

CALIFORNIA COASTAL COMMISSION

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Date Filed: June 20, 1997
60th Day: Extended to Sept. 18, 1998
Staff: Robert Merrill
Staff Report: August 31, 1998
Hearing Date: September 9, 1998
Commission Action:

TO: Commissioners and Interested Parties

FROM: Peter M. Douglas, Executive Director
Steven Scholl, Deputy Director
Robert Merrill, North Coast District Manager

SUBJECT: **City of Eureka LCP Amendment No. 1-97, (Plan Update)**
(For public hearing and Commission action at the meeting of
September 9, 1998, in Eureka.)

SYNOPSIS

Amendment Description

The City of Eureka is proposing to update its Land Use Plan (LUP) and integrate the LUP into the City's General Plan, and (2) redesignate various parcels throughout the City to different land use designations.

Summary of Staff Recommendation

The staff recommends that the Commission **certify the amendment if modified as suggested** to incorporate certain recommended changes. To adopt the staff recommendation, the Commission's procedures require the Commission first deny the amendment as submitted, and then certify the amendmet if modified as suggested. As modified, staff believes that the Land Use Plan as proposed to be amended is consistent with the Coastal Act.

Analysis Criteria

To approve the Land Use Plan (LUP) amendment, the Commission must find that the LUP, as amended, will remain consistent with the policies of Chapter 3 of the Coastal Act

Additional Information

For additional information, please contact Robert Merrill at the North Coast District Office (415) 904-5260. Correspondence should be sent to the District Office at the above address.

**I. STAFF RECOMMENDATION, MOTIONS, RESOLUTIONS,
AND SUGGESTED MODIFICATIONS**

A. Denial of Amendment No. 1-97 As Submitted

Staff recommends that the Commission adopt the following resolution:

Motion I:

“I move that the Commission certify Amendment No. 1-97 to the City of Eureka Land Use Plan as submitted by the City.”

Staff recommends a **NO** vote which would result in the adoption of the following resolutions and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution I:

The Commission hereby rejects Amendment No. 1-97 to the Land Use Plan of the City of “Eureka Local Coastal Program for the specific reasons discussed in the following findings on the grounds that it does not meet the requirements of Chapter 3 of the Coastal Act. There are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse

environmental effects which the approval of this amendment would have on the environment.

B. Approval of Amendment No. 1-97 If Modified As Suggested

Staff recommends that the Commission adopt the following resolution:

Motion II:

“I move that the Commission certify Amendment No. 1-97 to the City of Eureka Land Use Plan if it is modified as suggested.”

Staff recommends a **YES** vote which would result in the adoption of the following resolutions and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution II:

The Commission hereby certifies Amendment No. 1-97 to the Land use Plan of the city of Eureka Local Coastal Program subject to Modifications No. 1 through No. 3 for the specific reasons discussed in the following findings on the grounds that as modified, this amendment and the LUP as thereby amended will meet the requirements of Chapter 3 of the Coastal Act. This amendment, as modified, is consistent with applicable decisions of the Commission that guide local government actions pursuant to Section 30625© and approval will not have significant environmental effects for which feasible mitigation measures have not been employed consistent with the California Environmental Quality Act.

C. Suggested Modifications

Modification No. 1

The proposed land use plan designations shall be revised to reflect only changes from the existing LUP designations to their

corresponding new designations as set forth in Table B-1 of Appendix B of the General Plan Policy Document, and shall not include any changes in designation that would change the principal and conditional uses allowed by the existing LUP map on any parcel in the coastal zone.

Modification No. 2

The General Plan Land Use Diagram shall be revised to show the urban limit lines within the coastal zone as the lines exist in the existing Land Use Plan map.

Modification No. 3

Policy 4.A.7 shall be modified as follows:

Within the Coastal Zone, the City shall prohibit the extension of urban services (sewer and water) beyond the urban limit line as designated in the Local Coastal Program or 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 outside the urban limit line into these areas, provided no connections for private users shall be allowed outside the urban limit line. No assessments, "readiness to serve" fees, or other costs or encumbrances, including bonded indebtedness, for urban services shall be assessed against lands beyond the urban limit line, except for those lands already provided with urban services, services to existing residential uses on the Lieber parcel, or those lands for which assessments or other costs or encumbrances have been levied prior to July 1, 1984.

II. FINDINGS

The Commission finds and declares the following for LUP Amendment No. 1-97:

A. Existing LUP

The City of Eureka proposes to update the City's certified Land Use Plan and combine the document into the City's General Plan. The existing Land Use Plan was adopted by the City in May of 1984 and certified by the Coastal Commission on in July of 1984. The City began issuing coastal development permit in January 1985.

The certified LUP contains a total of 17 land use designations and 119 policies and implementing actions/programs. The policies of the existing LUP are listed in Exhibit No. 5.

Only a portion of the City of Eureka is within the coastal zone (see Exhibits 1 and 2). The certified LUP only applies within the coastal zone. Outside of the coastal zone, the City's existing General Plan governs land use.

B. Proposed LUP Amendment

The principal change of the proposed LUP amendment is to combine the LUP with the City's general plan. The City indicates the purpose of combining the documents on page B-2 of Appendix B of the proposed LUP:

"In updating its General Plan, the City of Eureka has determined that the most effective way to address the separate legal requirements of State General Plan law and the California Coastal Act is to combine the goals, policies, and programs addressing these requirements into a single, unified document."

The combined General Plan and LUP, entitled "City of Eureka General Plan," is intended to replace the existing certified LUP. The new General Plan consists of two documents, including the (1) General Plan Policy Document, and the (2) General Plan Background Report. The first document sets forth all of the land use plan policies and includes as an insert a land use plan diagram that shows the proposed land use designations for

the City. The General Plan Policy Document is attached as Exhibit No. 4. A reduced and stylized version of the land use plan diagram is attached as Exhibit No. 6

The City intends that the entire General Plan become the certified Land Use Plan for the City. As a result, the proposed plan addresses many new subjects and contains numerous new policies that are not covered by the existing LUP. As a guide to show how the certified policies of the existing LUP have been incorporated into the proposed LUP, the City prepared the document included as Exhibit 5 of this report. The document lists each certified policy of the existing LUP and indicates the corresponding policy in the new LUP. Although the wording of many of the policies in the proposed LUP is slightly modified from the wording of the corresponding policies in the existing LUP, most of these changes are in the nature of changing from the passive to active voice or updating outdated references. However, in a few cases the policies have been modified in a substantive sense as well.

In addition to changing the scope and presentation of the LUP policies, LUP amendment No. 1-97 also would change the land use plan designations. The changes involve changes to (1) the name given to particular land use plan designations to correspond with those designations throughout the City and not just in the coastal zone, and (2) in some cases, changes to the actual land uses allowed on particular parcels.

With regard to the changes in land use designation names, the proposed LUP differentiates between allowable uses within the coastal zone and those allowed elsewhere in the City. Within the coastal zone, a particular land use category has a more detailed and specific listing of the allowable uses that sets restrictions that do not apply outside the coastal zone. The more detailed set of restrictions ensures that the proposed LUP amendment does not create wholesale changes in principal and conditional uses on parcels within the coastal zone. Except as described below, the LUP designated principal and conditional uses within the coastal zone remain the same, albeit with a different category name. A section entitled "Coastal Land Use Designations" on page 1-9 of the proposed LUP (See Exhibit No. 4) explains

how this differentiation of allowable uses in and out of the coastal zone works:

“In preparing this General Plan, the City established land use designations that correspond essentially with all of the LCP designations. Table B-1 in Appendix B lists each designation appearing on the Land Use Diagram and indicates the LCP designation with which it corresponds. The Coastal Act requires LCP Land Use Plan designations to include more specificity than that required by State General Plan Law. Accordingly, for each designation appearing on the General Plan Land Use Diagram within the incorporated area of the Coastal Zone, Table B-1 shows the corresponding LCP designation and the more detailed purpose description and use prescriptions contained in the LUP. Figure B-2 in Appendix B shows the Land Use Diagram designations for the area of the city within the coastal zone.”

In addition to the above-described kind of designation change, the proposed LUP amendment does include, however, a number of redesignations of parcels within the coastal zone where the underlying principal and conditional uses are proposed to be changed. The properties where these kinds of changes are proposed are generally shown in Exhibit No. 7. The Exhibit shows the proposed changes on a zoning base map. In the existing LUP, the LUP and coastal Zoning Map share the same designations. Many of the changes in the downtown area involve changing from a CW-Waterfront Commercial designation (which would be labeled under the new designation system as either WFC-Waterfront Commercial, C-WFC-Core Waterfront Commercial, or C-RC-Core Retail Commercial) to other kinds of uses. The old CW-Waterfront Commercial designation was applied to many parts of Old Town to reserve areas for visitor serving uses, a priority land use under the Coastal Act. Many of the new land uses that would be allowed in these areas are not priority uses under the Coastal Act. Among other similar changes is the proposed redesignation of an area currently designated NR-Natural Resources under the existing LUP to PQP-Public/Quasi-Public (Woodley Island). The proposed LCP amendment is limited to an amendment of the LUP, and does not include corresponding changes to the zoning designations.

C. Priority Uses

The Coastal Act establishes certain priority uses which must be protected in favor of allowing other competing uses without priority. Generally, these priority land uses include uses that by their nature must be located on the coast to function, such as ports, and commercial fishing facilities, uses that encourage the public's use of the coast such as various kinds of visitor serving facilities, and uses that protect existing coastal resources such as wetlands and other sensitive habitat, and coastal agriculture. The Coastal Act requires that adequate land be reserved for such uses in the local coastal programs adopted for each coastal city and county.

The proposed LUP amendment includes a number of redesignations of parcels from one kind of land use to another. The locations where such changes are proposed are generally shown in Exhibit No. 7. For the most part, the proposed redesignations include changes from a designation reserving lands for priority uses under the Coastal Act to non-priority uses. For example, the old CW-Waterfront Commercial designation was applied to many parts of Old Town to reserve areas for visitor serving uses, a priority land use under the Coastal Act. The proposed amendment includes a number of changes from designations that would reserve land for visitor serving uses exclusively to designations that would also allow office and other kinds of commercial uses. Another change involves changes is the proposed redesignation of an area on Woodley Island. This area is currently designated NR-Natural Resources under the existing LUP and would be changed to PQP-Public/Quasi-Public (Woodley Island). The NR designation was applied to the area because it contains wetlands and other forms of environmentally sensitive habitat that are afforded special protection under the Coastal Act. The proposed new designation would allow certain kinds of commercial uses and other uses that would not reflect the Coastal Act priorities for resource protection.

Therefore, the Commission finds that the proposed redesignation of certain properties generally shown in Exhibit 7 to change the allowable principal and conditional uses from priority use to no-priority uses would not be consistent with the Coastal Act.

In denying these LUP redesignations as submitted, the Commission acknowledges in some instances, there may be more land reserved for priority uses than is actually needed. For example, since certification of the original LUP in 1984, much of the area of Old Town designated as CW has not been converted to the visitor serving uses the designation was intended to foster. However, before the Commission could certify a change of these areas to other land use plan designations, the City would need to document that the areas are not needed for their originally designated priority uses. Any future LCP amendment submitted by the City that would convert the CW and other priority use designations to other land uses should include an inventory of the lands designated for such use, an analysis of the current and anticipated future demand for land for such uses, and an identification of sufficient optimal sites that should be retained in the priority use designation to address this demand.

The Commission also notes that certifying the proposed redesignations that involve changing the allowable principal and conditional uses on the parcel would create a Land Use Plan that is inconsistent with the certified zoning. As noted previously, the proposed LCP amendment only involves proposed changes to the LUP, and not to the certified Implementation Plan (zoning). Although the City intends to submit another LCP amendment at some point in the future that would change the corresponding zoning districts, at least for the interim the LUP and IP would be inconsistent. Such a result would create confusion over what uses would be allowable for projects for which the City processes a coastal development permit during the interim between certification of the proposed LUP and certification of the corresponding IP amendment.

The Commission finds that if the proposed redesignations that change the underlying principal and conditional uses were deleted from the proposed LUP amendment, the proposed amendment would be consistent with the priority use policies of the Coastal Act. Suggested Modification No. 1 suggests that this change be made.

Modification No. 1

The proposed land use plan designations shall be revised to reflect only changes from the existing LUP designations to their corresponding new designations as set forth in Table B-1 of Appendix B of the General Plan Policy Document, and shall not include any changes in designation that would change the principal and conditional uses allowed by the existing LUP map on any parcel in the coastal zone.

The Commission finds that the proposed land use plan redesignations must be modified in accordance with Modification No. 1 to be found consistent with the Coastal Act.

D. New Development

Section 30250 of the Coastal Act states, in applicable part the following:

“New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually, or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.”

A principal tool for implementing Section 30250 of the Coastal Act is the establishment of urban limit lines, which prevent leapfrog development of new residential, commercial, or industrial developments without adequate services to outlying areas and prevent the extension of urban sewer and water lines to areas where development of new residential, commercial, or industrial development is not appropriate. Most Local Coastal Programs include designated urban limit lines in the LCP. The LUP, as certified in

1984 includes urban limit lines near the outskirts of the City and policies that would preclude the extension of services to areas outside the limit lines. The proposed LUP amendment would delete both the designated lines and the policies from the LUP. As such, the Commission finds that the proposed proposed amendment is inconsistent with Section 30250 of the Coastal Act and must be denied as submitted.

Suggested Modification Nos. 2 and 3 call for revising the proposed LUP diagram and the LUP policies in a manner that would retain the urban limit line restrictions of the existing certified LUP

Modification No. 2

The General Plan Land Use Diagram shall be revised to show the urban limit lines within the coastal zone as the lines exist in the existing Land Use Plan map.

Modification No. 3

Policy 4.A.7 shall be modified as follows:

Within the Coastal Zone, the City shall prohibit the extension of urban services (sewer and water) beyond the urban limit line as designated in the Local Coastal Program or 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 outside the urban limit line into these areas, provided no connections for private users shall be allowed outside the urban limit line. No assessments, "readiness to serve" fees, or other costs or encumbrances, including bonded indebtedness, for urban services shall be assessed against lands beyond the urban limit line, except for those lands already provided with urban services, services to existing residential uses on the Lieber parcel, or those lands for which assessments or other costs or encumbrances have been levied prior to July 1, 1984.

The Commission finds that the proposed land use plan diagram and proposed Policy 4.A.7 must be modified in accordance with Modification Nos. 2 and 3 to be found consistent with the Coastal Act

E. CEQA

Pursuant to SB 1873, which amended the California Environmental Quality Act, the Coastal Commission is the lead agency in terms of meeting California Environmental Quality Act (CEQA) requirements for local coastal programs. In addition to making a finding that the amendment is in full compliance with the Coastal Act, the Commission must make a finding consistent with Section 21080.5 of the Public Resources Code. Section 21080.5(d)(2)(i) of the Public Resources Code requires that the Commission not approve or adopt an LCP:

...if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

As discussed in the findings above, the Commission has suggested a number of modifications to bring the Land Use Plan amendment into full conformance with the requirements of the Coastal Act. As modified, the Commission finds that approval of the Land Use Plan amendment will not result in significant adverse environmental effects within the meaning of the California Environmental Quality Act

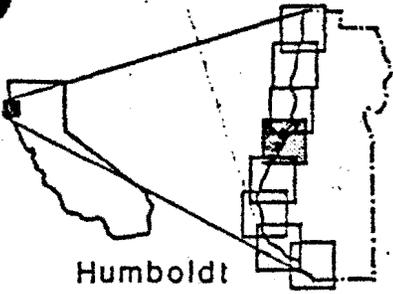
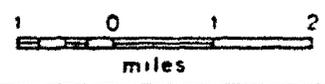
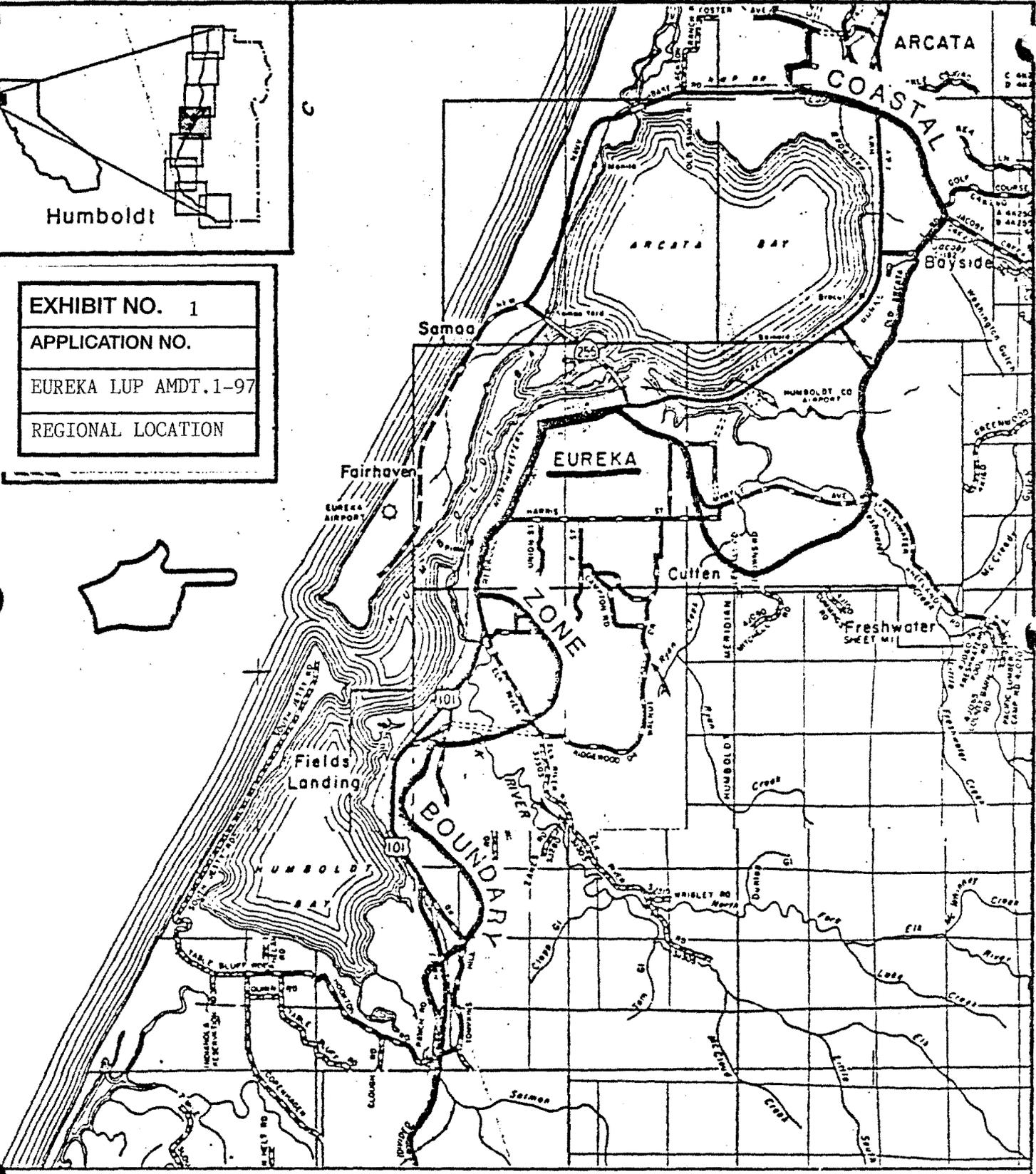
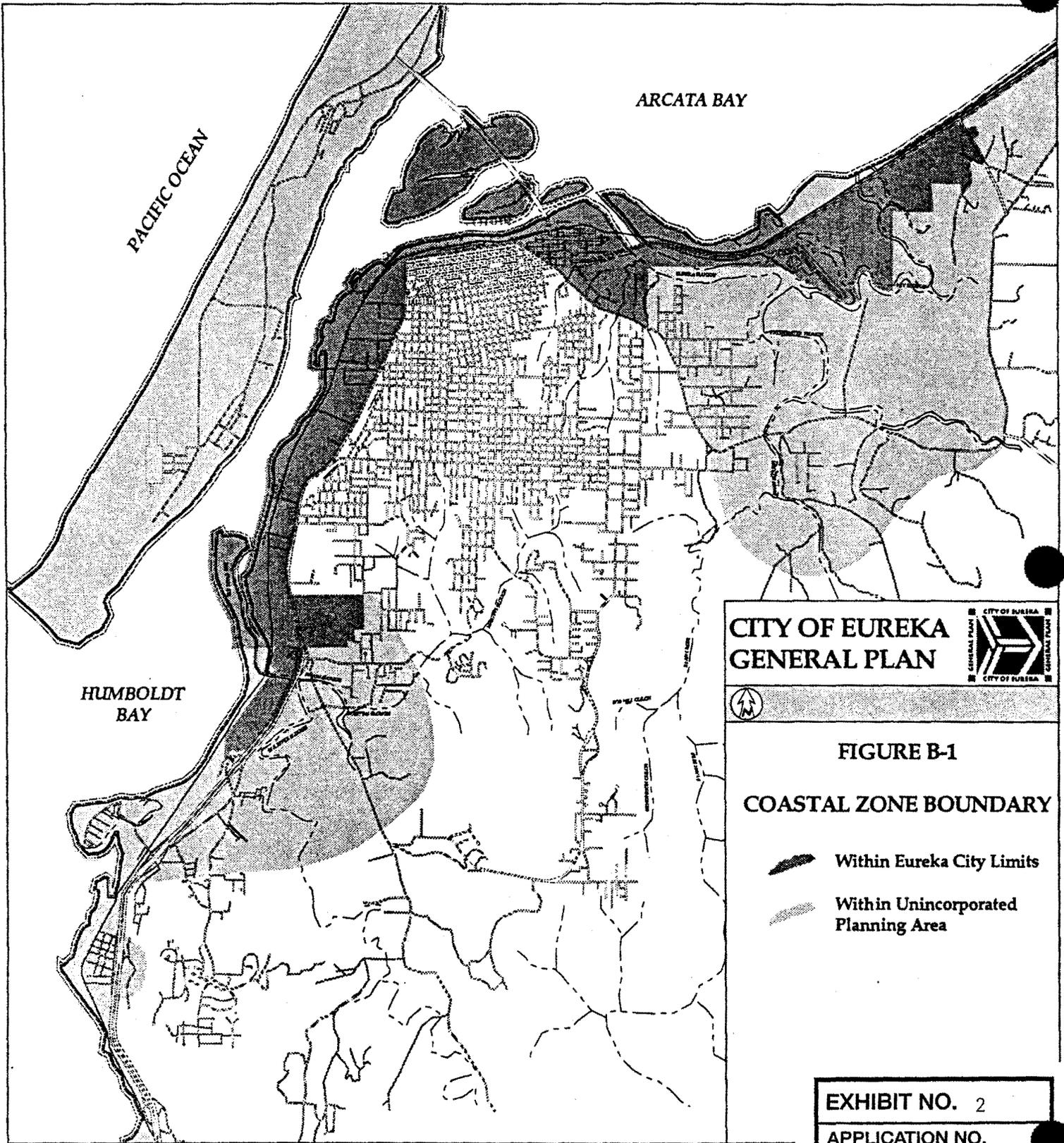


EXHIBIT NO. 1
 APPLICATION NO.
 EUREKA LUP AMDT.1-97
 REGIONAL LOCATION





**CITY OF EUREKA
GENERAL PLAN**



FIGURE B-1

COASTAL ZONE BOUNDARY

-  Within Eureka City Limits
-  Within Unincorporated Planning Area

EXHIBIT NO. 2
APPLICATION NO.
 EUREKA LUP AMDT.1-97
 EUREKA COASTAL ZONE

RESOLUTION NO. 97-14

**A RESOLUTION CERTIFYING THE EUREKA GENERAL PLAN
ENVIRONMENTAL IMPACT REPORT, AND FINDINGS OF FACT,
ADOPTING OVERRIDING CONSIDERATIONS, AND ADOPTING
THE EUREKA GENERAL PLAN AND THE CITY OF EUREKA
CORE AREA DESIGN GUIDELINES**

WHEREAS, in the fall of 1991, the Eureka City Council recognized that the current Eureka General Plan was outdated and increasingly less effective at guiding the City's future development and directed that it be updated; and

WHEREAS, in December 1992, the Eureka City Council hired a consultant team to work with City staff to update the City of Eureka General Plan; and

WHEREAS, the consultant team conducted extensive interviews with community leaders regarding the general plan, to better learn the concerns regarding growth and development of the City of Eureka related to the update of the General Plan; and

WHEREAS, on March 10, 1993, the consultant team and staff conducted a townhall meeting at the City's Carson Memorial Hall to describe the City's general plan update program and to solicit comments from the public concerning issues to be addressed in the General Plan Update; and

WHEREAS, in the spring of 1993, the consultant team and staff conducted a *Community Concerns Survey* questionnaire that was mailed to 2,000 households selected randomly from a City mailing list, as well as 700 survey questionnaires that were distributed to various locations in the City, including City Hall, and at the March Townhall Meeting, thus providing an opportunity for those not reached in the mail survey to express their concerns; and

WHEREAS, on June 21, 1993, the consultant published a *Community Concerns Summary Report* which organized the 403 completed survey questionnaires around six basic topics: 1) community qualities, 2) growth, 3) Downtown/Old Town/Waterfront, 4) economy, 5) transportation, and 6) neighborhoods, showing the response from the survey, including all of the narrative responses to survey questions, as well as a tabulation of multiple-choice questions; and

WHEREAS, in June 1993, the consulting team and staff conducted a design charrette at the City's Adorni Center, focusing attention on the urban design of the City's core, resulting in a series of schematic designs and drawings for Downtown, Old Town, and the Waterfront; and

WHEREAS, in January 1994, the consultant completed the *Public Review Draft Background Report*, containing pertinent data and information about existing conditions in Eureka; and

WHEREAS, in October of 1994, the consultant completed a *Constraints, Opportunities, and Directions Report* which presented critical policy issues to be considered in the General Plan; and

WHEREAS, on November 14, 1994, and December 12, 1994, the Eureka City Council and Planning Commission held joint public hearings to receive public input regarding general plan policy issues; and

WHEREAS, on January 9, 1995, and January 23, 1995, the Eureka City Planning Commission deliberated and formulated recommendations to the City Council with regard to policy questions addressed in the *Constraints, Opportunities and Directions Report*; and

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WHEREAS, on March 2, 1995, and March 16, 1995, the Eureka City Council considered the recommendations from the Planning Commission and gave policy direction regarding the preparation of the General Plan; and

WHEREAS, the *Draft General Plan Policy Document*, the *Draft General Plan Environmental Impact Report*, and the *Draft Core Area Design Guidelines Manual* were released for formal public review on July 18, 1996; and

WHEREAS, a Townhall meeting to introduce and explain the draft General Plan documents was held July 29, 1996; and

WHEREAS, on September 4, 1996, prior to the end of the formal public review period on September 6, 1996, the Eureka City Council and Planning Commission held a joint public hearing on the *Draft General Plan Policy Document*, the *Draft General Plan Environmental Impact Report*, the *Draft General Plan Background Report*, and the *Draft Core Area Design Guidelines Manual*; and

WHEREAS, on September 25, 1996, the Eureka City Council and Planning Commission held a second joint public hearing on the *Draft General Plan Policy Document*, the *Public Review Draft Background Report*, and the *Draft Core Area Design Guidelines Manual*; and

WHEREAS, on October 21, 1996, and October 28, 1996, the Eureka City Planning Commission deliberated on the General Plan documents, recommending amendments, and forwarding to the City Council a recommendation to adopt the amended General Plan documents; and

WHEREAS, on November 21, 1996, and December 17, 1996, the City Council deliberated on the General Plan documents; and

WHEREAS, on January 15, 1997, the Eureka City Council held a public hearing on the Draft General Plan documents; and

WHEREAS, on January 16, 1997, the Eureka City Council deliberated on the General Plan documents and gave final direction for the preparation of the General Plan.

NOW, THEREFORE, BE IT RESOLVED that:

Section 1. Findings - Impacts That Are Less Than Significant

The Eureka City Council hereby finds that the impacts summarized on Exhibit A to be less than significant.

Section 2. Findings - Significant Impacts

The Eureka City Council hereby makes the following findings for each of the six potentially significant environmental effects identified in the draft FEIR:

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1. Roadway levels of service in excess of City standards
2. Contribution to regional nonattainment of State PM10 air quality standards
3. Exposure to seismic hazards
4. Exposure to tsunami hazards
5. Exposure to noise levels in excess of City standards
6. Potential loss of historical resources

1. Roadway Levels of Service in Excess of City Standards

Growth in the region will result in worsening of traffic service levels in the City, even without any development in Eureka. Growth in the region will result in traffic service levels exceeding the City's service level standards along segments of several roadways. Most of the traffic is not, however, the result of any new development within the city limits. Nonetheless, the *General Plan* provides for the extension of Waterfront Drive as a means of addressing traffic associated with development in Eureka, as well as for traffic created by development outside Eureka, particularly along U.S. 101. Overall, the *General Plan* therefore has beneficial impacts on the roadway system.

Projected growth in the region, although speculative, is expected to result in service levels of D to F along Myrtle Avenue. Additional development within the city limits according to the *General Plan* will result in a worsening of these conditions on some segments of Myrtle Avenue. The *General Plan* will, therefore, contribute to the cumulative negative impacts on this roadway. This is considered a significant, cumulative adverse impact.

No feasible alternative routes can be constructed to mitigate the impacts on Myrtle Avenue. Widening Myrtle Avenue would require additional right-of-way acquisition, which would be very costly and would have significant impacts on adjoining properties; for these reasons, it was not considered feasible to propose a major widening project on Myrtle Avenue. There are therefore no feasible mitigation measures to reduce the cumulative impacts on this roadway to a less-than-significant level. The overall benefit of the *General Plan* outweighs the anticipated significant impacts resulting from increased traffic.

2. Contribution to Regional Nonattainment of State PM10 Air Quality Standards

The policies in the *General Plan* successfully address sources of most potential air pollutants, and implementing the policies will protect most aspects of air quality in the local airshed. However, the North Coast is currently in nonattainment of State PM10 (small particulates) standards; the North Coast Unified Air Quality Management District (NCUAQMD) has not yet promulgated an approach which addresses PM10 emissions, primarily from wood-fired space heaters. Accordingly, the effects of development under the *General Plan* are considered a significant impact.

The PM10 nonattainment status of the local air basin may require future action by the NCUAQMD and other local jurisdictions. The following mitigation measure would assist in addressing this issue.

M6.2: The City shall coordinate with all future efforts or control programs promulgated by the

North Coast Unified Air Quality Management District to address PM10 generation within the city. This may include requiring the implementation of measures designed to reduce PM10 generated during construction operations. It may include adopting appropriate state and/or federal standards for wood-fired space heaters in new development or in redevelopment projects. If appropriate, it may also involve cooperation in retrofit incentive programs for existing developed areas.

Even with implementation of this mitigation measure, the air quality impacts associated with exceedance of the State's PM10 emission standard would still be considered significant. There are no feasible mitigation measures available to reduce this impact to a less-than-significant level. The overall benefit of the General Plan outweighs the potential for continued non-attainment for PM10 air emissions.

3. Exposure to Seismic hazards

The recent publication of a "planning study" for a potential Cascadia Subduction Zone earthquake (T. Topozada and others, *Planning Scenario in Humboldt and Del Norte Counties, California, for a Great Earthquake on the Cascadia Subduction Zone*: California Department of Conservation, Division of Mines and Geology, Special Publication 115, 1995) indicates a higher level of potential seismic risk in the Planning Area than previously assumed. Implementing the policies included in the *General Plan* adequately addresses the potential impacts from most sources of seismic and geological concerns in the Planning Area. The policies do not, however, address the potential seismic effects from Cascadia Subduction Zone (CRZ) activity to an extent which would allow a conclusion that these concerns are reduced to a level that is less-than-significant, in part because these effects still have not been characterized adequately. Additional development in the city may expose more people and property to these risks. This is a potentially significant impact.

The following mitigation measure would help address potential CSZ effects:

M.6.3: The City shall cooperate with Humboldt County, the State Office of Emergency Services, Humboldt State University, the California Division of Mines and Geology, and the U.S. Geological Survey to develop a more adequate understanding of CSZ seismic risks and the potential effects of CSZ events on the city and its inhabitants. The City shall update its local preparedness programs, its building permit processes, and its General Plan policies as additional information becomes available about the risks from CSZ events, in order to better protect the city's inhabitants and visitors.

Even with this additional mitigation measure, it may not be possible to reduce the risks from a CSZ seismic event to a less than significant level. However, the overall benefit of adopting the *General Plan* outweighs the potential seismic risk.

4. Exposure to Tsunami Hazards

The primary concerns for the effects of development under the *General Plan* stem from potential tsunami effects resulting from a CSZ event (as summarized in the previous section), arriving in the Planning area within minutes of a major earthquake. The *General Plan* would

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allow development or redevelopment in several areas that may be subject to tsunami inundation, including the areas west of Broadway / Highway 101 in the Eureka, King Salmon, and Fields Landing areas, on the Samoa peninsula, along the northern city waterfront, and on the islands north of the Eureka shoreline. Such development would expose residents and visitors to potentially significant risks from tsunamis. The effects of such a tsunami would exacerbate the effects of the seismic event on emergency response capabilities, and the tsunami itself could severely affect some of the designated "critical facilities." Increases in global sea level associated with global warming could aggravate the general effects of inundation, both related to normal flooding and tsunamis.

Implementing the policies in the *General Plan* would address the potential concerns for flooding from "normal" sources in the Planning area. The *General Plan* does not address the potential effects of tsunami from CSZ earthquake sources in the Planning Area, in part because these risks are speculative and have still not been characterized adequately. This is considered a potentially significant impact.

The following mitigation measure would help address potential CSZ effects:

M.6.4: The City shall cooperate with Humboldt County, the State Office of Emergency Services, Humboldt State University, the California Division of Mines and Geology, and the U.S. Geological Survey to develop a more adequate understanding of CSZ-derived tsunami risks and the potential effects of CSZ-derived tsunami on the city and its inhabitants. The City shall update its local preparedness programs and its General Plan policies as additional information becomes available about the risks from CSZ-derived tsunami, in order to better protect the city's inhabitants and visitors.

Even with this additional mitigation measure, it may not be possible to reduce the risks from a CSZ-derived tsunami to a less-than-significant level. The benefit of adopting the General Plan outweighs the potential significant impacts resulting from tsunami risk.

5. Exposure to Noise Levels in Excess of City Standards

Development in the region, combined with development within the city limits according to the *General Plan*, would result in an increase in traffic noise levels. Increased noise levels associated with traffic may encroach upon existing noise-sensitive land uses, or further increase noise levels already in excess of 60dBL. The potential for existing noise-sensitive uses to experience increased traffic noise levels in excess of proposed standards due to cumulative increases in traffic levels is considered significant. There are no feasible mitigation measures available to reduce this impact to a less-than-significant level. The benefit of adopting the General Plan outweighs the potential significant impacts of increased noise levels.

6. Potential Loss of Historical Resources

Over time, with or without adoption of the *General Plan*, some historic resources will be lost as the result of natural disasters, for health and safety reasons, and because it will not be economically feasible to restore or renovate them. Development resulting from the *General Plan* is unlikely to have major adverse effects on historical resources or districts. In fact, the

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General Plan includes policies promoting preservation of historic buildings and districts. Despite these efforts, redevelopment or nuisance abatement could result in the demolition or alteration of historically significant buildings or the disruption of historical neighborhoods. Impacts resulting from development according to the *General Plan* on historical resources could range from less-than-significant (the most likely result) to significant. The FEIR is unable to draw more specific conclusions because the degree of impact may differ depending on the specific conditions of historical properties and the timing of natural disaster. Such future conditions cannot be predicted. As a result, the impacts of the development activity under the *General Plan* are considered potentially significant. There are no feasible mitigation measures to prevent the loss of any historic structures and reduce this impact to a less-than-significant level. The General Plan proposes policies for the protection of known historic resources. However, even with the adoption of the General Plan, the potential still exists for significant impact on historical resources. None-the-less, the overall benefit of adopting the General Plan outweighs the potential loss of historic resources.

Section 3. Alternatives Considered and Rejected

The Eureka City Council hereby makes the following findings regarding the consideration of alternatives to the General Plan:

In order to evaluate the possible environmental impacts resulting from a range of alternatives which could reasonably attain the basic objectives of the General Plan update project, three alternatives were analyzed in the FEIR. These alternatives are:

1. No Project - No Development Alternative.
2. No Project - Existing General Plan Alternative.
3. Aggressive Annexation Alternative.

The following is a brief description of each alternative and the reasons why the alternatives were considered and rejected for the implementation as the City's General Plan.

1. No-Project - No Development Alternative:

This alternative assumes no new development in Eureka beyond what is currently built, essentially placing a moratorium on any future development with no new additional annexations. This alternative would allow for no new population or employment growth. This alternative responds to the findings of *Dusek v. Anaheim Redevelopment Agency* (4th Dist. 1986) 173 Cal. App. 3d 1029, 1043 [Cal. Rptr.346]. In that case, the Courts stated that "[a] 'no project' alternative must describe maintenance of the existing environment as a basis for comparison of the suggested alternatives to the status quo." As a practical matter, it would be extremely difficult for the City to legally prohibit all infill development within the city limits and the City has only limited control over lands outside its city limits but within its sphere of influence and the balance of the Planning Area. Therefore, this alternative was rejected.

2. No Project - Existing general Plan Alternative:

This alternative assumes the City would not adopt a new General Plan and would continue to rely on the existing *General Plan*. From a physical development standpoint, this alternative would result in a similar amount and pattern of development as the proposed *General Plan*. Furthermore, several of the fundamental presumptions that formed the foundation of the existing *General Plan* are no longer valid, including the development of a depressed Highway 101 alignment through Downtown Eureka. Because the basis upon which the General Plan is founded have changed. The alternative to maintain the existing and outdated General Plan was rejected.

(c) Aggressive Annexation Alternative:

As described in the proposed General Plan, one of the issues addressed in the *Constraints, Opportunities, and Directions Report* was annexation. Specifically, the report explained the annexation process and the major considerations in decisions concerning expansion of the city through annexation. The report also described the areas adjacent to the existing city limits with respect to consideration of their annexation. In addition, early in the General Plan Update process, in March 1993, the City sponsored an Annexation Workshop. At that workshop, the City's General Plan Consultants reviewed annexation requirements, procedures, and issues and discussed candidate areas for annexation.

Under the Aggressive Annexation Alternative, the City would have selected and proposed specific annexations from those discussed in the *Constraints, Opportunities, and Directions Report* and discussed at the Annexation Workshop for inclusion as part of the *Draft general Plan*. Because aggressive annexation involves impacts that were too speculative to determine, including cost and increased service needs, it was rejected.

Section 4. Statement of Overriding Considerations

The Eureka City Council hereby finds that, based on information set forth in the Final EIR and these Findings of Fact, that even with the implementation of all the feasible mitigation measures, the benefits associated with the implementation of the *Eureka General Plan* will outweigh the unavoidable significant adverse impacts to: (a) roadway levels of service in excess of City standards; (b) contribution to regional nonattainment of State PM10 air quality standards; (c) exposure to seismic hazards; (d) exposure to tsunami hazards; (e) exposure to noise levels in excess of City standards; and, (f) potential loss of historical resources. In compliance with Section 15093 of Title 14 of the California Code of Regulations, the Eureka City Council finds that the six specific unavoidable impacts listed above are overridden by the economic, legal, social, technological and other benefits of the *Eureka General Plan*.

Section 5. Mitigation Monitoring and Reporting Program

In adopting the *Eureka General Plan* the City council hereby finds that the Implementation Programs 8.1 and 8.2, which provide for an annual review and a three year review of the *Eureka General Plan* meet the requirements of Section 21081.6 of the Public Resources Code concerning the adoption of a Mitigation Monitoring and Reporting Program. In addition, the City Council finds that the policies and programs of the *Eureka General Plan* will be, over time, incorporated into the city's ordinances, development standards and review processes and implemented through the application

of such ordinances, development standards and review processes.

Section 6. Conformity With Government Code Requirements

In adopting the *Eureka General Plan* the City Council hereby finds that the plan meets the requirements of Government Code as they relate to the contents, preparation and adoption of a General Plan:

1. The *Eureka General Plan* meets the requirements of Government Code Section 65302 regarding each of the seven mandated elements, to the extent that the issues and conditions of each element are present in the planning area. The *Housing Element* was separately adopted in December 1995 and is not included within the update of the *Eureka General Plan*, although it remains a part of the *General Plan*.
2. The *Eureka General Plan* document is internally consistent and meets the requirement of Government Code Section 65300.5.
3. The portions of the *Eureka General Plan* that address the issues required of a Safety Element were submitted to the State Division of Mines and Geology for its review pursuant to Government Code Section 65302.5.
4. The *Eureka General Plan* was referred to Humboldt County, Eureka City School Districts along with the Draft EIR consistent with the requirements of Government Code Section 65352.
5. The *Eureka General Plan* meets the requirements of Government Code Section 65352.5 regarding coordination with agencies that provide water supplies.
6. For areas within the Coastal Zone, the City Council intends to implement the *Eureka General Plan* in a manner consistent with the California Coastal Act, the plan being in effect automatically upon approval by the California Coastal Commission.

