped to protect adjacent property.
Halvorsen Village and East Park Plaza	The City shall, concurrent with the development of, construct the Fountain Plaza Pedestrian Bridge immediately to the west of the East Park Plaza amphitheater, so as to provide safe public access across the Northwestern Pacific Railroad right-of-way from Waterfront Drive to Old Town.
Near “K” Street across the Northwestern Pacific Railroad right-of-way along the city’s bayfront	The City shall, concurrent with the development of the community conference center, parking structure, and West Park Plaza, construct a pedestrian bridge. West Park, located at the foot of “J” Street, shall include a small parking area and public pier available for fishing and, if feasible, use by a tourist-oriented water taxi.
Across the Northwestern Pacific Railroad right-of-way from Waterfront Drive to Old Town	The City shall, in conjunction with the California Public Utilities Commission and the Northwestern Pacific Railroad, prepare an implementable long-range plan for pedestrian and vehicular at-grade access, consistent with requirements of this General Plan, in order to maximize public access opportunities and ensure public safety.
Greenways or gulches near Eureka, First, and Second Sloughs	The City shall utilize public lands, rights-of-way, potential future dedications of land, and/or limited acquisition to establish public walkways in greenways or gulches. The precise location of walkways shall be determined after consultation with adjacent private property owners, the Department of Fish and Game, and the Coastal Conservancy in order to assure that private property rights and environmentally sensitive habitat areas are protected, while this important community asset is opened for appropriate levels of public use and enjoyment. In consultation

**City of Eureka**  
**General Plan Goals and Policies**

	with the Coastal Conservancy, the City shall explore creation and funding of a community non-profit organization to assist in the design, implementation, and maintenance of the greenway.gulch public access system.
Elk River	Public accessways shall be implemented by the City in consultation with the Department of Fish and Game.
Elk River Split	The pedestrian footbridge to the and appropriate directional signing shall be constructed.

**Recreation Services**

**Goal 5.C**

To ensure that a range of recreation services, activities, and programs are offered which provide a desirable quality of life for all citizens of Eureka.

**Policies**

- 5.C.1 The City shall consider the needs of all age groups, abilities, disabilities, and special interest groups in its park, recreation, and community services planning.
- 5.C.2 The City shall encourage and support agencies that actively provide recreation and community services programs and activities.
- 5.C.3 The City shall ensure that a mechanism is in place to provide opportunities for participation by economically disadvantaged families and individuals.
- 5.C.4 The City shall provide supervision of park areas to protect the rights of the users of the parks and reduce vandalism and will work with law enforcement agencies to eliminate crime at parks and recreations facilities.
- 5.C.5 The City shall provide an ongoing emphasis on youth programs and services, especially those that provide positive educational and social influences for youth at risk for illegal, anti-social, or unhealthy behaviors.
- 5.C.6 The City shall ensure a wide range of services, activities, and programs reflecting the cultural diversity of the community.
- 5.C.7 The City shall ensure the provision of services and programs designed for physically and mentally challenged citizens, and make reasonable accommodations for the participation of such individuals in City programs.
- 5.C.8 The City shall provide opportunities for citizen input and participation in the planning of recreation and community services programs and activities.

**Arts and Culture**

**Goal 5.D**

To promote development and programs that meet the artistic and cultural needs of the Eureka community.



**City of Eureka**  
**General Plan Goals and Policies**

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**Policies**

- 5.D.1 the City shall establish the Core Area as the city’s and region’s focal point for entertainment, cultural, and community activities.
- 5.D.2 The City shall continue to support the local arts community through its participation in the Cultural Arts Resource District, the Phantom Art Gallery program, and similar programs.
- 5.D.3 The City shall support efforts to establish a performing arts-theater center in the area bounded by 6<sup>th</sup> and 7<sup>th</sup> and E and F Streets.
- 5.D.4 The City shall actively support the establishment of a community center in the downtown area to meet both the civic and cultural needs of the community.
- 5.D.5 The City shall encourage coordination among local arts and cultural groups and events to expand their appreciation by the community.
- 5.D.6 The City shall encourage the development of entertainment, recreational, and cultural activities for youth.

**Historic Preservation**

**Goal 5.E**

To preserve and enhance the historical features of the Eureka area.

**Policies**

- 5.E.1 The City shall designate historic districts for the restoration and preservation of those areas, building, and site in Eureka that are of historic, cultural, and/or architectural significance.

\*\*\*\*\*see map\*\*\*\*\*

- 5.E.2 The City shall support the registration of cultural resource in appropriate landmark designations (i.e., National Register of Historic Places, California Historical Landmarks, Points of Historical Interest, or Local Landmark).
- 5.E.3 The City shall give highest restoration priority to those buildings and open space areas identified as having historic, cultural, or architectural significance that are in imminent danger of decay or demolition and vulnerable to earthquake damage (e.g., unreinforced masonry buildings).
- 5.E.4 The City shall encourage federal and state government s as well as financial institutions and private citizens to provide loans for refurbishing historical building and restoring artifacts and memorabilia.

**City of Eureka**  
**General Plan Goals and Policies**

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- 5.E.5 The City shall sponsor and support legislation to provide incentives for maintaining and enhancing structural stability and aesthetic value of significant structures.
- 5.E.6 The City shall encourage local citizens to cooperate in a campaign to identify and publicize the significance of historical sites and buildings.
- 5.E.7 The City shall prepare and adopt design review guidelines that provide for architectural review of new developments and of exterior alterations to existing structure in designated historical areas.
- 5.E.8 The City shall review all building or demolition permits for buildings either designated historic or within historical districts ensure, where feasible, the preservation of these historic facilities.
- 5.E.9 The City shall protect and enhance the integrity of the historical atmosphere by supporting the restoration, renovation, and quality replication of historic buildings.
- 5.E.10 The City shall promote re-use of historic buildings for both public and private uses.

