



TECHNICAL MEMORANDUM

Date: October 22, 2021(updated)
To: City of Eureka
From: Mark Doty, Divya Gandhi, Jasmine Stitt, TJKM
Subject: System Review Memorandum for City of Eureka's Parking Study

This technical memorandum summarizes the planning documents, municipal codes, projects underway, and studies reviewed for the City of Eureka Parking Study. The purpose of this memorandum is to ensure the Parking Study's vision, goals, and strategies are aligned with prior planning efforts for the City of Eureka. The documents reviewed are listed below:

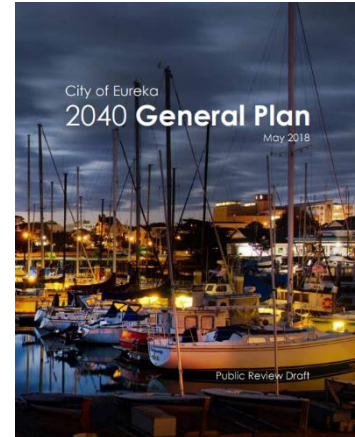
1. City of Eureka 2040 General Plan (2018)
2. City Parking Maximization Study (1998)
3. City of Eureka Municipal Code Off-Street Parking
4. City of Eureka Municipal Code On-Street Parking
5. 4th Street Humboldt County Administrative Complex Traffic Impact Study
6. Parking Study for Humboldt County Community Corrections Reentry Resource Center and New County Office Facility
7. Summary of Future Development

The following sections include brief descriptions of these documents and how they inform the development of the parking study. A more detailed summary of relevant policies, codes and projects is listed in **Table 1**.



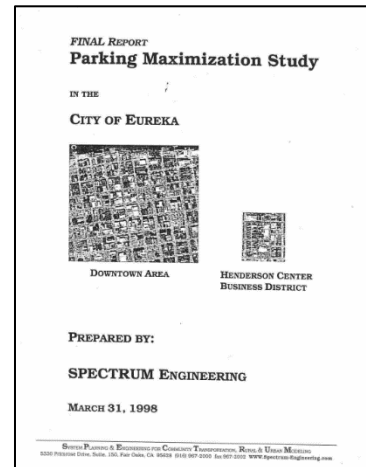
CITY OF EUREKA 2040 GENERAL PLAN (2018)

The 2040 General Plan establishes a roadmap for the long-term physical, social, and economic future of Eureka. It provides goals, policies, and programs to direct land use and development decisions, manage resources, deliver public services, and provide infrastructure. The Mobility Element guides the improvement, operation and maintenance of the City's mobility network. The ability to efficiently, safely and conveniently travel within and through Eureka is critical to the City's economic growth, health, character, and sustainability.



PARKING MAXIMIZATION STUDY (1998)

The purpose of this study was to survey and analyze parking conditions so that the problem areas could be identified and verified. The study's data collection found that overall measured occupancy in the study area was less than 90%, and found a surplus of parking available. That is not to say that there are not acute localized problems on particular block faces. The study recommended a number of improvements including the Jail Facility Dirt Lot Parking Improvements, I Street 45 degree parking between 3rd and 5th Streets, Long Term 8 hour parking zones in the Downtown area, short term parking zones in areas with high turnover.





CITY OF EUREKA MUNICIPAL CODE OFF-STREET PARKING

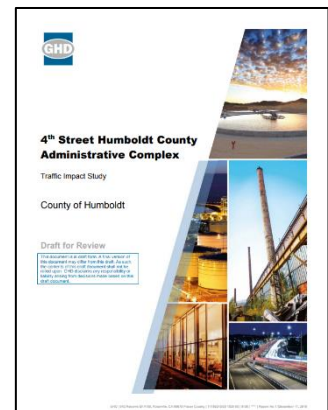
The City of Eureka’s Municipal Off-Street Parking Code details the City’s standards and zoning regulations surrounding off-street parking, including parking dimensions, parking supply by land use, off street parking requirements, off-street parking facilities and location of off-street loading facilities.

CITY OF EUREKA MUNICIPAL CODE ON-STREET PARKING

The City of Eureka’s Municipal On-Street Parking Code details the City’s standards and zoning regulations surrounding on-street parking, including no stopping zones, no parking area, parking adjacent to schools, emergency parking signs, parking lot closures, time limited parking, diagonal parking, parking space markings, ADA parking requirements, loading zones, bicycle parking zones, street parking meter time limits, enforcement, and rates.