Section 7. Adoption by the City Council

1. Adoption and Certification of FEIR
 - (a) The Eureka City Council hereby certifies and adopts the FEIR (attached as Exhibit B)
 - i) The FEIR was completed in compliance with CEQA, and was presented to the City Council and the City Council has reviewed and considered the information contained in the FEIR and finds that it reflects the independent judgement of the City Council; and
 - ii) The City Council has eliminated or substantially lessened all significant effects on the environment where feasible, and all remaining significant effects on the environment are found to be unavoidable under Section 15091 (Title 14, CCR) and are acceptable due to overriding considerations.

GENERAL PLAN
RESOLUTION OF ADOPTION
FEBRUARY 27, 1997
Page 9

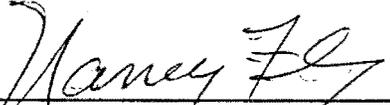
2. Adoption of the *Eureka General Plan*

The Eureka City Council does hereby adopt the *Eureka General Plan* (a copy of which is on file in the office of the City Clerk), consisting of the *Background Report* and *General Plan Policy Document* and the *Core Area Design Guidelines*.

Passed, approved and adopted this 27th day of February, 1997, by the following vote:

| | | |
|---------|----------------|---|
| AYES: | COUNCILMEMBERS | HUNTER MEEKS, GUPTON, MCKELLAR, JAGER, MADSEN |
| NOES: | COUNCILMEMBERS | NONE |
| ABSENT: | COUNCILMEMBERS | NONE |

ATTEST:

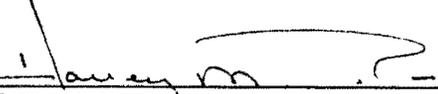

MAYOR OF THE CITY OF EUREKA
NANCY FLEMING

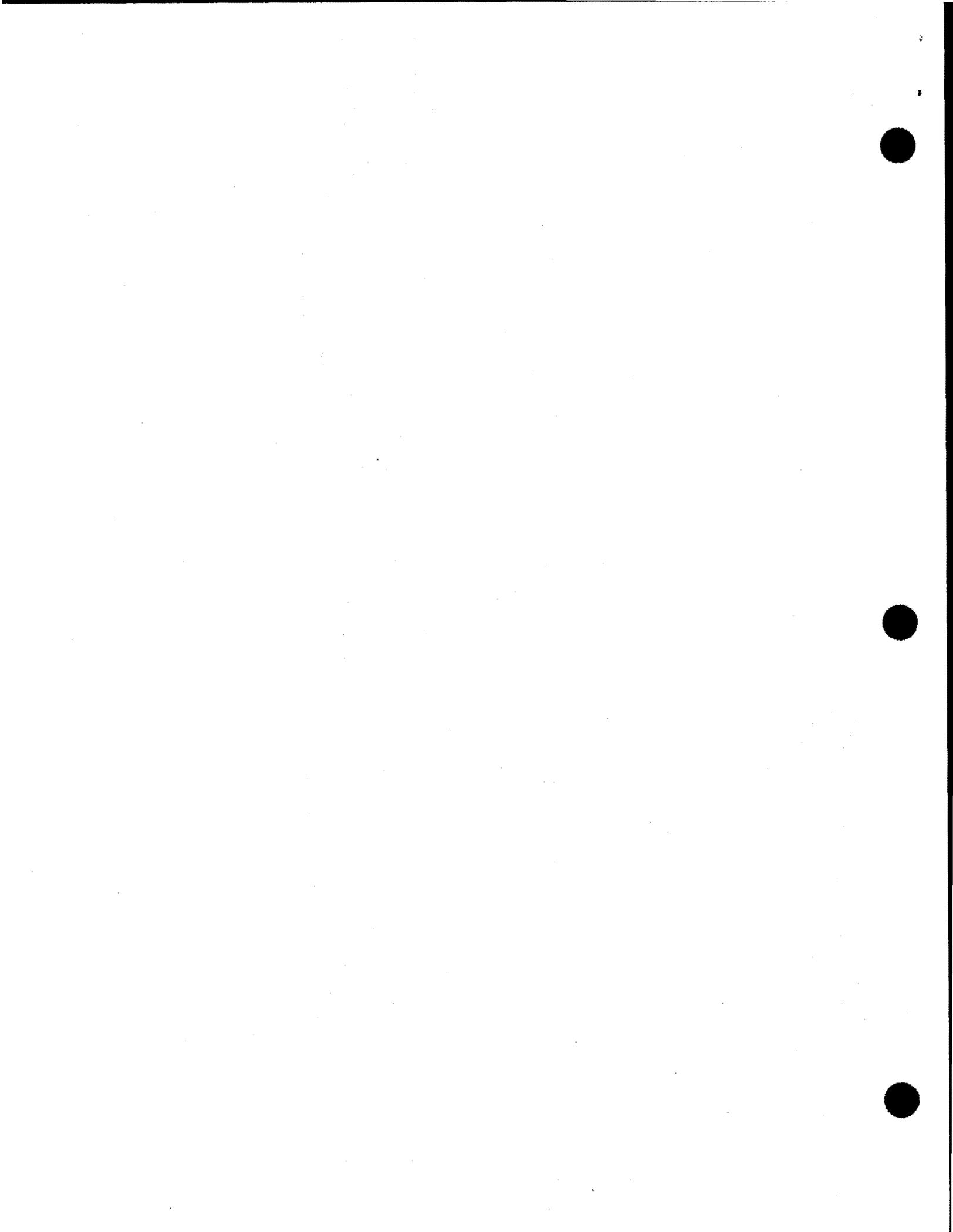

CITY CLERK
SALLY GOETZ

APPROVED AS TO FORM:


CITY ATTORNEY
DAVID TRANBERG

APPROVED AS TO ADMINISTRATION:


CITY MANAGER
HARVEY ROSE



**SUMMARY OF IMPACTS THAT ARE LESS THAN SIGNIFICANT
BECAUSE THEY WERE ADDRESSED BY GENERAL PLAN POLICIES AND PROGRAMS**

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POLICIES AND PROGRAMS

3 - LAND USE, HOUSING AND POPULATION

- * 3.1 Land Use and Land Use Plans

1.A.1 - 1.A.6, 1.B.1 - 1.B.15,
1.C.1 - 1.C.7, 1.D.1 - 1.D.6

- * 3.2 Housing and Population

1995 Housing Element, 1.F.1 -
1.F.5, 1.K.1 - 1.K.7

4 - TRANSPORTATION AND CIRCULATION

- * 4.1 Street and Roadway System
(except for Myrtle Avenue)

3.A.1, 3.A.3 - 3.A.11
3.H.2, 3.1 - 3.6

- * 4.2 Parking

3.H.3 - 3.H.8

- * 4.3 Public Transit

3.B.1 - 3.B.8

- * 4.4 Rail Transportation

3.F.1, 3.F.2

- * 4.5 Water Transportation

3.G.1 - 3.G.6

5 - Public Facilities and Services

- * 5.1 Public Water Supply and Delivery

4.B.1 - 4.B.5, 4.A.10

- * 5.2 Wastewater Collection, Treatment,
and Disposal

4.C.1 - 4.C.7, 4.A.10

- * 5.3 Storm Drainage

4.D.1- 4.D.10, 4.A.10

- * 5.4 Law Enforcement

4.F.1- 4.F.6, 4.A.10

- * 5.5 Fire Protection

4.G.1 - 4.G.9, 4.A.10

- * 5.6 Solid Waste Collection and Disposal

4.E.1 - 4.E.5, 7.E.1 - 7.E.12,
4.A.10

- * 5.7 Utilities

4.A.2, 4.A.3, 4.A.8 - 4.A.10

- * 5.8 Schools

4.H.1 - 4.H.13, 4.A.10

- * 5.9 Library

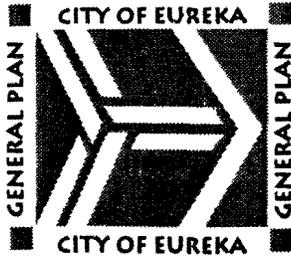
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FEBRUARY 27, 1997
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 - * 6.1 Water Resources 4.D.2 - 4.D.10, 6.A.1 - 6.A.24
6.C.1 - 6.C.8
 - * 6.2 Agricultural and Timberland Resources 6.B.1 - 6.B.5, 6.D.1 - 6.D.3
 - * 6.3 Biological Habitats and Wildlife 4.D.2 - 4.D.10, 6.A.1 - 6.A.24
6.C.1 - 6.C.8
 - * 6.4 Special-Status Species and Ecosystems 4.D.2 - 4.D.10, 6.A.1 - 6.A.24
6.C.1 - 6.C.8
 - * 6.5 Air Quality
(except for PM10) 6.E.1 - 6.E.5, 6.F.1 - 6.F.5

- 7 - Health and Safety
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 - * 7.3 Wildland and Urban Fire 4.G.8, 7.C.1, 7.C.2
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 - * 8.1 Parks and Recreation 5.A.1 - 5.A.3, 5.B.1 - 5.B.11
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CITY OF EUREKA GENERAL PLAN



Policy Document

as adopted by the City Council on February 27, 1997



Prepared by:

J. Laurence Mintier & Associates
Arnold Herskovic
Dowling Associates
Oscar Larson & Associates
Angus McDonald & Associates
Brown-Buntin Associates

February 1997



| |
|---------------------------|
| EXHIBIT NO. 4 |
| APPLICATION NO. |
| EUREKA LUP AMDT.1-97 |
| PROPOSED LAND USE PLAN |

CITY OF EUREKA

GENERAL PLAN

Policy Document

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Prepared by:

J. Laurence Mintier & Associates
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Angus McDonald & Associates
Brown-Buntin Associates

February 1997

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General Plan Logo
designed by Susan Fox



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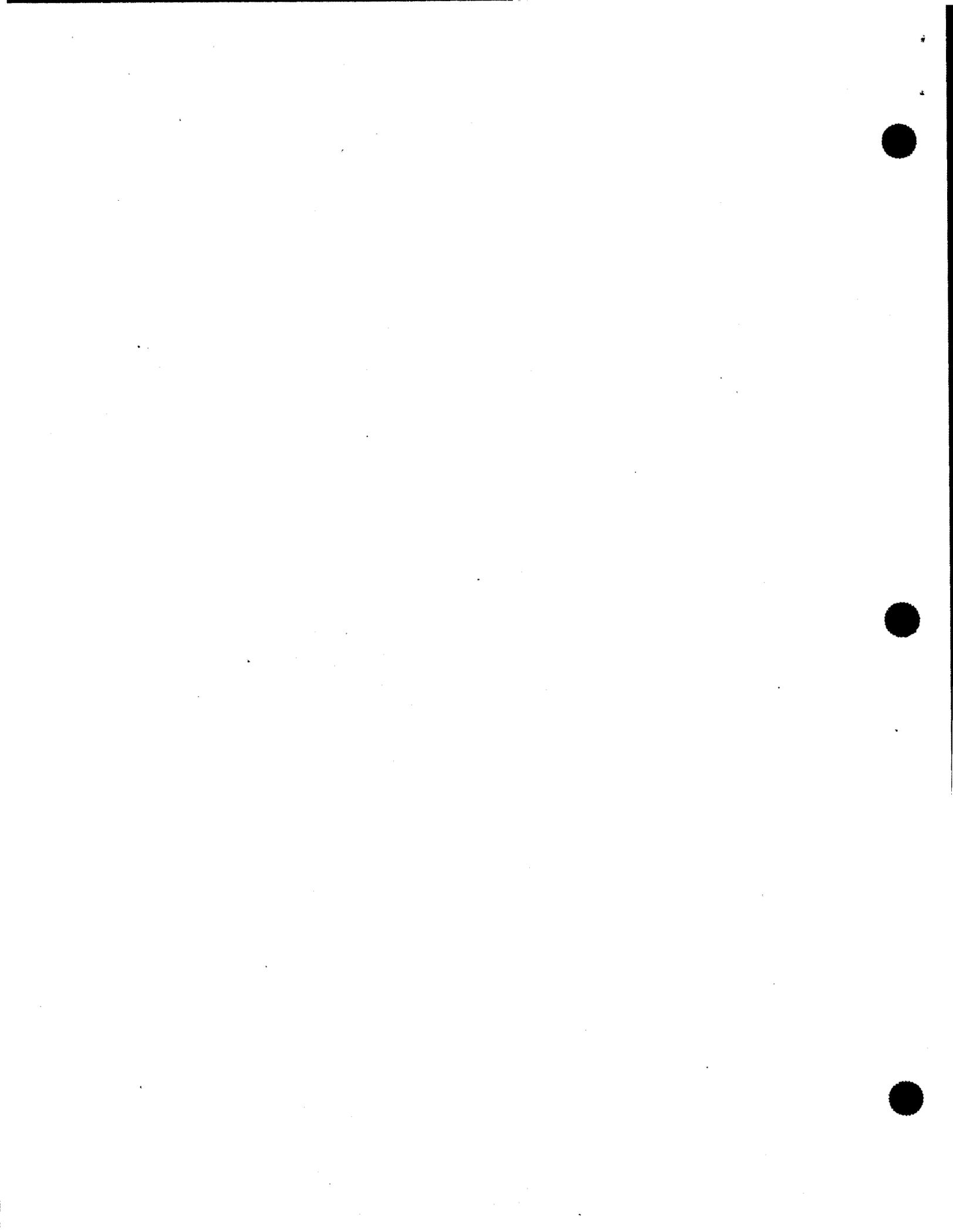
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PART I
GENERAL PLAN SUMMARY



PART I

GENERAL PLAN SUMMARY

I INTRODUCTION



This General Plan formalizes a long-term vision for the physical evolution of Eureka and outlines policies, standards, and programs to guide day-to-day decisions concerning Eureka's development. Designed to meet state general plan and coastal planning requirements, the General Plan consists of two documents: this *General Plan Policy Document* and a *General Plan Background Report*. This *Policy Document* is divided into two main parts. Part I is this General Plan Summary, which provides background about the General Plan and reviews the plan's major themes and proposals. The lengthier and more detailed Part II of the *Policy Document* presents the City of Eureka's formal statements of General Plan policy in the form of goals, policies, standards, implementation programs, and quantified objectives, expressed in both text and diagrams.

N ATURE, CONTENT, AND PURPOSE OF THE GENERAL PLAN

Every city and county in California must adopt a general plan. A general plan is a legal document that serves as a community's "constitution" for land use and development. The plan must be *comprehensive* and *long-term*, outlining proposals for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning." (Government Code Section 65300 et seq.) The plan must be comprehensive in covering all territory within the adopting jurisdiction and it must be comprehensive in addressing all physical aspects of the community's development. While state law does not define "long-term," most general plans look 15 to 25 years into the future.

The law specifically requires that the general plan address seven topics or "elements." These are land use, circulation (transportation), housing, conservation, open space, noise, and safety. The general plan may also address other topics the community feels are relevant to its development. For each topic addressed, the plan must analyze the significance of the issue in the community, set forth policy in text and diagrams, and outline specific programs for implementing these policies. The format and structure of the general plan is left to local discretion, but regardless of the format or issues addressed, all substantive parts of the plan must be consistent with one another.

P REPARING AND ADOPTING THE GENERAL PLAN

Local governments have broad latitude in how they prepare their general plans. State law requires local governments in preparing their plans to consult with other affected and interested public agencies and provide opportunities for the public to participate (Government Code Section 65350 et seq.) Under the requirement of the California Environmental Quality Act, draft general plans must be reviewed for

PURPOSE OF THE GENERAL PLAN

their potential environmental impacts, typically through preparation of an environmental impact report (EIR). Before the plan's adoption, both the planning commission and city council must hold public hearings, and the planning commission must make a recommendation to the city council.

Preparing, adopting and maintaining a general plan serves several important purposes:

- Establishes within City government the capacity to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the Eureka community;
- Identifies Eureka's environmental, social, and economic goals;
- Records the City government's policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development;
- Provides Eureka's citizens with information about their community and with opportunities to participate in the local planning and decision-making process;
- Improves the coordination of community development and environmental protection activities between the City, the County, and other regional, state, and federal agencies; and
- Establishes a basis for subsequent planning efforts, such as preparation of specific plans, redevelopment plans, and special studies, to deal with unique problems or areas in the community.

IMPLEMENTING THE GENERAL PLAN

Carrying out the plan following its adoption requires a multitude of individual actions and ongoing programs involving virtually every City department and many other public agencies and private organizations. The legal authority for these various actions and programs derive from two essential powers of local government: corporate and police powers. Using their "corporate power," local governments collect money through bonds, fees, assessments, and taxes, and spend it to provide services and facilities such as police and fire protection, streets, water systems, sewage disposal facilities, drainage facilities, and parks. Using their "police power," local governments regulate the use of private property through zoning, subdivision, and building regulations in order "to promote the health, safety, and welfare of the public." The general plan provides the formal framework for the exercise of these powers by local officials.

To ensure that the policies and proposals of the general plan are systematically implemented, state law since the early 1970s has increasingly insisted that the actions and decisions of local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have

REVISING AND AMENDING THE GENERAL PLAN

supported and furthered this trend through their interpretations of state law. Generally, zoning must be consistent with the general plan (although charter cities like Eureka are exempt from this requirement). Local government approval of subdivisions must be consistent with the general plan. Local public works projects must be consistent with the general plan. The same is true for development agreements, coastal zoning, redevelopment plans, specific plans, and many other plans and actions of cities and counties.

The general plan is a long-term document with a planning horizon of 15 to 25 years. To achieve its purposes, the plan must be flexible enough to respond to changing conditions and at the same time specific enough to provide predictability and consistency in guiding day-to-day land use and development decisions. Over the years, conditions and community needs change and new opportunities arise; the plan needs to keep up with these changes and new opportunities. Every year the Planning Commission should review the plan's implementation programs to assess the City's progress in carrying out the plan. Every five to ten years, the plan should be thoroughly reviewed and updated as necessary. From time to time, the City will be asked to consider proposals for specific amendments to the plan. The City will initiate some of these proposals itself, but most will be initiated by private property owners and developers. Most general plan amendments involve changes in land use designations for individual parcels.

State law limits general plan amendments to four times per year, but each amendment can include multiple changes. Like the adoption of the general plan itself, general amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan.

REGIONAL SETTING AND PLANNING AREA

Located on California's North Coast, Eureka is the westernmost city of the contiguous United States and the largest coastal city in California north of San Francisco. Eureka is situated on Humboldt Bay, which is the most important port between San Francisco and Coos Bay, Oregon. San Francisco is approximately 275 miles south of Eureka, Portland is approximately 400 350 miles north, and Redding is approximately 150 miles east. Figure 1 shows Eureka's location within the county, state, and region.

The Planning Area for the Eureka General Plan (also referred to as the "Study Area") includes incorporated Eureka (within the city limits) plus territory east to Indianola including Freshwater Corners, south to the northern boundary of the College of the Redwoods, west to include the Samoa Peninsula, and north to just above the town of Samoa. The Planning Area (including the incorporated city) contains approximately 46.8 square miles (29,960 acres) of land and water area, including streets and other rights-of-way.

Eureka's current city limits (1997) are defined on the west and north by Humboldt Bay and Arcata Bay, respectively, and include Indian and

EUREKA'S HISTORICAL DEVELOPMENT



Excerpt from early map of Eureka

Woodley Islands. On the east, the city limit line extends to Indianola Cutoff and then runs in a westerly direction parallel with Arcata Bay south of Murray Field to Harrison Avenue, excluding Myrtle town. On the south, the city limits extend to the Eureka Municipal Golf Course, but exclude the Cutten and Pine Hill areas. The incorporated city contains approximately 16.4 square miles (10,477 acres) of land and water area, including streets and other rights-of-way. Figure 2 shows the Eureka city limits and the City's sphere of influence.

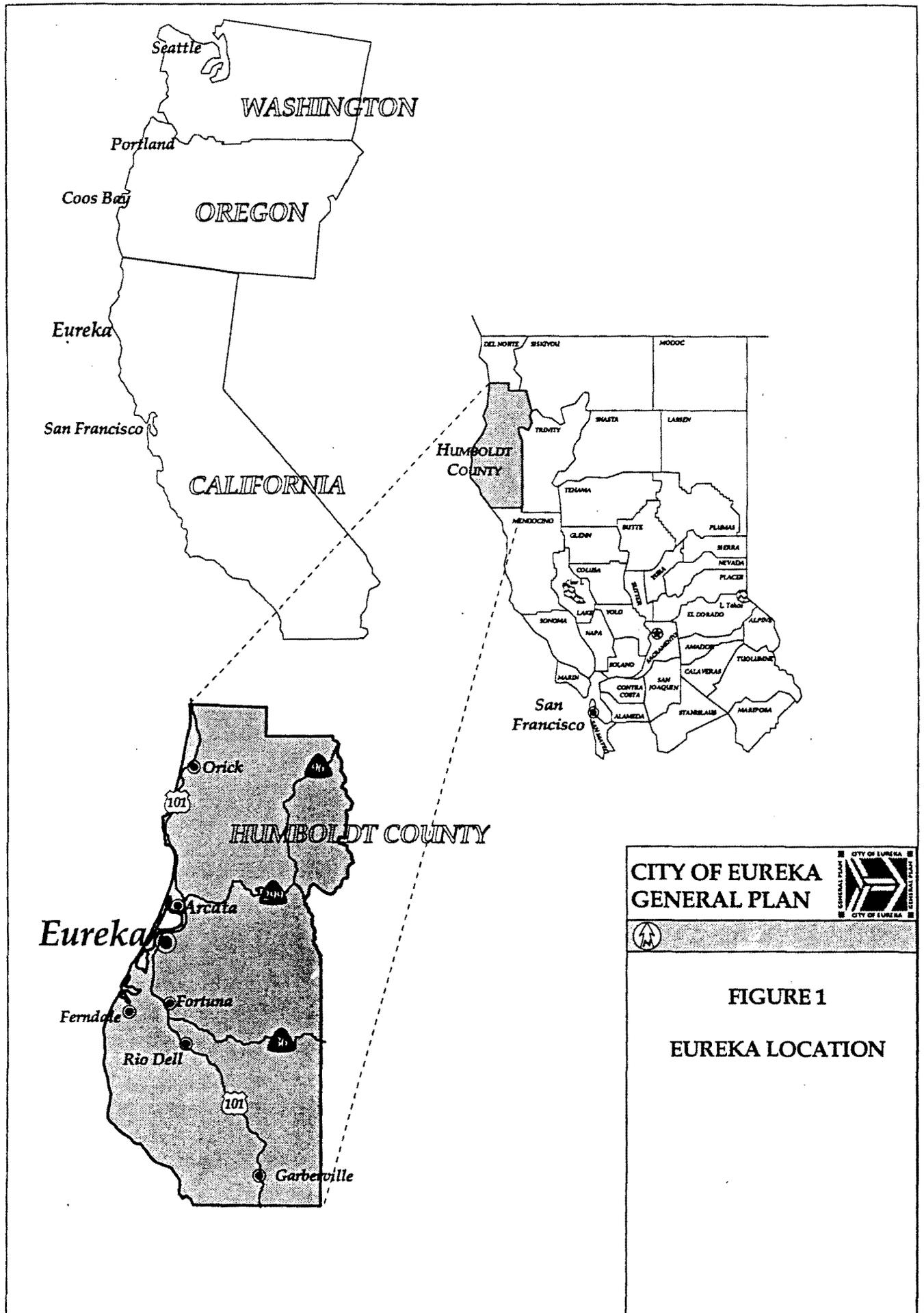
Before European settlement, the region that includes present-day Eureka was populated by the Wiyot Indians. The Wiyot lived in several villages of split redwood plank dwellings along the protected shores of Humboldt Bay and near the mouths of the Eel and Mad Rivers. They fished and traveled between villages in redwood dugout canoes and lived largely on salmon, steelhead, deer, elk, and acorns. Because of their sophisticated fishing technology, the Wiyot were able to maintain one of the highest population densities in prehistoric northern California.

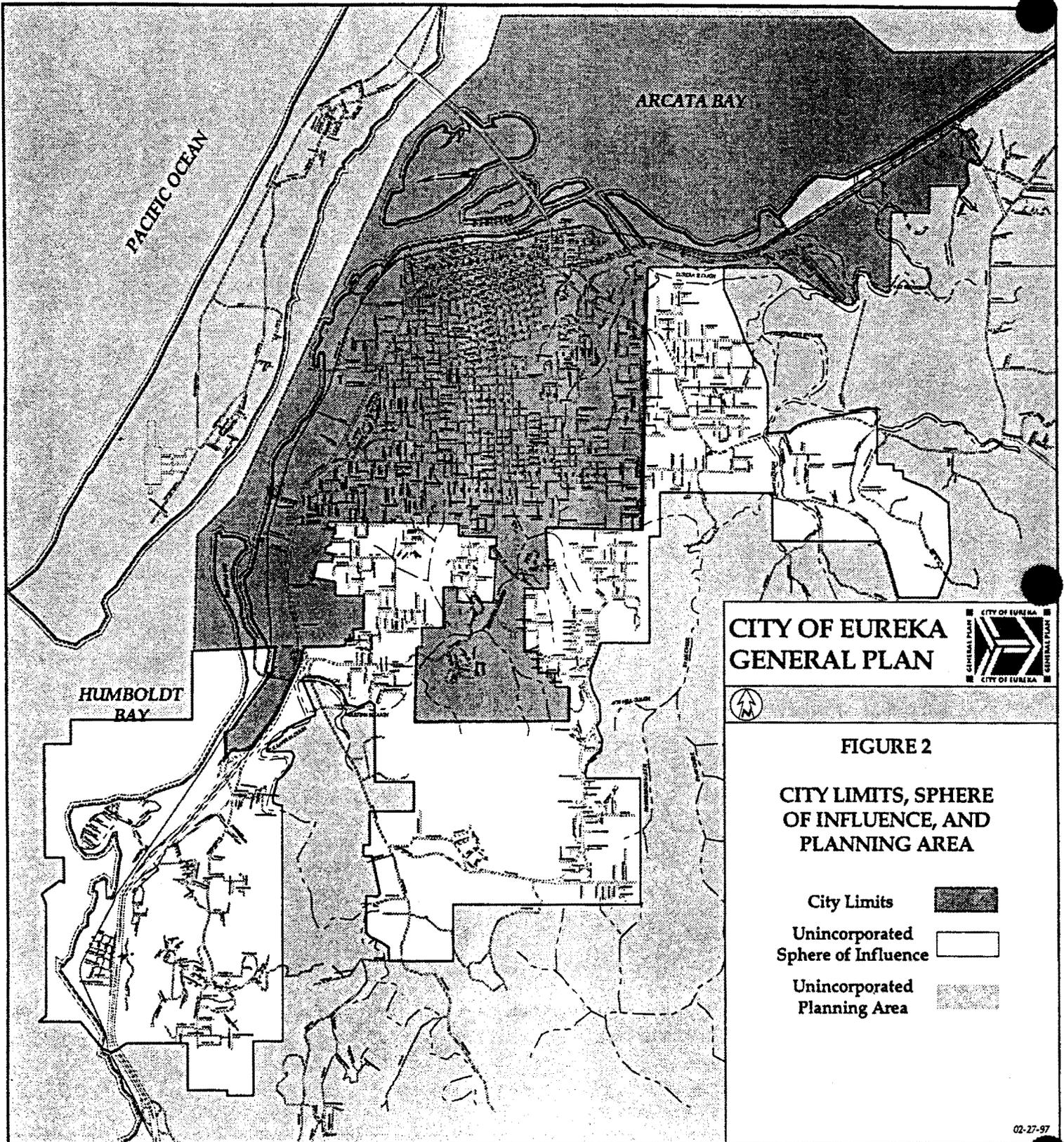
Soon after Europeans established their first settlements on Humboldt Bay, the Wiyot population was decimated by Euro-American violence and diseases. Those who did not die from these causes were displaced from their villages and driven to reservations or marginal lands within the Humboldt Bay Region.

Following sporadic exploration of the north coast and Humboldt Bay in the late 1700s and early 1800s, Euro-Americans established their first permanent settlement on Humboldt Bay in 1850. Maps and drawings from the 1860s suggest an early vision of Eureka as a major city. By the late 1800s, a regular grid street pattern stretched from A Street on the west to Z Street on the east and from First Street along the waterfront to Harris Street.

Eureka's early settlers claimed large pieces of property and sold off smaller blocks or lots. People bought single lots and erected houses, either on their own or through hired carpenters and their crews. Sometimes individuals or families bought entire blocks, constructed family houses, and then subdivided the remaining land. Others subdivided large tracts of land into lots and streets. Many of today's residential neighborhoods developed in these early additions. By 1890, Eureka had a population of about 7,000.

By the 1920s, Eureka was an up-and-coming city, with a population of 14,000 and an area of about 12 square miles on which to build the "future metropolis of northern California." At that time, the urbanized area covered only a square mile. It was, however, a modern place with paved streets, gas and electric lights, an electric car service, a municipal water system, a polytechnic high school, extensive manufacturing plants, a ferry system to the Samoa Peninsula, five local railroad lines, a magnificent harbor, and rail connections to the outside world.





**CITY OF EUREKA
GENERAL PLAN**



FIGURE 2

**CITY LIMITS, SPHERE
OF INFLUENCE, AND
PLANNING AREA**

- City Limits**
- Unincorporated
Sphere of Influence**
- Unincorporated
Planning Area**



1902 view of Eureka waterfront

EARLIER PLANNING EFFORTS IN EUREKA

1965 GENERAL PLAN

The Depression slowed residential construction in Eureka, yet there was continual building throughout the 1930s up to the war years. Little residential construction occurred during the war years, however; not a single subdivision map was filed between 1940 and 1947.

After the War, Eureka experienced a building boom matching the boom in the logging industry. Building and construction hit a new high in 1948 with housing for returning veterans and new workers in great demand. Housing tracts built during this era expanded Eureka's residential areas on the south and east, creating entire neighborhoods of similar-style houses within a matter of months. By the 1950s, Eureka's population had grown to nearly 23,000.

Eureka's incorporated population reached about 28,000 in the 1960s, then declined in the 1980s before climbing back to 28,000 in the mid-1990s. Since the 1950s, development in the area has occurred increasingly beyond the city's original grid street pattern in hilly and steep terrain in unincorporated communities such as Myrtle town, Cutten, Pine Hill, Ridgewood Heights, Elk River, and Humboldt Hill. As of 1997, an estimated 20,000 to 25,000 persons lived in these surrounding unincorporated neighborhoods, making Eureka effectively a community of roughly 50,000.

The City of Eureka established its first Planning Commission in 1940, and adopted its first zoning ordinance soon after in 1942. The City rewrote its zoning ordinance in 1953, and enacted a subdivision ordinance in 1957. A full-time planning staff was hired in 1960 and in 1962 began preparing the City's first general plan, which was adopted in 1965.

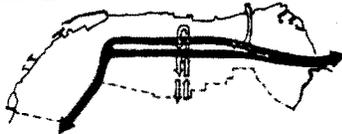
The 1965 General Plan was Eureka's first effort to develop a coordinated plan for the physical development of the city. The Planning Area included territory extending east to Freshwater, south to include Humboldt Hill, west to and including the Samoa Peninsula, and north to include Indian Island and the town of Samoa. The 1965 Plan looked ahead 25 years, anticipating a population increase in the Planning Area from 43,000 in 1960 to 57,000 in 1990.

Major proposals of the 1965 General Plan included the following:

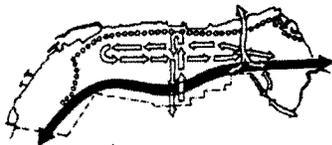
- Build an elevated Highway 101 freeway between Downtown and the Waterfront (i.e., between 2nd Street and 3rd Street) where it would "do most to enhance both the economy and the appearance of the community, and . . . remove the fewest homes."
- Replace vacant warehouses along the waterfront with a complex of motels, restaurants, and a convention center "modeled after Jack London Square in Oakland or Fisherman's Wharf in San Francisco."
- Build a bridge to the Samoa Peninsula connecting Eureka with Indian Island, Woodley Island, and the peninsula.

1973 CORE AREA PLAN

BEFORE



AFTER



Source: Eureka Core Area Development Plan, January 1973.

1977 GENERAL PLAN

- Combine City park land with elementary school playgrounds and develop community parks in Cooper Gulch and in Harrison Avenue Gulch.
- Retain gulches in their natural condition "because they are among the most important contributors to Eureka's desirability as a residential community."

In January 1973, the City of Eureka completed a Core Area/Downtown-Waterfront Development Plan. Using 1990 as its planning horizon, the document contained a precise plan, a design plan, an implementation plan, and design guidelines.

Major proposals of the 1973 Core Area Plan included the following:

- Build a depressed freeway between 9th Street and 10th Street (instead of an elevated freeway between 2nd and 3rd Streets).
- Redevelop the "West End Industrial Area," extending westward from Highway 101 and southward from the rail yards, to accommodate industrial development. One use targeted by the plan as particularly well-suited to the site was an auto center.
- Redevelop the "West End Commercial Area," extending westward from C Street and including the rail yards, to accommodate new commercial development.
- Expand the Small Craft Harbor and construct a new marina in the area now occupied by the Adorni Center.
- Develop a waterfront park at the foot of F Street and extend a boardwalk from C Street to M Street. The plan also proposed to concentrate tourist, recreation, and specialty shops between C and G Streets.
- Transform F Street and portions of 4th Street into a covered pedestrian mall between the Waterfront and the proposed crosstown freeway (approximately 10th Street).
- Develop Old Town in an eight-block area between I and M Streets and 2nd and 3rd Streets.
- Develop a significant amount of new housing along the bayshore east of what is today the Samoa Bridge.

In September 1977, the City of Eureka adopted a new General Plan consisting of a policy document and 13 technical background reports. The 1977 General Plan incorporated proposals from both the 1965 General Plan and the 1973 Core Area Plan. The document identified three concepts as basic to the structure of the plan: compatibility, convenience, and the neighborhood unit. Unlike previous plans, the



1977 General Plan focused attention primarily on Eureka's neighborhood life.

The Planning Area for the 1977 General Plan was significantly smaller than the Planning Area for the 1965 General Plan. The 1977 Planning Area included territory extending east to include Indianola Cutoff and Old Arcata Road, south to the southern city limits, west to and including the Samoa Peninsula, and north to include Indian Island and the town of Samoa. Missing from the 1977 Planning Area was the territory east to Freshwater and south to Humboldt Hill that was previously included in the 1965 General Plan. The 1977 General Plan looked ahead approximately 20 years to 1995 and anticipated that the population in the Planning Area would grow to between 43,900 and 51,900 during this time frame.

Major proposals of the 1977 General Plan included the following:

- Maintain and upgrade the city's neighborhood environment and encourage infill development based on a "neighborhood-unit concept."
- Direct new development into "non-sensitive, non-hazardous" open space adjacent to the city's gulch greenways.
- Develop eight new neighborhood parks (in Jefferson, Lundbar Hills, Samoa, LaFayette, Worthington, Grant, Pine Hill, and along the Waterfront near K Street) and seven waterfront plazas along Humboldt Bay shores, and create a formal gulch greenway system.
- Develop a new marina on Woodley Island.
- Expand commercial use on the east side of town in the Bazaar-Montgomery Ward area and revitalize the Central Business District according to the 1973 Core Area Plan.
- Concentrate industrial uses on the west side of town and upgrade the northwestern waterfront area for fishery-related uses.

1984 LOCAL COASTAL PROGRAM



In May 1984, the City of Eureka adopted its Local Coastal Program (LCP) in accordance with the California Coastal Act. The LCP included a Land Use Plan (LUP) that governed land use and development within the Coastal Zone. Upon adoption in 1984, the LUP superseded the 1977 General Plan and preexisting zoning for the area of Eureka within the Coastal Zone. The LCP contains numerous goals and policies related to land use that are implemented primarily through land use and zoning designations, which, in the case of Eureka's LCP, are synonymous (i.e., land use designations also serve as zoning designations).

This General Plan updates and supersedes the Land Use Plan of the 1984 Local Coastal Program. Appendix B describes how the land use

HOW THIS GENERAL PLAN WAS PREPARED



maps, policies, and programs of the LUP have been reflected in this plan.

The City of Eureka initiated its General Plan Update program in December 1992 when it retained a multi-disciplinary consulting team headed by J. Laurence Mintier & Associates to assist the City in its comprehensive update. As the initial step in the update, in Spring 1993, the consulting team collaborated with the City's Community Development Department to reach out to the community to identify the important planning issues in Eureka. This outreach consisted of three separate efforts: a community concerns survey, interviews with City officials, and a townhall meeting. The results of these efforts were summarized in the *Community Concerns Summary Report*, published in June 1993. Also, in June 1993, the consulting team conducted a weekend-long community design charrette (workshop) at the Adorni Center to focus attention on Downtown, Old Town, and the Waterfront. The purpose of the charrette was to solicit public comment on the Core Area, specifically to explore ways to link the Downtown, Old Town, and the Waterfront into a coherent town center. The charrette resulted in a series of schematic drawings that responded to community concerns. These drawings focused on land use, circulation and parking, and urban design factors such as historic preservation, pedestrian and economic vitality, and the quality of public space.

The first major report produced as part of the General Plan Update was the *Draft General Plan Background Report* describing existing conditions and trends in Eureka. After publication of the *Draft Background Report* in January 1994, the next major step in the Update process was to identify key constraints, opportunities, and options for the General Plan and to summarize them for public review. The result was the *Constraints, Opportunities, and Directions Report*, published in October 1994, which presented the most critical policy issues to be addressed in the new General Plan. These issues emerged from the *Draft General Plan Background Report*, *Community Concerns Summary Report*, the community design charrette conducted in June 1993, and extensive discussion with local officials and other community and business leaders.

Following publication of the *Constraints, Opportunities, and Directions Report*, the City held a townhall meeting in early November 1994 to present the report to the public, and in November and December 1994 the City Council and Planning Commission held joint public hearings to receive public input on the report.

In January and February 1995, the Planning Commission deliberated on the report and formulated its recommendations to the City Council. In March and April 1995, the City Council in turn deliberated and, by resolution, provided staff and the Consultants with policy direction for preparing the Draft General Plan. That direction provided the foundation for development of new policies and modification of existing policies for incorporation into this *Policy Document*.

Following publication of ~~this the~~ *Draft General Plan* and the *Draft EIR* on the plan in July 1996, the City ~~will hold~~ held a townhall meetings and public hearings to receive public comments. In October, ~~the~~ Planning Commission ~~will then~~ deliberated and formulated its recommendations on the plan. The City Council ~~will~~ in turn deliberated and provided policy direction on the plan in January 1997. Following final revisions by staff and Consultants, the City Council is ~~expected to adopted~~ the plan ~~by Fall 1996~~ in February 1997.

ORGANIZATION OF THE GENERAL PLAN

GENERAL PLAN BACKGROUND REPORT

As noted in the Introduction, the *Eureka General Plan* consists of two documents: the *General Plan Background Report* and the *General Plan Policy Document*.

The *General Plan Background Report*, which inventories and analyzes existing conditions and trends in Eureka, provides the formal supporting documentation for general plan policy. It addresses the following 11 subject areas:

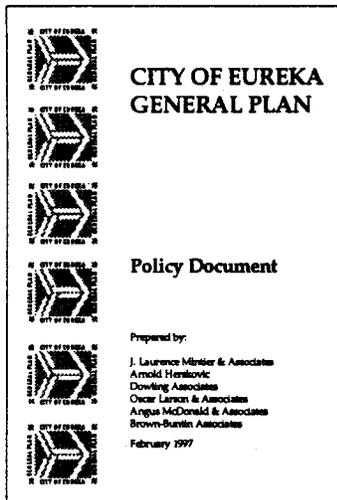
- Chapter 1: Land Use
- Chapter 2: Housing
- Chapter 3: Urban Form and Design
- Chapter 4: Population
- Chapter 5: Economic Conditions and Fiscal Considerations
- Chapter 6: Transportation
- Chapter 7: Public Facilities and Services
- Chapter 8: Recreational and Cultural Resources
- Chapter 9: Natural Resources
- Chapter 10: Safety
- Chapter 11: Noise

GENERAL PLAN POLICY DOCUMENT

This *General Plan Policy Document* is divided into two main parts. Part I is a summary of the General Plan, describing the nature of the plan, highlighting the key issues addressed in the plan, setting forth a vision of the city's development, and outlining the plan's main proposals. Part I does not constitute formal general plan policy, but is rather a guide to understanding and interpreting Part II of the *Policy Document*.