## **Archeological Resources**

### **Goal 5.F**

To identify, protect, and enhance Eureka's important archeological and cultural sites and their contributing environment.

### **Policies**

- 5.F.1 The City shall solicit the cooperation of the owners of cultural resources, encourage those owners to treat these resources as assets rather than liabilities, and encourage the support of the general public for the preservation and enhancement of these resources.
- 5.F.2 The City shall solicit the views of the Native American Heritage Commission and/or the local Native American community in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance.
- 5.F.3 The City shall coordinate with Humboldt County to promote the preservation and maintenance of archaeological resources in the Planning Area.
- 5.F.4 The City shall use, where feasible, incentive programs to assist private property owners in preserving and enhancing cultural resources.
- 5.F.5 The City shall require that discretionary development projects identify and protect from damage, destruction, and abuse, important historical, archaeological, and cultural sites and their contributing environment. Such assessments shall be incorporated into a citywide cultural resource data base.

**City of Eureka**  
**General Plan Goals and Policies**

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- 5.F.6 The City shall require that discretionary development projects are designed to avoid potential impacts to significant cultural resources whenever feasible. Unavoidable impacts, whenever feasible, shall be reduced to a less than significant level and/or shall be mitigated by extracting maximum recoverable data. Determinations of impacts, significance, and mitigation shall be made by qualified archaeological or historical consultants, depending on the type of resource in question.
- 5.F.7 The City shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts.
- 5.F.8 The City shall consider acquisition programs as a means of preserving significant cultural resources that are not suitable for private development. Organizations that could provide assistance in this area include, but are not limited to, the Archaeological Conservancy the The Nature Conservancy.

## **NATURAL RESOURCES**

### **Aquatic Resources and Marine, Wetland, and Riparian Habitat**

#### **Goal 6.A**

To protect and enhance the natural qualities of the Eureka area's aquatic resources and to preserve the area's valuable marine, wetland, and riparian habitat.

#### **Policies**

- 6.A.1 The City shall maintain, enhance, and, where feasible, restore valuable aquatic resources, with special protection given to areas and species of special biological or economic significance. The City shall require that uses of the marine environment are carried out in the manner that will sustain the biological productivity of coastal waters and that will maintain health populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.
- 6.A.2 The City shall establish a comprehensive wetland management program that includes all of Eureka's restored and natural wetland areas.
- 6.A.3 The City shall maintain and, where feasible, restore biological productivity and the quality of coastal waters, streams, wetlands, and estuaries appropriate to maintain optimum populations of aquatic organisms and for the protection of human health through, among other means, minimizing adverse effects of wastewater and stormwater discharges and entrainment, controlling the quantity and quality of runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.
- 6.A.4 The City shall require that channelizations or other substantial alterations that could significantly disrupt the habitat values of rivers and streams incorporate the best

**City of Eureka**  
**General Plan Goals and Policies**

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mitigation measures feasible. Such channelizations and alterations shall be limited to the following:

- a. Flood control projects where no other method for protecting existing structure in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development;
- b. Developments where the primary function is the improvement of fish and wildlife habitat.

6.A.5 The City shall permit revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes only when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion.

6.A.6 The City declares the following to be environmentally sensitive habitat areas within the Coastal Zone:

- a. Rivers, creeks, sloughs, gulches and associated riparian habitats, including but not limited to Eureka Slough, Fay Slough, Cut-Off Slough, Freshwater Slough, Cooper Slough, Second Slough, Third Slough, Martin Slough, Ryan Slough, Swain Slough, and Elk River.
- b. Wetlands and estuaries, including that portion of Humboldt Bay within the City's jurisdiction, riparian areas, and vegetated dunes.
- c. Indian Island, Daby Island, and the Woodley Island wildlife area.
- d. Other unique habitat areas, such as waterbird rookeries, and habitat for all rare or endangered species on state or federal lists.
- e. Grazed or farmed wetlands (i.e., diked former tidelands).

6.A.7 Within the Coastal Zone, the City shall ensure that environmentally sensitive habitat areas are protected against any significant disruption of habitat values, and that only uses dependent on such resources shall be allowed within such areas. The City shall require that development in areas adjacent to environmentally sensitive habitat areas be sited and designed to prevent impacts which would significantly degrade such areas, and be compatible with the continuance of such habitat areas.

6.A.8 Within the Coastal Zone, prior to approval of a development, the City shall require that all development on lots or parcels designated NR (Natural Resources) on the *Land Use Diagram* or within 250 feet of such designation, or development potentially affecting an environmentally sensitive habitat area, shall be found to be in conformity with the applicable habitat protection policies of the General Plan. All development plans, drainage plans, and grading plans submitted as part of an application shall show the precise location of the habitat(s) potentially affected by the proposed project and the manner in which they will be protected, enhanced or restored.