4TH STREET HUMBOLDT COUNTY ADMINISTRATIVE COMPLEX TRAFFIC IMPACT STUDY

The County of Humboldt conducted a Traffic Impact Study (TIS) for the proposed Humboldt County Administrative Complex (Project). The Project includes the clearance of the proposed site, demolition or relocation of the buildings on the proposed site, and the construction of a new building (of approximately 110 ksf) which is to be used for the Humboldt County Administrative Complex (HCAC). Additionally, the site is to provide structured (subgrade) parking in the form of a single-story underground parking facility with the accommodations for 85 stalls. The project would affect parking in the study area as the demand for parking expected to be more than the parking provided by the project and will be accommodated by existing on street parking in Downtown Eureka.



PARKING STUDY FOR HUMBOLDT COUNTY COMMUNITY CORRECTIONS REENTRY RESOURCE CENTER AND NEW COUNTY OFFICE FACILITY

The Humboldt County Public Works Department prepared a parking study to determine if there is sufficient available parking capacity in the vicinity of Downtown to accommodate the proposed use, considering all other uses already operating within the area. The proposed Project includes approximately 60 on-site parking spaces within a subsurface parking structure. Additional parking demand will be accommodated by existing on street parking.



EUREKA PLANNED DEVELOPMENT

A summary of planned development in the study area that would affect parking supply and demand was summarized and provided by Eureka City Staff. Future planned development in Eureka will remove parking from existing lots and existing parking will need to be absorbed by surrounding street parking. Six developments are expected to occur in or near the study area in the next 3 years, with a total of 175 units and County Jail/Administrative complex with 12,000 sq ft inmate housing, 12,500 sq ft office and 54,00 sq ft government facility. In addition 6 additional development may occur in the next 7 years, for a total of 181 units in or near the study area. Additional information about these developments is summarized in **Table 1**.



Table 1: Matrix of Planning Goals, Policies, and Projects

Document	Highlights
<p>City of Eureka 2040 General Plan (2018)</p>	<ul style="list-style-type: none"> • Goal M-5 – A circulation and parking system that serves the diverse needs of the City • M-5.1 City-wide Parking Management. Conduct analysis to better understand the City’s non-residential parking needs on a broad scale and then develop a City-wide Parking Management Plan. (MP). • M-5.2 - Parking Management Program. Continue to work with Core Area business and property owners to develop a parking management program, such as a parking permit program, to balance the long and short-term parking needs of residents, employees, business patrons, and tourists. (MP, JP) • M-5.3 - Enhance Safety. Continue to enhance and maintain parking lot safety as necessary through improved lighting in lots and access ways and increased visibility of parking areas through removing/pruning high shrubs and overgrown landscaping, relocating dumpsters, and removing other obstacles to visibility and surveillance of lots. (MP, OFB) • M-5.4 - Parking Lot Location. Discourage placement of parking lots along major commercial, high pedestrian-use street frontages, and corners in the interest of maintaining continuous building frontages along the primary commercial streets in the Core Area. (RDR, OFB) • M-5.5- Alternative Fuel Vehicle Parking. Support parking for Electric Vehicles (EVs), carpools, and hybrids, including the development of local charging stations in both public and private parking lots and large commercial parking lots. (MP, OFB, JP) • M-5.6 - Self-driving vehicle strategies. Begin planning for integration of self-driving vehicles into the City’s planning strategies, including reduction of parking lot and space requirements, impacts on public transportation, and revenue reductions from parking fines and fees. (RDR, MP, OFB)
<p>Parking Maximization Study (1998)</p>	<p>Summary of Alternative Parking Solutions:</p> <ul style="list-style-type: none"> • Diagonal Parking Solutions in Downtown area • Diagonal Parking Circulation Henderson CBD Area • RV Parking Solutions • Parking Stall Markings • Enforcement Levels to Increase Turnover • Short Term Parking Zones in Areas with High Turnover • Long Term 8 Hour Parking Zones in Downtown Area • I Street 45 Degree Parking between 3rd and 5th Streets • I Street 90 Degree Parking between 3rd and 5th Streets • Jail Facility Dirt Lot Parking Improvements
<p>City of Eureka Municipal Off-Street Parking Code</p>	<p>Zoning And Regulations</p> <ul style="list-style-type: none"> • § 155.080 Off-Street Parking. • § 155.081 Off-Street Loading. • § 155.082 Signs. • § 155.083 Site Plan Review And Architectural Review.