Part II contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives that constitute the formal policy of the City of Eureka for land use, development, and environmental quality. Part II is divided into eight sections roughly corresponding to the organization of issues addressed in the *General Plan Background Report*:

- Section 1: Land Use and Community Design
- Section 2: Housing
- Section 3: Transportation
- Section 4: Public Facilities and Services
- Section 5: Recreational and Cultural Resources
- Section 6: Natural Resources



- Section 7: Health and Safety
- Section 8: Administration and Implementation

Each section includes goal statements relating to different sub-issues or different aspects of the issue addressed in the section. Under each goal statement there are policies which amplify the goal statement. Implementation programs are listed at the end of each section and describe briefly the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the program. Section 1 (Land Use and Community Design) also describes the designations appearing on the Land Use Diagram and outlines the legally-required standards of population density and building intensity for these land use designations. Section 3 (Transportation) contains a diagram depicting the proposed circulation system and a description of the street classification system. Section 2 (Housing) also includes a statement of quantified housing objectives required by state law as part of the housing element.

The following statements define goals, policies, standards, implementation programs, and quantified objectives as they are used in this document:

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Policy: A specific statement in text or diagram guiding action and implying clear commitment.

Standard: A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

Implementation Program: An action, procedure, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

Quantified Objective (Housing only): The number of housing units that the City expects to be constructed and the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the time frame of the Housing Element.

This *Policy Document* concludes with a Glossary of key terms used in the document and an appendix summarizing the City's coastal land use policy.

In addition to the *General Plan Background Report* and *General Plan Policy Document*, an *Environmental Impact Report* analyzing the impacts and implications of the *General Plan* was prepared in conjunction with the

LOCAL COASTAL LAND USE PLAN

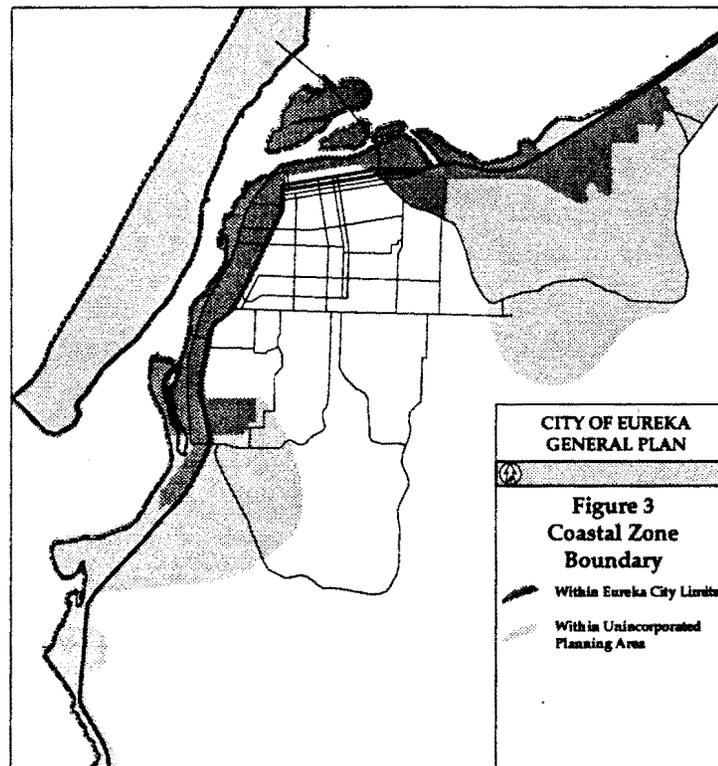
Draft Policy Document. The EIR, which is not formally part of the *General Plan*, was prepared to meet the requirements of the California Environmental Quality Act.

This *Policy Document* includes policies, programs, and proposals designed specifically to meet California Coastal Act requirements. This plan updates and, following Coastal Commission approval, will supersede the City's *Coastal Land Use Plan*, which was part of the City's *Local Coastal Program* adopted in 1984.

The California Coastal Act of 1976 requires every city and county lying partly or wholly within the designated coastal zone to prepare a Local Coastal Program. The Coastal Act defines a Local Coastal Program as "a local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, (d) within sensitive coastal resource areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions of this division at the local level." (Resources Code Section 30108.6)

The policies, programs, and proposals in this *Policy Document* designed to meet Coastal Land Use Plan requirements apply only to land within the city limits of Eureka. Humboldt County's own *Local Coastal Program* regulates land use and development within unincorporated coastal zone areas surrounding Eureka.

Figure 3 shows both the incorporated and unincorporated areas falling within the coastal zone defined by state law.



In this *Policy Document*, policies, programs, standards, and plan proposals designed to meet Coastal Act requirements are noted with the following wave symbol: . Policies, programs, standards, and plan proposals with the coastal notation, however, also apply outside the coastal zone unless their application is explicitly limited to the Coastal Zone.

EUREKA GENERAL PLAN CONTEXT

The following discussions briefly describe conditions and trends in Eureka that are the context for this General Plan.

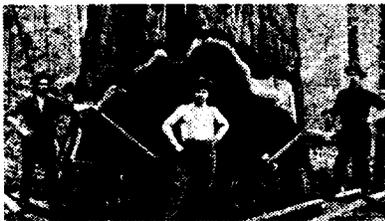
POPULATION AND EMPLOYMENT CENTER OF THE NORTH COAST

As of January 1996, 27,500 people lived within Eureka's city limits, with another 20,000 to 25,000 residents in unincorporated areas immediately adjacent to the city. This combined population of approximately 50,000 makes Eureka the second largest urban area in the north part of the state (after Redding) and the largest urban area in the North Coast region. Eureka is also the economic and governmental center of the North Coast region. It captures a large part of the retail sales and visitor accommodation activity in the region and, as the county seat, is home to numerous local, regional, state, and federal offices.

HIGH SCENIC AND RECREATIONAL VALUE

Eureka is located in the midst of great natural beauty. The city commands dramatic views of Humboldt Bay and is flanked on the east and south by wetlands and agricultural lands. To the southeast, the city's topography rises to merge with the Pacific Coast Range that forms a scenic backdrop to the Humboldt Bay plain. Eureka has tens of thousands of acres of public recreation lands within a one-hour driving radius, including Redwood National Park, Six Rivers National Forest, Humboldt Bay National Wildlife Refuge, Patrick's Point State Park, and Humboldt Redwoods State Park.

ECONOMIC BASE IN TRANSITION

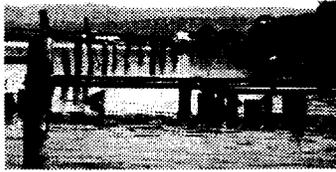


Eureka's and Humboldt County's economy is in transition. The timber industry, the area's main historical economic activity, has been in decline for many years. The fishing industry is also in decline, but due to new products and aquaculture activities, has managed to hold its own in recent years. In recent years, government, service, and retail activities have been replacing these traditional sources of employment in the Eureka area. According to recent economic reports, tourism and small-scale manufacturing hold promise for economic development in the Eureka area. On the other hand, the prospects for significant port-related development appear to be limited in the next 10 to 15 years.

DEEPWATER PORT

Humboldt Bay has served as a major seaport on the Northern California coast for over 100 years. It is the only deep-draft port of commercial importance between San Francisco and Coos Bay, Oregon. Humboldt Bay Harbor historically served large ships transporting timber and wood products and a substantial fishing fleet. Harbor activity has, however, diminished substantially with the decline of the timber and fishing industries.

WATERFRONT



Eureka has an extensive urban waterfront--some seven miles long--devoted primarily to commercial and industrial uses. There are six deepwater cargo facilities and eight fishing boat and other facilities in the incorporated area alone. There are also numerous warehouses, seafood processing plants, and other structures on the waterfront. However, much of Eureka's urban waterfront is in disrepair and/or underutilized. The development and redevelopment of the waterfront is subject to strict coastal regulations and is constrained in many areas by the presence of toxic soils, contaminated groundwater, and unresolved tideland jurisdictional issues.

LIMITED VACANT DEVELOPABLE LAND

There is very little vacant developable land remaining within Eureka's city limits. By 1995, the city limits contained less than 30 acres of vacant residentially-zoned land, with the capacity to accommodate fewer than 300 new housing units. Vacant developable industrial and commercial land is also in short supply. Annexation potential is constrained by topographical, environmental, and financial impediments, and much of the surrounding unincorporated area is already developed.

HISTORIC BUILDING STOCK



Eureka has an impressive legacy of historically-significant buildings. The city's stock of Victorian-era homes is one of the largest in California, and Old Town Eureka, with its numerous historic commercial buildings, is listed on the National Register of Historic Places. Unfortunately, several large historic commercial buildings in Downtown are constructed of unreinforced masonry (URM), posing a safety hazard in a region known for seismic activity. While many have been preserved and rehabilitated, other historic structures have either been poorly maintained and fallen into disrepair or have been demolished because of these conditions.

POTENTIAL FOR TOURISM



While there are many attractions for the vacationer in Humboldt County, Eureka has yet to establish itself as a major tourist destination. Eureka captures a majority of the total gross room receipts in Humboldt County, indicating the city's tourist accommodations dominate the market. There are, however, limited activities to keep tourists in Eureka for longer than an overnight stay. Eureka's Old Town and Central Waterfront hold the greatest potential for increasing the attractiveness of Eureka as a tourist destination, but suffer from blight and vagrancy. Furthermore, the Central Waterfront contributes little to tourism because tourist/retail activities are largely absent in the area. In both cases, there is significant potential for expanded tourism if economic and pedestrian vitality can be restored in these areas.

DECLINING RETAIL AND OFFICE ACTIVITY IN DOWNTOWN

Closely related to the prospects for improving tourism in Eureka is declining retail and office activity in Eureka's Downtown. Over the last several years, the Downtown area has lost much of its retail and office business to outlying retail areas. The largest of these is the Bayshore Mall, which opened in 1987. More recently, other areas like Henderson Center and the Westside Industrial Area have started to compete with

Downtown for retail and office uses, as exemplified by the construction of the Price-Costco store in the Westside Industrial Area in 1994. If retail business continues to decline in Downtown, it will be difficult to maintain, let alone improve, the attractiveness of the area for tourism.

ACTIVE ARTS COMMUNITY



The Eureka/Humboldt County area is one of the leading art centers for regions of its size, according to a 1990 nationwide survey funded by the National Endowment for the Arts. Eureka has more than 50 non-profit arts organizations that serve the visual, performing, and literary arts in the community. It is also home to numerous art galleries, museums, and theaters. In September 1994, the City of Eureka designated a Cultural Arts Resource District in the Old Town/Downtown area. The district, and the expansion of arts and cultural activities that it will encourage, should enhance the attractiveness of the Old Town Area as a tourist destination and should also increase the overall level of pedestrian activity in the area.

U.S. HIGHWAY 101

Eureka's circulation system is dominated by a grid-street network, with U.S. 101 operating as two one-way streets as it bisects the city's Downtown. U.S. 101 carries heavy traffic, a significant part of which is made up of heavy trucks and recreational vehicles. While traffic problems on U.S. 101 have long irritated Eurekaans, nearly 30 years of study and discussion have not identified a feasible alternative to its current configuration.

REGIONAL ISOLATION



Eureka and the Humboldt Bay Area are isolated from the rest of California and other western states by distance, geography, and poor transportation connections. Eureka, which lies approximately 275 miles north of San Francisco and 400 miles south of Portland, is physically surrounded by mountains and Humboldt Bay on the north, mountains on the east and south, and Humboldt Bay and the Pacific Ocean on the west.

Eureka's primary highway links to the rest of California—U.S. 101 and SR 299—are only two lanes in some stretches and are frequently closed by rockslides and road work. Eureka currently has no passenger rail service and only limited freight service due to low demand and poor track conditions. Scheduled flights at the Eureka-Arcata Arcata-Eureka Airport in McKinleyville, the county's principal airport, are infrequent and expensive.

MAJOR THEMES IN THE GENERAL PLAN

Five major themes provide the structure and overarching philosophy in this *General Plan*.

CORE AREA

For the past 25 years, Eureka's Downtown, Old Town, and Central Waterfront area have been the focal point of the City's planning efforts and substantial City investment. Together, these areas are the traditional center of Eureka and are still key to a successful economic

development strategy. In recent years the vitality of this area has been eroded by retail competition from the Bayshore Mall and other outlying shopping areas; relocation of offices to other areas in the city; increasing awareness of and concern for hazardous building conditions; potential problems with toxic soils; and increasing vagrancy. This *General Plan* articulates a new vision concerning the role that a well-defined, concentrated Core Area (including parts of what had been defined variously as Downtown, Old Town, and the Central Waterfront) will play in the citywide context and what can be done to revitalize this critically important area.

EMPLOYMENT AND INDUSTRIAL DEVELOPMENT

Eureka's and Humboldt County's economies are in transition. With the decline of the area's traditional economic base (i.e., timber and fishing), it is important that the City focus its energy on establishing a framework for encouraging new employment-generating development in Eureka. This *General Plan* outlines the City's priorities for allocating the City's limited land and public resources to facilitate and stimulate economic development.

OUTLYING COMMERCIAL DEVELOPMENT

In recent years, virtually all of Eureka's new retail, commercial, and office development has occurred outside the Downtown/Old Town area. Since 1987, the Bayshore Mall has seriously eroded Downtown's local and regional markets; new businesses have continued to develop in the Broadway corridor and in the Westside Industrial Area; and Henderson Center and Myrtle town have continued to expand to serve local retail and office markets. This *General Plan* outlines the City's expectations for the role these outlying commercial areas will play in the future relative to the Core Area.

PHYSICAL EXPANSION/ANNEXATION

Eureka has very little vacant land left within its city limits. Accordingly, any significant residential, commercial, or industrial development must occur either through redevelopment of existing incorporated areas or through annexation of adjacent unincorporated land. At the same time, a large unincorporated population—nearly as large as the city's incorporated population—is functionally, but not legally, part of Eureka. This *Policy Document* outlines a process for City consideration of annexations, including specific issues to be addressed in future annexation studies for specific areas. The *General Plan* does not, however, propose or assume annexation of any particular areas.

CIRCULATION



Eurekans have wrestled with the problems posed by U.S. 101 since the 1960s. The highway is Eureka's primary connection with the outside world and the backbone of its economy. Yet, it is a major nuisance; its heavy traffic volumes with a high proportion of trucks and recreational vehicles divide and disrupt the structure and activity patterns of the city. The adopted alternative route for U.S. 101, which would have created even more problems than the existing route, was formally abandoned in 1995 by Caltrans and the City. Given the unlikelihood that any major alternative to the current configuration of U.S. 101 will be constructed within the next 20 years, this *General Plan* focuses on

SUMMARY OF MAJOR GENERAL PLAN PROPOSALS

SECTION 1: LAND USE AND COMMUNITY DESIGN

Land Use Diagram

how the 101 Corridor can be modestly upgraded to function more efficiently and to better serve local needs.

As indicated earlier, the formal policy content of this General Plan is presented in Part II of this *Policy Document*. Part II is divided into eight sections, each of which deals with a single topical issue and several subissues related to the main topic. The following is a section-by-section summary of the major proposals set forth in the Eureka General Plan.

This section is the most familiar part of a general plan. It contains the Land Use Diagram that prescribes the uses for all of the Planning Area, describes standards for each of the land use designations shown on the Land Use Diagram, and presents a series of goals, policies, and programs designed to guide day-to-day decisions concerning land use, development, and environmental protection in Eureka.

The Land Use Diagram depicts 28 land use designations falling within six major categories, as shown in the following chart:

| CATEGORY | DESIGNATION |
|---------------------|--|
| Core | Residential-Office (C-RO) Retail Commercial (C-RC) Waterfront Commercial (C-WFC) Coastal-Dependent Industrial (C-CDI) Residential-Office (C-RO) |
| Residential | Rural Residential (RR) Estate Residential (ER) Low Density Residential (LDR) Medium Density Residential (MDR) High Density Residential (HDR) |
| Commercial | Neighborhood Commercial (NC) Community Commercial (CC) Highway Service Commercial (HSC) Automotive Service Commercial (ASC) General Service Commercial (GSC) Professional Office (PO) Waterfront Commercial (WFC) Medical Services Commercial (MSC) |
| Industrial | Limited Light Industrial (LI) General Industrial (GI) Coastal-Dependent Industrial (CDI) |
| Public/Quasi-Public | Public/Quasi-Public (PQP) Civic Government Center (CGC) Park and Recreation (PR) |
| Open Space | Agricultural (A) Timberland (T) Natural Resources (NR) Water--Development (WD) Water--Conservation (WC) |

In reviewing the Land Use Diagram, the reader should note five assumptions and qualifications concerning interpretation and the boundaries of the land use designations. First, in existing developed areas within the city limits, the designations are parcel-specific. This

allows for the type of precise prescription of uses that is necessary in already-developed areas to ensure that new development considers existing land use patterns and is consistent with existing development.

Second, in the few undeveloped areas within the city that are designated for new development, the designations are more general to allow for greater latitude for determination of the boundaries between designations.

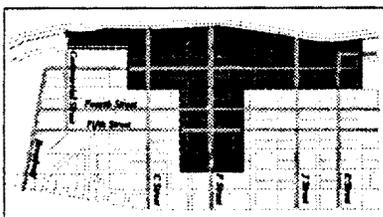
Third, in the unincorporated part of the Planning Area, the designations closely follow those of adopted Humboldt County plans (i.e., *Eureka Area Community Plan*, *Humboldt Bay Area Plan*, *Freshwater Community Plan*). In preparing this General Plan, the City translated each of the County's designations into the City designation that most closely corresponds (see Table 1-1 in Part II of this document). For more details on the County's land use standards and designations, the reader should consult the appropriate County plan.

Fourth, as noted earlier in the Summary, the City has incorporated the substantive policies of *1984 City of Eureka Local Coastal Program* into the *Policy Document*. In translating the land use designations from the LCP into the designations appearing on the Land Use Diagram, some of the detailed descriptions from the LCP were generalized. Appendix B of this *Policy Document* explains more fully how the LCP policy was translated and includes the detailed descriptions of the designations in the LCP.

Finally, in interpreting and thoroughly understanding the City's overall land use and development philosophy, users of this *Policy Document* should understand that the goals, policies, and programs contained in Part II are as important, if not more so, than the Land Use Diagram itself. Accordingly, any review of individual development proposals must consider this *Policy Document* as a whole, rather than focusing solely on the Land Use Diagram or on particular policies and programs.

Following are summaries of the General Plan's key land use proposals according to the major designation categories that appear on the Land Use Diagram.

Core Area



Eureka's Core Area is the historical center of urban activity in Eureka and the most intensely developed part of the city, as well as the principal urban center of Humboldt County. Because of these qualities, the City has developed a set of designations specifically focusing on the Core Area that are intended to enhance the vital mixed-use nature of existing development and to encourage new development that reinforces this vitality. The Core designations promote three important development principles, as described in the following paragraphs.

Clear Definition of an Appropriately-Sized Core Area

The combined territory occupied by Downtown, Old Town, and the Central Waterfront is simply too large to effectively and efficiently revitalize as a whole. This General Plan, therefore, focuses attention on a smaller Core Area, recognizing that there are limited financial resources available to both the public and private sectors, and that each investment needs to generate the maximum benefit both within the Core and to the surrounding area. The policies and programs of this *Policy Document* emphasize immediate City action to invest in, and attract investment to, the redefined Core Area.

Creation of a Compact Pattern of Mutually Reinforcing Land Uses

Formulating a development strategy for the Core Area requires more than designating land for different types of development; it requires integrating land uses based on the characteristics and particular requirements of each use to create a pattern of uses that takes best advantage of their functional and locational relationships. The vitality of urban core areas is a product of the synergy generated by these characteristics and relationships. This *Policy Document* does this by establishing a set of development standards that not only promotes a rich mix of uses within the Core Area, but promotes combining of uses within individual buildings to establish a fine-grained mix of activities.



Location of Key Public and Private Facilities

The effective siting of public and private facilities can effectively stimulate and focus activity within the Core. Such facilities can serve as "anchors" that define major destinations and pedestrian pathways, much like anchor stores in commercial shopping malls. This *Policy Document* establishes the land use and policy framework for development of anchors such as a performing arts center, cinemas, or galleries so that they may have the maximum positive effect on the Core Area and Eureka as a whole.

Following these three principles, the development standards for the four Core Area designations (see Figure 4) provide much more detailed direction than those for the designations applied to the rest of the Planning Area.

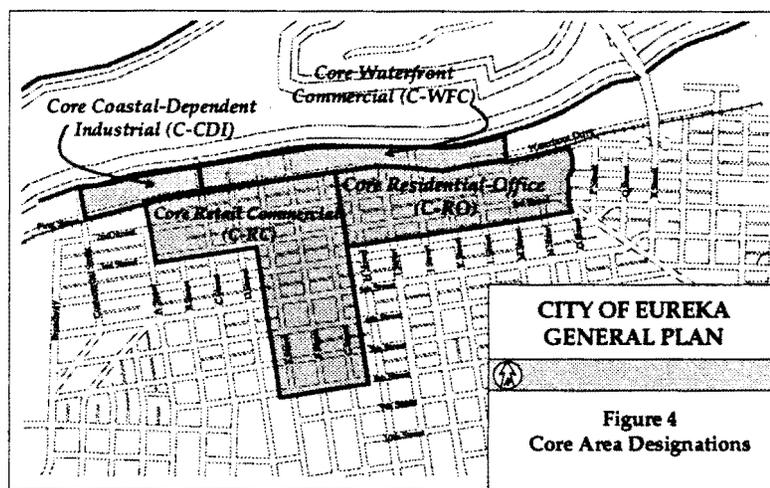


| Core Area Designations |
|--------------------------------------|
| Residential-Office (C-RO) |
| Retail Commercial (C-RC) |
| Waterfront Commercial (C-WFC) |
| Coastal-Dependent Industrial (C-CDI) |
| Residential-Office (C-RO) |

This is reflected in two ways. First, the description of permitted uses distinguishes between ground floor (or street level) uses and upper floor uses. The emphasis of ground floor uses is on promoting retail and visitor-serving uses that increase the level of pedestrian activity in the area. For upper floors of buildings, this Plan calls primarily for

residential and office uses that provide support for retail businesses in the area and ensure the presence of people in the Core Area around the clock (workers during the day and residents in the evening and through the night).

The second principal distinction between the Core Area land use designations and those for the rest of the city is the specification of both primary and secondary uses. This approach allows the City to not only express its preferences for the types of development it would like to promote in the Core Area (primary uses), but also to establish a larger range of compatible uses that it will permit (secondary uses). The City has devised this strategy in the interest of establishing an open, flexible approach to development that provides maximum opportunities for new projects that will advance the City's objective of increasing the vitality of the Core Area.



The Retail Commercial (C-RC) designation covers most of the area in the Core Area. This designation provides for a wide variety of uses, with a dual emphasis that promotes visitor-serving uses closer to the waterfront and local-serving retail and cultural uses south of 2nd Street. The focus of the C-RC designation is on the Core Area's two most important Corridor Streets: F Street and 2nd Street.

The other designations in the Core Area provide for uses that will draw activity and promote the economic resurgence of the area. This is particularly the case with the two designations along the waterfront (Waterfront Commercial and Coastal-Dependent Industrial). These two designations are particularly critical in that they establish a definitive framework for the City's pursuit of the projects outlined in the *Eureka Waterfront Revitalization Program*.

While the Land Use Diagram provides important direction for the future development of the Core Area, there are nine goals with accompanying policies that focus on different aspects of development in the Core Area:

- Concentrated Mixed-Use Core
- Arts and Culture

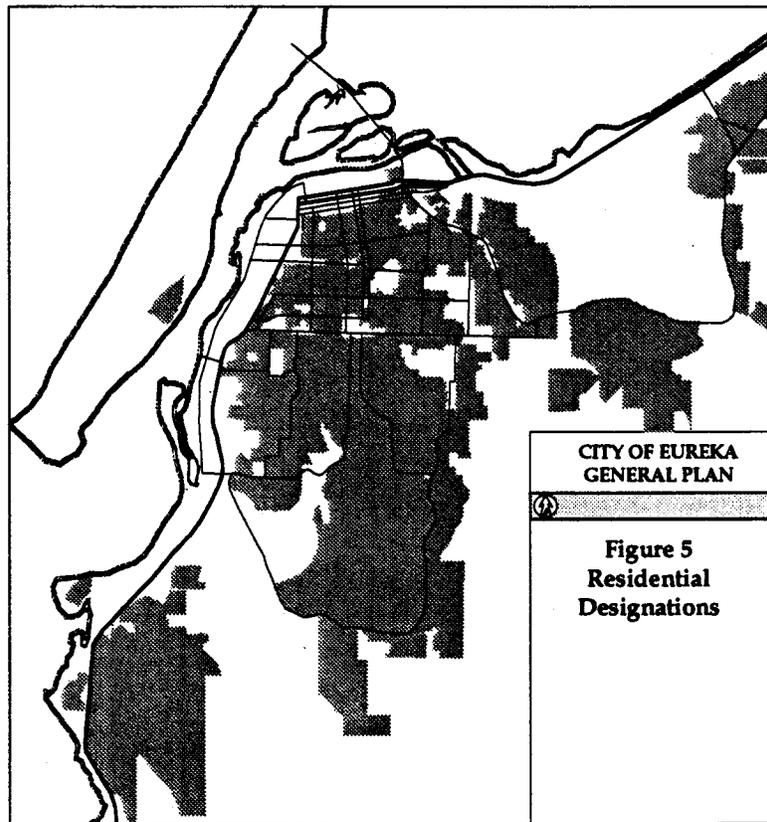
- Waterfront
- Tourism
- Residential Community
- Public Open Space
- View Corridors
- Architectural/Landscape Character
- Maintenance and Safety

Residential Land Use

The five residential designations that appear on the *Land Use Diagram* combine with a set of Residential/ Neighborhood Development policies to create a strong foundation for maintaining Eureka's existing healthy residential neighborhoods, improvement of problem residential areas, and creating sound new neighborhoods.

| Residential Designations |
|----------------------------------|
| Rural Residential (RR) |
| Estate Residential (ER) |
| Low Density Residential (LDR) |
| Medium Density Residential (MDR) |
| High Density Residential (HDR) |

Figure 5 shows the general location of residential designations in the Planning Area.



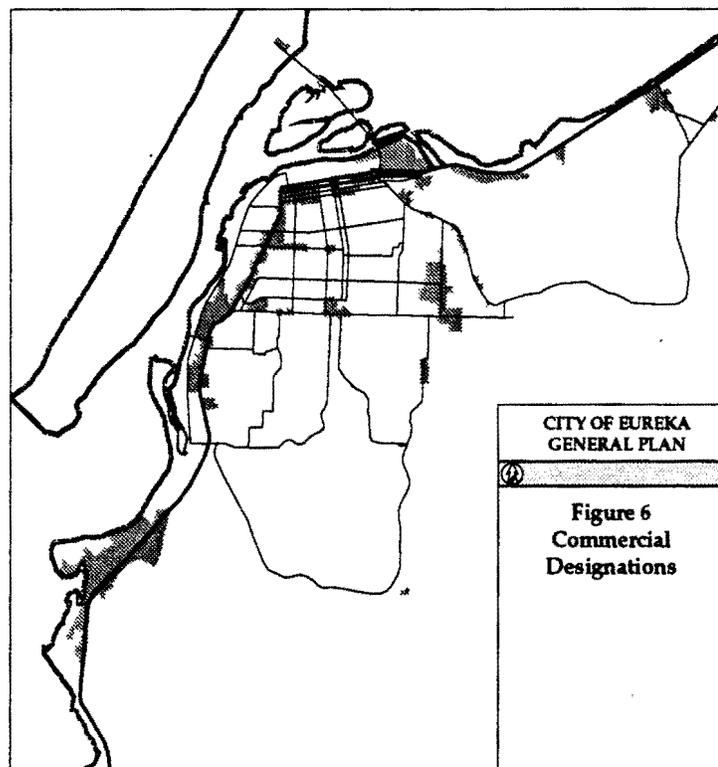
Generally, the Core Area acts as the anchor for higher density residential uses, with densities generally decreasing as they move to the south and east from the Core.

The residential policy focus of the Plan emphasizes two main themes. The first is promotion of distinct, identifiable neighborhoods that incorporate parks, schools, shopping opportunities, and other daily support services. The second major theme is promotion of infill development as the preferred means of increasing residential opportunities in the area. This approach accomplishes the dual objectives of making the most effective use of existing facilities and services and discouraging suburban sprawl into the valuable natural areas surrounding the urban area of Eureka.

Commercial Land Use and Development



The principles of commercial development that this *Policy Document* promotes follow themes similar to those for residential development in that they promote efficient, neighborhood-oriented infill projects that take advantage of existing facilities and services, while discouraging sprawling strip commercial development. In addition, the policies and programs of the Plan reaffirm the primary role of the Core Area as the commercial center of not only Eureka, but also of Humboldt County and the North Coast. Figure 6 shows generally where land within Eureka is designated for commercial development.



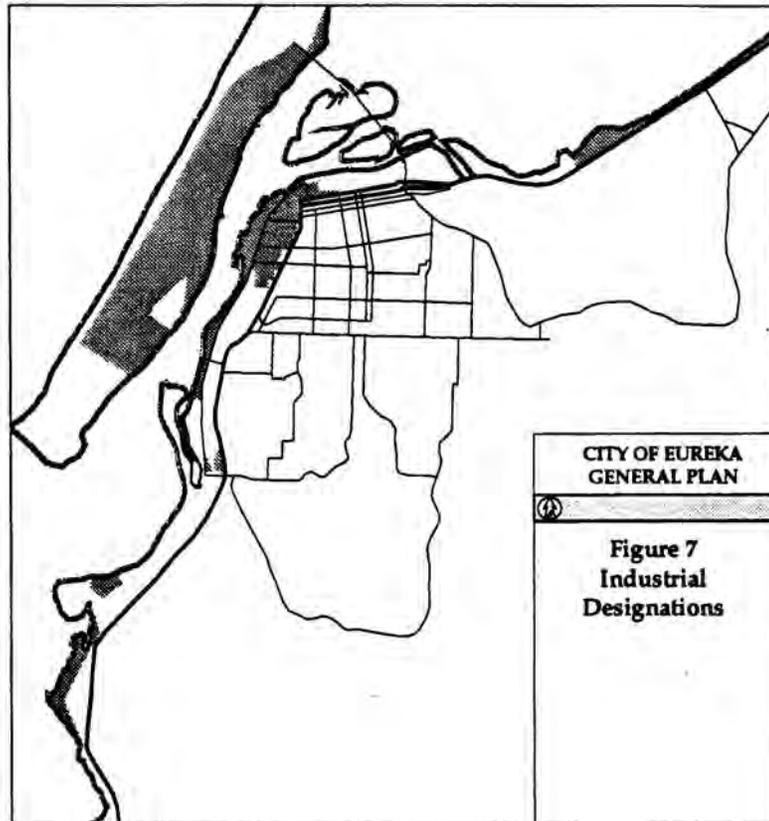
| Commercial Designations |
|-------------------------------------|
| Neighborhood Commercial (NC) |
| Community Commercial (CC) |
| Highway Service Commercial (HSC) |
| Automotive Service Commercial (ASC) |
| Medical Service Commercial (HSC) |

Industrial Land Use and Development



Eureka's economy has long been dependent on heavy industrial activity (e.g., lumber, milling, and fishing). Over the past several decades, however, Eureka's and Humboldt County's economies have changed. With the decline of the area's traditional economic base, the City has been compelled to focus its energy on creating a framework for encouraging new employment-generating development in Eureka.

Figure 7 shows the general locations of industrially-designated land in the Planning Area.



| Industrial Designations |
|------------------------------------|
| Limited Light Industrial (LI) |
| General Industrial (GI) |
| Coastal Dependent Industrial (CDI) |

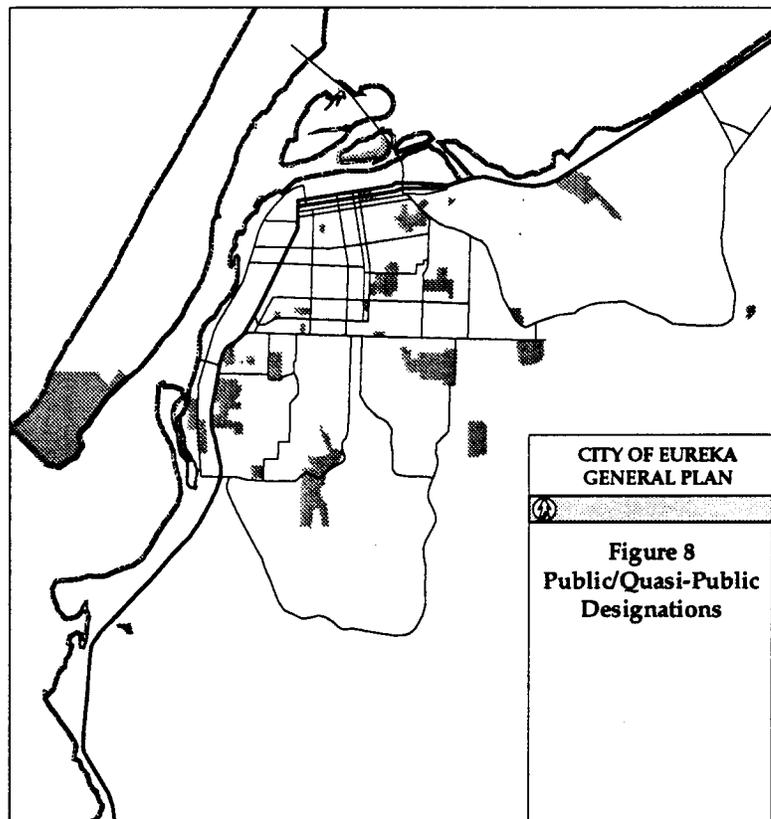
The Land Use Diagram and policies and programs of this *Policy Document* establish a solid City commitment to invite and support private investment in industrial activities that will provide a firm foundation for economic transformation and growth. Specifically, this *Policy Document* promotes the development of coastal-dependent industrial uses along the city's waterfront and reuse of vacant land in the Westside Industrial Area.

Public/Quasi-Public Land Use

Public uses are an important element in the overall fabric of a community. Accordingly, this *Policy Document* provides a framework for development of such public uses as government offices and



facilities, schools, and parks and recreation facilities. Recognizing the status of governmental services as the largest single sector of Humboldt County's economy and Eureka's position as the county seat and regional economic center, this *Policy Document* supports the development of a vital public presence in Downtown Eureka through designation of a Civic Government Center and promotion of public development that contributes to overall economic health of Eureka. In addition, this *Policy Document* also includes land use policies and programs that recognize and reinforce the essential role that public uses (i.e., parks, libraries, and schools) play in the development and maintenance of healthy neighborhoods.



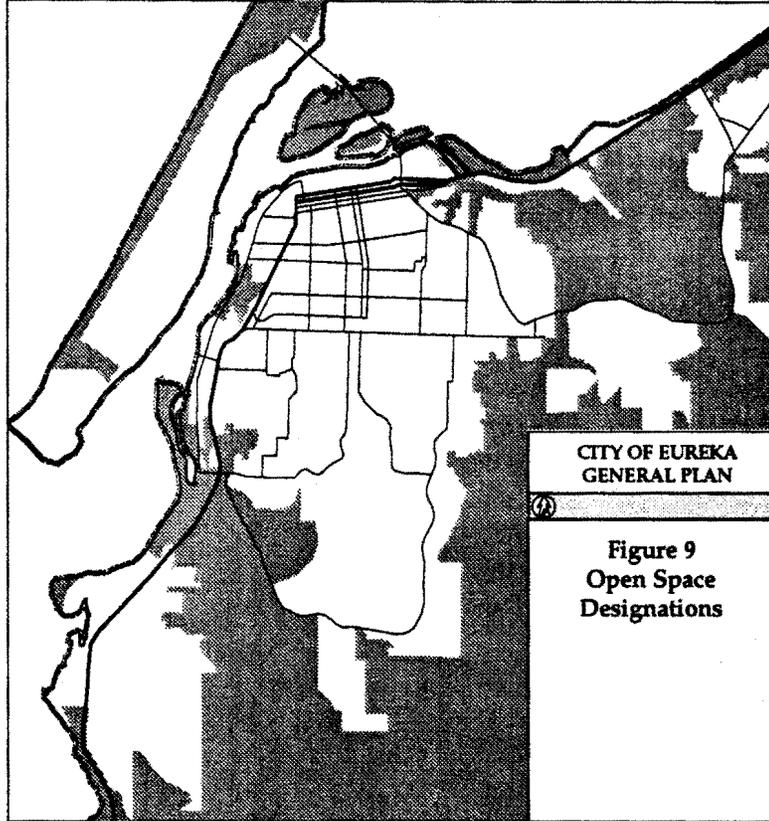
| Public/Quasi-Public Designations |
|----------------------------------|
| Public/Quasi-Public (PQP) |
| Civic Government Center (CGC) |
| Park and Recreation (PR) |

The general locations of public and quasi-public designations on the Land Use Diagram are shown in Figure 8.

Open Space

Eureka is located in an area with a remarkable amount and diversity of open space, ranging from the gulches that are interspersed throughout the city, to the wetlands and sloughs adjacent to Humboldt Bay, to the farmed areas northeast and south of the Eureka terrace, to the impressive stands of timber in the southeastern part of the Planning

Area. Recognizing the value that these resources contribute to the overall quality of Eureka's living environment as well as the local economy, this *Policy Document* grants high priority to protection and conservation of valuable open space. While the Land Use Diagram sets up the general land use regulatory framework for open space conservation, the detailed policies and programs in Section 6, Natural Resources, of this *Policy Document* provide the City's definitive strategy for protection and enhancement of open space.



| Open Space Designations |
|-------------------------|
| Agricultural (A) |
| Timberland (T) |
| Natural Resources (NR) |
| Water-Development (WD) |
| Water-Conservation (WC) |

Figure 9 shows the general locations of open space designations on the Land Use Diagram.

General Land Use and Development Policies and Programs

In addition to policies and programs related directly to specific types of development or particular areas of the city, Section 1 of Part II of this *Policy Document* includes the City's policy commitment to promoting an overall land use and development pattern that follows fundamental principles of good planning. In particular, the *Policy Document* commits the City to the following:

- Promotion of neighborhood infill development over sprawl.
- Emphasis on efficient use of public facilities and resources rather than wasteful practices.
- Cooperation with other agencies involved in development regulation in the region rather than competition.
- Balancing of economic development needs and environmental protection needs.

SECTION 2: HOUSING

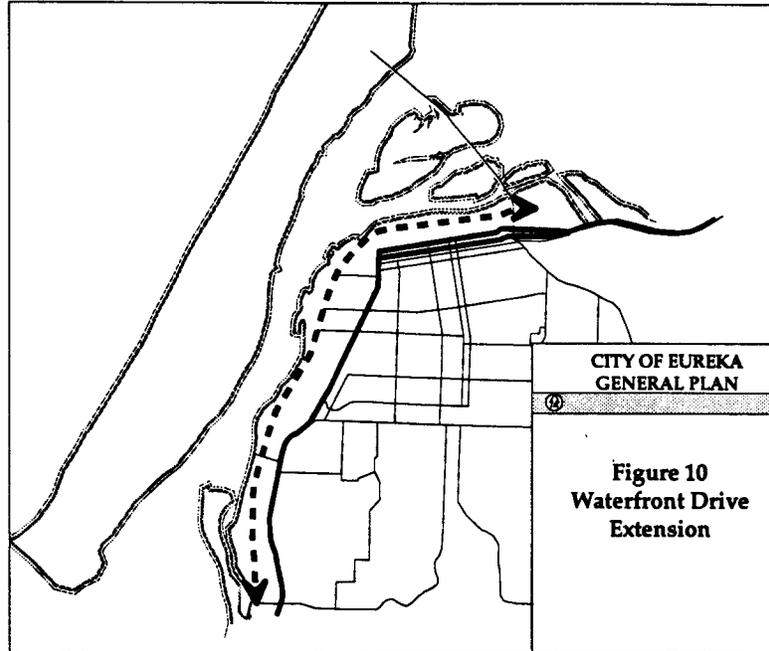
In December 1995, the City Council adopted the *City of Eureka Housing Element* as the initial effort in the comprehensive update of its General Plan. Section 2 of Part II of this *Policy Document* consists of the policy portion of the adopted *Element*.