6.A.9 The City shall permit the diking, filling, or dredging of open coastal waters, wetlands, or estuaries only under the following conditions:

- a. The diking, filling or dredging is for a permitted use in that resource area;
- b. There is no feasible, less environmentally damaging alternative;

**City of Eureka**  
**General Plan Goals and Policies**

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- c. Feasible mitigation measures have been provided to minimize adverse environmental effects;
  - d. The functional capacity of the resource area is maintained or enhanced.
- 6.A.10 The City shall support dredging and spoils disposal to avoid significant disruption to aquatic and wildlife habitats and water circulation.
- 6.A.11 The City shall require that diking, filling or dredging of a wetland or estuary maintain or enhance the functional capacity of these resources. Functional capacity means the ability of the wetland or estuary to be self-sustaining and to maintain natural species diversity. In order to establish that the functional capacity is being maintained, all of the following must be demonstrated.
- a. Presently-occurring plant and animal populations in the ecosystem will not be altered in a manner that would impair the long-term stability of the ecosystem, i.e., natural species diversity, abundance and composition are essentially unchanged as the result of the project;
  - b. A species that is rare, threatened, or endangered will not be significantly adversely affected; and
  - c. Consumptive (e.g., fishing, aquaculture and hunting) or nonconsumptive (e.g., water quality and research opportunity) values of the wetland or estuary ecosystem will not be significantly reduced.
- 6.A.12 The City shall require that dredging, when consistent with the provisions of this General Plan or other adopted City regulations and where necessary for the maintenance of the tidal flow and continued viability of the wetland habitat or for flood control purposes, shall be subject to the following conditions:
- a. Dredging shall be prohibited in breeding and nursery areas and during periods of fish migration and spawning.
  - b. Dredging shall be limited to the smallest area feasible.
  - c. Designs for dredging and excavation projects shall include protective measures such as silt curtains, weirs, etc., to protect water quality in adjacent areas during construction by preventing the discharge of refuse, petroleum spills, and unnecessary dispersal of silt materials.
- 6.A.13 The City shall require that diking or filling of a wetland that is otherwise in accordance with the policies of this General Plan, shall, at a minimum, require the following mitigation measures:
- a. A detailed restoration plan shall be required as part of the project application for each specific restoration site. The restoration plan shall include provisions for purchase, if required, and restoration of an equivalent area of equal or greater biological productivity, and dedication of the land to a public agency or other method which permanently restricts the use of the site to habitat and open space purposes. The restoration site shall be purchased or otherwise made available prior to any permitted diking or filling.
  - b. Areas adequate to maintain functional capacity shall be opened to tidal action or other sources of surface water shall be provided. This provision shall apply to

**City of Eureka**  
**General Plan Goals and Policies**

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diked or filled areas which themselves are not environmentally sensitive habitat areas, but would become so if, as part of a restoration program, they are opened to tidal action or provided other sources of surface water. All of the provisions for restoration, purchase (if necessary), and dedication described under item a. of this policy shall apply to any program or activity performed pursuant to this policy.

- c. Mitigation shall, to the maximum extent feasible, be of the same type as the wetland to be filled (i.e., freshwater marsh for freshwater marsh, saltwater marsh for saltwater marsh, etc.).
- d. Where no suitable private or public restoration or enhancement sites are available, an in-lieu fee may be required to be paid to an appropriate public agency for use in the restoration or enhancement of an area of equivalent productive value or surface area.

6.A.14 Consistent with all other applicable policies of this General Plan, the City shall limit development or uses within wetlands that are neither farmed nor grazed, or within estuaries, to the following:

- a. Port facilities.
- b. Energy facilities.
- c. Coastal-dependent industrial facilities, including commercial fishing facilities.
- d. Maintenance of existing or restoration of previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- e. Incidental public service purposes which temporarily impact the resources of the area, such as burying cables or pipes, inspection of piers, and maintenance of existing intake and outfall lines.
- f. Restoration projects.
- g. Nature study, aquaculture, or similar resource-dependent activities.
- h. New or expanded boating facilities in estuaries, consistent with the demand for such facilities.
- i. Placement of structural piling for public recreational piers that provide public access and recreational opportunities.

6.A.15 The City shall limit uses and development in grazed or farmed wetlands to the following:

- a. Agricultural operations limited to accessory structures, apiaries, field and truck crops, livestock raising, greenhouses (provided they are not located on slab foundations and crops are grown in the existing soil on site), and orchards;
- b. Farm-related structures, including barns, sheds, and farmer-occupied housing, necessary for the performance of agricultural operations. Such structures may be located on an existing grazed or farmed wetland parcel only if no alternative upland location is available for such purpose and the structures are sited and designed to minimize adverse environmental effects on the farmed wetland. No more than one permanent residential structure per parcel shall be allowed.
- c. Restoration projects, including the PALCO on-site restoration and enhancement program.
- d. Nature study, aquaculture, and similar resource-dependent activities; and,