Document	Highlights
	<p>M Industrial Districts</p> <ul style="list-style-type: none"> • § 155.095 Purposes. • § 155.096 Special Purposes Of MI And Mg Districts. • § 155.097 Required Conditions • § 155.098 Permitted Uses • § 155.099 Conditional Uses. • § 155.100 Off-Street Parking. • § 155.101 Off-Street Loading. • § 155.102 Signs. • § 155.103 Site Plan Review <p>Off-Street Parking Facilities</p> <ul style="list-style-type: none"> • § 155.115 Purposes. • § 155.116 Basic Requirements. • § 155.117 Schedule Of Off-Street Parking Space Requirements • 155.118 Standards For Off-Street Parking Facilities. • § 155.119 Location Of Off-Street Parking Facilities. • § 155.120 Additional Requirements And Exceptions. • § 155.121 Exemptions For Sites In Parking Assessment Districts. • § 155.122 Existing Uses. • § 155.123 In Lieu Payments • § 155.124 Ada Parking. <p>Off-Street Loading Facilities</p> <ul style="list-style-type: none"> • § 155.135 Purposes. • § 155.136 Basic Requirements. • § 155.137 Schedule Of Off-Street Loading Berth Requirements. • § 155.138 Standards For Off-Street Loading Facilities. • § 155.139 Location Of Off-Street Loading Facilities • § 155.140 Additional Requirements And Exceptions. • § 155.141 Existing Uses. <p>Off- Street Parking</p> <ul style="list-style-type: none"> • § 72.070 • § 72.071 Off-Street Parking Proceedings. • § 72.072 Definition. • § 72.073 Administration By City Manager; Establishment Of Rates And time Limits. • § 72.074 Compliance With Parking Regulations • § 72.075 Improper Use Of Parking Meters. • § 72.076 Parking After Parking Meter Time Expires. • § 72.077 Method Of Parking. • § 72.078 Parking Meter Enforcement. • § 72.079 Permit Parking. • § 72.080 Unlawful Parking.



Document	Highlights
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**City of Eureka Municipal
On-Street Parking Code**

Stopping, Standing And Parking For Certain Purposes And In Certain Places

- § 72.001 Application Of Regulations
- § 72.002 Stopping And Standing In Parkways.
- § 72.003 No Stopping Zones And No Parking Areas Authorized
- § 72.004 No Parking Areas.
- § 72.005 Parking Vehicles For Sale.
- § 72.006 Repairing, Greasing Or Washing Vehicles On Streets.
- § 72.007 Parking Adjacent To Schools.
- § 72.008 Parking On Narrow Streets.
- § 72.009 Parking On Grades.
- § 72.010 Parking By Vehicles For Hire.
- § 72.011 Emergency Parking Signs.

Stopping, Standing, Or Parking Restricted Or Prohibited

- § 72.024 Parking Lot Closures
- § 72.025 Twelve-Minute Parking
- § 72.026 Thirty-Minute Parking.
- § 72.027 One-Hour Parking.
- § 72.028 Two-Hour Parking.
- § 72.029 Parking Parallel On One-Way Streets
- § 72.030 Diagonal Parking.
- § 72.031 Parking Space Markings.
- § 72.032 No Stopping Zones
- § 72.033 Parking On City-Owned Property
- § 72.034 Operating And Parking Vehicles On Private Property.

On Street Parking

- § 72.050 Parking Meter Zones Defined; Installation; Street Markings.
- § 72.051 Days And Hours Of Operation.
- § 72.052 Operational Procedure.
- § 72.053 Parking Overtime; Extending Time Beyond Limit
- § 72.054 Improper Use Of Parking Meters; Deposit Of Coins By unauthorized Persons.
- § 72.055 Use Of Parking Meter Standards
- § 72.056 Rule Of Evidence.
- § 72.057 Use Of Revenue.
- § 72.058 Parking Meter Time Limits And Rates.
- § 72.059 Parking Meter Enforcement.