SECTION 3: TRANSPORTATION



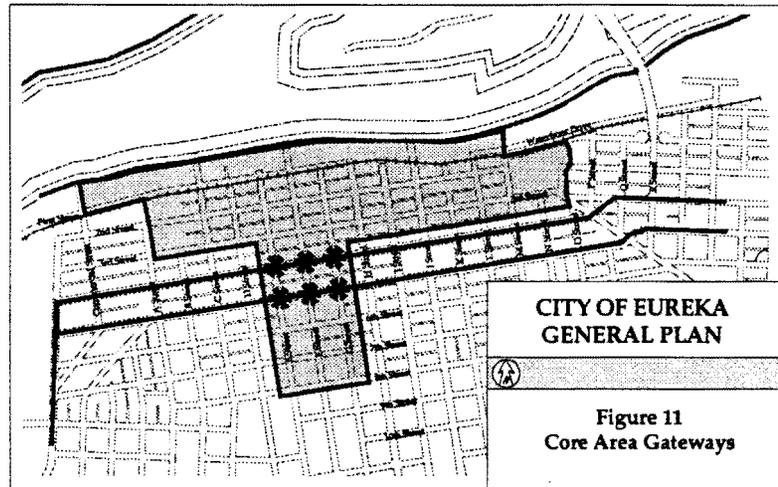
This *Policy Document* addresses several transportation issues that are critical to the development of Eureka. The most **outstanding critical** consideration related to transportation in Eureka is the maturity of the city. Because most of the land in the city is either developed or permanently committed to its ultimate use, the range of options for dealing with some of Eureka's most important transportation issues is severely limited from a physical development standpoint. Furthermore, some solutions that may be physically feasible are almost certainly infeasible for economic and/or environmental reasons. This *Policy Document*, therefore, concentrates on several strategic solutions that will improve the overall operation of Eureka's transportation network, and which are feasible, both physically and fiscally.

U.S. 101 is Eureka's longest-standing, most difficult traffic problem, with its heavy traffic volumes, including a high percentage of trucks and recreational vehicles, dividing and disrupting the structure and activity patterns of the city. Since 1967, the City had been planning to develop a depressed freeway route (Eureka Freeway) that would have passed through Downtown between 9th and 10th Streets. The Circulation Diagram in this *Policy Document* does not include that improvement, which has been formally rejected by both the City and Caltrans. As an alternative, this *Policy Document* turns its efforts toward two approaches to addressing the problems created by traffic on 101. The first is to complete the extension of Waterfront Drive all the way to the Elk River Interchange (see Figure 10), thus providing a parallel roadway that will provide local travelers an alternative to competing with the through-traffic that causes so much congestion on 101.



Because any feasible long-term solution to the 101 problem is likely beyond the 20-year time frame of this General Plan, this *Policy Document* defers specific recommendations. It does, however, include a policy calling for the City to work with HCAOG and Caltrans to continue reviewing options for some sort of higher order facility (e.g., expressway or freeway).

The other proposal in this *Policy Document* that deals with 101 traffic relates to the manner in which traffic is channeled through the city. There is little to alert travelers along the 4th/5th Street couplet of the proximity of the Core Area and its opportunities for visitors. This *Policy Document* includes several policies and programs that will focus attention on and increase access to this area, including the development of more formal, well-landscaped "gateways" along the 4th/5th Street couplet (Figure 11).



Because any feasible long-term solution to the 101 problem is likely beyond the 20-year time frame of this General Plan, this Policy Document defers specific recommendations. It does, however, include a policy calling for the City to work with HCAOG and Caltrans to continue reviewing options for some sort of higher order facility (e.g., expressway or freeway):

In addition to addressing future roadway plans and improvements, Section 3 of Part II of this Policy Document contains goals, policies, and programs related to the following issues:

- Public Transit
- Bicycle Transportation
- Pedestrian Transportation
- Goods Movement
- Rail Transportation
- Water Transportation
- Core Area Circulation and Parking

The overall emphasis of the policies and programs under these topics is the establishment and maintenance of a well-rounded transportation network that includes fully-connected and intersecting streets, pedestrian paths, and bikeways leading to all destinations within the Planning Area. In addition, several policies focus on addressing some of Eureka's difficult parking problems, particularly in the Core Area.



**SECTION 4:
PUBLIC FACILITIES AND
SERVICES.**

An important result of any comprehensive planning effort should be the assurance that all facilities and services needed to adequately serve development will be accounted for. While the development of specific plans for facilities and services is beyond the purview of the General Plan, this Policy Document does establish a framework for guiding planning decisions related to facility development and service provision. The general emphasis of the policies and programs in Section 4 of Part II is on ensuring adequate services, while discouraging unnecessary, wasteful, or inefficient extension of existing systems or



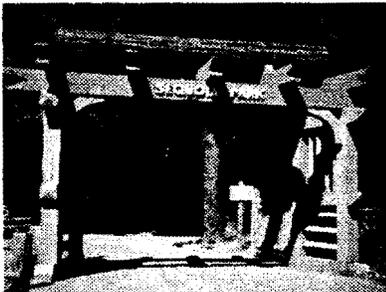
development of new facilities. Specifically, this *Policy Document* contains goals, policies, and programs related to the following topics:

- Water Supply and Delivery
- Wastewater Collection, Treatment, and Disposal
- Stormwater Drainage
- Solid Waste Collection and Disposal
- Law Enforcement
- Fire Protection
- Schools

The policies and programs articulated under these topics will ensure that current and future residents of and businesses in Eureka are served by a well-rounded, efficient, and environmentally safe system of public facilities and services.

SECTION 5: RECREATIONAL AND CULTURAL RESOURCES

Eureka is blessed with an outstanding array of recreational and cultural opportunities. The city's physical setting provides outstanding natural opportunities for outdoor recreation, while the City's developed parkland and recreation programs provide ample opportunities for residents and visitors to participate in passive and active recreation. In addition, Eureka has unparalleled historic and cultural richness, including an outstanding stock of historically and architecturally significant buildings. The city also has an active arts community that provides Eureka residents and visitors access to a variety of fine and performing arts activities.



The goals, policies, and programs in Section 5 of Part II of this *Policy Document* articulate the City of Eureka's high level of commitment to ensuring high quality recreational opportunities for Eureka residents and visitors, preserving the city's rich cultural heritage, and supporting the continued development of Eureka's thriving arts community. The policy content of the section is divided into following six topics:

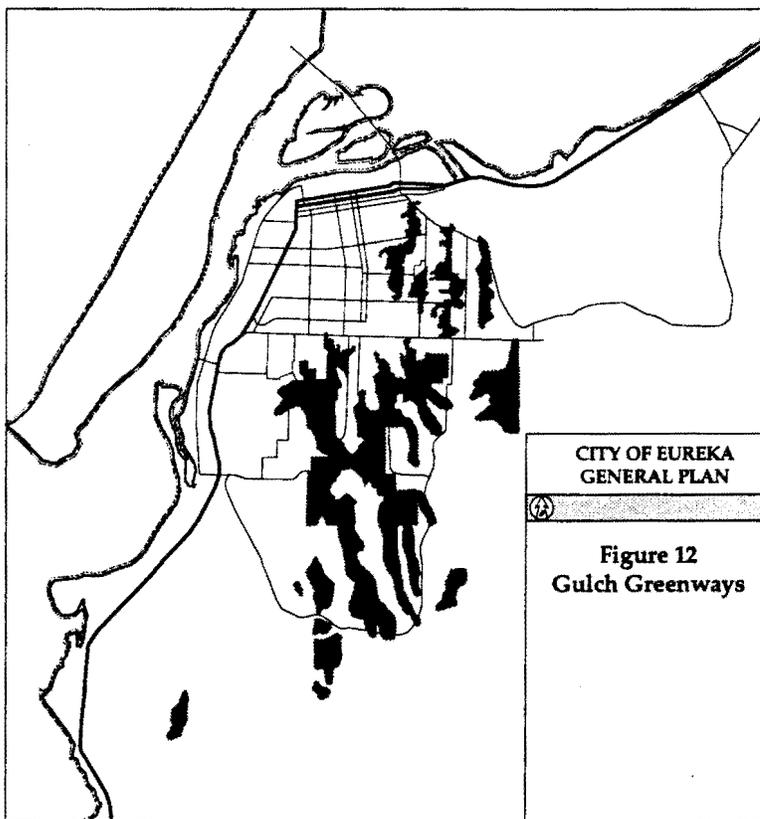
- General Parks and Recreation
- Coastal Recreation and Access
- Recreation Services
- Arts and Culture
- Historic Preservation
- Archaeological Resources

SECTION 6: NATURAL RESOURCES

As the earlier discussion of the open space designations on the Land Use Diagram indicates, Eureka is located in an area of outstanding and diverse natural quality. The goals, policies, and programs in Section 6 of Part II of this *Policy Document* accompany the open space designations on the Land Use Diagram to provide a high level of protection for the valuable natural resources in the Planning Area. The section addresses the following issues:

- Aquatic Resources and Marine, Wetland, and Riparian Habitat
- Agricultural Preservation
- Conservation of Open Space
- Timber Resources
- Air Quality--General
- Air Quality--Transportation/Circulation

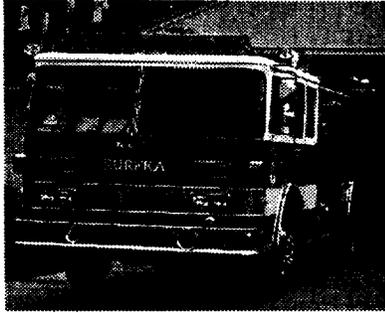
In large part, the policies and programs in this *Policy Document* represent affirmations of the City's historical attention to protecting local natural resources. In particular, it carries forward the policies and programs from the City's Local Coastal Program (LCP), while in many cases strengthening the City's policy commitment by applying coastal zone policies citywide. The result is a system of well-defined natural areas that are protected from development.



The policies and programs in Section 6 reflect a particularly strong effort to protect the natural terrain, drainage, and vegetation of the community, while preserving superior examples of open space, such as the city's gulches and greenways (see Figure 12). In addition, the *Policy Document* formalizes the City's commitment to developing a comprehensive wetland development and protection strategy, as initiated in the City's LCP and articulated in the *Waterfront Revitalization Program*.

Eureka is located in a region that is subject to some potentially significant natural hazards. Most importantly, the area is vulnerable

**SECTION 7:
HEALTH AND SAFETY**



to earthquakes and their associated seismic effects. Section 7 of Part II of this *Policy Document* addresses the following health and safety issues:

- Seismic Hazards
- Geological Hazards
- Fire Safety
- Flooding
- Hazardous Materials and Toxic Contamination
- Emergency Response
- Residential Noise Exposure
- Noise Compatibility

The primary intent of all of the goals, policies, and programs listed under these topics is to protect Eureka residents, businesses, and visitors from the harmful effects of natural and man-made hazards. In doing so, the City hopes to protect both the physical well-being of Eureka residents and visitors and to ensure that development investments fully consider the implications of potentially hazardous conditions in the area.

SECTION 8: ADMINISTRATION AND IMPLEMENTATION

This section contains goals, policies, and programs to ensure that the City of Eureka maintains a high level of attention to the General Plan by providing for routine review and update of the *Policy Document* and *Background Report* and ensuring that other City regulations and ordinances are consistent with the General Plan.

PART II
GOALS, POLICIES, AND PROGRAMS



PART II

GOALS, POLICIES, AND PROGRAM

I NTRODUCTION

Part II of this *Policy Document* contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives that constitute the formal policy of the City of Eureka for land use, development, and environmental quality. Part II is divided into eight sections: ~~roughly corresponding to the organization of issues addressed in the General Plan Background Report :~~

- Section 1: Land Use and Community Design
- Section 2: Housing
- Section 3: Transportation and Circulation
- Section 4: Public Facilities and Services
- Section 5: Recreational & Cultural Resources
- Section 6: Natural Resources
- Section 7: Health and Safety
- Section 8: Administration & Implementation

Each section includes goal statements relating to different sub-issues or different aspects of the issue addressed in the section. Under each goal statement are policies which amplify the goal statement. Implementation programs are listed at the end of each section and describe briefly the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the program. Section 1 (Land Use and Community Design) also describes the designations appearing on the Land Use Diagram and outlines the standards of population density and building intensity for these land use designations. Section 3 (Transportation and Circulation) contains a diagram depicting the proposed circulation system and a description of the street classification system. The housing section (Section 2) also includes a statement of quantified housing objectives required by state law as part of the housing element.

The following define "goals", "policies", "standards", "implementation programs", and "quantified objectives" as they are used in this document:

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Policy: A specific statement in text or diagram guiding action and implying clear commitment.

Standard: A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

Implementation Program: An action, procedure, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

Quantified Objective (Housing only): The number of housing units that the City expects to be constructed and the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the time frame of the Housing Element.

In interpreting and thoroughly understanding the City's overall land use and development philosophy, users of this *Policy Document* should ~~understand remember~~ that the goals, policies, and programs articulated in Part II are as important, if not more so, than the Land Use Diagram ~~itself~~. Accordingly, any review of

development proposals must consider this *Policy Document* as a whole, rather than focusing solely on the Land Use Diagram or on particular policies and programs.

SECTION 1

LAND USE AND COMMUNITY DESIGN

This section contains diagrams, designations, standards, goals, policies, and programs that set the basic framework to guide the type, location, intensity, and quality of future development and the protection of Eureka's natural and built environment.

LAND USE DIAGRAM AND STANDARDS

The most familiar part of any general plan is the map, or land use diagram, showing the types and locations of development called for in the plan. In order to accurately interpret the development implications of the various designations shown on the diagram, the reader must understand the intent of and the standards for each designation. The following sub-sections first describe how the standards are expressed generally, then outline the standards for each of the designations shown on the City of Eureka's General Plan Land Use Diagram (inserted separately in this document).

ALLOWABLE USES

Each of the designations shown on the Land Use Diagram provides for a unique range of allowable uses consistent with the intent of the designation. The uses specified in the subsequent subsections for each designation are indicative, not inclusive, of the range of uses allowed in the designation. Zoning more precisely specifies the permissible uses for individual parcels, consistent with General Plan prescriptions. In addition to the principal uses, the Zoning Ordinance typically authorizes similar and compatible uses, such as incidental or accessory uses (e.g., garage in a single family district) and public and quasi-public uses (e.g., fire station or church in a single-family district). In the area of the city within the coastal zone (see Figure 1-1), however, the list of allowable uses for each land use designation is prescribed more precisely; Appendix B provides a supplemental description of the purposes and allowable uses, both principal and conditional, for each land use designation falling within the coastal zone.

DEVELOPMENT STANDARDS

State law mandates that general plans include standards of population density and building intensity for all of the territory covered by the plan. To satisfy this requirement, the *City of Eureka General Plan* includes such standards for each of the land use designations appearing on the Land Use Diagram. These standards are stated differently for residential and non-residential development. Following are explanations of how these standards operate.

Residential Uses

Standards of building intensity for residential uses are stated in terms of the allowable range of dwelling units per net acre. For purposes of determining development entitlements, net acreage is defined as that part of gross (total) area of a particular parcel or lot available for

development after all constrained, undevelopable, or otherwise dedicated areas have been excluded (i.e., street and road rights-of-way and valuable natural areas such as wetlands).

While not specified **directly** in this plan, *standards of population density* for residential uses can be derived by multiplying the maximum allowable number of dwelling units per net acre by the average number of persons per dwelling unit assumed for the applicable residential designation. Typically, household sizes are larger in single-family homes than in multiple-family units, therefore assumed household sizes vary according to the types of housing and densities allowed in each residential designation.

The assumed average number of persons per dwelling unit for each residential designation has been extrapolated from population and housing unit estimates prepared by the California State Department of Finance (DOF) for the City of Eureka for 1995. This plan assumes these will not change significantly over the next 20 years. The following table shows the assumed average number of persons per unit for each of the residential land use designations, which are based on the type of units likely to develop under the designation (i.e., single family detached in the Low Density Residential designation, multi-family: 5 plus for High Density Residential).

| Unit Type | Assumed Persons Per Dwelling Unit |
|------------------------|-----------------------------------|
| Single Family Detached | 2.70 |
| Single Family Attached | 2.50 |
| Multi-Family: 2 to 4 | 2.00 |
| Multi-Family: 5 plus | 1.50 |
| Mobilehomes | 1.50 |
| Overall Average | 2.40 |

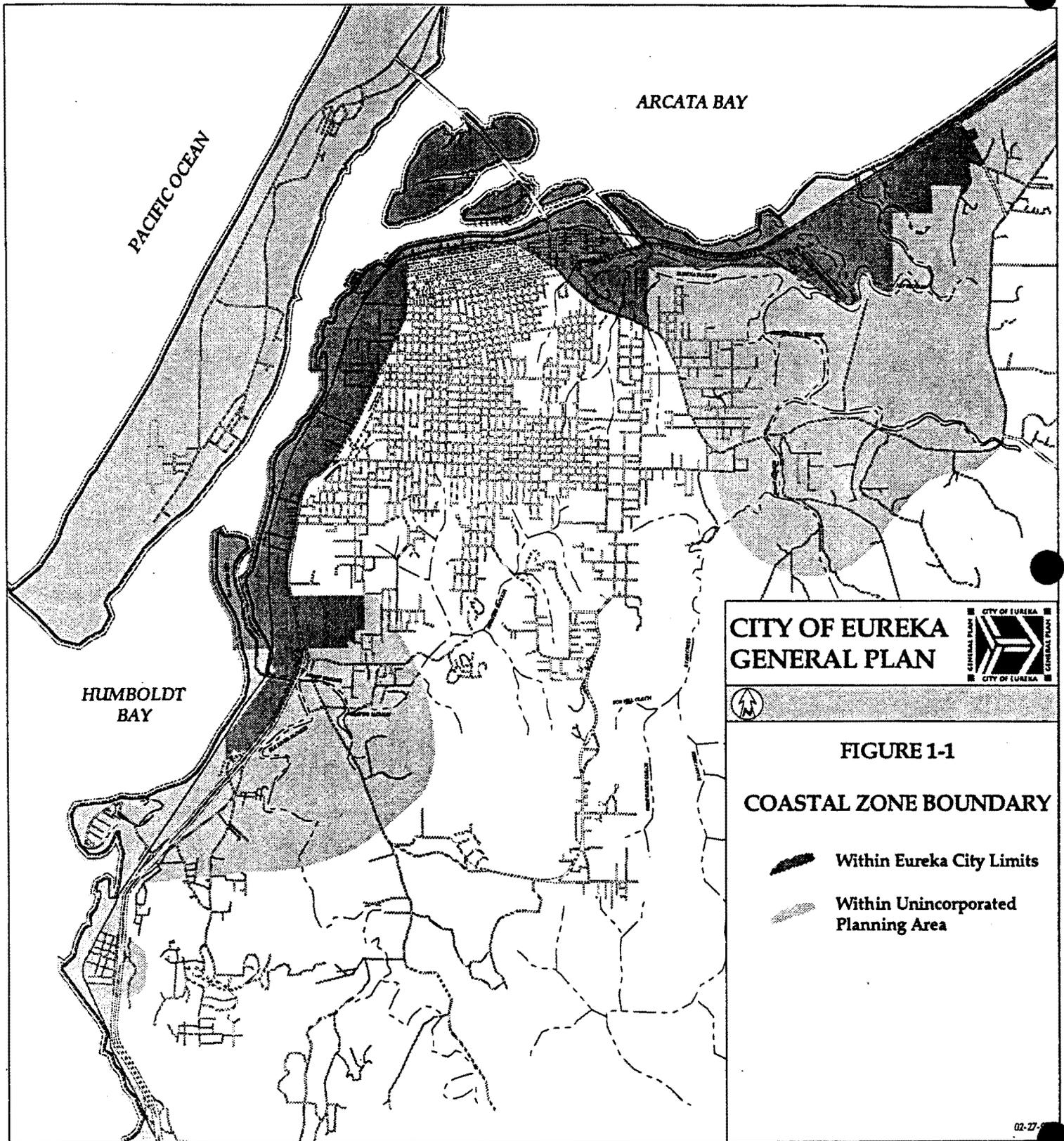
It is important to note that the number of persons per dwelling unit shown in the above table and cited under each residential designation *do not* represent City policy; they simply provide the reasonable estimates for calculating standards of population density (i.e., persons per acre).

Non-Residential Uses

Standards of building intensity for the non-residential designations are **stated** in terms of maximum **allowable** *floor-area ratios (FARs)*. A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel), as shown in the equation to the right.

$$FAR = \frac{Gross\ Building\ Area}{Net\ Lot\ Area}$$

For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross square feet of building



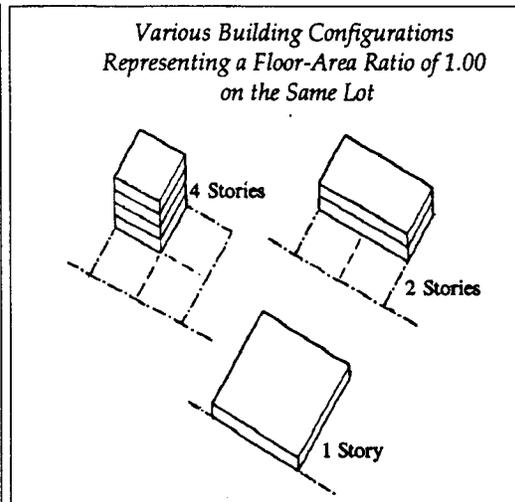
**CITY OF EUREKA
GENERAL PLAN**



FIGURE 1-1

COASTAL ZONE BOUNDARY

-  Within Eureka City Limits
-  Within Unincorporated Planning Area



floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same lot, an FAR of 0.50 would allow 5,000 square feet of floor area and FAR of 0.25 would allow 2,500 square feet. The diagram to the left illustrates how buildings of one, two, and four stories could be developed on a given lot

with an FAR of 1.00.

LAND USE DESIGNATIONS

CORE AREA DESIGNATIONS

This sub-section describes the designations appearing on the General Plan Land Use Diagram, which is included as a separate enclosure in this report.

The Land Use Diagram applies four mixed-use designations to the Core Area, each designation emphasizing different development qualities. Unlike the designations for other areas of the city, the descriptions of the four Core Area designations specify primary and secondary uses for both the ground floors and upper floors of buildings. The intent is to not only allow, but to promote, the mixing of uses within buildings in the Core Area.

For each Core Area designation, the primary ground floor uses reflect the type of development that the City would prefer on the first floor of buildings facing the public sidewalk. The primary upper floor uses are those that the City would also like to encourage in the Core Area, but primarily *above* the street level in multi-story buildings. Where buildings have primary or secondary entrances oriented away from the principal pedestrian street frontage (i.e., on alleys or in courtyards), the City may permit upper floor primary uses on the ground floor away from the primary street frontage.

The secondary uses described under each designation for both the ground floor and upper floors complement the primary uses, but do not accomplish the City's principal objectives for the designation. In implementing the General Plan, primary uses will generally be allowed by right, while secondary uses will generally be subject to discretionary approval. The City will not allow single-use projects consisting of only secondary uses in the Core Area.

Core Retail Commercial (C-RC)

The primary intent of the C-RC designation is to promote intensive retail commercial uses and to maintain the compactness of the retail area in the Core Area. The designation emphasizes visitor-serving retail uses near the waterfront, and local-serving retail uses in the rest of the area (i.e., south of 3rd Street). The maximum FAR for buildings located in the C-RC designation is 3.00 and the assumed number of persons per dwelling unit is 1.5.

| CORE RETAIL COMMERCIAL (C-RC) | | |
|-------------------------------|--|--|
| | Primary Uses | Secondary Uses |
| Ground Floor/ Street Level | Retail Commercial (Local and Visitor) Restaurants/Bars Theaters Museums/Art Galleries | Offices Multi-Unit Residential Hotels and Bed-and-Breakfast Inns Artist Live-Work Space |
| Upper Floors | Offices Multi-Unit Residential Hotels and Bed-and-Breakfast Inns Artist Live-Work Space | Light Manufacturing/Assembly Storage |

Core Waterfront Commercial (C-WFC)

This designation provides for coastal-related businesses catering to visitors, including retail stores, boat landings, fishing-related activities, restaurants, and visitor accommodations. The maximum FAR for buildings in the C-WFC designation is 1.00 and the assumed number of persons per dwelling unit is 1.5.

| CORE WATERFRONT COMMERCIAL (C-WFC) | | |
|------------------------------------|--|--|
| | Primary Uses | Secondary Uses |
| Ground Floor/ Street Level | Visitor-Serving Retail Commercial Restaurants/Bars Hotels and Bed-and-Breakfast Inns Fisheries-Related Processing Fisheries-Related Recreation Fisheries-Related Retail | Office Multi-Unit Residential Artist Live-Work Space |
| Upper Floors | Office Multi-Unit Residential Artist Live-Work Space | Light Manufacturing/Assembly Storage |

Core Coastal-Dependent Industrial (C-CDI)

The C-CDI designation is intended to reserve and protect land adjacent to Humboldt Bay for coastal-dependent and coastal-related industrial uses. The primary intent of this designation is to encourage fisheries-related industrial uses west of C Street. The maximum FAR for buildings in the C-CDI designation is 0.50.

| CORE COASTAL-DEPENDENT INDUSTRIAL (C-CDI) | | |
|---|---|--|
| | Primary Uses | Secondary Uses |
| Ground Floor/ Street Level | Fisheries-Related Processing Boat Building and Repair Recreational Boating Operations Light Industrial/Industrial Warehouses | Artist Live-Work Space Incidental Commercial Uses |
| Upper Floors | Artist Live-Work Space | Offices |

Core Residential-Office (C-RO)

The primary focus of this designation is on providing residential uses (including hotels and bed and breakfast inns) and low-intensity professional office uses, principally in converted residential buildings. The maximum FAR for buildings in the C-RO designation is 1.50 and the assumed number of persons per dwelling unit is 1.5.

| CORE RESIDENTIAL-OFFICE (C-RO) | | |
|--------------------------------|--|---|
| | Primary Uses | Secondary Uses |
| Ground Floor/ Street Level | Hotels and Bed-and-Breakfast Inns Single Family Residential Multiple-Unit Residential | Visitor-Serving Retail Restaurants Professional Offices |
| Upper Floors | Professional Office Single-Family Residential Multiple-Unit Residential Hotels and Bed-and-Breakfast Inns Visitor-Serving Retail | Restaurants |

RESIDENTIAL DESIGNATIONS

Rural Residential (RR)

This designation provides for rural density residential development consisting primarily of single-family detached homes and limited agricultural uses. The RR designation permits a maximum residential density of 1.0 dwelling unit per net acre and the assumed number of persons per dwelling unit is 2.7.

Estate Residential (ER)

This designation provides for very-low density residential development consisting primarily of single family detached homes. The ER designation permits a residential density of between 1.1 and 4.0 dwelling units per net acre and the assumed number of persons per dwelling unit is 2.7.

Low Density Residential (LDR)

The LDR designation provides for suburban density single-family, detached homes. The permitted residential density is between 4.1 and 8.0 dwelling units per net acre and the assumed number of persons per dwelling unit is 2.7.

COMMERCIAL DESIGNATIONS

Medium Density Residential (MDR)

The MDR designation provides for lower-intensity multi-family residential uses that will not significantly change the predominantly low-density residential character of their surroundings. The permitted residential density is between 8.1 and 18.0 dwelling units per net acre and the assumed number of persons per dwelling unit is 2.5.

High Density Residential (HDR)

The HDR designation is intended to provide higher-density multi-family residential uses in areas close to employment areas. The permitted residential density is between 18.1 and 30.0 dwelling units per net acre and the assumed number of persons per dwelling unit is 1.5.

Neighborhood Commercial (NC)

The NC designation provides for retail stores, offices, and personal service businesses that are intended primarily for residents of the immediate area, including neighborhood shopping centers of limited size and in locations that minimize adverse impact on adjoining residential uses. The maximum FAR for buildings in areas designated NC is 0.50, with upper floor residential units permitted in multi-story buildings. The assumed number of persons per dwelling unit is 1.5.

Community Commercial (CC)

The CC designation provides for shopping areas offering a wide variety of goods and services drawing trade from the entire Humboldt Bay area. The maximum FAR for buildings in areas designated CC is 0.35, with upper floor residential units permitted in multi-story buildings. The assumed number of persons per dwelling unit is 1.5.

Highway Service Commercial (HSC)

The HSC designation provides for retail uses that are oriented primarily to traffic on Highway 101, such as hotels, motels, service stations, and restaurants. The maximum FAR for buildings in areas designated HSC is 0.50.

Automotive Service Commercial (ASC)

The ASC designation provides for retail, wholesale, and service uses involving automobiles, appliances, and other large consumer goods. The maximum FAR for buildings in areas designated ASC is 0.35.

General Service Commercial (GSC)

The GSC designation provides for land-extensive retail uses, warehouses, and wholesale commercial uses. The maximum FAR for buildings in areas designated GSC is 0.50.

INDUSTRIAL DESIGNATIONS

Professional Office (PO)

The PO designation provides for professional and administrative offices and medical offices and clinics. Multiple-unit residential uses are permitted as secondary uses on upper floors of multi-story buildings. The maximum FAR for buildings in areas designated PO is 1.00 and the assumed number of persons per dwelling unit is 2.0.

Waterfront Commercial (WFC)

This designation provides for a variety of primary commercial uses to promote coastal-related establishments catering to visitors, including markets, boat landings, fishing-related activities, restaurants, and tourist accommodations. Multiple-unit residential uses and ancillary offices are permitted on the upper floors of multi-story buildings. The maximum FAR for buildings in areas designated CW is 1.00 and the assumed number of persons per dwelling unit is 1.5.

Medical Services Commercial (MSC)

The MSC designation provides for hospitals, medical offices, clinics, and medically-related commercial uses. Commercial uses in the MSC designation must be clearly dependent on or oriented to patrons and staff of nearby hospitals and medical offices (e.g., pharmacies, cafeterias). The maximum FAR for buildings in areas designated MSC is 1.00.

Limited Light Industrial (LI)

The LI designation provides for lower-intensity industrial development that has minimal affects on nearby commercial and residential uses. These uses include light manufacturing, warehouses, industrial parks, existing offices (including temporary or portable structures), and research and development operations. The maximum FAR for buildings in areas designated LI is ~~1.00~~ 0.50.

General Industrial (GI)

The GI designation provides for intensive industrial development, including manufacturing, processing, and assembly uses. The maximum FAR for buildings in GI areas is 0.50.

Coastal Dependent Industrial (CDI)

The CDI designation is intended to reserve and protect land adjacent to Humboldt Bay for coastal-dependent and coastal-related industrial uses. The primary intent of this designation is to encourage industrial uses related to shipping or the fishing industry. The maximum FAR for buildings in areas designated CDI is 0.50.

PUBLIC/QUASI-PUBLIC DESIGNATIONS

Public/Quasi-Public (PQP)

The PQP designation provides for institutional uses such as schools, hospitals, libraries, government offices and courts, churches, meeting halls, cemeteries and mausoleums, and public or institutional laboratories. The maximum FAR for buildings in areas designated PQP is 0.50.

Civic Government Center (CGC)

The CGC designation provides for high-intensity public and private institutional uses related to downtown Eureka's role as the regional center for government facilities and services. The maximum FAR for buildings in areas designated CGC is 3.00.

Park and Recreation (PR)

The PR designation provides for public parks and recreational facilities. The maximum FAR for buildings in areas designated PR is 0.10.

OPEN SPACE DESIGNATIONS

Agricultural (A)

The A designation provides for protection of agricultural lands, including farmed or grazed wetlands, for long-term productive agricultural and wildlife habitat uses. The designation also ensures adequate separation between agricultural operations and adjacent development. Residential uses related to agricultural operations are also permitted. The maximum FAR for buildings in areas designated A is 0.10 and the assumed number of persons per dwelling unit is 2.7.

Timberland (T)

The T designation provides for the growing, harvesting, and production of timber. Residential uses related to timber production operations are also permitted. ~~The maximum FAR for buildings in areas designated T is 0.05 and the assumed number of persons per dwelling unit is 2.7.~~

Natural Resources (NR)

The NR designation provides for the protection, enhancement, and restoration of environmentally-sensitive habitat areas and for resource dependent uses consistent with the continuance of such habitat areas. ~~The maximum FAR for buildings in areas designated NR is 0.02.~~

Water--Development (WD)

The WD designation provides for port- and harbor-related uses of the estuarine waters of Humboldt Bay consistent with the City's resource protection policies.

C COASTAL LAND USE DESIGNATIONS

Water--Conservation (WC)

The WC designation provides for the protection, enhancement, and restoration of valuable fish, wildlife, and sensitive habitat areas and for limited resource-dependent uses and public recreation in estuarine waters.

In preparing this General Plan, the City established land use designations that correspond essentially with all of the LCP designations. Table B-1 in Appendix B lists each designation appearing on the *Land Use Diagram* and indicates the LCP designation with which it corresponds. The Coastal Act requires LCP Land Use Plan designations to include more specificity than that required by State General Plan law. Accordingly, for each designation appearing on the *General Plan Land Use Diagram* within the incorporated area of the Coastal Zone, Table B-1 shows the corresponding LCP designation and the more detailed purpose description and use prescriptions contained in the LUP. Figure B-2 in Appendix B shows the *Land Use Diagram* designations for the area of the city within the Coastal Zone.

TABLE 1-1

**CITY OF EUREKA GENERAL PLAN
DRAFT LAND USE DESIGNATIONS AND STANDARDS**

| Category | Designation | Residential Density (DUs/Net Acre) | Maximum Floor-Area Ratio (FAR) | Corresponding City Zoning Districts | Corresponding County GP Des. |
|----------------------------|--------------------------------------|------------------------------------|--------------------------------|-------------------------------------|------------------------------|
| Core | Retail Commercial (C-RC) | | 3.00 | CC | |
| | Waterfront Commercial (C-WFC) | | 1.00 | CW | |
| | Coastal-Dependent Industrial (C-CDI) | | 0.50 | MC | |
| | Residential Office (C-RO) | | 1.50 | OR | |
| Residential | Rural Residential (RR) | Up to 1.0 | | -- | AS, RV |
| | Estate Residential (ER) | 1.1 to 4.0 | | RS-12 | RE |
| | Low Density Residential (LDR) | 4.1 to 8.0 | | RS-6 | RL |
| | Medium Density Residential (MDR) | 8.1 to 18.0 | | RM-2 | RM |
| | High Density Residential (HDR) | 18.1 to 30.0 | | RM-1 | RH |
| Commercial | Neighborhood Commercial (NC) | | 0.50 | CN | CG |
| | Community Commercial (CC) | | 0.35 | CP | -- |
| | Highway Service Commercial (HSC) | | 0.50 | CS | CS |
| | Automotive Service Commercial (ASC) | | 0.35 | CS | CS |
| | General Service Commercial (GSC) | | 0.50 | CS | CS |
| | Professional Office (PO) | | 1.00 | OR | -- |
| | Waterfront Commercial (WFC) | | 1.00 | CW | CR |
| | Medical Services Commercial (MSC) | | 1.00 | HM | CG |
| Industrial | Limited Light Industrial (LI) | | 0.50 | ML | MG |
| | General Industrial (GI) | | 0.50 | MG | MG |
| | Coastal Dependent Industrial (CDI) | | 0.50 | MC | MC |
| Public/Quasi-Public | Public/Quasi-Public (PQP) | | 0.50 | P | PF, P |
| | Civic Government Center (CGC) | | 3.00 | -- | |
| | Park and Recreation (PR) | | 0.10 | P | PR |
| Open Space | Agricultural (A) | 2 du/lot | 0.10 | AC | AE,AG,AL,AEG,AR |
| | Timberland (T) | 2 du/lot | 0.05 | -- | T, TC |
| | Natural Resources (NR) | | 0.02 | NR | NR, MR |
| | Water--Development (WD) | | -- | WD | |
| | Water--Conservation (WC) | | -- | WC | |

G OALS, POLICIES, AND PROGRAMS

The goals and policies of this section are organized topically according to the following categories, each of which relates to a key set of related issues pertaining to land use and development in Eureka.

- Land Use and Development Framework
- Core Area
- Residential/Neighborhood Development
- Industrial Development
- Community Facilities

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 consider evaluate specific 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

| TABLE 1-2 | |
|--|--|
| ANNEXATION CONSIDERATIONS | |
| 1. Resident Support | What is the likelihood of gaining political support from property owners in the annexation area? |
| 2. Development and/or Redevelopment Potential | Will the annexation add vacant developable land to the city or is there potential for significant redevelopment? |
| 3. Strategic Importance | Will the annexation further city goals? |
| 4. Preemptive Action | Would the annexation help prevent unwanted or incompatible development on the city's periphery? |
| 5. Revenue Potential | What amount of revenue can be anticipated from property, sales, and other taxes; will the annexation result in a net revenue gain or a net loss to the city? |
| 6. Cost of Providing Ongoing Municipal Services | What will it cost to provide police services, fire services, road maintenance, parks and recreation, sewer service, and water service; can the city bear the cost of providing these ongoing services in the annexed area? |
| 7. Need for Upgrading Existing Infrastructure | 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? |
| 8. Potential for Improved Service Delivery | 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 the Landing dock near the foot of C Street.
 - e. Design and construction of a public berthing facility in 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 on 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 2nd 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 2nd 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 2nd Street and create a line of demarcation between the Core Area and the light industrial area to the west.
- 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.

Section 1: Land Use and Community Design

- 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 facade 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 an 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 encourage cooperate with Humboldt County in an effort to relocate its the County's 2nd 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 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 and 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.
- 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, 2nd 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 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.
- ~~1.G.4. 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, patios, docks, and piers.~~

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 2nd Street through street tree pruning or removal as necessary.
- 1.H.4. The City shall establish landmark features (e.g., buildings, sculptures) at the terminus of key Core Area streets, most importantly at the west end of 2nd 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.

Policies

- 1.I.1. The City shall ensure that structures of historic or architectural interest are preserved and, wherever possible 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 facade improvements for buildings in the Core Area, including provision of incentives. F Street and 2nd Street should have the highest priority for facade improvements.
- 1.I.3. The City shall enhance the historic quality of major traffic thoroughfares, particularly F, 4th, 5th, 6th, and 7th 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.

Section 1: Land Use and Community Design

- 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 ~~the that~~ placement of buildings ~~at 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.
- 1.I.11. The City shall upgrade the visual and pedestrian amenity quality of 2nd 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; replacement 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.

- 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.
 - 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 possible 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

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 centers 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.
- 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 6th and 7th 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 and 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.
- 1.M.4. The City shall promote the development of a modern multiple-purpose dock at 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.

Section 1: Land Use and Community Design

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

- 1.N.1. The City shall encourage the retention and upgrading of neighborhood elementary school facilities to serve as the focal point of each neighborhood's social, cultural, vocational and recreational, as well as educational activities. Where ever 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 promote elementary schools as neighborhood focal points and, wherever possible, locate open-space, playgrounds, neighborhood parks, and other facilities adjacent to them.~~

1.N.5.4. The City shall work with local school districts to promote the concept of combined schools-parks whenever possible feasible (i.e., elementary school-neighborhood park, junior high school-community park, and high school-community park).

1.N.6.5. 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*)

1.N.7.6. 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.

~~1.N.8. The City shall establish a greenway system, containing bicycling, hiking, natural walks or a combination of these, to provide a link between open-space areas, community facilities, and Eureka's residential neighborhoods.~~

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*)

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. ~~The City shall provide efficient and easily accessible public transportation linking the governmental complex to outlying areas.~~

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 2nd and J Street facilities to a more appropriate area.
- 1.N.16. The City shall ensure that fire stations are as compatible as possible feasible with neighboring land uses and that they relate to the City's major street system in the following manner:
- With access to arterial streets, but not directly facing onto an arterial due to the difficulty and danger of entering traffic flow;
 - Location near, but not at, major street intersections due to possible traffic back-up.
 - Location on one-way streets should be avoided.

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

- 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:
- 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.
 - Medical offices and laboratory facilities should be provided for around hospital facilities and/or at the edges of commercial centers with direct arterial access. Medical offices and laboratory facilities can establish a transition between hospitals and residential areas and between commercial uses and residential areas. Adequate off-street parking should be provided at all medical offices and joint use of parking should be encouraged.
 - 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)

- 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.

IMPLEMENTATION PROGRAMS

- 1.1. The City shall undertake a comprehensive review and revision of its Zoning Ordinance to ensure its consistency with this General Plan.

Responsibility: City Council
Community Development Department
Time Frame: FY 96-97 ; 97-98 ; 98-99

- 1.2. The City shall prepare and adopt Design Guidelines to govern the design of new buildings and renovation of existing buildings and to guide public improvements in the Core Area.

Responsibility: City Council
Community Development Department
Redevelopment Agency
Time Frame: FY 96-97

- 1.3. The City shall revise the approved street tree list for the Core Area, limiting tree selection to fewer species more appropriate to the local climate and to use in commercial areas.

Responsibility: Parks and Recreation Department
Engineering Department
Time Frame: FY 96-97

- 1.4. The City shall prepare and adopt a capital improvement program and schedule for Core Area streetscape and landscape improvements.