**City of Eureka**  
**General Plan Goals and Policies**

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- e. Incidental public service purposes which may temporarily impact the resources of the area, such as burying cables or pipes.
- 6.A.16 Consistent with all other applicable policies of this General Plan, the City shall limit uses within open coastal waters to the following:
- a. Port facilities.
  - b. Energy facilities.
  - c. Coastal-dependent industrial facilities, including commercial fishing facilities.
  - d. Maintenance of existing or restoration of previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
  - e. Incidental public service purposes which temporarily impact the resources of the area, such as burying cables or pipes, inspection of piers, and maintenance of existing intake and outfall lines.
  - f. Restoration projects.
  - g. Nature study, aquaculture, or similar resource-dependent activities.
  - h. New or expanded boating facilities.
  - i. Placement of structural piling for public recreational piers that provide public access and recreational opportunities.
- 6.A.17 The City shall require that any uses that involve substantial alterations of streams and rivers incorporate the best mitigation measures feasible and shall be limited to the following:
- a. Flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect development.
  - b. Development where the primary function is the improvement of fish and wildlife habitat.
- 6.A.18 The City may permit new fill for repair and maintenance purposes on lands adjacent to the previously filled northern waterfront provided that it is consistent with other General Plan policies and where all of the following apply:
- a. Fill will be placed in previously filled areas which have been subject to erosion;
  - b. Fill will not be placed beyond the existing bulkhead line;
  - c. Fill is necessary to protect existing development, coastal-dependent uses, or redeveloped areas from erosion;
  - d. Fill will not interfere with commercial fishing activities and facilities; and
  - e. Placement of the fill is consistent with the coastal public access policies of the General Plan.
- 6.A.19 The City shall require establishment of a buffer for permitted development adjacent to all environmentally sensitive areas. The minimum width of a buffer shall be 100 feet, unless the applicant for the development demonstrates on the basis of site specific information, the type and size of the proposed development, and/or proposed mitigation (such as planting of vegetation) that will achieve the purpose(s) of the buffer, that a smaller buffer will protect the resources of the habitat area. As necessary to protect the environmentally

**City of Eureka**  
**General Plan Goals and Policies**

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sensitive area, the City may require a buffer greater than 100 feet. The Buffer shall be measured horizontally from the edge of the environmental sensitive area nearest the proposed development to the edge of the development nearest to the environmentally sensitive area. Maps and supplemental information submitted as part of the application shall be used to specifically define these boundaries.

- 6.A.20 To protect urban wetlands against physical intrusion, the City shall require that wetland buffer areas incorporate attractively designed and strategically located barriers and informational signs.
- 6.A.21 The City shall require that all land use activities adjacent to gulch greenways be carried out in a manner that avoids vegetative removal below the break in slope (usually those areas with a slope of 20 percent or greater) and that does not alter natural land forms and drainage patterns.
- 6.A.22 The City shall maintain Indian Island as a site for habitat, scientific research and education. Existing uses may be maintained but shall not be expanded, except that reburial of Native American remains shall be permitted as part of the mitigation for coastal-dependent industrial development elsewhere in the Planning area.
- 6.A.23 The City, in consultation with the Department of Fish and Game, Coastal Conservancy, Coastal Commission, Humboldt County, Humboldt Bay Harbor, Recreation, and conservation District, affected landowners, and other interested parties shall prepare a detailed, implementable wetlands management, restoration and enhancement program consistent with the provisions of this General Plan. The objectives of the program shall be to enhance the biological productivity of wetlands; to minimize or eliminate conflicts between wetlands and adjacent urban uses; to provide stable boundaries and buffers between urban and habitat areas; to provide restoration areas, including the City-owned lands on the Elk River Spit that may benefit from restoration and enhancement, to serve as mitigation in conjunction with future projects that may include wetland areas. Upon completion, the wetlands management and restoration program created by this policy shall be submitted to the Coastal Commission for review and approval.
- 6.A.24 Within the Coastal Zone, where there is a question regarding the boundary, buffer requirements, location, or current status of an environmentally sensitive area identified pursuant to the policies of this General Plan, the City shall require the applicant to provide the City with the following:
- a. Base map delineating topographic lines, adjacent roads, location of dikes, levees, of flood control channels and tide gates, as applicable;
  - b. Vegetation map, including identification of species that may indicate the existence or non-existence of the sensitive environmental habitat area;
  - c. Soils map delineating hydric and non-hydric soils; and
  - d. Census of animal species that may indicate the existence or non-existence of the sensitive environmental habitat area.



**City of Eureka**  
**General Plan Goals and Policies**

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The City shall transmit the information provided by the applicant pursuant to this policy to the Department of Fish and Game for review and comment. Any comments and recommendations provided by the Department shall be immediately sent to the applicant for his or her response. The City shall make its decision concerning the boundary, location, or current status of the environmentally sensitive habitat area in question based on the substantial evidence in the record and shall adopt findings to support its actions.

## **Agricultural Preservation**

### **Goal 6.B**

To protect agricultural lands for their resource, aesthetic, and economic values.

### **Policies**

- 6.B.1 The City shall not approve non-agricultural development on agricultural lands with Class I or Class II soils within the Planning Area.
- 6.B.2 The City shall require the retention in agricultural use of agricultural lands within the Coastal Zone with soils other than Classes I or II in agricultural use, except under the following conditions:
- a. Continued or renewed agricultural use is demonstrated to be infeasible,
  - b. Conversion to urban uses would locate development within, contiguous with, or in close proximity to, existing developed areas, or
  - c. Farmed wetlands are proposed and funded through a wetland management and restoration program for restoration of resource-dependent activities.
- 6.B.3 The City shall limit uses in grazed or farmed wetlands to the following:
- a. Agricultural operations (except for greenhouses on slab foundations).
  - b. Farm-related structures (including barns, sheds, and farmer-occupied housing) necessary for the continuance of the agricultural operation. Such structures may be located on an existing grazed or farmed wetland parcel only if no alternative upland location is available for such purpose and the structures are sited and designed to minimize the adverse environmental effects on the farmed wetland. No more than one primary residential structure per parcel shall be allowed.
  - c. Restoration and enhancement projects.
  - d. Nature study, aquaculture, and similar resource-dependent activities.
  - e. Incidental public service purposes which may temporarily impact the resources of the area, such as burying cable and pipes.
- 6.B.4 The City shall ensure that expansion of public services and public service facilities, which is otherwise consistent with the provisions of this General Plan, does not reduce agricultural viability through increased assessment costs.

