

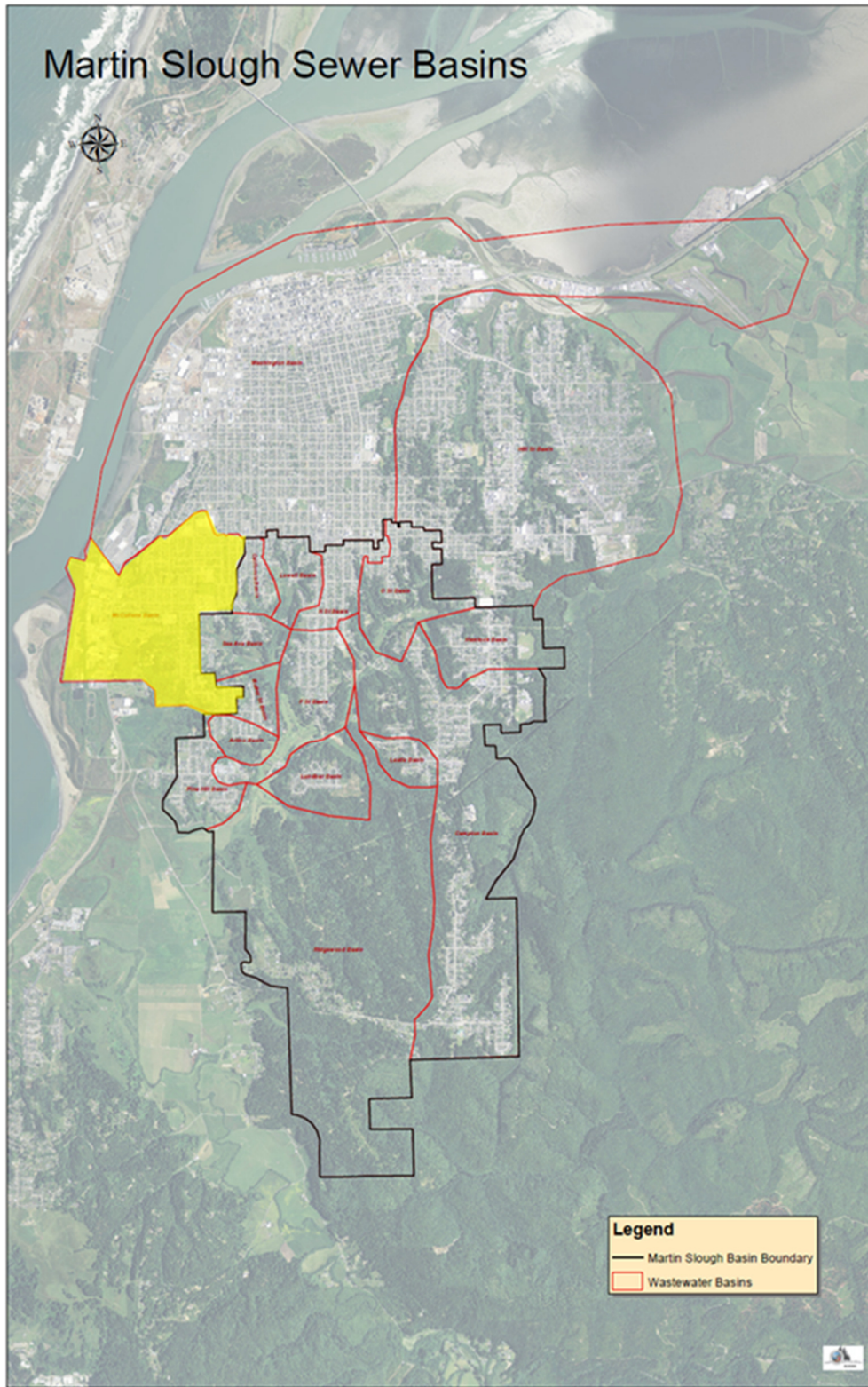
**Part 1: Boundary**

Development of the traffic impact fee area is based upon three guiding documents: Martin Slough Interceptor Environmental Impact Report (EIR) mitigation measure 11-3.1; the 2006 Memorandum of Understanding (MOU) between the City of Eureka and County of Humboldt; and the 2015 Memorandum of Agreement (MOA) between the City of Eureka and County of Humboldt for Planning and Establishment of a Traffic Impact Fee Program to be implemented within the Greater Eureka area. Together, these documents define what the limits of the impact fee area. Unfortunately, none of them contain a map that specifies a geographical area. Therefore, further research and analysis is required to establish the Greater Eureka area.