Responsibility: City Council
Engineering Department
Redevelopment Agency
Community Development Department
Time Frame: FY 96-97; 97-98; annually thereafter

- 1.5. The City shall continue to operate a facade improvement program in the Core Area as funds are available.

Responsibility: Redevelopment Agency
Time Frame: Ongoing

- 1.6. The City shall undertake the redesign and renovation of Gazebo Plaza in a manner that is more appropriate to its historic architectural setting. The plaza seating should be less easily dominated by vagrants, more flexible in terms of use for civic and cultural events, and should provide strong support for the retail community, including attractiveness to visitors. A venue for cultural and musical performances should not dominate the plaza, but should be sited in the northwestern corner.

Responsibility: City Council
Redevelopment Agency
Community Development Department
Time Frame: FY 96-97 97-98

Section 1: Land Use and Community Design

- 1.7. The City shall undertake the redesign and renovation of Clark Plaza, upgrading and enhancing the visual quality and pedestrian amenities, and converting the park into more useable public space. The park should reflect the historic character of its architectural setting, provide outdoor display and social gathering space for the Clark Museum, and accommodate outdoor dining for the several restaurants and food services adjacent to and near the park.

Responsibility: City Council
Community Development Department
Redevelopment Agency

Time Frame: FY 97-98 ~~96-97~~

- 1.8. The City shall work aggressively with Humboldt County and private property owners to relocate inappropriate uses in the Core Area to more appropriate locations in the city.

Responsibility: Redevelopment Agency
Community Development Department
Engineering Department

Time Frame: Ongoing

- 1.9. The City shall undertake a needs assessment and design study for the area designated Automotive Service Commercial on the Land Use Diagram. The study should focus on accommodating the expansion needs of the automotive sales and service business in the area, developing a unified visual theme for the area, and cooperative efforts for regional marketing.

Responsibility: Redevelopment Agency
Community Development Department

Time Frame: FY 97-98

- 1.10. The City shall prepare and adopt a plan for the expansion and renovation of the F Street pier and surrounding area into a major facility that focuses and anchors waterfront public access and open space.

Responsibility: City Council
Community Development Department

Time Frame: FY 97-98

- 1.11. The City shall participate in the development of Fisherman's Parcel for fishing fleet activities.

Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager

Time Frame: As funding becomes available

SECTION 2

HOUSING

The *Housing Element* is subject to specific statutory requirements for periodic updates. The City completed the mandatory *Housing Element* update and adopted a revised *Housing Element* in December 1995. Because the City devoted extensive recent effort to updating and adopting the *Housing Element*, it was not revised as part of this General Plan Update.

SECTION 3

TRANSPORTATION AND CIRCULATION

This section contains diagrams, goals, policies, and implementation programs that establish the framework for continued expansion of Eureka's transportation system. The goals and policies of this section are organized topically according to the following categories, each of which relates to a particular aspect of the transportation system.

- Streets and Highways
- Public Transit
- Bicycle Transportation
- Pedestrian Transportation
- Goods Movement
- Rail Transportation
- Water Transportation
- Core Area Circulation and Parking

STREETS AND HIGHWAYS

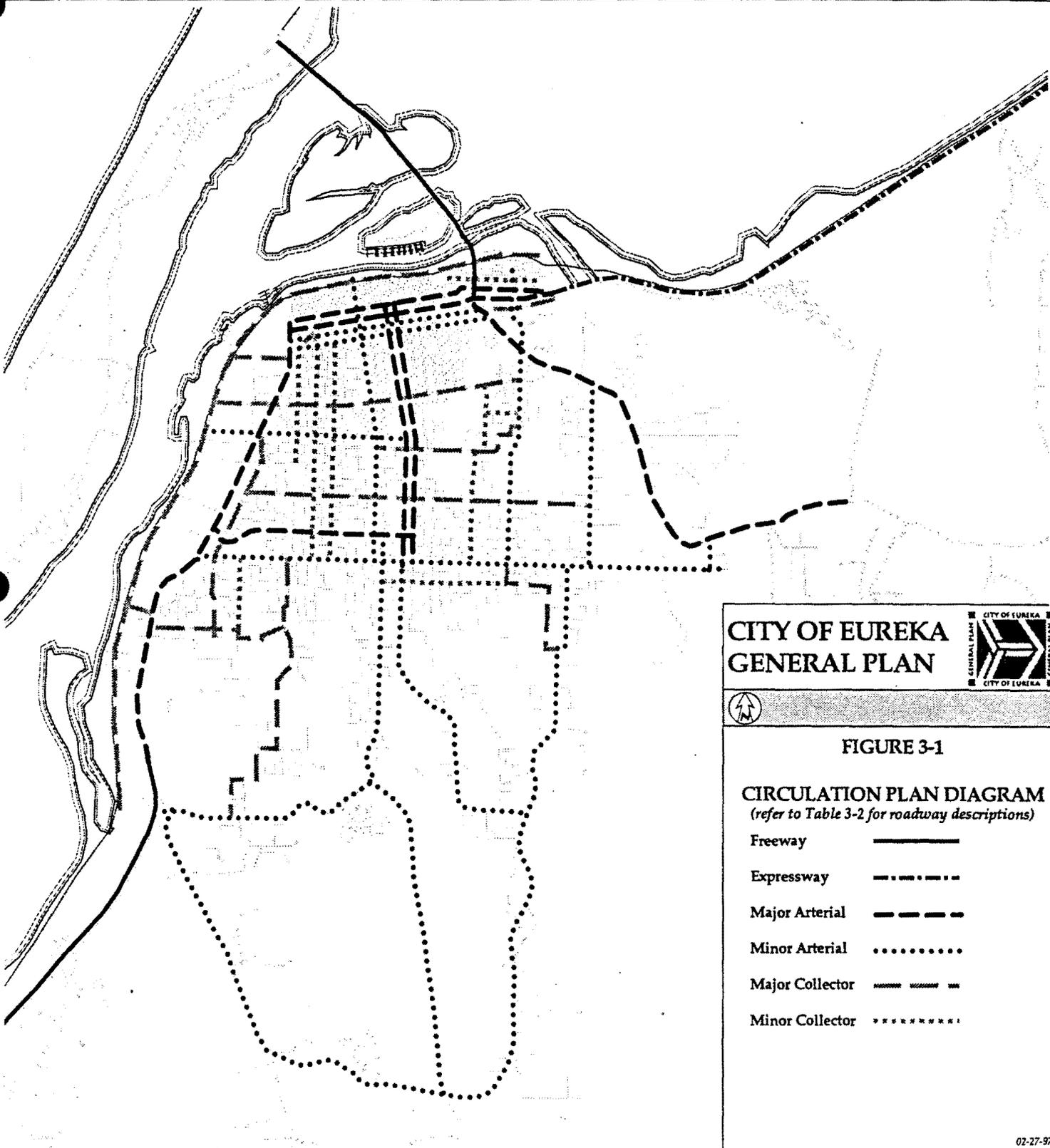
Goal 3.A: To provide for the planning and development of the city's roadway system, ensure safe and efficient movement of people and goods, and provide sufficient access to new development.

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.
- 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 day peak hour shall be required to submit a traffic analysis prior to approval. Any project that is projected anticipated to generate more than 100 trips per day significant traffic impacts will be required to mitigate traffic such impacts.

Section 3: Transportation and Circulation

- 3.A.7 The City should improve the appearance of existing transportation rights-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 possible 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), and 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 at 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 to 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 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.



**CITY OF EUREKA
GENERAL PLAN**



FIGURE 3-1

CIRCULATION PLAN DIAGRAM
(refer to Table 3-2 for roadway descriptions)

- Freeway —————
- Expressway - - - - -
- Major Arterial - - - - -
- Minor Arterial
- Major Collector - . - . - .
- Minor Collector * * * * *



TABLE 3-1

STREET AND HIGHWAY CLASSIFICATION SYSTEM

| STREET TYPE | FUNCTION | ACCESS | AVERAGE DAILY VOLUME | COMMENTS |
|-----------------|--|--|----------------------|--|
| Freeways | Provides for intra- and inter-regional mobility | Restricted to arterials and freeways via interchanges | Up to 160,000 | US 101 south of Sunset and State Route 255 north of the railroad are the only freeways in the area. |
| Expressways | Provides for intra- and inter-regional mobility | Limited to key intersections. | Varies | US 101 east of the city is an expressway |
| Major Arterials | Collect and distribute traffic from freeways 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. |
| Minor Arterials | Collect and distribute traffic from freeways and to collector streets and visa versa | Access from all connecting intersections and numerous driveways. Driveways should be minimize and/or consolidated driveways. New driveways should be no closer than 100 feet from an intersection. | Up to 40,000 | See above |
| Collectors | 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: 1/4 mile. |
| Local Streets | Provide access to parcels. | Access is not restricted. | Up to 5,000 | Largest part of the circulation system. |

| TABLE 3-2 | |
|--------------------------------|---|
| ROADWAY CLASSIFICATIONS | |
| ROADWAY CLASS | ROADWAY SEGMENT |
| Freeways | US 101 South of Sunset Memorial Park Elk River Interchange SR 255 north of 3 rd Street |
| Expressways | US 101 east of V Y Street |
| Major Arterials | Broadway from Sunset Memorial Park Elk River Interchange to 4 th Street Fifth Street from Broadway to the merging point with 4 th Y Street Fourth Street from the merging point with 5 th Y Street to Broadway H Street from 4 th Street to Harris Street Harris Street from Broadway to Harrison Avenue Henderson Street from I Street to Broadway to I Street I Street from Harris Street to 4 th Street to Harris Street Myrtle Avenue from 4 th Street to Harrison Avenue West Avenue/V Street from 4 th Street to Myrtle Avenue |
| Minor Arterials | 14th Street from Broadway to West Avenue Campton Road from Oak Street to South City Limits Walnut Drive Dolbeer Street from Harris Street to Hemlock Street E Street from 1 st Street to Harris Street F Street from Henderson Street to South City Limits Oak Street Fairway Drive from Ridgcrest Drive to Herrick Road 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 |
| Major Collectors | 14 th Street from Railroad Avenue to Broadway Allard Avenue from Utah 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 I Street Glen Street from Harris Street to Allard Avenue Hemlock Street from W Street to Dolbeer Avenue 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 South City Limits 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 Wabash Avenue Washington Street to C Street and H Street to T Street |
| Minor Collectors | 17 th Street from P Street to West Avenue 18th Street from McFarlan Street to Harrison Avenue B Street from Harris Street to Third 6 th Street California Street from Harris Street to New Street California Street from Harris Street to 6 th Street Central Avenue from South Avenue to Harris Henderson Street County Lane from Gates Street to 18th Street Hodgson Street from F Street to S Street O Street from Harris Street to Del Norte Street P Street from Del Norte Street to 14 th Street Summer Street from Hawthorne Street to 5 th 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 |
| A | ≤5.0 | ≤400 | Little or no delay |
| B | 5.1 to 15.0 | 300 to 399 | Short traffic delays |
| C | 15.1 to 25.0 | 200 to 299 | Average traffic delays |
| D | 25.1 to 40.0 | 100 to 199 | Long traffic delays |
| E | 40.1 to 60.0 | 0 to 99 | Very long traffic delays |
| F | >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.

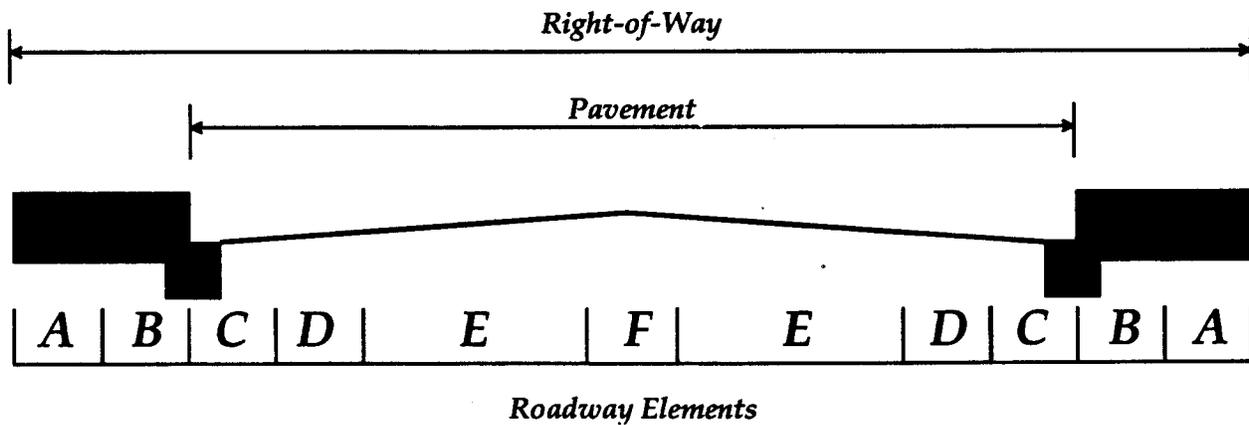
Source: Transportation Research Board, *Highway Capacity Manual*, Special Report 209, 1985.

TABLE 3-5
MINIMUM CROSS-SECTION STANDARDS
(See Figure 3-2)

| FACILITY | STANDARDS (IN FEET) | | | | | | | |
|--------------------------|------------------------------|--|----------------------------|--|---|--------------------------|-------------------|------------------|
| | A Sidewalk (Each Side) | B Parkway ¹ (Each Side) | C Parking (Each Way) | E D Bicycle Lane ² (Each Way) | D E Travel Lanes (Each Way) | E E Median | Pavement Width | Right-of- Way |
| Six-Lane Arterial | 6 | 4 | 8 | 5 ³ | 41 ³ 33 | 15 | 107 | 127 |
| Four-Lane Major Arterial | 6 | 4 | 8 | 5 ³ | 30 ³ 22 | 15 | 85 | 105 |
| Four-Lane Minor Arterial | 6 | 4 | 8 | 5 ³ | 30 ³ 22 | 11 | 81 | 101 |
| One-Way | 6 | 4 | 16 ⁴ | 5 ³ | 50 ³ 34 | 0 | 55 | 75 |
| Major Collector | 6 | 4 | 8 | 5 | 20 ³ 12 | 0 | 50 | 70 |
| Minor Collector | 6 | 4 | 0 | 5 | 14 12 ⁵ | 0 | 38 | 58 |
| Local with Parking | 6 | 4 | 8 | 0 | 19 ³ 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 ⁶ |

¹Parking strip is encouraged but not required.
²Where included on Bikeway Plan.
³Note: Bicycle lanes are not recommended to be placed on arterial streets unless alternative routes do not exist.
⁴Includes 8-foot parking lane.
⁵Includes 16 feet for parking on both sides.
⁶If no bike lane, travel lane must be 14 feet.
⁶Includes unpaved shoulder.

FIGURE 3-2
ROADWAY CROSS-SECTION ELEMENTS
(as referenced in Table 3-5)



PUBLIC TRANSIT

Goal 3.B To provide coordinated transit services 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 service to Eureka and coordination of this feeder service with the Eureka Transit Service and the Redwood Transit System.
- 3.B.45 Where appropriate, the City shall require new development to dedicate easements for and provide sheltered public stops for transit patron access.
- 3.B.56 The City shall pursue all available sources of funding for capital and operating costs of the Eureka Transit Service.
- 3.B.67 The City shall work to broaden ridership of public transit to increase farebox revenue and decrease reliance on subsidies.
- 3.B.78 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.

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.

TABLE 3-6

CLASS II AND III BIKEWAYS

| CLASS II BIKEWAYS (BIKE LANES) | |
|---|--|
| 1. | 6 th Street from Myrtle Avenue to Broadway. (Relocate the centerline stripe to allow a 5', one way bike lane on the right, with parking permissible on both sides of the street.) |
| 2. | 7 th Street from Broadway to "J" Street. (Relocate the centerline stripe to allow a 5', one way bike lane on the right, with parking permissible on both sides of the street.) |
| 3. | "H" Street from Oak Street to Harris Street. (Sign and stripe a bike lane with striped parking.) |
| 4. | Harris Street from Fairfield Street to "I" Street. (Relocate the centerline stripe to allow a 5', one way bike lane on the right, with parking permissible on both sides of the street, except where currently prohibited.) |
| 5. | Henderson Street from "G" Street to Central Avenue Fairfield Street. (Relocate the centerline stripe to allow a 5', one way bike lane on the right, with parking permissible on both sides of the street, except where currently prohibited.) |
| 6. | "J" Street from Harris Street to 2 nd Street. (Sign and stripe a bike lane with striped parking.) |
| 7. | Wabash from Broadway to "C" Street. (Sign and stripe a bike lane with striped parking.) |
| 8. | Waterfront Drive from "G" Street to "V" Street (future construction). |
| CLASS III BIKEWAYS (SIGNED ROUTES) | |
| 1. | 7 th Street from "J" Street to Myrtle Avenue. |
| 2. | 14 th Street from Broadway to "S" Street. |
| 3. | Buhne Street from Fairfield Street to "S" Street. |
| 4. | California Street from Harris Street to 6 th Street. |
| 5. | Campton Road (portion within the City limits). |
| 6. | Central Avenue/Utah Street. |
| 7. | Commercial Street from Waterfront Drive to 6 th Street, or "C" Street from Waterfront to 7 th 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 (portion within the City limits). |
| 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. (This will require coordination with the County, since the east side of Harrison Avenue is under their jurisdiction). |
| 13. | Hemlock Street from "W" Street to Walnut Drive. |
| 14. | Henderson Street from "S" Street to "G" Street and from Central Avenue to Fairfield Street. |
| 15. | Hodgson Street from "S" Street to "W" Street. |
| 16. | Myrtle Avenue from 4 th Street southwest to the City limits. |
| 17. | "S" Street/West Avenue from Hodgson Street to Waterfront Drive. (Note: Because of the reversing curve and vertical dip the area should be studied further before the central portion — from Buhne Street to 14 th Street — is designated as a bikeway.) |
| 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. | |

CITY OF EUREKA
GENERAL PLAN



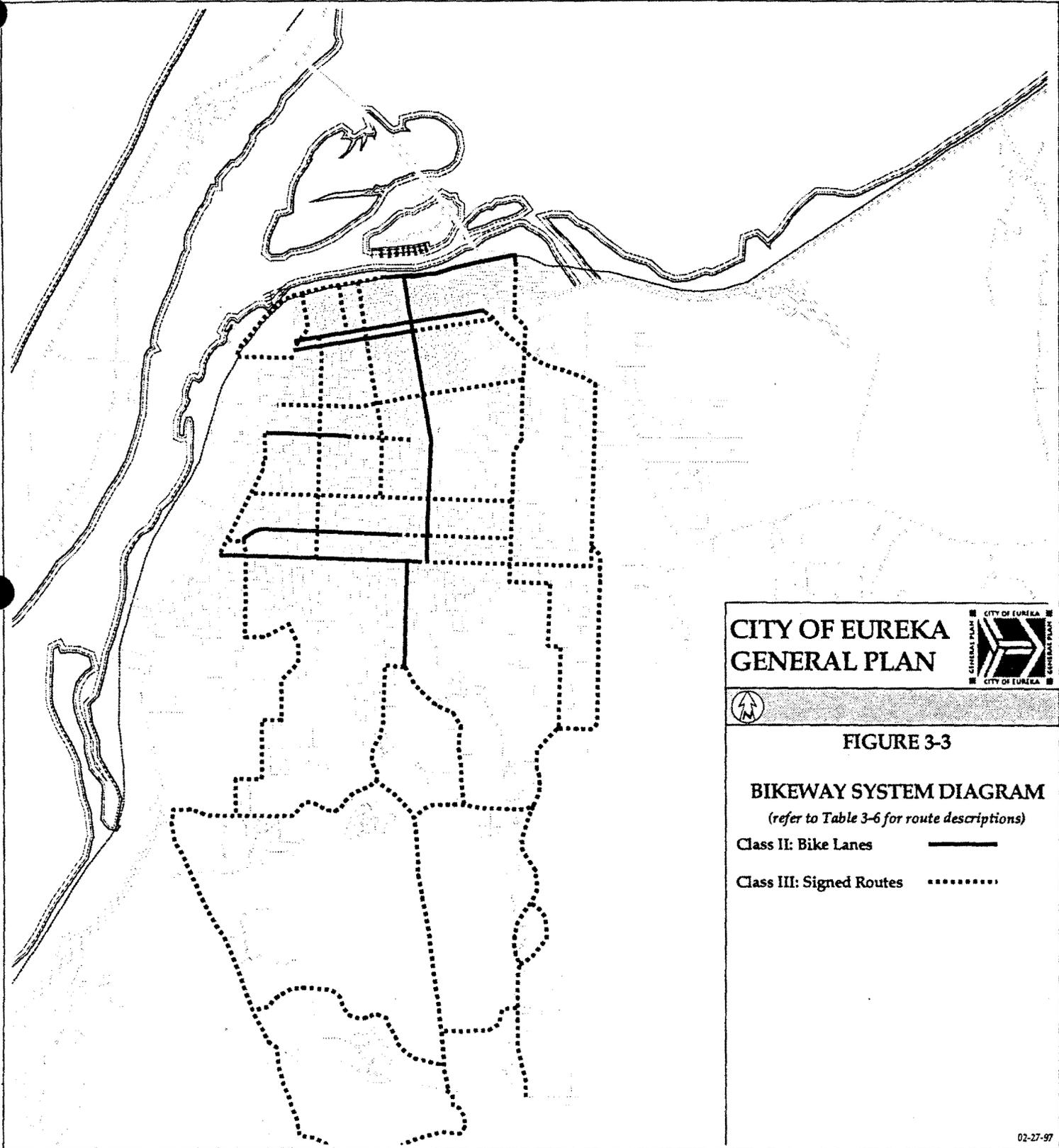
FIGURE 3-3

BIKEWAY SYSTEM DIAGRAM

(refer to Table 3-6 for route descriptions)

Class II: Bike Lanes **—————**

Class III: Signed Routes **.....**





- 3.C.3 The City shall 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 the regional bikeway system.
- 3.C.7 The City shall require that bikeways, where possible feasible and desirable, are located on exclusive paths 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.

PEDESTRIAN TRANSPORTATION

Goal 3.D To encourage and facilitate walking throughout the city.

Polices

- 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.
- 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 points 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 North Coast 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.

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 of 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.

- 3.H.1. The City shall create distinctive "gateways" at E, F, and G Streets along the 4th/5th 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 4th and 5th Streets.
- ~~3.H.2. The City shall improve vehicular circulation and parking along 2nd Street through the removal of the street dividers at the F Street intersection. On-street parking should be expanded at this location.~~
- 3.H.32. 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.43. 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.54. The City shall restripe public parking lots in the Core Area to improve circulation and parking efficiency.
- 3.H.65. The City shall improve parking lot safety, where necessary, through improved lighting in lots 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.
- 3.H.76. 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, 2nd, 4th, and 5th Streets).
- 3.H.87. Except for proposed future parking structures, the City shall discourage parking lots located at street intersections throughout the Core Area.
- 3.H.98. The City shall provide clear directional signs to major public parking areas (including sites designated for parking structures).

IMPLEMENTATION PROGRAMS

- 3.1 The City shall complete a study of the feasibility of acquiring the right-of-way for and completing construction of Waterfront Drive from Eureka Slough to Del Norte Street.
- Responsibility: City Council
Engineering Department
- Time Frame: FY 96-97; 97-98
- 3.2 The City shall undertake a design and right-of-way study for construction of Waterfront Drive from Del Norte Street to the Elk River interchange.

Section 3: Transportation and Circulation

- 3.2 The City shall undertake a design and right-of-way study for construction of Waterfront Drive from Del Norte Street to the Elk River interchange.

Responsibility: City Council
Engineering Department
Time Frame: FY ~~96-97, 97-98, 98-99~~

- 3.3. The City shall undertake a design and right-of-way study for construction of Henderson Street between Waterfront Drive and Broadway.

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98; ~~98-99~~

- 3.4. The City shall request Caltrans to investigate possibilities for upgrading the Myrtle Avenue/4th Street/5th Street intersections to provide for a safer, more efficient flow of traffic. This should include signalization of R Street/5th Street.

Responsibility: Engineering Department
Time Frame: FY ~~96-97, 98-99~~

- 3.5 The City shall develop and implement a systematic program for implementing traffic controls at uncontrolled intersections that have created circulation conflicts and led to traffic accidents.

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98

- 3.6 The City shall undertake a review of its street standards and revise them as necessary to ensure that new residential streets are no wider than is required by safety and emergency access considerations and on-street parking needs.

Responsibility: Engineering Department
Time Frame: FY ~~96-97, 98-99~~

- 3.7 The City shall cooperate with the Humboldt County Transit Authority in developing an intermodal transportation center between A and Commercial Streets, south of Waterfront Drive and the railroad tracks.

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98

- ~~3.8 The City shall undertake a design study for development of a bicycle/pedestrian trail along the waterfront:~~

~~Responsibility: Engineering Department
Community Development Department
Time Frame: FY 96-97~~

- 3.9~~8~~ The City shall prepare and adopt a truck route ordinance in accordance with Sections 35701-4 of the California Vehicle Code. Following adoption of the ordinance, the City shall erect signs indicating

either the streets affected by the ordinance or the streets not affected, as specified by California Vehicle Code Section 35701(b).

Responsibility: City Council
Engineering Department
Time Frame: FY 96-97, 97-98

- 3.109 The City shall develop a bicycle/pedestrian trail along the waterfront extending from K Street to Del Norte Street.

Responsibility: City Council
Planning Commission
Engineering Department
Community Development Department
Redevelopment Agency
City Manager
Time Frame: As funding becomes available

- 3.110 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.

Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager
Time Frame: As funding becomes available

- 3.111 The City shall implement plans for enhancement of gateways in the Core Area along 4th and 5th Streets at E, F, and G Streets.

Responsibility: City Council
Planning Commission
Engineering Department
Redevelopment Agency
Community Development Department
Time Frame: FY 96-97

- 3.112 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.

Responsibility: City Council
Planning Commission
Engineering Department
Community Development
Redevelopment Agency
Time Frame: FY 96-97, 97-98

- 3.113 The City shall work with Caltrans to modify traffic control devices (i.e., traffic lights and stop signs) to facilitate north-south travel along E, F, and G Streets through the Core Area.

Responsibility: Community Development Department

Section 3: Transportation and Circulation

Redevelopment Agency
Engineering Department
Time Frame: FY 97-98

SECTION 4

PUBLIC FACILITIES AND SERVICES

This section contains goals, policies, and implementation programs that establish the framework for provision of public facilities and services to meet the demand created by existing and future development in Eureka. The goals and policies of this section are organized topically according to the following categories, each of which relates to a particular type of facility or service.

- General Public Facilities and Services
- Water Supply and Delivery
- Wastewater Collection, Treatment, and Disposal
- Stormwater Drainage
- Solid Waste Collection and Disposal
- Law Enforcement
- Fire Protection
- Schools

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.
- 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) beyond the urban limit line as designated in the Local Coastal Program 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 outside the urban limit line into these areas, provided no connections for private users shall be allowed outside the urban limit line.
- 4.A.8 The City shall promote undergrounding of overhead utility lines whenever possible 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:
- d. Coastal-dependent uses;
 - e. Essential public services;
 - f. Basic industries vital to the economic health of the region, state or nation;
 - g. Public recreation;
 - h. Commercial recreation; and
 - i. 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.
- 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.
- 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.

Section 4: Public Facilities and Services

- 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 to mitigate increases in stormwater peak flows and/or volume to the maximum extent feasible. Mitigation measures should take into consideration impacts on Humboldt Bay and adjoining lands in the city and immediately adjacent to the city in unincorporated Humboldt County. 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. To the maximum extent feasible, new development shall not produce a net increase in peak stormwater 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.
- 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 ~~2-0~~ 2.8 personnel per 1,000 residents (~~0-5~~ 1.0 non-sworn and ~~1-5~~ 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 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 standards.
- 4.F.4 The City shall ~~require new development to develop or fund~~ annually assess police facilities and equipment needs and develop strategies that, at a minimum, maintain the above service 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 such as through the Eureka Police Department's Community Oriented Policing and Problem Solving strategies Program.

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.

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 Fire Department shall attempt to maintain response time of three (3) minutes for emergency medical service (EMS) calls:~~
- 4.G.87 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.98 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.109 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.
- 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 ~~should~~ 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 ~~possible~~ 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.

IMPLEMENTATION PROGRAMS

- 4.1. The City shall prepare an analysis of all development within the city limits to determine where development is not currently served by the City's water and wastewater systems with the intent of establishing a program for connecting to the City's systems.

Responsibility: City Council
Engineering Department
Time Frame: As funding becomes available

- 4.2. The City shall prepare a study assessing the feasibility of establishing an assessment district to fund citywide storm drainage improvements, including replacement, repair, or relocation of storm drain facilities.

Responsibility: City Council
Engineering Department
Time Frame: As funding becomes available

Section 4: Public Facilities and Services

SECTION 5

RECREATIONAL AND CULTURAL RESOURCES

This section contains goals, policies, and programs that establish the framework for the provision of recreational opportunities to Eureka residents and visitors and the preservation, protection, and enhancement of cultural resources in the Eureka area. The goals and policies of this section are organized topically according to the following categories, each of which relates to a key objective for ensuring opportunities for recreation and cultural enrichment to Eureka's residents and visitors.

- General Parks and Recreation
- Coastal Recreation and Access
- Recreation Services
- Arts and Culture
- Historic Preservation
- Archaeological 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.

Policies

5.A.14 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 facilities 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. ~~Greenways and Trails~~ should meander through residential neighborhoods and/or scenic areas. ~~Greenways and Trails~~ should connect to community parks and schools, which should provide access points to the trails. Trails and greenways should not cross arterial streets frequently and should provide as many interesting vistas and view points as possible ~~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.15 The City shall upgrade Eureka's established park system as necessary to better serve the needs of the general public.

5.A.16 The City shall strive to achieve the open space and recreation standards shown in Table 5-1.

| TABLE 5-1 | | | | | |
|--|----------------------------------|---------------------------|--------------------------|-----------------------------------|---|
| OPEN SPACE AND RECREATION STANDARDS | | | | | |
| Type of Facility | Radius of Service (miles) | Service Population | Site Size (Acres) | Acres per Thousand Persons | Location |
| 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 throughout 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 dedication 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:

- 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.

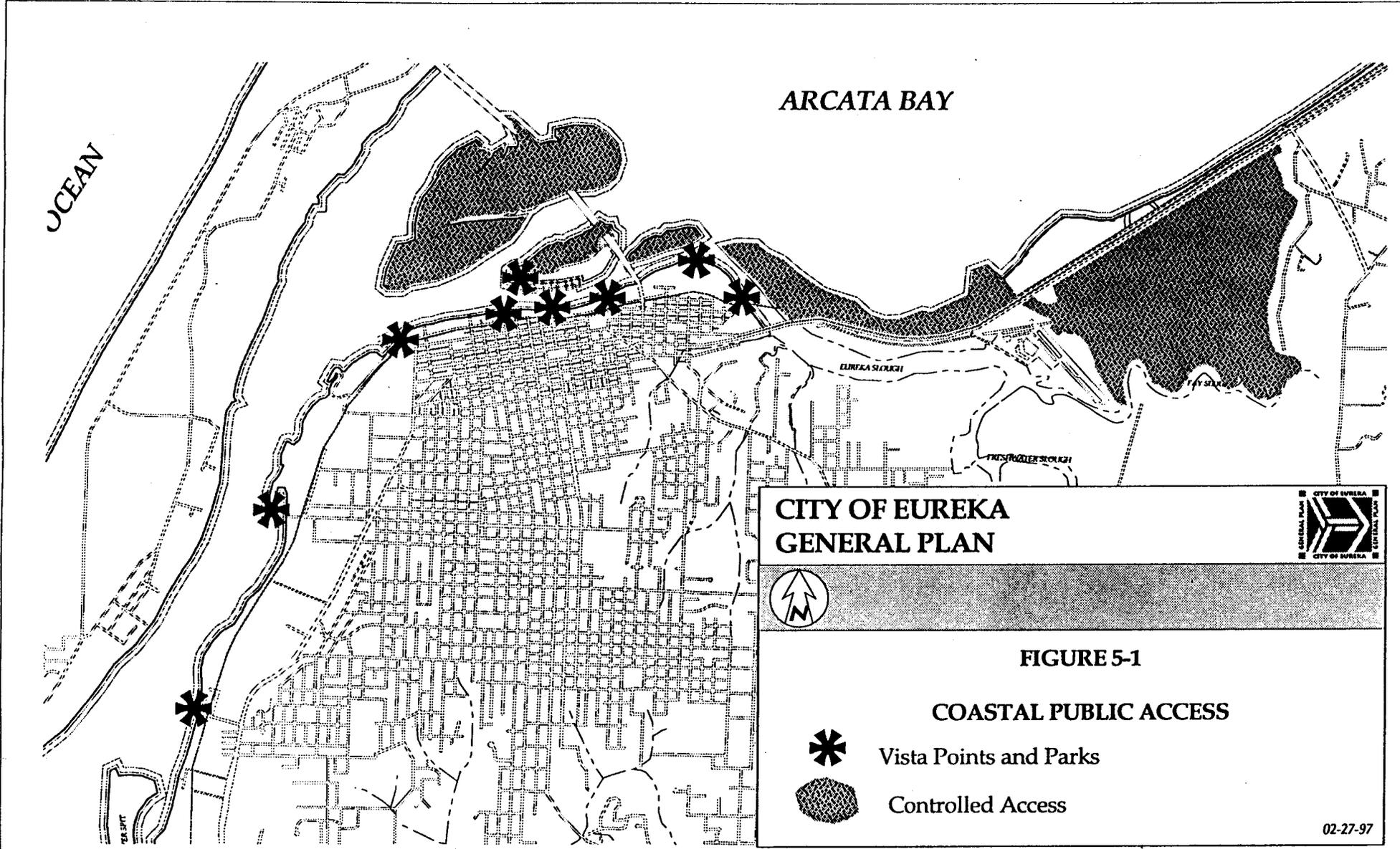
5.B.10 To the maximum extent feasible, the City shall ensure universal public access to the waterfront, including support facilities.

5.B.11 The City shall participate in the development of a facility for the Humboldt Bay Rowers Association on the waterfront.

TABLE 5-2

COASTAL ZONE PUBLIC ACCESS

| Access Point/Area | Description of Proposed Access |
|---|--|
| 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. |
| 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. |
| On an expanded west side shoulder of State Highway 255 on Indian Island | In consultation with Caltrans, the Department of Fish and Game, and the Coastal Conservancy, an improved small parking area shall be provided so as to allow safe public viewing of the heron and egret rookery. The viewing area shall be located within the highway right-of-way, require no fill of wetlands, and shall be fenced at the foot of the highway bank to prevent public access to the island. This public viewpoint shall not be improved unless Caltrans concurs in its improvement and funding for such improvements is provided by the State Coastal Conservancy or another state agency. Physical public access to the island shall continue to be restricted to scientific studies conducted pursuant to a City access permit. Consistent with Policy 6.A.22, public access shall be granted to Native Americans for reburial of remains discovered during coastal-dependent industrial development elsewhere in the Planning Area. |
| 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 the 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 shoreline accessway shall be developed to include: <ol style="list-style-type: none"> (1) completion of lateral accessways at the foot of "J" and "M" Streets; (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); (3) access support facilities distributed throughout Old Town so as to minimize potential adverse impacts. |



| Access Point/Area | Description of Proposed Access |
|---|--|
| 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. |
| Halyorsen 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 from Waterfront Drive to Old Town | 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 along the city's bayfront | 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 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 Spit | The pedestrian footbridge 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 service 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 encourage commercial recreation businesses to provide a program to financially assist economically disadvantaged families to participate in the business' activities and services.~~

Section 5: Recreational and Cultural Resources

- 5.C.4—A: The City shall provide supervision of park areas to protect the rights of the users of the parks and reduce vandalism and shall work with law enforcement agencies to eliminate crime at parks and recreation facilities.
- 5.C.5—B: The City shall provide an ongoing emphasis on youth programs and services, especially those that provide positive educational and social influences to for youth at risk for illegal, anti-social, or unhealthy behaviors.
- 5.C.6—C: The City shall ensure a wide range of services, activities, and programs reflecting the cultural diversity of the community.
- 5.C.7—D: 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—E: 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.

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 6th and 7th 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, buildings, and sites in Eureka that are of historic, cultural, and/or architectural significance.

- 5.E.2 The City shall support the registration of cultural resources 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 governments as well as financial institutions and private citizens to provide loans for refurbishing historical buildings and restoring artifacts and memorabilia.
- 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 structures 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 to 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.

ARCHAEOLOGICAL RESOURCES

Goal 5.F: To identify, protect, and enhance Eureka's important archaeological 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.
- 5.F.6 The City shall require that discretionary development projects are designed to avoid potential impacts to significant cultural resources whenever possible feasible. Unavoidable impacts, whenever possible 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 and The Nature Conservancy.

IMPLEMENTATION PROGRAMS

- 5.1. The City shall prepare, adopt, and implement procedures for review and approval of all City-permitted projects involving ground disturbance and all building and/or demolition permits that will affect buildings, structures, or objects identified as historically significant.

Responsibility: City Council
Historic Preservation Commission
Community Development Department
Building Department
Time Frame: FY 96-97

- 5.2. The City shall develop preservation incentive programs for owners of important cultural resources, using such mechanisms as the Mills Act, the Historic Preservation Easement program, the Certified Local Government program, and the Heritage Tourism program.

Responsibility: City Council
Historic Preservation Commission
Community Development Department
Redevelopment Agency
Time Frame: FY 97-98

- 5.3. The City shall consider pursuing the following cultural resource management programs and shall explore possible funding sources to support these programs:

1. Pursuit of status as a Certified Local Government to facilitate state funding and technical assistance from the State Office of Historic Preservation; and
2. Preparation, adoption, and implementation of a cultural resources ordinance that provides definitions and standards for identification and protection of cultural resources and provides penalties for their disturbance.
3. Preparation and updating of a citywide cultural resource data base.

Responsibility: City Council

Community Development Department
Redevelopment Agency
Historic Preservation Commission

Time Frame: FY 97-98

- 5.4. The City shall participate in the development of a facility for the Humboldt Bay Rowers Association on the waterfront.

Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager

Time Frame: As funding becomes available

SECTION 6

NATURAL RESOURCES

This section contains goals, policies, and programs that establish the frame work for the protection of the valuable natural resources of the Eureka area.

This goals and policies of this section are organized topically according to the following categories, each of which relates to a key objective for protection of the Eureka Area's natural resources.

- Aquatic Resources and Marine, Wetland, and Riparian Habitat
- Agricultural Preservation
- Conservation of Open Space
- Timber Resources
- Air Quality--General
- Air Quality--Transportation/Circulation

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 healthy 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 mitigation measures feasible. Such channelizations and alterations shall be limited to the following:
- a. Flood control projects where no other method for protecting existing structures 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 City of Eureka's Planning Area 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).

The areas are shown on 1:500 scale maps that are available for review at the City of Eureka Community Development Department. These maps are incorporated by reference into this General Plan and are a formal part of it. However, all environmentally sensitive habitat areas may not be shown on these maps and shall, if they exist, be identified as part of any project application.

- 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 the 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;
 - 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.
- 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;
 - A species that is rare, **threatened**, or endangered will not be significantly adversely affected; and
 - 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:
- Dredging shall be prohibited in breeding and nursery areas and during periods of fish migration and spawning.
 - Dredging shall be limited to the smallest area feasible.
 - 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 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;
 - 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 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 with 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 **Part policy**.
 - 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.).
 - 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:
- Port facilities.
 - Energy facilities.
 - 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,
- 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 chapter **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, such as 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 and 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 pilings 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. Developments 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 purposes(s) of the buffer, that a smaller buffer will protect the resources of the habitat area. As necessary to protect the environmentally sensitive area, the City may require a buffer greater than 100 feet. ~~For a wetland, the buffer should be measured landward from the landward edge of riparian vegetation or from the top edge of the bank (e.g., in channelized streams). 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 ~~should~~ shall be used to specifically ~~determine~~ 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 gulches ~~greenways~~ be carried out in a manner that avoids vegetative removal below the break in slope (usually those areas with a slope of ~~20~~ 30 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, W~~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.

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 city Coastal Zone with soils other than Classes I or II in agriculture 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.

~~Where the owner of land designated for agricultural development asserts the infeasibility of continued or renewed agricultural operations and expresses an interest in selling the parcel, a first right of refusal to purchase the parcel shall be offered to the State Coastal Conservancy or other public or private land conservation organizations.~~

- 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.