**City of Eureka**  
**General Plan Goals and Policies**

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- 6.B.5 Consistent with the Coastal Act (California Resources Code Section 3025(a)), the City shall prohibit land division of existing agriculturally-designated land within the Coastal Zone, other than for leases for agricultural uses.

## **Conservation of Open Space**

### **Goal 6.C**

To support the continued protection of valuable open space resources in and around Eureka.

### **Policies**

- 6.C.1 The City shall preserve vital portions of open-space areas around and within the city in their natural state in order to insure their maintenance as wildlife and fish habitat areas, natural drainage areas, agricultural areas, and areas of passive recreation and outdoor education.
- 6.C.2 The City shall protect critical habitat areas and preserve the ecosystem of existing natural areas within the city.
- 6.C.3 The City shall retain open-space needed to provide community and neighborhood identity, efficiency, and amenities; insulate conflicting land uses; and act as a noise barrier between noise-sensitive and excessive noise-generating uses.
- 6.C.4 The City shall coordinate its open space planning, acquisition, and development efforts with those of Humboldt County and regional and state agencies.
- 6.C.5 The City shall prepare and adopt a Gulch Greenway Preservation Plan that identifies and protects the vegetation and habitat in and the hydrologic capacity of Eureka's gulch greenways. This plan shall include provisions for defining the boundaries of gulch greenways, as generally indicated in Figure 6-1, identifying the boundaries of all affected parcels lying wholly or partly within the gulch greenways, ensuring new development compatible with the environmental and public safety values of the gulch greenways, and restoring gulch vegetation and habitat as appropriate.
- 6.C.6 The City shall permit private property owners adjacent to gulch areas to develop, where appropriate, by utilizing Planned Unit Development (PUD) concepts while ensuring that gulch slopes and bottoms are retained in their natural state and that development does not occur in areas subject to flooding or where slopes exceed 30 percent.
- 6.C.7 The City shall require that areas of unique historic and scenic quality and areas containing identified critical habitats to be preserved.
- 6.C.8 The City shall encourage multiple use of open-space resources consistent with other policies and standards of this General Plan.

## **Timber Resources**

### **Goal 6.D**

To conserve the Eureka area’s timber resources, enhance the quality and diversity of forest ecosystems, reduce conflicts between forestry and other uses, and encourage a sustained yield of forest products.

### **Policies**

- 6.D.1 The City shall work with Humboldt County and the California Department of Forestry and Fire Protection (CDF) to encourage the sustained productive use of timberland as a means of providing open space and conserving other natural resources.
- 6.D.2 The City shall work with Humboldt County and the California Department of Forestry and Fire Protection (CDF) to discourage development that conflicts with timberland management.
- 6.D.3 The City shall encourage and promote the productive use of wood waste generated in the Eureka area.

## **Air Quality—General**

### **Goal 6.E**

To protect and improve air quality in the Eureka area.

### **Policies**

- 6.E.1 The City shall cooperate with other agencies to develop a consistent and effective approach to air quality planning and management and to develop mitigation measures to minimize stationary and area sources emissions.
- 6.E.2 The City shall support the North Coast Unified Air Quality Management District in its development of improved ambient air quality monitoring capabilities and the establishment of standards, thresholds, and rules to more adequately address the air quality impacts of new development.
- 6.E.3 The City shall require project-level environmental review to include identification of potential air quality impacts and designation of design and other appropriate mitigation measures or offset fees to reduce impacts. The City shall work with project proponents and other agencies in identifying, ensuring the implementation of, and monitoring the success of mitigation measures.
- 6.E.4 The City shall submit development proposals to the North Coast Unified Air Quality Management District for review and comment in compliance with CEQA prior to consideration by the Planning Commission and /or City Council.
- 6.E.5 In reviewing project applications with potential for creating air quality impacts, the City shall consider alternatives or amendments that reduce emissions of air pollutants.

\*\*\*\*\*see map\*\*\*\*\*

## **Air Quality—Transportation/Circulation**

### **Goal 6.F**

To integrate air quality planning with the land use and transportation planning process.

### **Policies**

- 6.F.1 The City shall attempt to ensure smooth-flowing traffic conditions for major roadways through planning of traffic signals and traffic signal coordination, parallel roadways, and intra- and inter-neighborhood connections where significant reductions in overall emissions can be achieved.
- 6.F.2 The City shall continue and, where appropriate, expand the use of synchronized traffic signals to smooth traffic flow and thereby reduce pollutant emissions.
- 6.F.3 The City shall encourage the use of alternative modes of transportation by incorporating public transit, bicycle and pedestrian modes in City transportation planning and by encouraging new development to provide adequate pedestrian and bikeway facilities.
- 6.F.4 The City shall consider instituting disincentives for single-occupant vehicle trips, including limitations in parking supply in areas where alternative transportation modes are available and other measures identified by the North Coast Unified Air Quality Management District.
- 6.F.5 The City shall endeavor to secure adequate funding for transit services so that transit is a viable transportation alternative. New development shall pay its fair share of the cost of transit equipment and facilities required to serve new projects.

## **HEALTH AND SAFETY**

### **Seismic Hazards**

#### **Goal 7.A**

To minimize loss of life, injury, and property damage due to seismic hazards.