Loading And Unloading

- § 72.095 Establishing Loading Zones; Curb Markings.
- § 72.096 Effect Of Permission To Load Or Unload
- § 72.097 Standing For Loading Or Unloading Only.
- § 72.098 Standing In Passenger Loading Zones.
- § 72.099 Standing In Alleys.



Document	Highlights
<p>4th Street Humboldt County Administrative Complex Traffic Impact Study</p>	<ul style="list-style-type: none"> • § 72.100 Bus Zones. • § 72.101 Curb Parking. • § 72.102 Special Passenger Loading Zones. • § 72.103 Bicycle Parking Zones. • § 72.104 Funeral Zones <p>Existing Site Access and Parking</p> <ul style="list-style-type: none"> • There is an existing single level of underground parking located beneath the Courthouse that consists of approximately 50 spaces and is restricted to county and sheriff vehicle use. On-street public parking is available in the blocks surrounding the courthouse and much of this parking in the immediate vicinity is limited to two hours. The County currently maintains an 88 space parking lot at the intersection of Fifth and J Street for county employees. At the Project site, the County currently maintains a 15 space parking lot along 3rd Street. <p>Proposed Site Access</p> <ul style="list-style-type: none"> • Access/egress to the parking lot of the proposed HCAC is provided via two (2) driveways situated on the southerly side of the alleyway between L and K Streets. As presented within the Project Site Plan (see Figure 4), the two driveways are within proximity to the easterly and westerly boundaries of the site. The westerly driveway is located approximately 50 feet east of K Street, thereby providing adequate clearance for the queueing of approximately 2 vehicles between this westerly site entryway and the intersection of the Alley & K Street. However, the easterly driveway, is adjacent to the southwesterly quadrant of the intersection of the Alley & L Street. This adjacency of the driveway provides inadequate clearance for vehicles entering/exiting the driveway. This inadequate clearance poses potential safety impacts for motorists on L Street, the Alley and those on the driveway. Therefore, it is recommended that the easterly driveway be relocated approximately 50 feet west of the intersection of the Alley & L Street.
<p>Parking Study for Humboldt County Community Corrections Reentry Resource Center and New County Office Facility</p>	<p>Conclusions:</p> <ul style="list-style-type: none"> • Based on the data gathered during the field survey there appears to be ample parking within the downtown area to serve existing and proposed uses of the Project Site. The survey showed that approximately 52% of the total on-street parking was unoccupied during the parking counts. Most streets within the perimeter, first, and second block from the civic center are designated two-hour parking or otherwise time restricted. Within the time restricted parking areas, there were 344 unoccupied parking spaces. This number is sufficient to provide parking for the number of clients and visitors who are expected to utilize the HCCRCC and additional government facilities associated with the project. Therefore, traditional methods of calculating parking demand demonstrated that there is likely sufficient on-street parking within a four block radius of the proposed Project Site to meet existing parking demand as well as additional parking demand that would be generated as a result of the proposed project.



Document	Highlights
<p>Summary of Future Development</p>	<p>Development expected to occur in or near the study area in 2-3 years</p> <ul style="list-style-type: none"> • 8th Street and G Street – 41 units apartment building with 9 off-street parking spaces - not in the study area • 6th Street and M Street – 36 unit apartment building with 9 off street parking spaces • 1140 4th Street – Conversion of existing motel and build additional building to house 49 dwelling units with 5 off-street parking spaces • 2nd Street and L Street - (northeast corner): Conversion of existing parking lot to 12 dwelling units, with at least 12 parking spaces • 6th Street and L Street - Construction of minimum 37-unit apartment while maintaining existing parking for City Hall. • County Jail/Administrative complex at 4th/5th and K-J Streets – 12,000 sq ft inmate housing, 12,500 sq ft office, 54,00 sq ft government facility <p>Possible development expected to occur in or near the study area within 7 years:</p> <ul style="list-style-type: none"> • 1140 4th Street – No confirmed numbers of units • 3rd Street between F Street and H Street – 86 dwelling units • 3rd Street and E Street - 20 units • 5th Street and D Street - 30 units • 4th Street and G Street - 25 units • 5th Street and K Street - 20 units