- 6.B.5. Consistent with the Coastal Act (California Resources Code Section 30250(a)), the City shall prohibit land division of existing agriculturally-designated land within the city 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 Eureka area city.
- 6.C.3. The City shall retain open-space needed to provide community and neighborhood identity, efficiency, and amenities; including urban form and land; 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 other Humboldt County and regional and state agencies.
- 6.C.5. The City shall prepare and adopt Gulches and Greenways Preservation/Management Guidelines Plan that identifies and protects the vegetation and habitat in and the hydrologic capacity of Eureka's natural greenway and gulch greenways areas. These guidelines shall include provisions for identifying more precisely defining the boundaries of gulch greenways the areas to be protected, 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 is 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 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

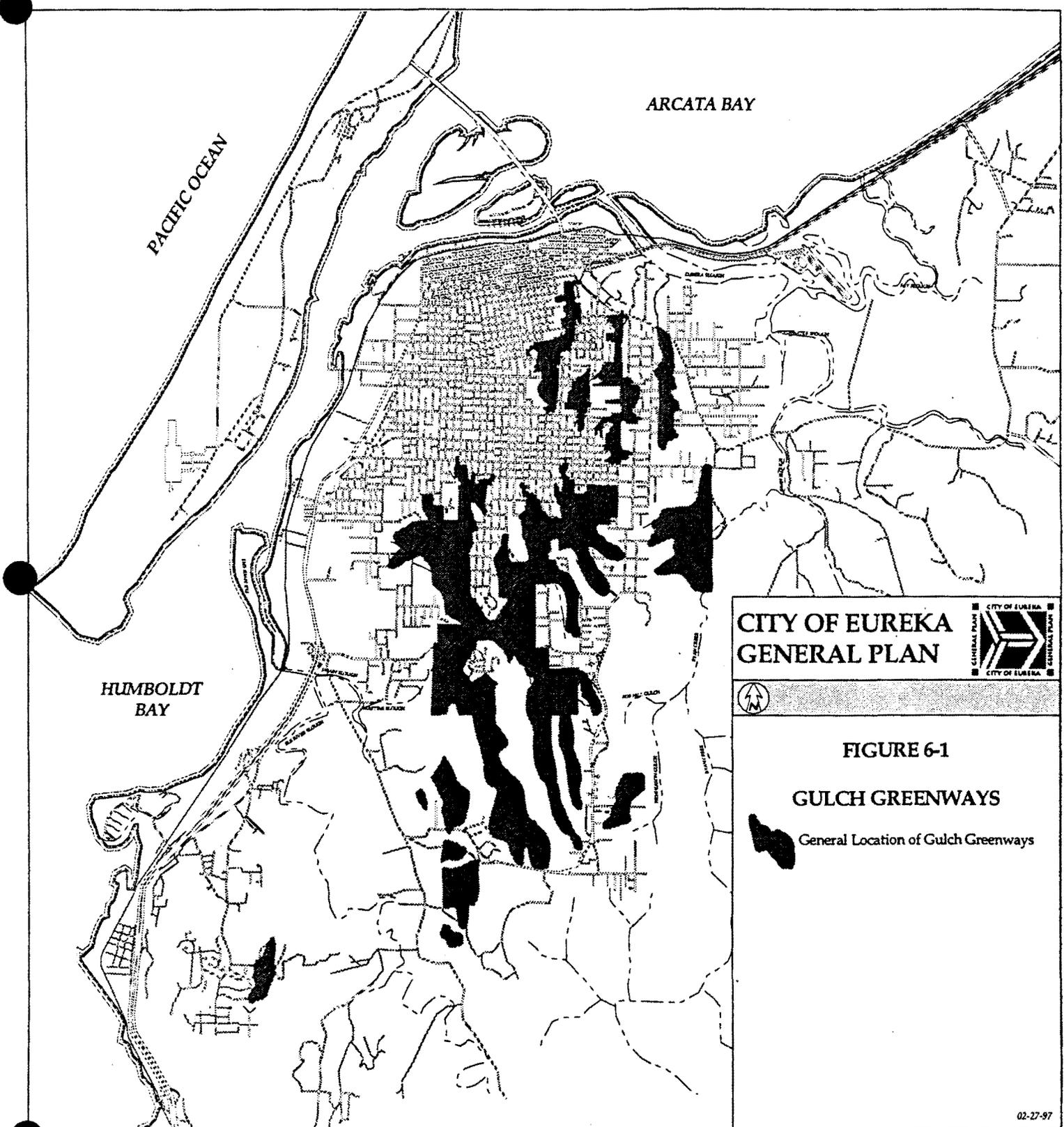
- 6.D.1. The City shall work with Humboldt County and the California Department of Forestry and Fire Protection (CDF) to encourage the sustained productive use of timberland as a means of providing open space and conserving other natural resources.
- 6.D.2. The City shall work with Humboldt County and 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 source 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.



**CITY OF EUREKA
GENERAL PLAN**



FIGURE 6-1

GULCH GREENWAYS

 General Location of Gulch Greenways



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.

IMPLEMENTATION PROGRAMS

- 6.1. The City of Eureka, in consultation with the Department of Fish and Game, Coastal Conservancy, Coastal Commission, Wildlife Conservation Board, Humboldt County, Humboldt Bay Harbor, Recreation, and Conservation District, the Army Corps of Engineers, potentially affected landowners, and other interested parties shall prepare a detailed, comprehensive, and implementable program for wetlands management and restoration in and adjacent to the city. In the preparation and implementation of the wetlands program, Eureka shall seek the expert and financial assistance of the State Coastal Conservancy, the Wildlife Conservation Board, and Department of Fish and Game. The program shall include all of Eureka's restored and natural wetland areas and shall include development of a Wetland Mitigation Bank as a comprehensive tool for mitigating the loss of wetlands to development.

Responsibility: Utilities Department
Community Development Department

Time Frame: FY 97-98

- 6.2. The City shall prepare, adopt, and implement an enhancement plan for the PALCO Marsh.

Responsibility: Engineering Department
Community Development Department

Time Frame: FY 96-97 97-98

- 6.3. The City shall undertake a program to identify wetlands on all City-owned property. The potential for impacts to these wetlands shall be identified, including potential impacts from development consistent with this General Plan. As part of this program, the City shall consider approaches to creating a wetland mitigation bank from these City-owned parcels.

Responsibility: Utilities Department
Time Frame: FY 97-98

- 6.4. The City shall prepare and adopt guidelines for siting development near environmentally sensitive habitat areas. The guidelines shall include provisions for identifying the precise boundaries on each affected parcel of the sensitive areas and any required buffer areas.

Responsibility: Community Development Department
Time Frame: FY 97-98

- 6.5. The City shall prepare and adopt guidelines for gulches and greenways preservation/management that identify and protect the vegetation and habitat in and the hydrologic capacity of Eureka's natural greenway and gulches areas. ~~This plan~~ These guidelines shall include provisions for defining the boundaries of the gulch greenways, identifying the precise boundaries of each affected all parcels in the areas to be protected, lying wholly or partly within the gulch greenways, ensuring that new development is compatible with the environmental and public safety values of the gulch greenways, and restoring gulch vegetation and habitat as appropriate.

Responsibility: Planning Commission
Community Development Department
Time Frame: FY 97-98

- 6.6. The City shall prepare and adopt guidelines for drainage and stormwater management that shall address new development and existing developed areas. The guidelines shall identify appropriate best management practices (BMPs) that are applicable to and effective in controlling both the quantity and quality of runoff in the city.

Responsibility: Utilities Department
Time Frame: FY 97-98 ~~98-99~~

- 6.7. ~~Whenever an applicant before the City asserts that continued or renewed use of nonprime agricultural lands (grazed or farmed wetlands) is infeasible and expresses an interest in selling the parcel, the City shall immediately notify the State Coastal Conservancy or other public or private land conservation organizations of the pendency of such application and ask it to perform in a timely manner such analysis as it deems necessary to decide whether to exercise the first right of refusal to purchase the parcel as part of its agricultural lands restoration program.~~

~~Responsibility: Community Development Department
Time Frame: As necessary.~~

- 6.8. The City shall work with the County in preparing a map or maps delineating the boundaries between the various watersheds within the Planning Area. The map should delineate both natural watershed boundaries and watershed boundaries as affected by storm drainage and surface drainage alternatives.

Responsibility: Engineering Department
Community Development Department

Time Frame: FY 98-99

SECTION 7

HEALTH AND SAFETY

This section contains goals, policies, and programs intended to protect Eureka residents, businesses, and visitors from the harmful effects of natural and man-made hazards. This information is organized under the following topics, each of which relates to specific conditions and concerns relevant to Eureka.

- Seismic Hazards
- Geological Hazards
- Fire Safety
- Flooding
- Hazardous Materials and Toxic Contamination
- Emergency Response
- Residential Noise Exposure
- Noise Compatibility

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:

- f. Geologic conditions, including soil, sediment, and rock types and characteristics, in addition to structural features such as bedding, joints, and faults;
- g. Evidence of past or potential liquefaction conditions, or other types of ground failure, related to seismic shaking;
- h. Potential effects on the site because of fault rupture; and
- i. 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 runup 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 reasonably possible, 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.
- 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 ~~prevent additional development on unstable land~~ 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, or by a certified engineering geologist, and 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, 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, 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.

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.

- 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 an 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 review all accident contingency plans which relate to Eureka.
- 7.F.2. The City ~~and State should seek to provide~~ 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 ~~should~~ be available and unobstructed in case of major emergency or disaster.
- 7.F.4. The City shall cooperate with the Humboldt County, ~~and State of California~~ Offices of Emergency Services, and the Federal Emergency Management Agency in developing and operating a coordinated emergency 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.

| TABLE 7-1 NOISE LEVEL PERFORMANCE STANDARDS New Projects Affected by or Including Non-transportation Sources | | |
|--|--------------------------------|----------------------------------|
| Noise Level Descriptor | Daytime (7 a.m. to 10 p.m.) | Nighttime (10 p.m. to 7 a.m.) |
| 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 of the Noise Element 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 Noise Element 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 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 or 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 increases in travel speeds, 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
- b. Where existing traffic noise levels range between 60 and 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +3 dB L_{dn} 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_{dn} at the outdoor activity areas of noise-sensitive uses, a + 1.5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.

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

¹ 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_{dn} shall be applied at the building facade, in addition to a 60 dB L_{dn} criterion at the outdoor activity area.

² As determined for a typical worst-case hour during periods of use.

³ Where it is not possible feasible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/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.

IMPLEMENTATION PROGRAMS

- 7.1 In cooperation with the state and county offices of emergency services, the City shall prepare and adopt a plan for post-earthquake recovery and rebuilding, including tsunami response.

Responsibility: City Council
 Fire Department
 Engineering Department
 Building Department
 Community Development Department

FIGURE 7-1

FEASIBILITY OF DEVELOPMENTS WITH RESPECT TO TRANSPORTATION NOISE

| LAND USE CATEGORY | COMMUNITY NOISE EXPOSURE | | | | | |
|--|--------------------------|----------|-------------------|-------------------|----------------------|----------------------|
| | Ldn or CNEL, dB | | | | | |
| | 55 | 60 | 65 | 70 | 75 | 80 |
| Residential, Theaters, Auditoriums, Music Halls, Meeting Halls, Churches | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| Transient Lodging - Motels, Hotels | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| Schools, Libraries, Museums, Hospitals, Nursing Homes, Child Care Facilities | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| Playgrounds, Neighborhood Parks | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| Office Buildings, Retail Commercial | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| Industrial, Manufacturing, Utilities | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| Golf Courses, Outdoor Spectator Sports | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |
| | Feasible | Feasible | Probably Feasible | Probably Feasible | Usually Not Feasible | Usually Not Feasible |

INTERPRETATION



FEASIBLE

Specified land use is satisfactory. No noise mitigation measures are required.



PROBABLY FEASIBLE

Use should be permitted only after careful study and inclusion of protective measures as needed to satisfy the policies of the General Plan.



USUALLY NOT FEASIBLE

Development is usually not feasible in accordance with the goals and policies of the noise section of the General Plan.



Time Frame: ~~FY 97-98 98-99~~

- 7.2 In cooperation with owners of property affected by toxic contamination, ~~and~~ the Regional Water Quality Control Board, ~~and Humboldt County~~, the City shall develop and implement a pilot project to identify cost-effective approaches to remediation of contaminated soils and to identify and mitigate groundwater contamination caused by past disposal of toxic materials along the waterfront and in industrial areas.

Responsibility: City Council
Engineering Department
Community Development Department

Time Frame: ~~FY 96-97 97-98~~

SECTION 8

ADMINISTRATION AND IMPLEMENTATION

This section contains goals, policies, and programs to ensure that the City of Eureka maintains a high level of attention to the General Plan by providing for routine review and update of the *Policy Document* and *Background Report* and ensuring that other City regulations and ordinances are consistent with the Plan.

GOALS AND POLICIES

Goal 8.A: To provide for the ongoing administration and implementation of the General Plan.

Policies:

- 8.A.3. The City shall annually review the *General Plan Policy Document* and revise it as deemed necessary.
- 8.A.4. The *General Plan* shall be amended no more than four times per year. Each amendment, however, may include multiple changes.
- 8.A.5. 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.6. The City shall review and amend, as necessary, the *Zoning Ordinance* and *Subdivision Ordinance* to ensure consistency with the *General Plan*.

IMPLEMENTATION PROGRAMS

- 8.1. The City shall annually review the *General Plan Policy Document*, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the Plan. The Planning Commission shall complete its review of the *General Plan Policy Document* and report its findings to the City Council by October 1 of every year. The Planning Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the *General Plan*. This annual review shall also be used to satisfy the requirements of the *Public Resources Code* (§2108.6) for a mitigation monitoring program for the *General Plan EIR*.

Responsibility: Planning Commission
Community Development Department
Time Frame: FY 96-97; annually thereafter.

- 8.2. 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.

Responsibility: City Council
Community Development Department
Time Frame: FY 96-97 99-00; every three years thereafter.

- 8.3. The City shall review and amend, as necessary, the *Zoning Ordinance* and *Subdivision Ordinance* to ensure consistency with the *General Plan*.

Section 8: Administration and Implementation

Responsibility: City Council
Community Development Department
Time Frame: FY 96-97 97-98, 98-99

APPENDIX A

POLICY DOCUMENT GLOSSARY

Acres, Gross - The entire acreage of a site. Typically calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net - The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Annex, v. - To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquaculture - The culture and husbandry of aquatic organisms, including, but not limited to: fish, shellfish, mollusks, crustaceans, kelp, and algae. Aquaculture shall not mean the culture and husbandry of commercially utilized inland crops, including, but not limited to: rice, watercress, and beansprouts.

Archaeological - Relating to the material remains of past human life, culture, or activities.

Bicycle Lane (Class II facility) - A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility) - A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility) - A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Biological Productivity - Biological productivity generally refers to the amount of organic material produced per unit time.

Boundary of a Wetland - (1) The boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; (2) the boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or (3) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation and land that is not. Areas with drained hydric soils that are no longer capable of supporting hydrophytes are not considered wetlands.

Building - Any structure used or intended for supporting or sheltering any use or occupancy.

California Environmental Quality Act (CEQA) - A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

Caltrans - California Department of Transportation.

City - City with a capital "C" generally refers to the City of Eureka government or administration. City with a lower case "c" generally refers to the geographical area of the city, both incorporated and unincorporated territory (e.g., the city bikeway system).

Coastal-Dependent Development or Use - Any development or use which requires a site on, or adjacent to, the sea to be able to function at all.

Coastal-Related Development - Any use that is dependent on a coastal-dependent development or use.

Collector - Relatively-low-speed, street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial Recreational Facilities - Facilities serving recreational needs but operated for private profit (e.g., riding stable, chartered fishing boats, tourist attractions, and amusement or marine parks).

Community Noise Equivalent Level (CNEL) - A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Compatible - Capable of existing together without conflict or ill effects.

Conservation - The management of natural resources to prevent waste, destruction, or neglect.

Consistent - Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

County - County with a capital "C" generally refers to the government or administration of a county, in the case of the Eureka General Plan, Humboldt County. County with a lower case "c" generally refers to the geographical area of the county (e.g., the unincorporated county).

Critical Facility - Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

dB - Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA - The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Density, Residential - The number of permanent residential dwelling units per "net" acre of land.

Developable Acres, Net - The portion of a site that can be used for density calculations. For instance, public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land - Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developed - Developed with a structure that is a principal or conditional use permitted under a parcel's land use designation.

Development - On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practices Act of 1973 (commencing with Public Resources Code Section 4511).

Dikes - A bank constructed to control or confine tidal waters.

Duplex - A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit - A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Encourage, v. - To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species - A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Energy Facility - Any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

Enhance, v. - To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environmental Impact Report (EIR) - A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Environmentally Sensitive Habitat Areas - Any area in which plant or animal life, or their habitats, are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Estuary - A coastal water body usually semi-enclosed by land, but which has open, partially obstructed, or intermittent exchange with the ocean and in which ocean water is at least occasionally diluted by fresh water runoff from the land.

Expressway - A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

Farmed Wetlands - Diked, former tidal marshes and clearly defined non-tidal sloughs which have been mechanically or physically altered for the production of food or fiber, but which would revert to typical wetland habitat if farming and related dike and drainage maintenance were discontinued. In their present state, these lands are frequently covered by shallow water during the rainy season. Their vegetation is characterized by a higher percentage of sedges, rush, and other hydrophytes than is common in upland agricultural areas. In estuarine areas such as Humboldt Bay, the boundary between uplands and wetlands is generally between +8 and +11 feet above mean lower low water (MLLW).

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible - Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Fill - Earth or other substance of material, including piling, placed for the purpose of erecting structures thereon.

Flood, 100-Year - The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Hazard Areas - Those areas subject to inundation by a 100-year flood.

Flood Insurance Rate Map (FIRM) - For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floor Area Ratio (FAR) - The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.00 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.50 would allow 15,000 sq. ft. of floor area; an FAR of 2.00 would allow 20,000 sq. ft.; and an FAR of 0.50 would allow only 5,000 sq. ft.

Freeway - A high-speed, high-capacity, limited-access transportation facility serving regional and countywide travel. Freeways generally are used for long trips between major land use generators.

Functional Capacity - The ability of a particular eco-system to be self-sustaining and to maintain natural species' diversity.

Geological - Pertaining to rock or solid matter.

Geologic Hazards - Include the following:

1. Seismic hazard areas delineated on fault maps as subject to potential surface rupture, on soil maps indicating materials particularly prone to shaking or liquefaction, and in local and regional seismic safety plans;
2. Tsunami runup areas identified on U.S. Army Corps of Engineers 100-year recurrence maps, by other scientific or historic studies, and other known areas of tsunami risk;

3. Landslide hazard areas delineated on slope stability maps and in local and regional geologic or safety plans;
4. Beach areas subject to erosion; and,
5. Other geologic hazards such as expansive soils and subsidence areas. *(LCP Definition)*

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Gulch Greenway - A natural drainage channel generally with slopes of 30 percent or greater and including the level areas below the slopes typically containing lush vegetation and wildlife habitat.

Hazardous Material - Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Healthy Populations - The phrases "... healthy populations of all species of marine organisms ..." and "... optimum populations of marine organisms ..." refer generally to the maintenance of natural species diversity, abundance, and composition.

Household - All those persons--related or unrelated--who occupy a single housing unit.

Housing Unit - The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

Hydric Soils - Soils that for a significant period of the growing season have reducing conditions in the major part of the root zone and are saturated within 25 cm of the surface. Most hydric soils have properties that reflect dominant wetness characteristics, namely, they have immediately below 25 cm dominant colors in the matrix as follows:

1. If there is mottling, the chroma is 2 or less.
2. If there is no mottling, the chroma is 1 or less

Hydrophytic Plant - Any plant growing in water or on a substrate that is at least periodically deficient in oxygen as a result of excessive water content (i.e., plants typically found in wet habitats).

Implementation Program - An action, procedures, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

Infill Development - Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure - Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Incidental Public Service Purposes - Projects, such as burying cables and pipes, inspection of piers, etc., which may temporarily impact the resources of a habitat area.

Lateral Access - A recorded dedication or easement granting to the public the right to pass and repass over dedicating's real property generally parallel to, and up to 25 feet inland from, the mean high tide line

- or to the base of a bluff, but in no case allowing the public the right to pass nearer than five feet to any living unit on the property. Lateral accessways should be used for public pass and repass and passive recreational use, unless specified otherwise.
- L_{dn}** - Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The L_{dn} is approximately numerically equal to the CNEL for most environmental settings.
- L_{eq}** - The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{eq} is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.
- Levee** - A bank constructed to control or confine flood waters.
- Level of Service (LOS)** - A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service.
- Liquefaction** - The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.
- Local Agency Formation Commission (LAFCo)** - The countywide commission that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.
- L₁₀** - A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities and counties.
- Major Energy or Public Works Facility** - Any public works project or energy facility that exceeds \$100,000 in estimated cost of construction.
- Marsh** - Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.
- Mesophytic Plant** - Any plant growing where moisture and aeration conditions lie between extremes (i.e., plants typically found in habitats with average moisture conditions, not usually dry or wet).
- Minimize, v.** - To reduce or lessen, but not necessarily to eliminate.
- Mitigate, v.** - To ameliorate, alleviate, or avoid to the extent reasonably feasible.
- Mixed-use** - Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.
- Multiple Family Building** - A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Neighborhood Park - City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Noise - Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation - Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour - A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-Prime Agricultural Land - Coastal agricultural lands that are now in use for crops or grazing, or that are suitable for agriculture, but are not prime-agricultural lands.

Open Space Land - Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Optimum Populations - See "Healthy Populations."

Parcel - A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Peak Hour/Peak Period - For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods.

Person - Any individual, organization, partnership, or other business association or corporation, including any utility, and any federal, state, local government, or special district or an agency thereof.

Planning Area - The Planning Area is the land area addressed by the General Plan.

Policy - A specific statement in text or diagram guiding action and implying clear commitment.

Prime Agricultural Land -

1. All land which qualifies for rating as Class I or Class II in the Soil Conservation Service land use capability classifications.
2. Land which qualifies for rating 80 through 100 in the Storie Index Rating.
3. Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by USDA.
4. Land planted with fruit or nut bearing trees, vines, bushes, or crops which have a non-bearing period of less than five years and which will normally return during the commercial bearing period of an annual basis from the production of unprocessed agricultural plant production not less than \$200 per acre.

Public and Quasi-Public Facilities - Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Public Works -

1. All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission except for energy facilities.
2. All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities.
3. All publicly financed recreational facilities and any development by a special district.
4. All community college facilities.

Quantified Objective (Housing only) - The number of housing units that the City expects to be constructed and the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the time frame of the Housing Element.

Rare or Endangered Species - A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reclamation - The reuse of resources, usually those present in solid wastes or sewage.

Reducing Conditions - The soil solution is virtually free of dissolved oxygen. A soil is considered saturated at the depth at which water stands in an unlined borehole or when all pores are filled with water. Soils temporarily saturated as a result of controlled flooding or irrigation are excluded from hydric soils.

Residential, Multiple Family - Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family - A single dwelling unit on a building site.

Right-of-way - A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Vegetation - Vegetation commonly occurring adjacent to stream banks and gulches and includes such plants as willows, alders, cottonwood, wax myrtle, big leaf maple, California laurel, red elderberry, etc.

River or Stream - A natural watercourse as designated by a solid line or dash and three dots symbol shown on the United States Geological Survey map most recently published, or any well-defined channel with distinguishable bed and bank that shows evidence of having contained flowing water as indicated by scourer deposit of rock, sand gravel, soil, or debris.

Scenic Coastal Areas -

1. Open areas of particular value in preserving natural landforms and significant vegetation, or in providing attractive transitions between natural and urbanized areas.
2. Other scenic areas and historical districts designated by cities and counties.

Scenic Vista Point - An area designated, signed, and accessible to the public for purposes of viewing and sightseeing.

Sea - The Pacific Ocean and all harbors, bays, channels, estuaries, salt marshes, sloughs, and other areas subject to tidal action through any connection with the Pacific Ocean, excluding non-estuarine rivers, streams, tributaries, creeks, and flood control and drainage channels.

Second Unit - A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Seismic - Caused by or subject to earthquakes or earth vibrations.

On-site Sewage Treatment and Disposal Systems - A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. On-site (septic) systems are often used for individual-home waste disposal where an urban sewer system is not available.

Shall - That which is obligatory or necessary.

Should - Signifies a directive to be honored if at all possible feasible.

Single-family Dwelling, Attached - A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-family Dwelling, Detached - A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Site - A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Slope - Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil - The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste - Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials.

Special District - Any public agency other than a local government formed pursuant to general law or special act for the local performance of governmental or proprietary functions within limited boundaries. "Special District" includes, but is not limited to, a county service area, a maintenance district or area, an improvement district or improvement zone, or any other zone or area, formed for the purpose of designating an area within which a property tax rate will be levied to pay for a service or improvement benefitting that area.

Sphere of Influence - The probable ultimate physical boundaries and service area of a local agency (City or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standard - A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

Stream Transition Line - That line closest to a stream where riparian vegetation is permanently established.

Streets, Local - Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Structure - Includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Subdivision - The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

Subsidence - The gradual settling or sinking of an area with little or no horizontal motion.

Support Facilities - Those facilities that provide ease of public use and maintenance of coastal accessways. Such facilities include signs, lighting, benches, trash receptacles, public telephones, restrooms, showers, bike security racks, public transit loading and unloading areas, parking areas, trail improvements, and fencing.

Tsunami - A large ocean wave generated by an earthquake in or near the ocean.

Undevelopable - Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City are designated as "undevelopable" by the City.

Use - The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the Zoning Ordinance and General Plan land use designations.

Vacant - Lands or buildings that are not actively used for any purpose.

Vertical Access - A recorded dedication or easement granting to the public the privilege and right to pass and repass over dedicator's real property from a public road to the mean high tide line. Vertical accessways should be used for pass and repass and passive recreational use, unless specified otherwise.

View Corridor - The line of sight—identified as to height, width, and distance—of an observer looking toward an object of significance to the community (*e.g.*, ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed - The area within view from a defined observation point.

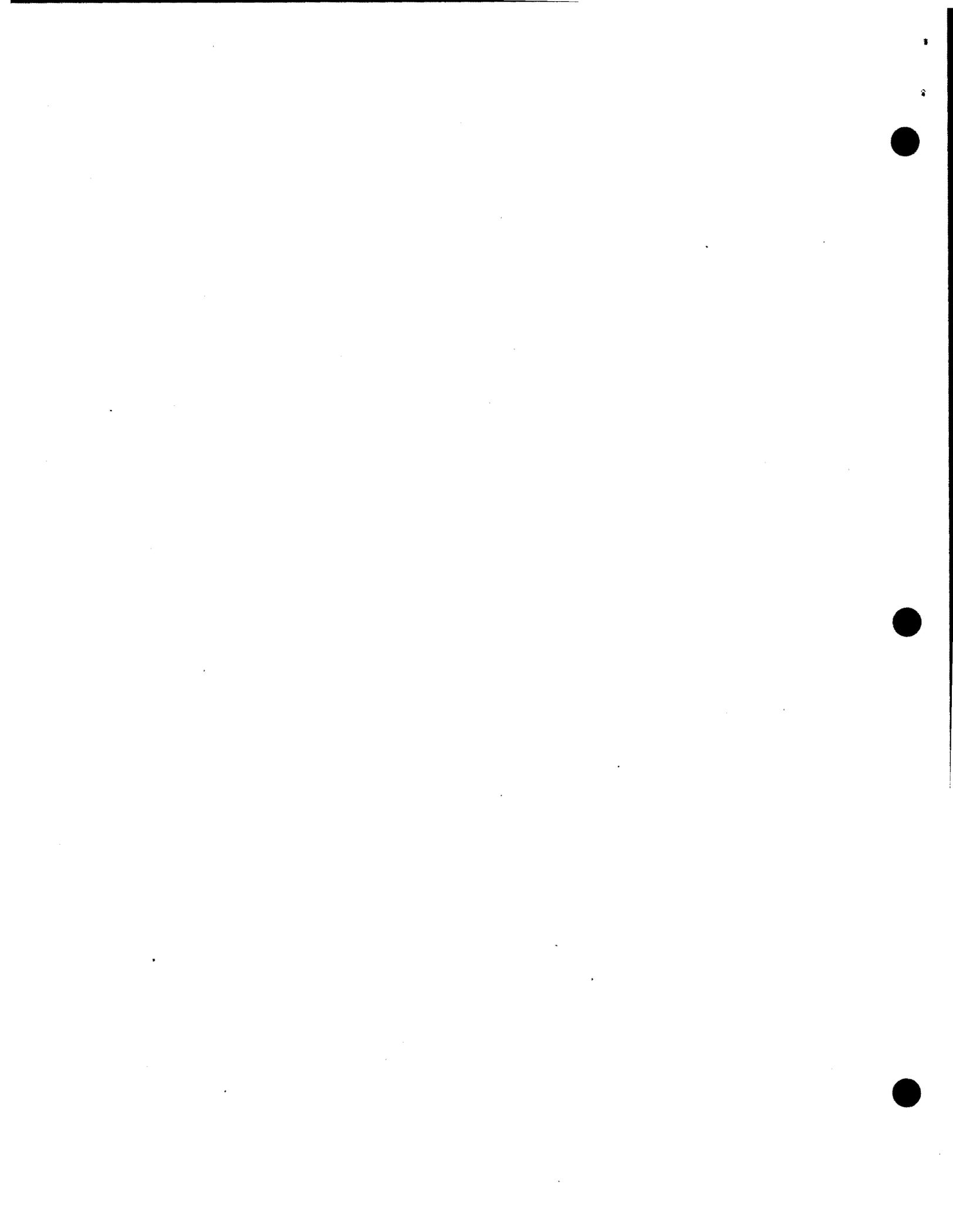
Visitor-Serving Facilities - Public or private developments that provide accommodations, food and services, including hotels, motels, campgrounds, restaurants, and commercial-recreation developments such as shopping, eating, and amusement areas for tourists.

Watercourse - Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watersheds - Regions or areas drained by a network of surface or subsurface watercourses and have the potential for impacts on coastal streams, wetlands, estuaries, and groundwater basins through runoff and percolation.

Wetland - Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

Zoning - The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.



APPENDIX B

COASTAL LAND USE POLICY

B.1 INTRODUCTION

This appendix describes how the City of Eureka has addressed the coastal planning requirements established by the California Coastal Act and administered by the California Coastal Commission. First, it describes the general background and coastal planning regulations, next it summarizes the City of Eureka's historical coastal planning efforts, and then it explains how the *General Plan* addresses the Coastal Commission's planning requirements.

B.2 CALIFORNIA COASTAL COMMISSION AND COASTAL ACT

The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and made permanent by the Legislature in 1976. The mission of the Commission, as the lead agency responsible for carrying out California's coastal management program, is to plan for and regulate development in the coastal zone consistent with the policies of the California Coastal Act. In order to carry out the policies of the Coastal Act, each of the 73 cities and counties in California's coastal zone is required to prepare a local coastal program (LCP) for the portion of its jurisdiction within the coastal zone and to submit the LCP to the Commission for certification.

According to the Coastal Act, an LCP must include a land use plan (LUP), including any maps necessary to administer it, and the zoning ordinances, zoning district maps, and other legal instruments necessary to implement the land use plan. For purposes of land use regulation, the LUP is intended to serve as the relevant portion of the local general plan. The policies specified in the Coastal Act are the standards by which the Commission judges LCPs for their adequacy.

Certified LUPs and LCPs may be amended by local governments, but the amendments do not become effective until approved by the Commission. Additionally, the Commission is required to review each certified LCP at least once every five years to ensure LCPs are implemented properly and are still in compliance with the Coastal Act.

Any new development in areas of the Commission's original jurisdiction—the tide and submerged lands as well as other public trust areas along the coast—can only be granted a coastal development permit by the Commission.

B.3 CITY OF EUREKA LOCAL COASTAL PROGRAM

In May 1984, the City of Eureka adopted its Local Coastal Program (LCP) in accordance with the California Coastal Act. The LCP governs land use and development within the Coastal Zone, superseding the land use provisions of the 1977 General Plan and preexisting zoning in these areas. The stated purpose of the Eureka LCP is to further the economic productivity and social well-being of the city and the region in conjunction with major natural resource enhancement and protection. The 1984 LCP contained numerous goals and policies related to land use that are implemented primarily through land use and zoning designations, which, in the case of Eureka's LCP, were identical.

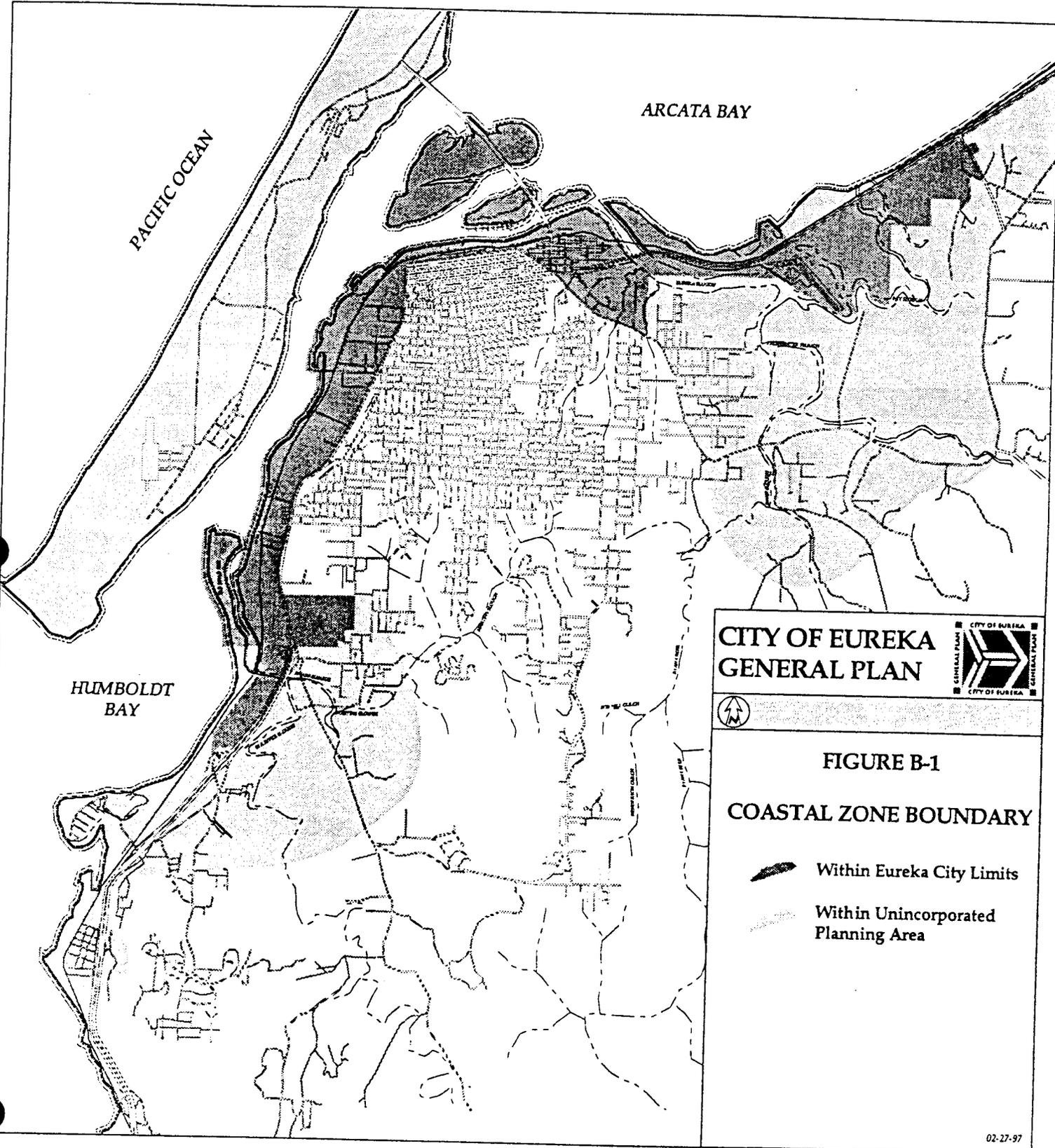
B.4 GENERAL PLAN UPDATE COASTAL LAND USE POLICIES

In updating its General Plan, the City of Eureka has determined that the most effective way to address the separate legal requirements of State General Plan law and the California Coastal Act is to combine the goals, policies, and programs addressing these requirements into a single, unified document. In doing so, the City reviewed the land use maps and land use policies of the 1984 LCP and determined which policies and programs should be incorporated into the updated citywide General Plan. The LCP contained a total of 17 land use designations and 119 policies and implementing actions/programs. The following two subsections summarize how the General Plan addresses the coastal planning requirements in terms of the Land Use Diagram and its policies and programs. First, the following subsection describes how the land use designations on the *General Plan Land Use Diagram* compare with and reflect the designations from the 1984 LCP. The next subsection lists the policies and programs from the 1984 LCP that have been incorporated into the *General Plan*, as well as policies and programs developed for the General Plan Update that address coastal issues.