#### **Policies**

- 7.A.1 For all development in areas subject to seismic hazards (i.e., fault rupture, amplified seismic shaking, slope failure, subsidence, settlement, or other similar effects) which is otherwise consistent with the policies of this General Plan, the City shall, prior to project approval, require a geological report prepared by a registered geologist, a certified engineering geologist, or a registered engineer with expertise in seismic engineering. The report shall consider, describe, and analyze the following:
  - a. Geologic conditions, including soil, sediment, and rock types and characteristics, in addition to structural features such as bedding, joints, and faults;

**City of Eureka**  
**General Plan Goals and Policies**

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- b. Evidence of past or potential liquefaction conditions, or other types of ground failure, related to seismic shaking;
- c. Potential effects on the site because of fault rupture; and
- d. Any other information that might affect the proposed development, such as the information called for in Division of Mines and Geology Notes 44 and 49.

The report shall recommend mitigation measures for any potential impacts and shall outline alternative solutions. The report shall express a professional opinion as to whether the project can be designed so that it will neither be subject to nor contribute to significant geological instability throughout the life span of the project.

- 7.A.2 The City shall work with Humboldt County to develop an emergency preparedness program so Eureka Area residents and visitors are not endangered by tsunami run-up and inundation.
- 7.A.3 The City shall require that new structures intended for human occupancy be designed and constructed to minimize risk to the safety of occupants.
- 7.A.4 The City shall develop mechanisms to encourage and assist in the seismic retrofitting of buildings susceptible to damage during seismic events and to conduct the necessary work in a manner that is financially feasible to property owners and that can be conducted with minimum disruption to tenants. In particular, the City should consider the retrofit needs of the following types of structures:
  - a. Unreinforced masonry buildings (URMs)
  - b. Pre-1940 wood frame houses
  - c. Tilt-up buildings
  - d. Pre-mid 1970s concrete frame buildings
  - e. Mobilehomes
- 7.A.5 The City should seek to give special structural consideration and flexibility to officially identified historically – and architecturally-significant structures.
- 7.A.6 The City shall require that all new parapets, signs, and other building ornamentation are constructed to withstand seismic shaking.
- 7.A.7 The City shall ensure that all unreinforced masonry buildings that are used for public purposes are modified to be earthquake safe, or if such a modification is not feasible, public use of the buildings be terminated.
- 7.A.8 The City shall work with Humboldt County and appropriate state and federal agencies to identify major emergency transportation corridors for use during seismic emergencies. In doing so, the City should ensure safe access routes to communication centers, hospitals, airports, staging areas, and fuel storage sites.

**City of Eureka**  
**General Plan Goals and Policies**

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- 7.A.9 The City shall identify provisions for water supply and delivery and wastewater treatment and disposal in cases where services are interrupted as a result of damage caused by seismic activity.
- 7.A.10 The City shall identify alternative sources of energy (i.e., electricity, natural gas) for use in cases where energy supplies are interrupted as a result of damage caused by seismic activity.

## **Geological Hazards**

### **Goal 7.B**

To minimize loss of life, injury, and property damage due to geological hazards.

### **Policies**

- 7.B.1 The City shall ensure new development is sited and designed consistent with limitations imposed by geologic hazards.
- 7.B.2 The City shall ensure that development on or near the shoreline of Elk River, Humboldt Bay, and Eureka Slough neither contributes significantly to, nor is subject to, high risk of damage from shoreline erosion over the life span of the development.
- 7.B.3 Within the Coastal Zone the City shall prohibit alteration of cliffs, bluff tops, and gulch faces or bases by excavation or other means except to protect existing structures. Permitted development shall not require the construction of protective devices that would substantially alter natural landforms.
- 7.B.4 For all high density residential and other high occupancy development located in areas of significant liquefaction potential, the City shall, at the time project application, require a geology and soils report prepared by a registered geologist, professional civil engineer with expertise in soil mechanics or foundation engineering geologist, and shall consider, describe, and analyze the following:
- a. Geological conditions, including soil, sediment, and rock types and characteristics in addition to structural features, such as bedding, joint and faults;
  - b. Evidence of past or potential liquefaction conditions, and the implications of such conditions for the proposed development;
  - c. Potential effects of seismic forces resulting from a maximum credible earthquake;
  - d. Any other factors that might affect the development.

The report shall also detail mitigation measures for any potential impacts and outline alternative solutions. The report shall express a professional opinion as to whether the project can be designed so that it will neither be subject to nor contribute to significant geologic instability throughout the life-span of the project.

- 7.B.5 For all development proposed within areas subject to significant shoreline erosion, and which is otherwise consistent with the policies of this General Plan, the City shall, prior to project approval, require a geology and soils report prepared by a registered geologist,

**City of Eureka**  
**General Plan Goals and Policies**

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professional civil engineer with expertise in soil mechanics or foundation engineering, or by a certified engineering geologist, and shall consider, describe, and analyze the following:

- a. Site topography, extending the surveying work beyond the site as needed to depict unusual conditions that might affect the site;
- b. Historic, current and foreseeable shoreline erosion, including investigation of recorded land surveys and tax assessment records in addition to the use of historic maps and photographs where available and possible changes in shore configuration and sand transport;
- c. Geologic conditions, including soil, sediment and rock types and characteristics in addition to structural features, such as bedding, joint and faults;
- d. Impact of construction activity on the stability of the site adjacent area;
- e. Potential erodibility of site and mitigating measures to be used to ensure minimized erosion problems during and after construction;
- f. Effects of marine erosion on shoreline areas;
- g. Potential effects of seismic forces resulting from a maximum credible earthquake;
- h. Any other factors that might affect slope stability.