**Mitigation measure 11-3.1:** Mitigation Measure 11-3.1 states that *the City shall cooperate with local governments in the project area to enter into a memorandum of Agreement (MOA) to develop and implement a suitable "Cumulative Traffic Impact Assessment and Mitigation Program" (Program). The aim of the MOA, and of the resulting Program, will be to formally identify indirect or cumulative traffic and circulation impacts, and the required improvements necessary to offset indirect or cumulative circulation impacts, within the areas of the City of Eureka and the County of Humboldt that will be served, whether directly or indirectly, by the Martin Slough Interceptor Project.*

This area is shown in Figure 1 below. This area includes the Martin Slough basin boundary as well as most of the waste water basins in the City. Most of the waste water basins outside the Martin Slough basin boundary are included as those basins were served indirectly by the Martin Slough interceptor project by gaining additional capacity. However, there is one basin that was not served indirectly and did not gain additional capacity. That basin is the McCullens basin, which is highlighted in yellow on the map.

This boundary, with the McCullens basin excluded, meets the minimum standard necessary for compliance with Mitigation Measure 11-3.1.

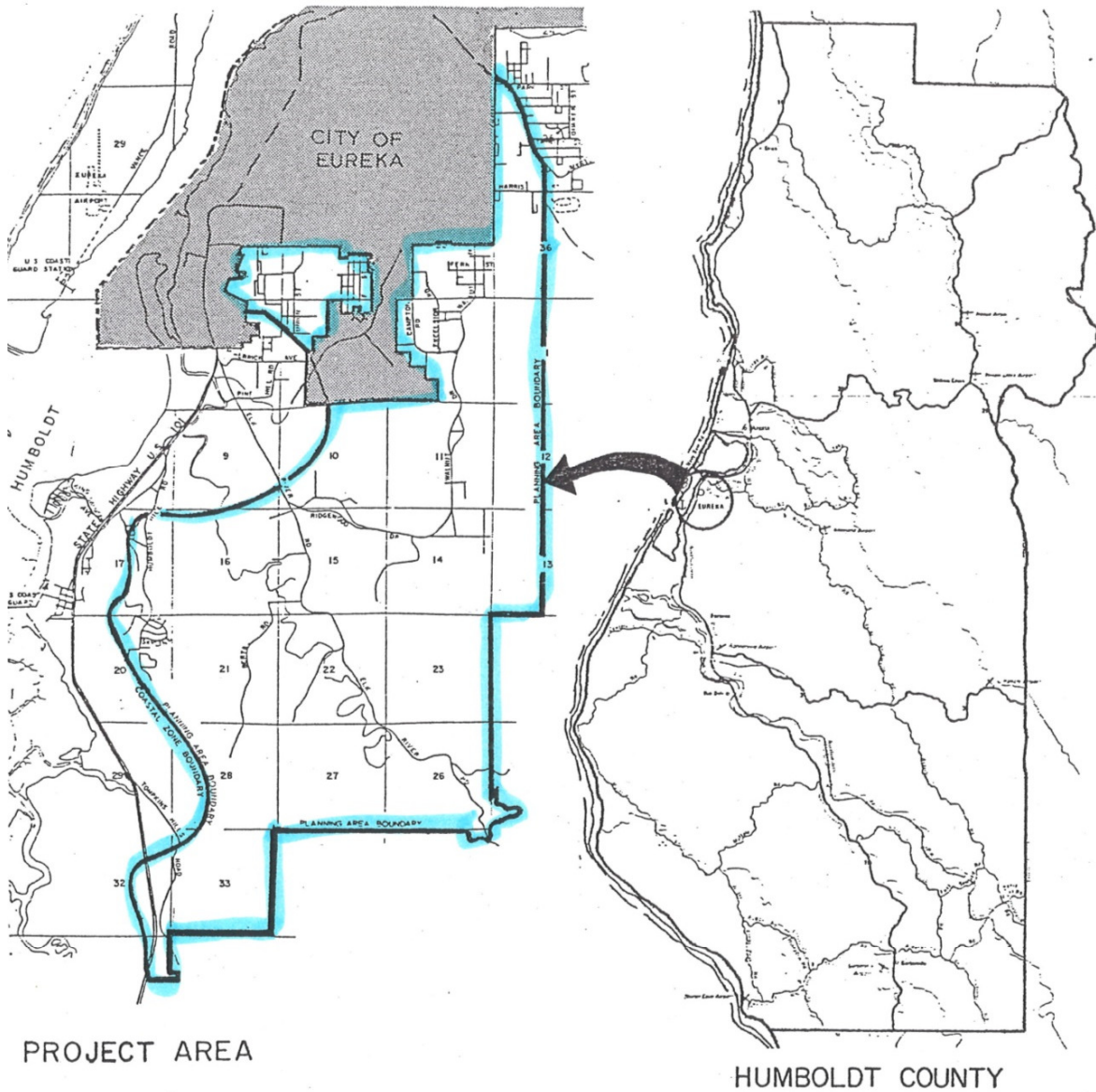


Above: Figure 1, Martin Slough Sewer Basin Map

**2006 Memorandum of Understanding (MOU) between the City of Eureka and County of Humboldt:** As a result of the Martin Slough Interceptor EIR Mitigation Measure 11-3.1, the City and the County developed a MOU to address the mitigation measure. The MOU was signed by the City on 04/06/2006 and by the County on 07/11/2006. The MOU did not include any maps depicting the areas that are to be included for the impact fee.

The first paragraph of Section 2, "Purpose and Objective", states *the purpose of the MOU is to provide a framework for the development and implementation of the MOA and "Cumulative Traffic Impact Assessment and Mitigation Program" (Program) pursuant to mitigation measure (11-3.1, p. 11-15) in the certified EIR for the Martin Slough Interceptor Program (SCH No. 2002082043)*. This paragraph establishes the scope of the fee area to address the mitigation measure. This is the same area as shown in Figure 1.