LAND USE DIAGRAM

In preparing the General Plan Update, the City established land use designations that essentially correspond with all of the LCP designations. Table B-1 lists each of the designations in the Policy Document and indicates the LCP designation with which it corresponds. The Coastal Act requires LCP Land Use Plan designations to include more specificity than that required by State General Plan law. For each of the designations appearing the General Plan Land Use Diagram within the incorporated area of the Coastal Zone (see Figure B-1), Table B-1 shows the corresponding LCP designation and the more detailed purpose description and use prescriptions contained in the LUP. Figure B-2 shows the *Land Use Diagram* land use designations for the area of the city within the coastal zone.

| GP Designation | LCP Designation | Purpose | Principal Use | Conditional Uses |
|--|--------------------------------------|--|---|---|
| LDR Low Density Residential | RS Urban Residential | To allow the development of residential uses making conservative use of urban land where adequate services are available. | Detached single family residences and accessory structures and uses. | Private institutions, private recreation facilities, oil and gas pipelines |
| ER Estate Residential | RS-12,000 Low Density Residential | To allow development of residential uses where the level of public services requires lot sizes larger than in urban residential areas. | Detached single family residences and accessory structures and uses. | Private institutions, private recreation facilities, oil and gas pipelines. |
| MDR Medium Density Residential HDR High Density Residential | RM Medium Density Residential | To make effective use of limited urban land and to provide areas for concentrated residential uses and planned developments consistent with availability of public services and resource protection. | Single family residences, duplexes, bed and breakfast inns, and multiple family units | Guest houses, private institutions, mobilehome parks, hotels, motels, churches and other religious institutions, oil and gas pipelines. |



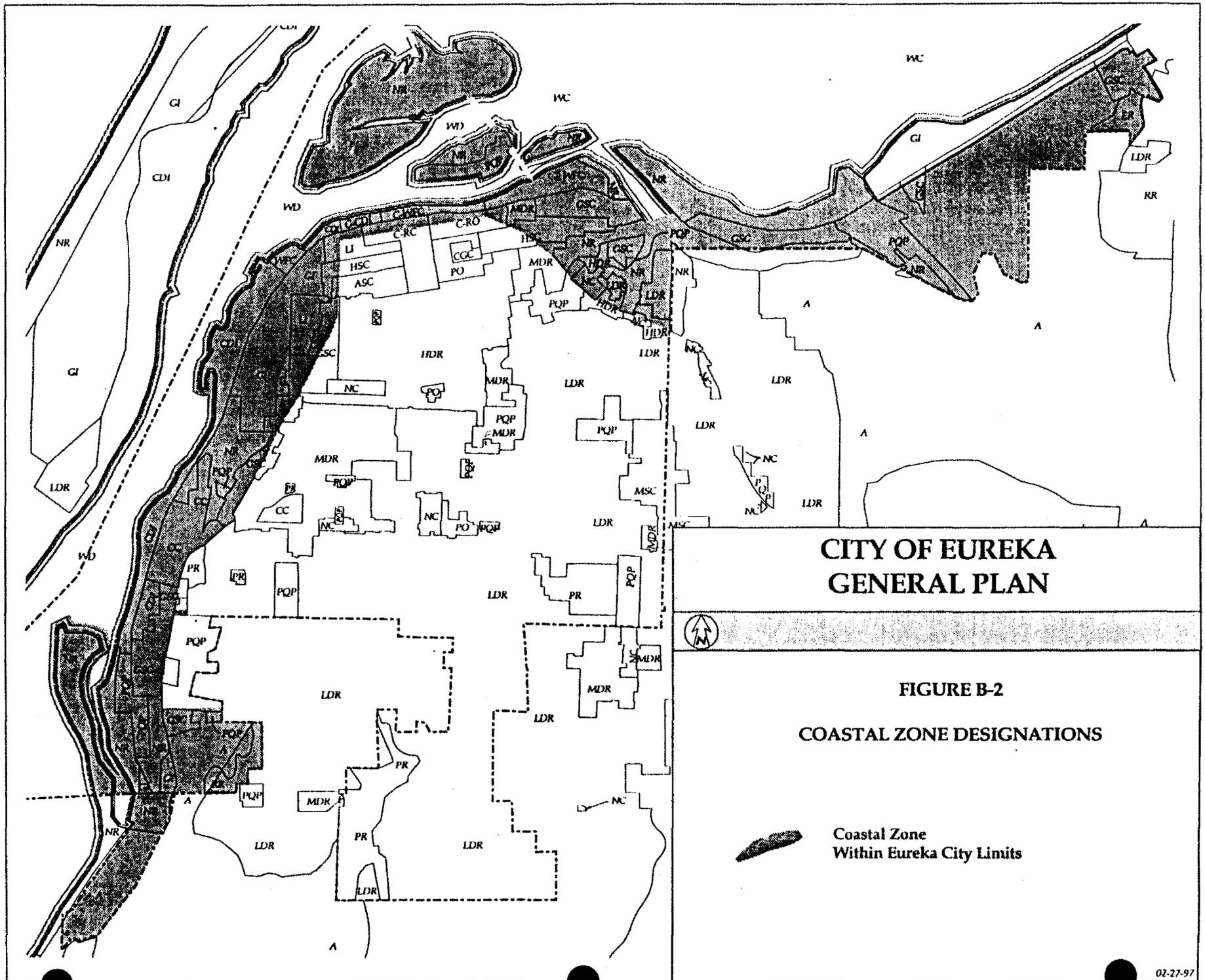
**CITY OF EUREKA
GENERAL PLAN**



FIGURE B-1

COASTAL ZONE BOUNDARY

-  Within Eureka City Limits
-  Within Unincorporated Planning Area



| GP Designation | LCP Designation | Purpose | Principal Use | Conditional Uses |
|--|--|--|---|--|
| WFC Waterfront Commercial C-WFC Core Waterfront Commercial C-RC Core Retail Commercial | CW Waterfront Commercial | To protect and provide for near-shore development of recreational, visitor-serving, and commercial fishing industry uses that relate to the presence of coastal resources. | Hotels, motels, and visitor-serving developments, such as antique shops, art galleries, restaurants, taverns, commercial recreation facilities, and commercial fishing industry facilities. | Professional offices, multiple-family units, residential uses on the upper floors of multi-story structures, oil and gas pipelines, public works projects, warehouses. |
| NC Neighborhood Commercial | CN Neighborhood Commercial | To allow the integrated development of neighborhood commercial centers providing for the economic well-being and convenience of the residents of the immediate area. | Retail sales, retail services, office and professional uses, personal service establishments. | Public and private institutions, public works projects. |
| GSC General Service Commercial HSC Highway Service Commercial | CS Service Commercial | To provide appropriately located areas for retail and wholesale commercial establishments that offer commodities and services required by residents of the city and its surrounding market area. | Retail stores, service establishments, amusement establishments, wholesale businesses, restaurants and soda fountains (not including drive-in establishments) and offices. | Drive-in theaters, drive-in restaurants, mobilehome and trailer parks. |
| C-RO Core-Residential Office | OR Office/Multi- Family Residential | To provide opportunities for offices of a commercial character to locate outside commercial districts and to provide opportunities for compatible mixed uses such as commercial and single and multiple family dwellings. | Single family residences, multi-family residences, administrative, business, and professional offices. | Hotels, motels, boarding houses, private institutions, retail services compatible with principal uses. |
| CC Community Commercial | CP Planned Shopping Center | To provide large sites at appropriate locations for major shopping centers serving the Humboldt Bay area and North Coast region. The site of such a center shall be planned as an integral unit reflecting high standards of site design, landscaping, traffic planning, and natural resources restoration or enhancement. | A variety of commercial establishments organized as an integrated regional center providing shopper goods and services (as opposed to convenience goods or neighborhood services) to the regional population. | Compatible non-commercial uses such as churches or charitable institutions, service stations, restaurants, and temporary, short-term uses. |

Appendix B: Coastal Land Use Policy

| GP Designation | LCP Designation | Purpose | Principal Use | Conditional Uses |
|---|---|---|--|--|
| C-CDI Core-Coastal Dependent Industrial CDI Coastal Dependent Industrial | MC Coastal- Dependent Industrial | To protect and reserve parcels on, or adjacent to, the Bay for coastal-dependent and coastal-related uses. | Uses that require a site on, or adjacent to, the Bay in order to be able to function at all, including, but not limited to: docks, waterborne carrier import and export facilities, ship building and boat repair, commercial fishing facilities, food fish processing plants, marine services, marine oil terminals, OCS service bases and pipelines serving offshore facilities. | Oil and/or gas processing and treatment facilities serving offshore production, onshore petroleum production facilities, electrical generating or other facilities which require ocean intake-outfalls and pipelines, fish waste processing plants, ice and cold storage facilities, fishing piers, boat launching and berthing facilities, access support facilities, warehouses. |
| GI General Industrial | MG General Industrial | To provide sites suitable for the development of general and heavy industrial uses. | General manufacturing, boiler works, concrete mixing and batching, chemical products manufacture, breweries and distilleries, meats products processing and packaging, structural steel products manufacturing. | Processing of oil and gas, electrical generating and distribution facilities, animal and fish reduction plants, oil and gas pipelines, offices. |
| LI Light Industrial | ML Limited Industrial | To provide sites for industries that can operate in close proximity to commercial uses with minimum adverse impact. | Light manufacturing processing plants, machine shops, storage yards, trucking terminals, automobile servicing and repair, warehousing, and wholesaling, and existing offices. | Professional and business offices, retail sales, oil and gas pipelines. |
| A Agricultural | AG Coastal Agriculture/Farm ed or Grazed Wetlands | To protect agricultural lands and give special protection to lands which are also farmed or grazed wetlands, for long-term productive agricultural and wildlife habitat uses. | Farm-related structures (including barns, sheds, and farmer occupied housing). Structures necessary for the continuance of the existing operation of the farmed wetlands may be located on an existing 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. (Expanding farming operations into non-farmed wetlands by diking or otherwise altering the functional capacity of the wetland is not permitted.) | Wetland restoration projects; nature study, aquaculture, and similar resource-dependent activities; incidental public service purposes which temporarily impact the resources of the area, such as burying cable and pipes; oil and gas pipelines. No division of existing agricultural parcels, except for agricultural leases, shall be permitted. |

| GP Designation | LCP Designation | Purpose | Principal Use | Conditional Uses |
|--|-------------------------------------|--|---|---|
| NR Natural Resources | NR Natural Resources | To protect, enhance, and restore environmentally sensitive habitat areas, and to allow limited resource-dependent uses consistent with the continuance of such habitat areas. | Management for fish and wildlife habitat. | Wetland restoration, educational/scientific study, pedestrian access, oil and gas pipelines, aquaculture, and leasing for scientific and educational use. |
| PQP Public/Quasi-Public | P Public Facilities | To protect sites appropriate for the development of public and private sector civic service facilities. | Essential services including sewage treatment facilities, fire and police stations, hospitals, and schools; public and private facilities, including offices, libraries, cemeteries, and clinics. | |
| PQP Public/Quasi-Public (Woodley Island) | PF/M Public Facilities/Marina | To encourage, protect, maintain, and provide public commercial marina fishing boat and related fishing industry facilities at the Woodley Island Marina consistent with all of the uses granted to the Humboldt Bay Harbor, Recreation, and Conservation Commission in permit NCR-76-C-369 and by City of Eureka Planning Commission permit resolutions 76-25 and 78-39. | Docks, piers (including recreational fishing piers), and wharves; boat launching facilities; commercial fishing facilities; commercial fishing boat berthing facilities; recreational boating facilities; recreational boat berthing facilities not to exceed 20% of the total number of permitted berths; two restaurants; offices and shops directly related to marine uses; ice vending stations; marine and boat sales, services, and repairs; on-site sales and processing of fish incidental to permitted restaurants; public access facilities; and parking areas to support other permitted uses. | A third restaurant, including incidental on-site sales and processing of fish, provided that such uses shall not displace current or projected demand for principal uses and necessary support facilities, including parking. Conditional uses shall be designed and located so as not to interfere with permitted uses. |
| WC Water Conservation | WC Conservation Water | To protect, enhance, and restore valuable fish, wildlife, and sensitive habitat areas, and to provide for limited resource dependent uses and public recreation, including on piers, in estuarine waters. | Management for fish and wildlife habitat. | Aquaculture or similar resource-dependent activities; restoring previously dredged depths in navigation channels, boat launching ramps; incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers; restoration purposes; nature study; limited public recreation and public access facilities, including piers; oil and gas pipelines. |

| GP Designation | LCP Designation | Purpose | Principal Use | Conditional Uses |
|----------------------------|----------------------------|--|---|---|
| WD Water Development | WD Water Development | To provide for port and harbor-related uses of estuarine water consistent with resource protection policies. | Maintenance dredging of previously dredged navigation channels. | New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities; restoring previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas and boat launching facilities; incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of intake and out-fall lines; restoration purposes; nature study, aquaculture, or similar resource-dependent activities; public access and public recreation facilities, including piers. |

Source: City of Eureka Local Coastal Program, as revised July 17, 1984.

POLICIES AND PROGRAMS

As noted above, in addition to translating the land use designations of the LCP Land Use Maps into corresponding designations on the *Land Use Diagram*, the City also reviewed the LCP's policies and programs and determined which should be incorporated into the updated General Plan. Following are the excerpted policies from the *Policy Document* that are either derived from the 1984 LCP or that have been developed for the General Plan Update, but which address coastal planning requirements. They are presented according to the overall organization of the *Policy Document*.

SECTION 1. LAND USE AND COMMUNITY DESIGN

Goal 1.A. Land Use and Development Framework

- 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. (LCP Policy 1.1)
- 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. (LCP Policy 6.1)
- 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 the Landing dock near the foot of C Street.
- e. Design and construction of a public berthing facility in 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.

Goal 1.B: Core Area: Mixed-Use

None

Goal 1.C: Core Area: Arts and Culture

None

Goal 1.D: Core Area: Waterfront

- 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 and 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.
- 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.

Goal 1.E: Core Area: Tourism

- 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. (LCP Policy 6.2)

Goal 1.F: Core Area Residential Community

None

Goal 1.G: Core Area: Tourism

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.

~~1.G.4 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, patios, docks, and piers.~~

Goal 1.H: Core Area: View Corridors

None

Goal 1.I: Core Area: Architectural/Landscape Character

1.I.1 The City shall ensure that structures of historic or architectural interest are preserved and, wherever possible 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. (LCP Policy 4.7)

Goal 1.J: Core Area: Maintenance and Safety

None

Goal 1.K: Residential Neighborhood Development

None

Goal 1.L: Commercial Development

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. (LCP Policy 6.3)

Goal 1.M: Industrial Development

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 and 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.

- 1.M.4. The City shall promote the development of a modern multiple-purpose dock at 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. (LCP Policy 6.4)

Goal 1.N: Community Facilities

None

Land Use and Community Design Implementation Programs

- 1.10 The City shall prepare and adopt a plan for the expansion and renovation of the F Street pier and surrounding area into a major facility that focuses and anchors waterfront public access and open space.

Responsibility: City Council
Community Development Department
Time Frame: FY 97-98

- 1.11 The City shall participate in the development of Fisherman's Parcel for fishing fleet activities.

Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager
Time Frame: As funding becomes available

SECTION 3: TRANSPORTATION AND CIRCULATION

Goal 3.A: Streets and Highways

- 3.A.7. The City should improve the appearance of existing transportation rights-of-way and incorporate high standards of aesthetic design when considering new transportation corridors, including streets, bikeways, walkways, and other related rights-of-way. (LCP Policy 10.7)
- 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. (LCP Policy 10.8).

Goal 3.B: Public Transit

None

Goal 3.C: Bicycle Transportation

None

Goal 3.D: Pedestrian Transportation

None

Goal 3.E: Goods Movement

None

Goal 3.F: Rail Transportation

None

Goal 3.G: Water Transportation

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. (LCP Policy 6.3)

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. (LCP Policy 6.5)

Goal 3.H: Core Area Circulation and Parking

None

Transportation and Circulation Implementation Programs

None

SECTION 4: PUBLIC FACILITIES AND SERVICES

Goal 4.A: General Public Facilities and Services

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. (LCP Policy 10.1)

- 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. (LCP Policy 10.2)
- 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. (LCP Policy 10.3)
- 4.A.7. Within the Coastal Zone, the City shall prohibit the extension of urban services (sewer and water) beyond the urban limit line as designated in the Local Coastal Program, 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 outside the urban limit line into these areas, provided no connections for private users shall be allowed outside the urban limit line. (LCP Policy 10.5)

Goal 4.B: Water Supply and Delivery

- 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. (LCP Policy 10.4)

Goal 4.C: Wastewater Collection Treatment and Disposal

None

Goal 4.D: Stormwater Drainage

None

Goal 4.E: Solid Waste Collection and Disposal

None

Goal 4.F: Law Enforcement

None

Goal 4.G: Fire Protection

None

Goal 4.H: Schools

None

Public Facilities and Services Implementation Programs

None

SECTION 5: RECREATIONAL AND CULTURAL RESOURCES

Goal 5.A: General Parks and Recreation

None

Goal 5.B: Coastal Recreation and Access

- 5.B.1. The City shall provide public open space and shoreline access throughout 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. (LCP Policy 4.2)
- 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. (LCP Policy 4.4)
- 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. (LCP Policy 4.5)
- 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 dedication 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. (LCP Policy 3.1)
- 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:
- 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. (LCP Policy 3.2)
- 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. (LCP Policy 3.3)
- 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. (LCP Policy 3.4)
- 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. (LCP Policy 3.5)
- 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. (LCP Policy 3.6)
- 5.B.10. To the maximum extent feasible, the City shall ensure universal public access to the waterfront, including support facilities. (LCP Policy 3.7)
- 5.B.11. The City shall participate in the development of a facility for the Humboldt Bay Rowers Association on the waterfront. (1993 Waterfront Revitalization Program)

Goal 5.C: Recreation Services

None

Goal 5.D: Arts and Culture

None

Goal 5.E: Historic Preservation

None

Goal 5.F: Archaeological Resources

None

Recreational and Cultural Resources Implementation Programs

5-5.5.4 The City shall participate in the development of a facility for the Humboldt Bay Rowers Association on the waterfront.

Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager
Time Frame: As funding becomes available

SECTION 6: NATURAL RESOURCES

Goal 6.A: Aquatic Resources and Marine, Wetland, and Riparian Habitat

- 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 healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. (LCP Policy 5.1)
- 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. (LCP Policy 5.2)
- 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 mitigation measures feasible. Such channelizations and alterations shall be limited to the following:
- a. Flood control projects where no other method for protecting existing structures 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. (LCP Policy 5.3)
- 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. (LCP Policy 5.4)
- 6.A.6. The City declares the following to be environmentally sensitive habitat areas within the City of Eureka's Planning Area 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).

These areas are generally portrayed in Figure 6-1, where they are designated as wetlands or other sensitive areas, farmed wetlands, or water conservation/development. The areas are more specifically shown on the 1:500 scale maps that are incorporated by reference into this General Plan and are a formal part of it. However, all environmentally sensitive habitat areas may not be shown on these maps and shall, if they exist, be identified as part of any project application. (LCP Policy 5.5)

- 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. (LCP Policy 5.6)
- 6.A.8. ~~Within the Coastal Zone~~ Prior to the 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. (LCP Policy 5.7)
- 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;
 - c. Feasible mitigation measures have been provided to minimize adverse environmental effects;
 - d. The functional capacity of the resource area is maintained or enhanced. (LCP Policy 5.8)
- 6.A.10. The City shall support dredging and spoils disposal to avoid significant disruption to aquatic and wildlife habitats and water circulation. (LCP Policy 5.9)
- 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. (LCP Policy 5.10)

- 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. (LCP Policy 5.11)
- 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 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 with 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 **Part 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. (LCP Policy 5.11)
- 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. (LCP Policy 5.12)

- 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,
 - e. Incidental public service purposes which may temporarily impact the resources of the area, such as burying cables or pipes. (LCP Policy 5.13)
- 6.A.16. Consistent with all other applicable policies of this chapter **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, such as 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 and 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 pilings for public recreational piers that provide public access and recreational opportunities. (LCP Policy 5.14)
- 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. Developments where the primary function is the improvement of fish and wildlife habitat. (LCP Policy 5.15)
- 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. (LCP Policy 5.16)
- 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 purposes(s) of the buffer, that a smaller buffer will protect the resources of the habitat area. As necessary to protect the environmentally sensitive area, the City may require a buffer greater than 100 feet. For a wetland, the buffer should be measured landward from the landward edge of riparian vegetation or from the top edge of the bank (e.g., in channelized streams). 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 determine these boundaries. (LCP Policy 5.17)

- 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. (LCP Policy 5.18)
- 6.A.21. The City shall require that all land use activities adjacent to gulches greenways be carried out in a manner that avoids vegetative removal below the break in slope (usually those areas with a slope of 20 30 percent or greater) and that does not alter natural land forms and drainage patterns. (LCP Policy 5.19)
- 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. (LCP Policy 5.20)
- 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. (LCP Policy 5.21)
- 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 or which is designated on Figure 6-1, 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.

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. (LCP Policy 5.22)

Goal 6.B: Agricultural Preservation

6.B.2. The City shall require the retention in agricultural use of agricultural lands within the city Coastal Zone with soils other than Classes I or II in agriculture 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.

~~Where the owner of land designated for agricultural development asserts the infeasibility of continued or renewed agricultural operations and expressed an interest in selling the parcel, a first right of refusal to purchase the parcel shall be offered to the State Coastal Conservancy or other public or private land conservation organizations:~~

6.B.3. The city shall limit uses in grazed or farmed wetlands to the following:

- a. Agricultural operations (except for green houses 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 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.

6.B.5. Consistent with the Coastal Act (California Resources Code Section 30250(a)), the City shall prohibit land division of existing agriculturally-designed land within the city Coastal Zone, other than for leases for agricultural.

Goal 6.C: Conservation of Open Space

None

Goal 6.D: Timber Resources

None

Goal 6.E: Air Quality--General

None

Goal 6.F: Air Quality--Transportation and Circulation

None

Natural Resources Implementation Programs

6.1. The City of Eureka, in consultation with the Department of Fish and Game, Coastal Conservancy, Coastal Commission, Wildlife Conservation Board, Humboldt County, Humboldt Bay Harbor, Recreation, and Conservation District, the Army Corps of Engineers, potentially affected landowners, and other interested parties shall prepare a detailed, comprehensive, and implementable program for wetlands management and restoration in and adjacent to the city. In the preparation and implementation of the wetlands program, Eureka shall seek the expert and financial assistance of the State Coastal Conservancy, the Wildlife Conservation Board, and Department of Fish and Game. (LCP Program 5.1) The program shall include all of Eureka's restored and natural wetland areas and shall include development of a Wetland Mitigation Bank as a comprehensive tool for mitigating the loss of wetlands to development.

Responsibility: Utilities Department
Community Development Department
Time Frame: FY 97-98

6.7. Whenever an applicant before the City asserts that continued or renewed use of nonprime agricultural lands (grazed or farmed wetlands) is infeasible and expresses an interest in selling the parcel, the City shall immediately notify the State Coastal Conservancy or other public or private land conservation organizations of the pendency of such application and ask it to perform in a timely manner such analysis as it deems necessary to decide whether to exercise the first right of refusal to purchase the parcel as part of its agricultural lands restoration program. (LCP Program 8.2)

Responsibility: Community Development Department
Time Frame: As necessary.

SECTION 7: HEALTH AND SAFETY

Goal 7.A: Seismic Hazards

None

Goal 7.B: Geological 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. (LCP Policy 7.3)

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. (LCP Policy 7.4)

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, or by a certified engineering geologist, and 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, 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. (LCP Policy 7.5)

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, 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 feasible 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. (LCP Policy 7.6)

Goal 7.C: Fire Safety

None

Goal 7.D: Flooding

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. (LCP Policy 7.2)

Goal 7.E: Hazardous Materials and Toxic Contamination

None

Goal 7.F: Emergency Response

None

Goal 7.G: Residential Noise Exposure

None

Goal 7.H: Noise Compatibility

None

Health and Safety Implementation Programs

None

SECTION 8: ADMINISTRATION AND IMPLEMENTATION

None

Coastal Conservation and Development

The following general LCP policies shall provide the framework for coastal management in Eureka:

- 1.1 The coastal zone is a valuable natural resource of vital and enduring interest to the people of Eureka, the Humboldt Bay region, the State of California, and the nation, and exists as a delicately balanced ecological system. 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, it is necessary to protect the ecological balance of the coastal zone and prevent its deterioration and destruction. (LCP Policy 1.1)

This Policy has been modified and incorporated into the Policy Document as Policy 1.A.4.

- 1.2 Existing developed uses and future developments of local, regional, state, or national significance that are carefully planned, constructed, and operated consistent with the policies of this LCP are essential to the economic, environmental, and social well-being of Eureka and the Humboldt Bay region, including, especially, persons employed within the coastal zone. (LCP Policy 1.2)

The City determined that this general policy statement was sufficiently addressed by other Policy Document policies, so it was not included.

- 1.3 As used in this LCP, the term "development" means on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged materials or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511). (LCP Policy 1.3)

This policy has been included in the Policy Document Glossary, since it is essentially a definition,

- 1.4 As used in this LCP, the term "structure" includes, but is not limited to, any building, road, railroad, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line. (LCP Policy 1.4)

This policy has been included in the Policy Document Glossary, since it is essentially a definition,

- 1.5 All development that is proposed for the Eureka coastal zone shall comply with the applicable policies and implementing ordinances of the LCP. (LCP Policy 1.5)

The City determined that this general policy statement is implicitly included in the Policy Document policies, so it was not included.

- 1.6 Where policies in this LCP conflict with policies set forth in any element of the City's General Plan or ordinances, the provisions of this LCP shall prevail. (LCP Policy 1.6)

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| EXHIBIT NO. 5 |
| APPLICATION NO. |
| EUREKA LUP AMDT.1-97 |
| DISPOSITION OF EXISTING POLICIES |

Since the LCP Land Use Plan and the General Plan are being combined, this policy statement is no longer necessary.

- 1.7 LCP policies that call for further studies, implementation of new programs, or acquisition of land or easements shall be implemented only at such time as when the necessary funding and staff become available. Consistent with Coastal Act Section 30516(a), this policy shall not be construed to allow development that is not otherwise in conformity with this LCP. (LCP Policy 1.7)

The Policy Document includes more explicit commitments concerning the responsibility and timing of its programs, so this general statement is not necessary, and thus not included.

- 1.8 The City Manager, in consultation with the Planning Director, shall appoint a Local Coastal Program Advisory Committee consisting of representatives of local and regional interests in Eureka coastal management. The LCP Advisory Committee shall annually review the status and implementation of the Local Coastal Program and submit a report, including any recommendations for improvement of the LCP, to the City Manager and Planning Director. (LCP Policy 1.8)

The City determined that its approach to implementing the policies and programs of the LCP and General Plan represent sufficient commitments, and that establishment of another City committee to administer coastal-specific policies and programs is unnecessary.

Public Access

- 3.1 The City of Eureka shall protect and enhance the public's rights of access to and along the shoreline by:
- a. accepting offers of dedication that will increase opportunities for public access and recreation consistent with the local coastal program 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, including, but not limited to, the use of dry sand and rocky coastal beaches or shoreline to the first line of terrestrial vegetation. (LCP Policy 3.1)

This Policy has been modified and incorporated into the Policy Document as Policy 5.B.4.

- 3.2 For new development between the first public road and the sea, a vertical access easement to the mean high tide line shall be granted unless:
- a. another more suitable public access corridor is available or proposed by the LCP within 500 feet of the site; or
 - b. access at the site would be inconsistent with other LCP policies, including existing, expanded, or new coastal-dependent industry, agricultural operations, or the protection of fragile coastal resources; or,
 - c. access at the site is inconsistent with public safety or military security needs.

Consistent with Coastal Act Section 30212(b), the term "new development" does not include replacement of any structure pursuant to Section 30610 (g); the demolition and reconstruction of any single-family residence, provided it is sited in the same location and does not exceed the former structure by more than 10 percent in floor area, height, or bulk; improvements to any structure which do not change its intensity of use, nor increase its height, bulk, or floor area by more than 10 percent, do not block or impede public access, and which do not result in a seaward encroachment by the structure; and any repair or maintenance activity except for the following which the Coastal Commission has found to involve a risk of substantial adverse environmental impact (Cal. Adm. Code Title 14, Section 13252):

- (1) Any method of repair or maintenance of a seawall revetment, bluff retaining wall, breakwater, groin, culvert, outfall, or similar shoreline work that involves:
 - (A) Repair or maintenance involving substantial alteration of the foundation of the protective work including pilings and other surface or subsurface structures;
 - (B) The placement, whether temporary or permanent, of rip-rap, artificial berms of sand or other beach materials, or any other forms of solid materials, on a beach or in coastal waters, streams, wetlands, estuaries and lakes or on a shoreline protective work except for agricultural dikes within enclosed bays or estuaries;
 - (C) The replacement of 20 percent or more of the materials of an existing structure with materials of a different kind; or
 - (D) The presence, whether temporary or permanent, of mechanized construction equipment or construction materials on any sand area or bluff or within 20 feet of coastal waters or streams.
- (2) Any method of routine maintenance dredging that involves:
 - (A) The dredging of 100,000 cubic yards or more within a twelve (12)-month period;
 - (B) The placement of dredged spoils of any quantity within an environmentally sensitive habitat area, on any sand area, within 50 feet of the edge of a coastal bluff or environmentally sensitive habitat area, or within 20 feet of coastal waters or streams; or
 - (C) The removal, sale, or disposal of dredged spoils of any quantity that would be suitable for beach nourishment in an area the commission has declared by resolution to have a critically short sand supply that must be maintained for protection of structures, coastal access, or public recreational use.
- (3) Any repair or maintenance to facilities or structures or work located in an environmentally sensitive habitat area, any sand area, within 50 feet of the edge of a coastal bluff or environmentally sensitive habitat area, or within 20 feet of coastal waters or streams that include:
 - (A) The placement or removal, whether temporary or permanent, of rip-rap, rocks, sand or other beach materials or any other forms of solid materials;
 - (B) The presence, whether temporary or permanent, of mechanized equipment or construction materials.

All repair and maintenance activities governed by the above provisions shall be subject to the permit requirements contained in this LCP, including, but not limited to, the requirements governing administrative and emergency permits.

Unless destroyed by natural disaster, the replacement of 50 percent or more of a seawall, revetment, bluff retaining wall, breakwater, groin or similar protective work under one ownership is not repair and maintenance under the meaning of this policy, but instead constitutes a replacement structure requiring a coastal development permit.

Notwithstanding the above provisions of this policy, the Planning Director shall have the discretion to exempt from this policy ongoing routine repair and maintenance activities of local governments, state agencies, and public utilities (such as railroads) involving works protecting transportation roadways.

Pursuant to this policy, the City may issue a permit for on-going maintenance activities for a term in excess of the two-year term provided by the regulations of this LCP. (LCP Policy 3.2)

This Policy has been modified and incorporated into the Policy Document as Policy 5.B.5.

- 3.3 For new development between the first public road and the sea, a lateral access easement along the shoreline shall be required unless:
- (a) lateral access at the site would be inconsistent with other LCP policies, including existing, expanded, or new coastal dependent industry, agricultural operations, or the protection of fragile natural resources; or,
 - (b) access is inconsistent with public safety or military security needs.

The term "new development" shall be defined for purposes of this policy in the same manner as it is defined in LCP Policy 3.2. (LCP Policy 3.3)

This Policy has been modified and incorporated into the Policy Document as Policy 5.B.6.

- 3.4 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 provided specifically in this policy and shown generally on the public access maps in Chapter 15.
- (a) At the Community Conference Center, to be located on the shoreline between "J" and "M" Streets, East Plaza and West Plaza shall be developed in coordination with the overall Restoration Plan, as previously approved by the Coastal Conservancy and Coastal Commission.
 - (b) 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. If any use conflict should arise between public use and coastal-dependent commercial fishing industry uses, the latter uses shall receive non-exclusive preference.
 - (c) 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.
- (d) 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, whichever comes first.
 - (e) 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 fragile coastal natural resources.
 - (f) In consultation with Caltrans, the Department of Fish and Game, and the Coastal Conservancy, an improved small parking area shall be provided on an expanded west-side shoulder of State Highway 255 on Indian Island so as to allow safe public viewing of the heron and egret rookery. The viewing area shall be located within the highway right-of-way, require no fill of wetlands, and shall be fenced at the foot of the highway bank to prevent public access to the island. This public viewpoint shall not be improved unless Caltrans concurs in its improvement and funding for such improvements is provided by the State Coastal Conservancy or another state agency. Physical public access to the island shall continue to be restricted to scientific studies conducted pursuant to a City access permit. Consistent with Policy 5.18, public access shall be granted to Native Americans for reburial of remains discovered during coastal-dependent industrial development elsewhere in the Humboldt Bay coastal zone.
 - (g) At Woodley Island, a scenic vista point shall be developed at the westerly end of the marina to complement the existing public access and support facilities and be compatible with other permitted development. Access to the Woodley Island wildlife area shall continue to be by permit from the Department of Fish and Game.
 - (h) 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. Support facilities shall include parking areas and trash receptacles.
 - (i) Along the Eureka northern waterfront between Commercial Street on the west and the Samoa Bridge on the east, a continuous shoreline accessway shall be developed to include:
 - (1) completion of lateral accessways at the foot of "J" and "M" Streets;
 - (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);
 - (3) access support facilities distributed throughout Old Town so as to minimize potential adverse impacts;
 - (4) the extension of Waterfront Drive from "C" Street to the Bridge District.

- (j) Near Second and "Y" Streets in the East Bridge District, the City shall accept the Victor Blanc 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 fragile natural resources. If the dedication offer is accepted, access shall be integrated through directional signing and support facilities into the northern waterfront shoreline access system.
- (k) At the foot of Del Norte Street, a scenic vista point shall be developed and the presently closed pier shall be rehabilitated as a public fishing pier. If feasible, the pilings located along the shoreline shall be removed. Access support facilities shall include a small parking lot, lighting, bicycle racks, restrooms, telephone, and trash receptacles. An informational kiosk shall be located near the foot of the pier and directional signs for this accessway shall be located at the intersection of Wabash and Broadway (Highway 101).
- (l) 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.
- (m) A continuous waterfront trail between Truesdale Street and Hilfiker Lane shall be dedicated and developed in conjunction with future development in order to connect the vertical accessways at the two street ends. The existing offer of a 25-foot lateral access easement dedication from Oregon Coast Towing, as shown on Exhibit 3 of Coastal Development Permit No. 1-83-08, shall be accepted, subject to the condition that at such time as when new or expanded coastal-dependent industrial development immediately inland of the waterfront trail is proposed, the City shall review the appropriateness of the specific location of applicable portions of the trail in light of possible safety and security concerns. The waterfront trail shall be fenced and/or landscaped to protect adjacent property in conjunction with implementation Action 3.
- (n) The City shall, concurrent with the development of Halvorsen Village and East Park Plaza, 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.
- (o) The City shall, concurrent with the development of the community conference center, parking structure, and West Park Plaza, construct a pedestrian bridge near "K" Street across the Northwestern Pacific Railroad right-of-way from Waterfront Drive to Old Town. 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.
- (p) 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 LCP, across the Northwestern Pacific Railroad right-of-way along the City's bayfront in order to maximize public access opportunities and ensure public safety.
- (q) The City shall utilize public lands, rights-of-way, potential future dedications of land, and/or limited acquisition to establish public walkways in the greenways or gulches near Eureka, First, and Second Sloughs. 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 fragile natural resources are protected, while this important community asset is opened for appropriate levels of public use and enjoyment. In consultation 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.

- (r) The Elk River public accessways required by Coastal Development Permit 80-P-39, as amended, shall be implemented by the City in consultation with the Department of Fish and Game.
- (s) The pedestrian footbridge to the Elk River Spit and appropriate directional signing shall be constructed by Exxon USA as a condition of Coastal Development Permit 1-84-69. The public accessway shall be opened to public use consistent with Implementing Action 3 of Chapter 3 (Public Access) of this LCP.
- (t) In consultation with the Department of Fish and Game and the State Coastal Conservancy, controlled and limited public access for nature study and sightseeing should be provided to the PALCO Marsh by the applicant for development proposed in the adjacent CP zone, consistent with the protection and continuance of its natural resource values, as required by Policies 5.6, 5.7, 5.10, and 5.12(7). The public accessway(s) shall be opened to public use consistent with Implementing Action 3 of Chapter 3 (Public Access) of this LCP. (LCP Policy 3.4)

This Policy has been modified and incorporated into the Policy Document as Policy 5.B.7, Table 5-2, and Figure 5-1.

- 3.5 The access standards and recommendations contained in the State Coastal Conservancy/Coastal Commission "Report on Coastal Access" (Revised August 1980) shall constitute the criteria for improvement, maintenance, and management of accessways and supporting facilities proposed in this LCP. 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 fragile natural areas, attractive barriers shall be provided to preclude disturbance of natural areas of off-road or all-terrain vehicles. (LCP Policy 3.5)

This Policy has been modified and incorporated into the Policy Document as Policy 5.B.8.

- 3.6 As indicated in the policies of this chapter and the public access maps in Chapter 15, public access support facilities shall be 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. (LCP Policy 3.6)

This Policy has been modified and incorporated into the Policy Document as Policy 5.B.9.

- 3.7 Public access to the waterfront, including support facilities, shall, to the maximum extent feasible, provide for access by handicapped persons. (LCP Policy 3.7)

This Policy has been modified and incorporated into the Policy Document as Policy 5.B.10.

- 13.1 The LCP notes that the City Council has endorsed the 1984 Park and Recreational Facilities Act (Proposition 18 on the June 1984 Primary Election ballot) as an important potential source of funds to assist in implementing the public access policies of this Chapter. If Proposition 18 is approved by the voters, the City should utilize all available mechanisms to obtain the maximum amount of available funding for LCP implementation. (LCP Program 3.1)

Because of its temporal nature and specificity, this program was not included in the Policy Document.

- I3.2 In order to provide public access opportunities to and along the Eureka shoreline in the shortest time possible, taking into account the requirements for substantial funding and consultation to implement specific access policies of the LCP, the City shall immediately upon certification of the LCP prepare a detailed funding and implementation program application to the State Coastal Conservancy for the comprehensive public access system provided in this LCP. (LCP Program 3.2)

The City has determined that its ongoing efforts to ensure public coastal access are sufficient to address the intent of this program.

- I3.3 In cooperation with the State Coastal Conservancy, the City shall work actively with a wide spectrum of citizens of the community to create a non-profit organization to accept dedications of real property, including public accessways, receive and expend funds, and improve, maintain, and accept liability for such dedications, including the Eureka greenway/gulch walkway system. Consistent with Coastal Act Section 30212(a), dedicated accessways shall not be required to be opened to public use until the non-profit organization agrees to accept responsibility for maintenance and liability of the respective accessways. (LCP Program 3.3)

The City determined that its ongoing efforts to pursue development of public access are sufficient to address the intent of this program, so its was not necessary to incorporate this program into the updated General Plan.

- I3.4 In cooperation with the Department of Transportation (Caltrans), Department of Fish and Game, and Coastal Conservancy, the City shall work to implement the State Route 255 scenic vista at Indian Island. (LCP Program 3.4)

This program is included in the updated Policy Document in Table 5-2, Coastal Public Access.

- I3.5 The City shall cooperate with the Department of Fish and Game to implement the public access conditions of the coastal development permit for the Elk River Sewage Treatment Plant, as amended. (LCP Program 3.5)

This program is included in the updated Policy Document in Table 5-2, Coastal Public Access.

- I3.6 The City shall investigate the possibility of funding the construction of Waterfront Drive with Urban Waterfront Restoration Authority revenue bonds, consistent with Division 22 of the Public Resources Code. (LCP Program 3.6)

The City determined that its efforts to identify funding for the Waterfront Drive extension are sufficient and that the funding source cited in this program are no longer available, so this program was not included in the updated Policy Document.

- I3.7 The City shall initiate consultation with the Secretary for Business, Transportation, and Housing; the California Urban Waterfront Restoration Authority; the Northwestern Pacific Railroad; the California Public Utilities Commission; Humboldt County; and all other interested parties to restore weekend passenger rail service around Humboldt Bay and to/from the San Francisco Bay Area as part of the Eureka/North Coast urban waterfront revitalization. (LCP Program 3.7)

This program is reflected in Policy 3.F.1 of the Policy Document.

- 13.8 To advertise the many public access opportunities to and along the shoreline in Eureka, the City, in conjunction with the Chamber of Commerce and other interested parties, should publish a concise, illustrated Eureka coastal access information guide and distribute it through all available information outlets. (LCP Program 3.8)

The City cooperates on an ongoing basis with the Chamber of Commerce and other interested parties to publicize the City's coastal access opportunities, so it is not necessary to include this policy in the updated General Plan.

Recreation and Visitor-Serving Facilities

- 4.1 As indicated on the land use maps in Chapter 15, the areas along the northern waterfront of the City shall be designated for waterfront commercial use. The northern waterfront shall be preserved, enhanced, and redeveloped as a recreational and visitor-serving coastal resource in order to maximize its scenic and historical values and to create new employment opportunities in the coastal zone. To this end, the City and private interests shall:
- (a) Develop a community conference center on the waterfront between "J" and "M" Streets, including a multi-use building, auditorium, public concession spaces, two waterfront plazas, shoreline access promenades, and parking facilities, as provided in the approved Urban Waterfront Restoration Plan.
 - (b) Develop the Halvorsen Village hotel/commercial complex on the waterfront between "M" and "S" Streets, including a hotel, banquet rooms, meeting rooms, indoor common areas, retail commercial space, parking facilities, shoreline access, and a recreational vehicle park, as provided in the approved coastal development permit.
 - (c) Relocate, when possible, non-water dependent industrial uses from along the northern waterfront to suitable locations near the rail line and Highway 101 in the City's industrial area west of Broadway.
 - (d) Expand and improve facilities in the Small Boat Basin, as provided in LCP Policy 3.4(c).
 - (e) Provide for off-street parking within the waterfront area. Unless another location is infeasible, parking should not, however, be located immediately adjacent to the shoreline. (LCP Policy 4.1)

The Draft Land Use Diagram reflects the Waterfront Commercial designation suggested by this policy, but the City has determined that it is not appropriate to incorporate the specific descriptions of the cited projects into the Draft General Plan.

- 4.2 The City shall provide public parks, open space, and shoreline accessways throughout the coastal zone, particularly along the waterfront and Second Street, through all of the following:
- (a) Develop Waterfront Drive from Wabash Avenue 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 commercial area.
 - (c) Establish scenic vista points at numerous locations along the waterfront, as provided in the LCP Policy 3.4.

- (e) Consistent with LCP Policy 9.4, consider and protect the scenic and visual qualities of coastal areas that are visible from scenic public vista points and waterfront walkways.
- (f) Consistent with LCP Policy 3.5, 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. (LCP Policy 4.2)

This policy has been modified and incorporated into the Policy Document as Policy 5.B.1.

- 4.3 On shoreline parcels in the waterfront commercial district, coastal-dependent industry shall have priority over recreation and visitor-serving facilities, but shall be required to harmonize its facilities with the surrounding area to the maximum extent feasible. (LCP Policy 4.3)

The City has determined that the intent of this policy is sufficiently addressed by the descriptions of the Core-Waterfront Commercial and Waterfront Commercial land use designations and other policy statements in the Draft General Plan.

- 4.4 On shoreline parcels where recreation or visitor-serving uses are integrated with coastal-dependent uses, the recreation or visitor-serving uses shall be secondary to and compatible with the coastal-dependent uses. (LCP Policy 4.4)

This policy has been modified and incorporated into the Policy Document as Policy 5.B.2.

- 4.5 Facilities serving commercial and recreational boating, including party or charter fishing boats, shall be maintained and, where feasible, provided, restored, or enhanced. (LCP Policy 4.5)

This policy has been modified and incorporated into the Policy Document as Policy 5.B.3.

- 4.6 Consistent with the LCP's designation of the northern Eureka coastal zone for waterfront commercial-tourist uses, the City shall cooperatively work with the California Department of Parks and Recreation and other interested parties, including the fishing and timber industries, to secure location and development on Eureka's northern waterfront-Old Town of a state museum depicting the history of fishing in California. If the logging museum is required to move from Ft. Humboldt State Park, consideration shall be given by the Department of Parks and Recreation to consolidate the logging and fishing museums in one or several of the larger underutilized buildings located near the waterfront or in the Eureka Core Area. However, such visitor-serving uses shall not be located in the coastal-dependent industrial districts. (LCP Policy 4.6)

The City has determined that the specificity of this policy is inappropriate for the Policy Document and that other policy statements in the Draft General Plan address general intent of the policy sufficiently.