The report shall evaluate the off-site impacts of development and the additional impacts that might occur due to the proposed development. The report shall also detail mitigation measures for any potential impacts and outline alternative solutions. The report shall express a professional opinion as to whether the project can be designed so that it will neither be subject to nor contribute to significant onsite or offsite geologic instability throughout the life-span of the project.

## **Fire Safety**

### **Goal 7.C**

To minimize the risk of loss of life, injury, and damage to property and watershed resources resulting from unwanted fires.

### **Policies**

- 7.C.1 The City shall strengthen the ongoing fire safety review process in an effort to increase the safety of all structures from fires.
- 7.C.2 The City shall locate and maintain fire stations according to fire service area standards and maintain the water supply system to provide the required water flow for fire fighting purposes.

## **Flooding**

### **Goal 7.D**

To minimize the risk of loss of life, injury, damage to property and economic and social dislocations resulting from flood hazards.

**City of Eureka**  
**General Plan Goals and Policies**

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**Policies**

- 7.D.1 The City shall prohibit high density residential and other high occupancy development, including new hospitals, schools, residential development with a gross density of 8 units per acre or more, office buildings 10,000 square feet in size or larger, or visitor-serving structural developments 5,000 square feet in size or larger, from locating in flood hazard areas, as designated on the Federal Emergency Management Agency Flood Insurance Rate Maps (FIRM), dated June 1, 1982, unless they are constructed with a finished foundation that extends above the 100-year flood level and meet all applicable drainage policies of this General Plan. Other development in flood hazard areas shall incorporate mitigation measures that minimize the potential for flood damage, including development siting and use of flood proofing techniques and materials, consistent with other land use plan policies.

**Hazardous Materials and Toxic Contamination**

**Goal 7.E**

To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the past or future use, transport, treatment, and disposal of hazardous materials and hazardous materials wastes.

**Policies**

- 7.E.1 The City shall ensure that the use and disposal of hazardous materials in the Eureka area complies with local, state, and federal safety standards.
- 7.E.2 The City shall discourage the development of residences or schools near known hazardous waste disposal or handling facilities. Conversely, the city shall discourage the development of hazardous waste disposal or handling facilities near residences or schools.
- 7.E.3 The City shall require secondary containment and periodic examination for all storage of toxic materials.
- 7.E.4 The City shall ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.
- 7.E.5 The City shall require that new industries that store and process hazardous materials provide a buffer zone between the installation and the property boundaries sufficient to protect public safety. The adequacy of the buffer zone shall be determined by the city.
- 7.E.6 The City shall require that applications for discretionary development projects that will generate hazardous wastes or utilize hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.
- 7.E.7 The City shall require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material.



**City of Eureka**  
**General Plan Goals and Policies**

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- 7.E.8 The City shall encourage the State Department of Health Services and the California Highway Patrol to review permits for radioactive materials on a regular basis and to promulgate and enforce public safety standards for the use of these materials, including the placarding of transport vehicles.
- 7.E.9 The City shall identify sites that are inappropriate for hazardous material storage, maintenance, use, and disposal facilities due to potential impacts on adjacent land uses and the surrounding natural environment.
- 7.E.10 The City shall work with local fire protection and other agencies to ensure and adequate countywide response capability to hazardous materials emergencies.
- 7.E.11 The City shall work with owners of property affected by toxic contamination to identify cost-effective approaches to remediation of contaminated soils. In particular, the City shall focus its efforts on developing unified strategies to addressing cleanup of large areas (e.g., the Westside Industrial Area, the waterfront area) so as to reduce the unit cost of remediation.
- 7.E.12 The City shall work with the Regional water Quality Control Board and Humboldt County to identify and mitigate groundwater contamination caused by past disposal of toxic materials along the waterfront and in industrial areas.

## **Emergency Response**

### **Goal 7.F**

To ensure the maintenance of an Emergency Management Program to effectively prepare for, respond to, recover from, and mitigate the effects of natural or technological disasters.

### **Policies**

- 7.F.1 The City shall systematically and regularly reviews all accident contingency plans which relate to Eureka.
- 7.F.2 The City shall work with Caltrans and Humboldt County to identify a less congested route through Eureka to be used for the transportation of heavy, as well as hazardous materials.
- 7.F.3 The City shall attempt to ensure that major access corridors be available and unobstructed in case of emergency or disaster.
- 7.F.4 The City shall cooperate with the Humboldt County, State Office of Emergency Services, and the Federal Emergency Management Agency in developing and operating a coordinated response program that best utilizes the resources of each agency in assisting citizens and visitors in coping with and responding to a major emergency or disaster.

## **Residential Noise Exposure**

### **Goal 7.G**

To protect Eureka residents from the harmful and annoying effects of exposure to excessive noise.

### **Policies**

- 7.G.1 The City shall prohibit new development of noise-sensitive uses where the noise level due to non-transportation noise sources will exceed the noise level standards of Table 7-1 as measured immediately within the property line of the new development, unless effective noise mitigation measures have been incorporated into the development design to achieve the standards specified in Table 7-1.
- 7.G.2 The City shall require that noise created by new proposed non-transportation sources be mitigated so as not to exceed the noise level standards of Table 7-1 as measured immediately within the property line of lands designated for noise-sensitive uses, as listed in Table 7-1.