- 4.7 Structures of historic or architectural interest shall be preserved and, wherever possible, rehabilitated to protect the variety and quality of older buildings in the coastal zone. In cases where such structures might be used to better advantage in new surroundings, they may be relocated. (LCP Policy 4.7)

This policy has been modified and incorporated into the Policy Document as Policy 1.1.1.

- 14.1 To assist in implementing LCP Policy 4.1(d), the City shall consult with and make application to the Coastal Conservancy, Department of Parks and Recreation, and/or Department of Boating and

Waterways for an improvement grant for the Small Boat Basin and such other facilities as may be necessary to attract party or charter fishing boat operations to the northern waterfront. (LCP Program 4.1)

The intent of this program has been incorporated into the Policy Document as Policy 3.G.2.

- I4.2 The City should consult with the California Urban Waterfront Authority to determine the possibility of funding the construction of Waterfront Drive with Urban Waterfront Restoration Authority revenue bonds, consistent with Division 22 of the Public Resources Code. (LCP Program 4.2)

The City determined that its efforts to identify funding for the Waterfront Drive extension are sufficient and that the funding source cited in this program may no longer be available, so this program was not included in the updated Policy Document.

- I4.3 To provide the greatest amount of currently accurate information about Eureka and its waterfront recreational and visitor-serving facilities to tourists, the City, in conjunction with the Chamber of Commerce and other interested parties, should establish highly visible and informative visitor-information kiosks at the southern edge of the City, in Old Town, and at the regional airport. (LCP Program 4.3)

The City cooperates on an ongoing basis with the Chamber of Commerce and other interested parties to publicize Eureka's waterfront amenities. The City has determined these ongoing efforts need not be codified as policy in the City's General Plan.

Environmental Resources

- 5.1 Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in the manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. (LCP Policy 5.1)

This program has been modified and incorporated into the Policy Document as Policy 6.A.1. and Program 6.1

- 5.2 The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams. (LCP Policy 5.2)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.3.

- 5.3 Channelizations or other substantial alterations that could significantly disrupt the habitat values of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat. (LCP Policy 5.3)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.4.

- 5.4 Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible. (LCP Policy 5.4)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.5.

- 5.5 Environmentally sensitive habitat areas within the City of Eureka's coastal zone shall include:

- (1) 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, and Elk River.
- (2) Wetlands and estuaries, including that portion of Humboldt Bay within the City's jurisdiction, riparian areas, and vegetated dunes.
- (3) Indian Island, Daby Island, and the Woodley Island wildlife area.
- (4) Other habitat areas, such as rookeries, and habitat for all rare or endangered species on state or federal lists.
- (5) Grazed or farmed wetlands.

These areas are generally portrayed on the Resources Maps in Chapter 15, where they are designated as wetlands or other sensitive areas, farmed wetlands, or water conservation/development. The areas are more specifically shown on the 1:500 scale maps that are incorporated by reference into this LCP and are a formal part of it. However, all environmentally sensitive habitat areas may not be shown on these maps and shall, if they exist, be identified as part of any project application pursuant to Policy 5.7. (LCP Policy 5.5)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.6.

- 5.6 Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas. Development in areas adjacent to environmentally sensitive habitat areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas. (LCP Policy 5.6)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.7.

- 5.7 Prior to the approval of a development, all development on lots or parcels shown on the land use plan and/or resource maps with a Natural Resource designation or within 250 feet of such designation, or development affecting and environmentally sensitive habitat area, shall be found to be in conformity with the applicable habitat protection policies of the LCP. All development 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. Where mitigation is required pursuant to other applicable policies of this LCP, it shall be required to be performed on the City-owned lands on the Elk River Spit or on other available and suitable mitigation sites. (LCP Policy 5.7)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.8.

- 5.8 The diking, filling, or dredging of open coastal waters, wetlands, or estuaries shall be permitted only where all of the following exist:
- (a) the diking, filling or dredging is for a permitted use in that resource area as provided in Policies 5.12 through 5.16;
 - (b) there is no feasible, less environmentally damaging alternative;
 - (c) feasible mitigation measures have been provided to minimize adverse environmental effects, consistent with Policy 5.10; and
 - (d) the functional capacity of the resource area is maintained or enhanced, consistent with Policy 5.10. (LCP Policy 5.8)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.9.

- 5.9 Dredging and spoils disposal shall be carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems. (LCP Policy 5.9)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.10.

- 5.10 Diking, filling or dredging of a wetland or estuary shall maintain or enhance its functional capacity. 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) that 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) that a species that is rare or endangered will not be significantly adversely affected; and
 - (c) that consumptive (e.g., fishing, aquaculture and hunting) or nonconsumptive (e.g., water quality and research opportunity) values of the wetland or estuaries ecosystem will not be significantly reduced. (LCP Policy 5.10)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.11.

- 5.11 (a) Dredging, when consistent with these provisions 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:
- (1) Dredging shall be prohibited in breeding and nursery areas and during periods of fish migration and spawning.
 - (2) Dredging shall be limited to the smallest area feasible.
 - (3) 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.

- (b) Diking or filling of a wetland that is otherwise in accordance with the policies of this LCP shall, at a minimum, require the following mitigation measures:
- (1) 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;
 - (2) Equivalent areas shall be opened to tidal action or other sources of surface water shall be provided. This provision shall apply to 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 with other sources of surface water. All of the provisions for restoration, purchase (if necessary), and dedication contained in Part 1 of this section shall apply to any program or activity performed pursuant to this Part.
 - (3) 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.).
 - (4) An applicant who is required to participate in a restoration or mitigation program may avail himself or herself of restoration or enhancement sites on City-owned lands on the Elk River Spit, consistent with all other applicable policies of this chapter and at a cost not to exceed \$0.25 for each square foot of affected marsh or other wetland.
 - (5) Where no suitable private or public restoration or enhancement sites are available, an in-lieu fee not to exceed \$0.25 for each square foot of affected marsh or other wetland shall 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. (LCP Policy 5.11)

This policy has been modified and incorporated into the Policy Document as two separate policies: Policy 6.A.12 and Policy 6.A.13.

- 5.12 (a) Consistent with all other applicable policies of this chapter, permitted development or uses within wetlands that are neither farmed nor grazed, or within estuaries, shall be limited to the following:
- (1) Port facilities.
 - (2) Energy facilities.
 - (3) Coastal-dependent industrial facilities, including commercial fishing facilities.

- (4) Maintenance of existing or restoration of previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - (5) 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.
 - (6) Restoration projects.
 - (7) Nature study, aquaculture, or similar resource-dependent activities.
 - (8) New or expanded boating facilities in estuaries, consistent with the demand for such facilities.
 - (9) Placement of structural piling for public recreational piers that provide public access and recreational opportunities.
- (b) Among permissible wetland restoration projects consistent with Policy 5.21 (a) (6) are the Bracut Marsh Restoration Project approved by the Coastal Commission in permit CP-10-80, including Pocket Marsh No. 7, the PALCO on-site restoration and enhancement program that involves the emergent saltmarsh and wet horsepasture located near the Northwestern Pacific Railroad right-of-way, and the remnant marshes located on six parcels south of Hilfiker Lane and between Broadway and the Northwestern Pacific Railroad right-of-way. Any coastal development permit issued for a project or combination of projects shall be a part of one or more wetland restoration programs consistent with all other applicable policies of this LCP. Such wetlands restoration and enhancement program(s) shall be prepared and implemented in consultation with the Department of Fish and Game, Coastal Commission, and State Coastal Conservancy. Preparation of the program(s) shall occur prior to commencement of any development governed by this policy; however, implementation of the program(s) may occur concurrently with or subsequently to any approved development. If an in-lieu fee is required to be paid by the applicant, it shall not exceed \$0.25 for each square foot of affected marsh or other wetland, except as provided in permit CP-10-80. For the area south of Hilfiker Lane and between Broadway and the Northwestern Pacific Railroad right-of-way, the restoration program may, at any one time, include one or more of the affected properties, provided that when an application for development pursuant to this policy is made, the affected property must participate in the wetlands restoration program. (LCP Policy 5.12)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.14.

- 5.13 Permitted uses and development in grazed or farmed wetlands shall be limited to the following:
- (1) 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;
 - (2) 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.

- (3) Restoration projects, including the PALCO on-site restoration and enhancement program that involves the emergent saltmarsh and wet horsepasture near the Northwestern Pacific Railroad right-of way.
- (4) Nature study, aquaculture, and similar resource-dependent activities; and,
- (5) Incidental public service purposes which may temporarily impact the resources of the area, such as burying cables or pipes. (LCP Policy 5.13)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.15.

5.14 Permitted uses within open coastal waters shall, consistent with all other applicable policies of this chapter, be limited to the following:

- (1) Port facilities.
- (2) Energy facilities.
- (3) Coastal-dependent industrial facilities, such as commercial fishing facilities.
- (4) Maintenance of existing or restoration of previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- (5) Incidental public service purposes which temporarily impact the resources of the area, such as burying cables and pipes, inspection of piers, and maintenance of existing intake and outfall lines.
- (6) Restoration projects.
- (7) Nature study, aquaculture, or similar resource-dependent activities.
- (8) New or expanded boating facilities.
- (9) Sand or gravel mineral extraction in portions of open coastal waters that are not environmentally sensitive habitat areas.
- (10) Placement of structural pilings for public recreational piers that provide public access and recreational opportunities. (LCP Policy 5.14)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.16.

5.15 Any uses that involve substantial alterations of streams and rivers shall incorporate the best mitigation measures feasible and shall be limited to the following:

- (1) Necessary water supply projects.
- (2) 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.
- (3) Developments where the primary function is the improvement of fish and wildlife habitat. (LCP Policy 5.15)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.17.

- 5.16 New fill for repair and maintenance purposes may be permitted on lands adjacent to the previously filled northern waterfront provided that it is consistent with other LUP policies and where all of the following apply:
- (1) The fill will be placed in previously filled areas which have been subject to erosion;
 - (2) The fill will not be placed beyond the existing bulkhead line;
 - (3) The fill is necessary to protect existing development, coastal-dependent uses, or redeveloped areas from erosion;
 - (4) The fill will not interfere with commercial fishing activities and facilities; and
 - (5) Placement of the fill is consistent with the public access policies of the LCP in that public access will be provided. (LCP Policy 5.16)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.18.

- 5.17 A buffer shall be established for permitted development adjacent to all environmentally sensitive areas. The 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 purposes(s) of the buffer, that a smaller buffer will protect the resources of the habitat area. For a wetland, the buffer should be measured landward from the landward edge of riparian vegetation or from the top edge of the bank (e.g., in channelized streams). Maps and supplemental information submitted as part of the application should be used to specifically determine these boundaries. (LCP Policy 5.17)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.19.

- 5.18 To protect urban wetlands against physical intrusion, wetland buffer areas shall incorporate attractively designed and strategically located barriers and informational signs. (LCP Policy 5.18)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.20.

- 5.19 All coastal zone land use activities adjacent to gulches shall be carried out in a manner which avoids vegetative removal below the break in slope (usually those areas with a slope of 20% or greater) and which does not alter natural land forms and drainage patterns. (LCP Policy 5.19)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.21.

- 5.20 Indian Island shall be maintained 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 Humboldt Bay coastal zone. (LCP Policy 5.20)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.22.

- 5.21 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 Local

Coastal Program. 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 (other than those addressed in the Bracut Marsh Restoration Program, the PALCO Marsh On-site Restoration Program, and restoration programs involving Pocket Marsh No. 7 and the six parcels south of Hilfiker between Broadway and the Northwestern Pacific Railroad right-of-way). Upon completion, the wetlands management and restoration program created by this policy shall be submitted to the Coastal Commission for review and certification as an amendment to this LCP. (LCP Policy 5.21)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.23.

5.22 Where there is a disagreement over the boundary, location, or current status of an environmentally sensitive area identified pursuant to Policy 5.5 or which is designated on the Resources Map of this LCP, the applicant shall be required to provide the City with:

- (1) a base map delineating topographic lines, adjacent roads, location of dikes, levees, of flood control channels and tide gates, as applicable;
- (2) a vegetation map, including identification of species that may indicate the existence or non-existence of the sensitive environmental habitat area;
- (3) a soils map delineating hydric and non-hydric soils; and ,
- (4) a census of animal species that may indicate the existence or non-existence of the sensitive environmental habitat area.

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. (LCP Policy 5.22)

This policy has been modified and incorporated into the Policy Document as Policy 6.A.24.

15.1. The City of Eureka, in consultation with the Department of Fish and Game, Coastal Conservancy, Coastal Commission, Wildlife Conservation Board, Humboldt County, Humboldt Bay Harbor, Recreation, and Conservation District, potentially affected landowners, and other interested parties shall prepare a detailed, comprehensive, and implementable program for wetlands management and restoration in and adjacent to the City. In the preparation and implementation of the wetlands program, Eureka shall especially seek the expert and financial assistance of the State Coastal Conservancy, the Wildlife Conservation Board, and Department of Fish and Game. (LCP Program 5.1)

This program has been modified and incorporated into the Policy Document as Program 6.1.

15.2. The City Council of Eureka has endorsed enactment by the voters of California at the June, 1984 Primary Election of Proposition 19, the \$85 million Fish and Wildlife Habitat Enhancement Act of 1984, because of the significant benefits that may be expected to accrue from it to Eureka and

Humboldt Bay fish and wildlife, and the portions of the local economy dependent upon them. (LCP Program 5.2)

The City has determined that, because of its temporal nature, this program should not be incorporated into the updated General Plan.

- 15.3. All of Indian Island should be actively proposed for inclusion in the Humboldt Bay National Wildlife Refuge, provided that property owners can be compensated for the fair market value of their respective properties. (LCP Program 5.3)

This policy is no longer appropriate because, subsequent to adoption of the 1984 LCP, Indian Island was included in the Humboldt Bay National Wildlife Refuge.

Commercial Fishing and Recreational Boating

- 6.1 Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in the LCP, coastal-dependent development shall not be sited in a wetland. Coastal-related developments shall generally be accommodated in proximity to the coastal-dependent uses they support. (LCP Policy 6.1)

This policy has been modified and incorporated into the Policy Document as Policy 1.A.5.

- 6.2 Where recreation or visitor-serving uses are integrated with coastal-dependent uses, the recreation or visitor-serving uses shall be 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 tourist facilities such as tours, fish markets or shops, restaurants and other attractions that support the fishing industry. (LCP Policy 6.2)

This policy has been modified and incorporated into the Policy Document as Policy 1.E.3.

- 6.3 Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. 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. (LCP Policy 6.3)

This policy has been modified and incorporated into the Policy Document as two policies: Policy 1.L.11. and Policy 3.G.1.

- 6.4 Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites. Non-coastal-dependent uses located along the waterfront shall, if feasible, be relocated to other compatible areas of the City. (LCP Policy 6.4)

This policy has been modified and incorporated into the Policy Document as Policy 1.M.7.

- 6.5 The location of new or expanded berthing facilities to meet demand shall be limited 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. (LCP Policy 6.5)

This policy has been modified and incorporated into the Policy Document as Policy 3.G.2.

- 6.6 New or expanded boat launch facilities shall be located at the Eureka Small Boat Basin, and on the Eureka Channel near the Samoa Bridge, or, if determined to be consistent with the protection of fragile coastal resources, on Eureka Slough. (LCP Policy 6.6)

Several policies in the Policy Document address the issue of boat launch facilities, including the essential content of this policy.

- 16.1. The City of Eureka shall, in cooperation with commercial and sports fisherman who rely on the facilities of the City's waterfront, request the California Urban Waterfront Restoration Authority and State Coastal Conservancy to review and fund, as appropriate, pursuant to Division 22 of the Public Resources Code, private sector and non-profit organization fishing industry projects that are consistent with this LCP. (LCP Program 6.1)

Several policies in the Policy Document express City support for the fishing industry, but the City does not feel the specificity of this policy is appropriate for inclusion in the updated General Plan.

- 16.2. The City of Eureka shall apply for 1984 California Park and Recreational Facilities Act funds to implement the boat launching facility(-ies) specified by LCP Policy 6.6. (LCP Program 6.2)

The City has determined that, because of its temporal nature, this program should not be incorporated into the updated General Plan.

- 16.3. In order to give full recognition to the past, present, and future contributions of North Coast fishermen and the fishing industry to the economy, environment, and history of the City and region, Eureka shall sponsor the creation, funding and location of the California Fishing Museum on the Eureka Waterfront as a unit of the California Park System. (LCP Program 6.3)

The City is not in a position to provide the type of sponsorship suggested in this policy, so it has not been included in the Policy Document.

Hazards

- 7.1 Development in Eureka's coastal zone shall:

- (1) Minimize risks too life and property in areas of high geologic and flood hazard;
- (2) Assure stability and structural integrity;
- (3) Neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area. (LCP Policy 7.1)

The essence of these statements has been incorporated into various policies in Section 7, Health and Safety, of the Policy Document.

- 7.2 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, shall not be located in flood hazard areas, as designated on the Federal Emergency Management Agency flood Insurance Rate Maps, 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 requirements of this LCP. 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. (LCP Policy 7.2)

This policy has been modified and incorporated into the Policy Document as Policy 7.D.1.

- 7.3 Development on or near the shoreline of Elk River, Humboldt Bay, and Eureka Slough shall neither contribute significantly to, nor be subject to, high risk of damage from shoreline erosion over the life span of the development. The city shall establish a benefit assessment district for all property adjoining and protected from flooding by the Jacobs Avenue dike. A repair and maintenance program shall be developed and implemented, consistent with Policy 5.8 and Policy 5.14. (LCP Policy 7.3)

This policy has been modified and incorporated into the Policy Document as Policy 7.B.2.

- 7.4 Alteration of cliffs, bluff tops, and gulch faces or bases by excavation or other means shall be prohibited except to protect existing structures. Permitted development shall not require the construction of protective devices that would substantially alter natural landforms. (LCP Policy 7.4)

This policy has been modified and incorporated into the Policy Document as Policy 7.B.3.

- 7.5 For all high density residential and other high occupancy development, as defined in Policy 7.2, located in areas of significant liquefaction potential, the City shall, at the time project application, require a geology and soils report which conforms to the following requirements:

- (a) The report shall be prepared by a registered geologist, 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:
- (1) Geologic conditions, including soil, sediment, and rock types and characteristics in addition to structural features, such as bedding, joint and faults;
 - (2) Evidence of past or potential liquefaction conditions, and the implications of such conditions for the proposed development;
 - (3) Potential effects of seismic forces resulting from a maximum credible earthquake;
 - (4) Any other factors that might affect the development.
- (b) 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. The report shall use a currently acceptable engineering stability analysis method and describe the degree of uncertainty of analytical results due to assumptions and unknowns. (LCP Policy 7.5)

This policy has been modified and incorporated into the Policy Document as Policy 7.B.4.

- 7.6 For all development proposed within areas subject to significant shoreline erosion, and which is otherwise consistent with the policies of this LCP, the City shall, prior to project approval, require a geology and soils report which conforms to the following requirements:

- (a) The report shall be prepared by a registered geologist, 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:
 - (1) Site topography, extending the surveying work beyond the site as needed to depict unusual conditions that might affect the site;
 - (2) 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;
 - (3) Geologic conditions, including soil, sediment and rock types and characteristics in addition to structural features, such as bedding, joint and faults;
 - (4) Impact of construction activity on the stability of the site adjacent area;
 - (5) Potential erodibility of site and mitigating measures to be used to ensure minimized erosion problems during and after construction;
 - (6) Effects of marine erosion on shoreline areas;
 - (7) Potential effects of seismic forces resulting from a maximum credible earthquake;
 - (8) Any other factors that might affect slope stability.
- (b) 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. The report shall use a currently acceptable engineering stability analysis method and describe the degree of uncertainty of analytical results due to assumptions and unknowns. (LCP Policy 7.6)

This policy has been modified and incorporated into the Policy Document as Policy 7.B.5.

- 17.1. In cooperation with all owners of property adjacent to and protected by the Jacobs Avenue dike, the City shall establish a benefit assessment district for repair and maintenance of the dike, consistent with Policy 7.3. (LCP Program 7.1)

The City has determined that this program is no longer appropriate for incorporation into General Plan policy.

Agriculture

- 8.1 (a) Nonprime agricultural lands within the City shall be retained in agriculture, unless (1) continued or renewed agricultural use is demonstrated to be infeasible, (2) conversion to urban uses would preserve prime agricultural lands or locate development within, contiguous with, or in close proximity to, existing developed areas of the City consistent with LCP Policy 12.1, or (3) farmed wetlands are proposed and funded through the wetland management and restoration program provided by LCP Policy 5.20 for restoration of resource-dependent activities.

- (b) Where an agricultural parcel owner asserts the infeasibility of continued or renewed agricultural operations and expresses an interest in selling the parcel, a first right of refusal to purchase the parcel shall be offered to the State Coastal Conservancy consistent with its coastal agricultural lands restoration program. (LCP Policy 8.1)

This policy has been modified and incorporated into the Policy Document as Policy 6.B.2.

8.2 Permitted uses in grazed or farmed wetlands shall be limited to the following:

1. Agricultural operations (except for greenhouses on slab foundations).
2. 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.
3. Restoration projects.
4. Nature study, aquaculture, and similar resource-dependent activities.
5. Incidental public service purposes which may temporarily impact the resources of the area, such as burying cable and pipes. (LCP Policy 8.2)

This policy has been modified and incorporated into the Policy Document as Policy 6.B.7 and Program 6.7.

8.3 Expansion of public services and public service facilities, which is otherwise consistent with the provisions of this Local Coastal Program, shall not reduce agricultural viability through increased assessment costs. (LCP Policy 8.3)

This policy has been modified and incorporated into the Policy Document as Policy 6.B.4.

8.4 Consistent with Coastal Act Section 30250(a), no land division of existing agricultural (grazed or farmed wetlands) parcels within City shall be allowed, other than for leases for agricultural uses. (LCP Policy 8.4)

This policy has been modified and incorporated into the Policy Document as Policy 6.B.5.

18.1. Immediately following certification of this LCP, the City shall, as its highest LCP implementation priority, recommend to the State Coastal Conservancy the 3.3-acre Schultz parcel north of Indianola Road Cutoff as an agricultural lands or wetlands restoration project consistent with Division 21 of the Public Resources Code. (LCP Program 8.1)

The City has determined that this program is no longer appropriate for incorporation into General Plan policy.

18.2. Whenever an applicant before the City asserts that continued or renewed use of nonprime agricultural lands (grazed or farmed wetlands) is infeasible and expresses an interest in selling the parcel, the City shall immediately notify the State Coastal Conservancy of the pendency of such application and ask it to perform in a timely manner such analysis as it deems necessary to decide

whether to exercise the first right of refusal to purchase the parcel as part of its agricultural lands restoration program. (LCP Program 8.2)

This program has been modified and incorporated into the Policy Document as Policy 6.B.2.

Visual Resources

(By omission, the following visual resources policies were not evaluated for inclusion in the Policy Document)

9.1 The following shall be considered scenic coastal areas of public importance:

- (1) Woodley Island, Daby Island, Indian Island;
- (2) Eureka Slough Wildlife refuge, Second Slough, and Third Slough, including adjacent wetland and riparian areas;
- (3) The land northerly of Jacobs Avenue, including Murray Field and lands northeast of Murray Field.

New off-site advertising signs on billboards, (i.e., those signs or billboards that stand apart from other structures on the site and that advertise uses, merchandise or other commodities which are available solely in locations other than the site on which the sign or billboard stands) shall be prohibited in these scenic coastal areas. (LCP Policy 9.1)

9.2 Permitted development within scenic coastal areas, where otherwise consistent with the policies of this LCP, or except where designated within a MG district, shall:

- (1) Minimize the alteration of natural land forms;
- (2) Be visually compatible with the character of the surrounding area;
- (3) Be sited and designed to protect views to and along the ocean and scenic coastal areas;
- (4) Wherever feasible, restore and enhance visual quality in visually degraded areas. (LCP Policy 9.2)

9.3 The City's design review process shall continue to be used in the coastal zone to insure that new development and restoration projects are visually compatible with the character of the neighborhoods in which they are located. (LCP Policy 9.3)

9.4 Views from scenic vista points shall be protected by insuring that adjacent permitted development does not obstruct views to and along the scenic coastal areas. (LCP Policy 9.4)

9.5 New development proposed near scenic vista points shall be subject to site plan and architectural review. (LCP Policy 9.5)

9.6 Scenic Routes in the coastal zone shall be as depicted on the map "Eureka Scenic Routes" contained in the Scenic Route Element of the Eureka General Plan. Along such routes the City Shall:

- (1) Ensure that the scenic route rights-of-way are maintained in an attractive manner.
- (2) Incorporate bicycle lanes and pedestrian walkways along scenic routes, whenever possible.
- (3) Establish a public information system which will guide and direct visitors to various scenic areas in the community.

- (4) Provide street furniture and other accessory amenities which serve to enhance the use of scenic routes. (LCP Policy 9.6)

- 19.1. The City should sponsor an annual "Eureka Shorelines" photographic contest, the subject of which should be the human-created and natural coastal environment. Winners should have their photographs prominently displayed at City Hall and other buildings frequented by the public and should receive an appropriate award. (LCP Program 9.1)

The City has determined that this program is too specific to be incorporated into the updated General Plan.

Public Works and Public Facilities

- 10.1 Existing public works facilities, including water, wastewater, highway, and railroad facilities serving the City of Eureka, 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 coastal zone natural and human-created resources. (LCP Policy 10.1)

This policy has been modified and incorporated into the Policy Document as Policy 4.A.4.

- 10.2 The formation or expansion of special districts shall be permitted where assessment for, and provision of, the services will not induce development inconsistent with the Local Coastal Program. (LCP Policy 10.2)

This policy has been modified and incorporated into the Policy Document as Policy 4.A.5.

- 10.3 New or expanded public works facilities shall be designed and limited to accommodate needs generated by permitted uses and development consistent with the provisions of the Local Coastal Program. (LCP Policy 10.3)

This policy has been modified and incorporated into the Policy Document as Policy 4.A.6.

- 10.4 Development shall not be permitted which would leave insufficient water system capacity for priority uses. Those uses which shall not be precluded by other development and their order of priority are: (LCP Policy 10.4)

- (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. (LCP Policy 10.)

This policy has been modified and incorporated into the Policy Document as Policy 4.B.1.

- 10.5 There shall be no extension of urban services (sewer and water) beyond the urban limit line as designated in the Local Coastal Program, except that the water system intertie line in the

southwestern part of the City shall be permitted to extent outside the urban limit line, provided no connections for private users shall be allowed outside the urban limit line. No assessments, "readiness to serve" fees, or other costs or encumbrances, including bonded indebtedness, for urban services shall be assessed against lands beyond the urban limit line, except for those lands already provided with urban services, services to existing residential uses on the Lieber parcel, or those lands for which assessments or other costs or encumbrances have been levied prior to July 1, 1984. (LCP Policy 10.5)

This policy has been modified and incorporated into the Policy Document as Policy 4.A.7.

- 10.6 The City should provide for a balanced, safe and efficient transportation system to serve all segments of the community. (LCP Policy 10.6)

The intent of this policy is captured in several policies under Goal 3.A of the Policy Document.

- 10.7 The City should improve the appearance of existing transportation rights-of-way and incorporate high standards of design when considering new transportation corridors, including streets, bikeways, walkways, and other related rights-of-way. (LCP Policy 10.7)

This policy has been modified and incorporated into the Policy Document as Policy 3.A.7.

- 10.8 The City shall develop Waterfront Drive along Humboldt Bay from Wabash Avenue to the vicinity of Eureka Slough, consistent with all other applicable LCP policies. (LCP Policy 10.8)

This policy has been modified and incorporated into the Policy Document as Policy 3.A.8.

- 10.9 (a) That portion of Woodley Island approved pursuant to California Coastal Zone Conservation Commission permit NCR-76-C-369 for development with marina and related uses shall be designated as a Public Facility-Marina district. The purposes of this sub-district shall be (1) to encourage, protect, maintain, and provide commercial fishing facilities and uses related to the commercial fishing industry, and (2) to provide for all of the specific land uses granted to the Humboldt Bay Harbor, Recreation, and Conservation District through coastal development permit NCR-76-C-369 and the underlying City of Eureka Planning Commission permit resolutions 76-25 and 78-39 (extension).

(b) Consistent with coastal development permit NCR-76-C-369, permitted uses within that part of Woodley Island and adjacent waters designated for development shall be limited to docks, piers (including recreational fishing piers), and wharves; boat launching facilities; commercial fishing facilities and fishing boat berthing facilities; recreational boating facilities and boat berthing facilities (not to exceed 30% of the total number of berths permitted by the 1976 coastal permit); two restaurants; offices and shops directly related to marine uses; ice vending stations; marine and boat sales, services, and repairs; on-site fish sales and processing incidental to permitted restaurants; parking; and public access facilities.

(c) In addition to the uses permitted pursuant to Section (b), a third restaurant and on-site incidental fish sales and processing shall be conditionally permitted, provided such uses do not displace current or projected demand for permitted uses and necessary support facilities, including parking. Conditional uses shall be designed and located so as not to interfere with permitted uses. (LCP Policy 10.9)

- I.10.1. In order to develop Waterfront Drive in a timely fashion, the City should consider applying for revenue bond monies available pursuant to the 1983 California Urban Waterfront Restoration Act Program. (LCP Program 10.1)

The City determined that its efforts to identify funding for the Waterfront Drive extension are sufficient and that the funding source cited in this program may no longer be available, so this program was not included in the updated Policy Document.

- 1.10.2. The City should encourage the implementation of the approved Eureka freeway as a long-term solution and develop short-range actions to mitigate the high level of traffic volume along Fourth and Fifth Streets in the Core Area. (LCP Program 10.2)

With the General Plan Update, the City has formally rejected the Eureka Freeway as a solution to addressing traffic problems in the Core Area, so this policy is no longer appropriate.

Industrial Development and Energy Facilities

- 11.1 New Industrial development, except as may be otherwise provided in the LCP, shall be located within, contiguous with, or in close proximity to, existing developed industrial areas able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. (LCP Policy 11.1)

This policy is covered by a combination of the Policy Document's land use designations and standards, Land Use Diagram, and the policies appearing under Goal 1.M, Industrial Development.

- 11.2 Where an industrial use is proposed as a conditional use, in addition to complying with Policy 11.1, such a proposed use shall demonstrate compatibility with the policies of the principal use designation of the area in which the industrial use is proposed. (LCP Policy 11.2)

This policy is covered by a combination of the Policy Document's land use designations and standards, Land Use Diagram, and the policies appearing under Goal 1.M, Industrial Development.

- 11.3 Existing developed parcels of less than one acre as of January 1, 1984, and located in a coastal-dependent industrial district which (a) are not proposed for consolidation with other parcels to permit a new or expanded coastal-dependent industrial use, and (b) are not adjacent to the shoreline, shall be allowed to be developed with coastal-related, visitor-serving, or general industrial uses. (LCP Policy 11.3)

This policy is covered by a combination of the Policy Document's land use designations and standards, Land Use Diagram, and the policies appearing under Goal 1.M, Industrial Development.

- 11.4 When notice has been given that a non-conforming industrial facility or portion thereof will be closing, the Department of Community Development shall solicit recommendations for appropriate future uses of the site. In determining the appropriate land use designation(s) of the site, the policies of the contiguous or proximate land use zones shall be used as criteria for determining the future use of the site. The recommendations of the land owner, together with any advice received from the Coastal Conservancy or other interested parties, shall be considered prior to final determination. An LCP amendment shall be sought from the Coastal Commission if the recommendation is to change the site's existing land use designation. (LCP Policy 11.4)

The City has determined that this policy prescribes administrative procedures to the degree that is inappropriate for the General Plan.

- 11.5 Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth consistent with the policies of this chapter. In such location or expansion, preference shall be given to siting industrial and appurtenant facilities

on existing land or filled areas and to avoid, to the maximum extent feasible, environmentally sensitive areas such as wetlands. Where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this chapter, they may nonetheless be permitted in accordance with this policy if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible. In order to implement sub-part (1) of this policy, the environmental review of any proposed coastal-dependent or coastal-related facility shall include consideration of available alternative sites with appropriate land use designations for the proposed project. (LCP Policy 11.5)

The essence of this policy is covered by Policy 1.M.7. in the Policy Document.

- 11.6 For new or expanded marine petroleum or other hazardous liquid or gas transfer or storage facilities, the following shall apply in addition to other policies of this LCP for coastal-dependent industry:
- (a) Multi-company use of existing and new tankship facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tankship operations and associated onshore development incompatible with the land use and environmental policies applicable to the development.
 - (b) New tankship terminals outside of existing terminal areas shall be situated as to minimize to the maximum extent feasible risk to environmentally sensitive areas.
 - (c) Tankship facilities shall be designed to (1) minimize the total volume of oil or gas spilled, (2) minimize the risk of collision from movement of other vessels, (3) have ready access to the most effective feasible containment and recovery equipment for oil spills, and (4) have onshore deballasting facilities to receive any fouled ballast water from tankships where operationally or legally required. (LCP Policy 11.6)

This policy is not included in the Policy Document, since the City does not anticipate the development of tankship facilities within its jurisdiction.

- 11.7 New or expanded oil and gas development shall be permitted in accordance with Policy 11.4, if the following conditions are met:
- (a) The development is performed safely and consistent with the geologic conditions of the well-site.
 - (b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.
 - (c) Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of such structures will result in substantially less environmental risks.
 - (d) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facilities or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.

- (e) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.
- (f) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas or the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water quality problems.

Where appropriate, monitoring programs to record land surface and nearshore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring the mitigation programs shall be borne by liquid and gas extraction operators. (LCP Policy 11.7)

Because there are no oil or gas deposits within Humboldt Bay, this policy is not appropriate for inclusion in the City's General Plan.

- 11.8 Unless specifically exempted from coastal development permits under Section 30610(d) of the Coastal Act, the following shall apply to all new or expanded industrial pipelines, including those serving oil and gas facilities:
- (a) Pipelines shall, wherever feasible, avoid sensitive habitat areas, recreation, archaeological and seismically active or geologically unstable areas, and follow existing utility corridors where they are present.
 - (b) For pipelines carrying liquids that pass through coastal resource areas, including recreation, sensitive habitat, archaeological and geologically unstable areas, segments shall be isolated by automatic shutoff valves. The City may determine whether spacing of automatic valves at intervals less than the maximum set by the Department of Transportation is required to protect sensitive coastal resources.
 - (c) When avoidance of an environmentally sensitive habitat area is not feasible, effective mitigation measures shall be employed to minimize adverse impacts.
 - (d) All rights-of-way shall be regraded and revegetated to their original state.
 - (e) All compressor, metering, or odorizing stations shall be visually and acoustically buffered with vegetation and other means, as necessary.
 - (f) Above-ground pipelines shall to the maximum extent feasible be sited outside view corridors and scenic areas. When an above-ground pipeline unavoidably must be sited in a view corridor, it shall be visually buffered with vegetation and other means as necessary, and in scenic areas shall not extend along the road right-of-way for distances greater than 100 feet unless no other feasible alternative route exists. (LCP Policy 11.8)

This pipeline-specific aspects of this policy are not included in the Policy Document, because the City lacks the legal authority to enforce them; the environmental protection aspects of the policy are, however, reflected in numerous policies and programs, many of which are derived from the LCP.

- 11.9 Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any new or expanded development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur. (LCP Policy 11.9)

This specific policy is not included in the Policy Document, but Goal 7.E, Hazardous Materials and Toxic Contamination of Section 7, Health and Safety, addresses the basic intent of the policy.

- I.11.1. To facilitate the timely and highest and best utilization of Eureka shoreline lands designated in this LCP for coastal-dependent industry, The City shall biennially advertise, or cause to be advertised in cooperation with the Chamber of Commerce and other interested parties, the availability of shoreline industrial property for coastal-dependent and coastal-related uses. (LCP Program 11.1)

The City cooperates on an ongoing basis with the Chamber of Commerce and other interested parties to publicize Eureka's industrial development opportunities. The City has determined these ongoing efforts need not be codified as policy in the City's General Plan.

- I.11.2. To implement Policy 11.4 in a timely and most useful manner, the City shall advise any lead agency preparing an Environmental Impact Report or Environmental Impact Statement at the time the scope of such document is being determined of information available to the City with respect to the availability of alternative sites in the City of Eureka for coastal-dependent industrial development. (LCP Program 11.2)

Policy 11.4 has not been included in the Policy Document, so the reference to the policy would be inappropriate. As noted above, however, the City continues to cooperate with interested parties in publicizing Eureka's industrial development opportunities.

- I.11.3. To implement Policy 11.5(c)(3) and Policy 11.8, the operator of any marine petroleum or other hazardous liquid transfer or storage facility, individually or through an industry cooperative, shall provide for an effective spill containment and recovery plan, consistent with all applicable state and federal law. (LCP Program 11.3)

This program suggests City enforcement of state and federal laws; the City is not in a position to undertake such enforcement. This policy has, therefore, not been included in the Policy Document.

New Development

The following policies and programs address the LCP's urban limit line/area. With adoption of the updated General Plan, the City is removing the discrete line from its land use regulations. The Policy Document (through its Land Use Diagram, land use policies, and public facilities and services policies) does, however, reflect the essential intent of the following policies and programs by ensuring the sensible extension of urban development and the facilities serving such development.

- 12.1 The development of vacant and available land within the Eureka urban limit area, consistent with all applicable policies of this Local Coastal Program, shall be the preferred economical and environmental means of residential, commercial, or industrial growth in the City. (LCP Policy 12.1)
- 12.2 The urban limit area of the City within the coastal zone shall be as shown on the Land Use Maps of Chapter 15. (LCP Policy 12.2)
- 12.3 Extensions of the urban limit line shall be allowed if all of the following findings are made:

- (a) Sufficient public services capacity is available to serve any development proposed for the area that is to be included in the extended urban limit area, while assuring that capacity is available for priority uses consistent with LCP Policy 10.4.
- (b) The extension, or any development proposed for the area that is to be included in the extended urban limit area, will not have a significant adverse effect on agricultural viability, timberland, or environmentally sensitive habitat areas.

All extensions of the urban limit line within the coastal zone shall constitute an amendment to this LCP and shall not become final unless approved by the Coastal Commission. (LCP Policy 12.3)

- 12.4 There shall be no extension of urban sewer and water services beyond the urban limit line as defined in Policy 12.2, except that the water system intertie line in the southwestern part shall be permitted to extend outside the urban limit line, provided that no connections for private users shall be allowed outside said urban limit line. No assessments, "readiness to serve" fees, or other costs or encumbrances, including bonded indebtedness, for urban services shall be assessed against lands beyond the urban limit line, except for those lands already provided with urban services, services to existing residential uses on the Lieber parcel, or those lands for which assessment or other costs or encumbrances have been levied prior to July 1, 1984. (LCP Policy 12.4)
- 12.5 Development type and density shall be that specified by the land use categories and designations in the LCP and the Land Use Plan map. However, Natural Resource designations and policies shall take precedence in all cases, except as otherwise provided in this Local Coastal Program. Where a parcel is located partly within and partly without an environmentally sensitive habitat area, development shall be located and designed to avoid significant adverse effects on the environmental resources. (LCP Policy 12.5)
- 12.6 Regional commercial facilities shall be located in the Planned Commercial District or in the Core Area. Development proposed for the Planned Commercial District west of Broadway shall include an on-site restoration and management program ("the PALCO Marsh Restoration Program"), consistent with Policies 5.16 and 5.17 and the objectives of Policy 5.20. (LCP Policy 12.6)
- 12.7 Highway service commercial development shall be prohibited along Highway 101 (1) south of the urban limit line shown on the Land Use Map in Chapter 15, and (2) between the Service Commercial Districts east of Murray Field and Indianola Road. (LCP Policy 12.7)
- 12.8 Land divisions shall not result in the creation of a parcel or parcels totally within an environmentally sensitive habitat area or flood hazard area as defined in the Local Coastal Program. No land divisions, except for agricultural leases, shall be permitted on lands designated for coastal agricultural use. (LCP Policy 12.8)
- 12.9
 - (a) When development is proposed within a known archaeological area as shown generally on the maps in Chapter 15, project design shall avoid or minimize impacts to the resource.
 - (b) When development in archaeological sites cannot be avoided, adequate mitigation measures shall be required. Mitigation shall be designed in accord with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission. When, in the course of grading, excavation, or any other development activity, evidence of archaeological artifacts is discovered, all work which could damage or destroy such resources shall cease and the City planning director shall be notified immediately of the discovery.

- (c) The City planning director shall notify the State Historic Preservation Officer and the Sonoma State University Cultural Resources Facility of the find. At the request of the State Historic Preservation Officer, development of the site may be halted until an archaeological survey can be made and appropriate and feasible mitigation measures are developed. (*LCP Policy 12.9*)