<b>TABLE 7-1</b>		
<b>NOISE LEVEL PERFORMANCE STANDARDS</b>		
<b>New Projects Affected by or Including Non-transportation Sources</b>		
<b>Noise Level Descriptor</b>	<b>Daytime (7 a.m. to 10 p.m.)</b>	<b>Nighttime (10 p.m. to 7 a.m.)</b>
Hourly $L_{eq}$ , dB	50	45
Maximum level, dB	70	65
Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).		

- 7.G.3 The City shall not subject existing dwellings and new single-family dwellings to the standards presented in Table 7-1. As a consequence, such dwellings may be constructed in areas where noise levels exceed these standards and it shall not be the responsibility of the City to ensure that such dwellings meet these standards or the noise standards imposed by lending agencies such as HUD, FHA and Cal Vet. If homes are located and constructed in accordance with the policies of this section, it is expected that the resulting exterior and interior noise levels will conform to the HUD/FHA/Cal Vet noise standards.

For the purposes of compliance with the provisions of this section, the City defines transportation noise sources as traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from these sources is preempted by federal and state regulations. Other noise sources are presumed to be subject to local regulations, such as a noise control ordinance. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, and loading docks.

- 7.G.4 Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 7-1 at existing or planned noise-sensitive uses, the City shall require an acoustical analysis as part of the environmental review process so that

**City of Eureka**  
**General Plan Goals and Policies**

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noise mitigation may be included in the project design. The acoustical analysis shall meet the following requirements:

- a. It shall be the financial responsibility of the applicant.
- b. It shall be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
- c. It shall include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.
- d. It shall include estimates of existing and projected cumulative (20 years) noise levels in terms of  $L_{dn}$  or CNEL and /or the standards of Table 7-1, and compare those levels to the policies of this General Plan
- e. It shall recommend appropriate mitigation to achieve compliance with the policies and standards of this General Plan, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers of structural modifications to buildings which contain noise-sensitive land uses. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.
- f. It shall include estimates of noise exposure after the prescribed mitigation measures have been implemented.
- g. It shall describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.

7.G.5 The City shall evaluate the general feasibility of proposed projects with respect to existing and future transportation noise levels shown in Figure 7-1.

7.G.6 The City shall prohibit new development of noise-sensitive land uses in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in Table 7-2, unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in Table 7-2.

7.G.7 The City shall ensure that noise created by new transportation noise sources is mitigated so as not to exceed the levels specified in Table 7-2 at outdoor activity areas or interior spaces of existing noise-sensitive land uses.

7.G.8 New roadway improvement projects may be needed to accommodate development permitted according to the Land Use Diagram. As a result, existing noise sensitive uses may be exposed to increased noise levels due to increased roadway capacity and increase in travel speed, making it impractical to achieve the noise level standards contained Table 7-2. As an alternative to the standards in Table 7-2, the City will apply the following criteria to determine the significance of increases in noise related to improvement projects:

- a. Where existing traffic noise levels are less than 60 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +5 dB  $L_{dn}$  increase in noise levels due to a roadway improvement project will be considered significant; and

**City of Eureka**  
**General Plan Goals and Policies**

- b. Where existing traffic noise levels range between 60 and 65 dB L<sub>dn</sub> at the outdoor activity areas of noise-sensitive uses, a +3 dB L<sub>dn</sub> increase in noise levels due to a roadway improvement project will be considered significant; and
- c. Where existing traffic noise levels are greater than 65 dB L<sub>dn</sub> at the outdoor activity areas of noise-sensitive uses, a +1.5 dB L<sub>dn</sub> increase in noise levels due to a roadway improvement project will be considered significant.

**TABLE 7-2**  
**MAXIMUM ALLOWABLE NOISE EXPOSURE**  
**Transportation Noise Sources**

Land Use	Outdoor Activity Areas <sup>1</sup> L <sub>dn</sub> /DNEL, dB	Interior Spaces	
		L <sub>dn</sub> /CNEL, dB	L <sub>eq</sub> , dB <sup>2</sup>
Residential	60 <sup>3</sup>	45	--
Transient Lodging	60 <sup>3</sup>	45	--
Hospitals, Nursing Homes	60 <sup>3</sup>	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60 <sup>3</sup>	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

<sup>1</sup> Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB L<sub>dn</sub> shall be applied at the building façade, in addition to a 60 dB L<sub>dn</sub> criterion at the outdoor activity area.

<sup>2</sup> As determined for a typical worst-case hour during periods of use.

<sup>3</sup> Where it is not feasible to reduce noise in outdoor activity areas to 60 dB L<sub>dn</sub>/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L<sub>dn</sub>/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

## Noise Compatibility

### Goal 7.H

To protect the economic base of the city by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

### Policies

- 7.H.1 Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table 7-2 or the performance standards of Table 7-1, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.
- 7.H.2 Where noise mitigation measures are required to achieve the standards of Tables 7-1 and 7-2, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.

## ADMINISTRATION AND IMPLEMENTATION

### Goal 8.A

To provide for the ongoing administration and implementation of the General Plan.

### Policies

- 8.A.1 The City shall annually review the *General Plan Policy Document* and revise it as deemed necessary.
- 8.A.2 The *General Plan* shall be amended no more than four times per year. Each amendment, however, may include multiple changes.
- 8.A.3 The City shall conduct a major review of the *General Plan*, including the policy Document and Background Report, every three years and revise it as deemed necessary.
- 8.A.4 The City shall review and amend, as necessary, the *Zoning Ordinance* and *Subdivision Ordinance* to ensure consistency with the *General Plan*.