The second paragraph of Section 2, "Purpose and Objective", states *this MOU will also provide a framework for the development and implementation of the County Eureka Community Plan Circulation Element provisions contained in Section 4220, specifically the Goals & Policies of F & G, p. 72, which call for a financing program for future circulation improvements and coordination with other agencies and jurisdictions*. This paragraph expands the scope of the fee area to include the area covered by the Eureka Community Plan. This area is shown highlighted in BLUE in Figure 2 below.



**EUREKA COMMUNITY PLAN**  
**PLANNING AREA BOUNDARY**  
**AND**  
**REGIONAL LOCATION MAP**  
April 1995

FIGURE 1

Above: Figure 2, Eureka Community Plan  
(source: Figure 1 from Eureka Community Plan dated April 1995)

**2015 Memorandum of Agreement (MOA) between the City of Eureka and County of Humboldt for Planning and Establishment of a Traffic Impact Fee Program to be implemented within the Greater Eureka Area:** As a result of the Martin Slough Interceptor EIR Mitigation Measure 11-3.1, the City and the County developed a MOU to address the mitigation measure. The MOA was signed by the City on 05/21/2015 and by the County on 06/02/2015.

The last sentence in Section 1, "Purpose", of the MOA states that *a map showing the GEA is attached*. The City approved the MOA first on 05/21/2015. Neither the City's staff report or the MOA approved by the City included a map. When the County approved the MOA on 06/02/2015, the staff report included a map as part of an alternative recommendation. This is the same map as Figure 1. However, the MOA itself did not include any map.

The first paragraph of Title 3, Section 2, "Purpose and Objective", states *the purpose of this MOA is to commit each agency to the working relationships necessary to prepare the Traffic Impact Study for the Greater Eureka Area. This MOA will also assist in compliance with Cumulative Traffic Impact Assessment and Mitigation Program (Program) pursuant to Mitigation Measure 11-3.1 in the certified Environmental Impact Report for the Martin Slough Interceptor project*.

The second paragraph of Title 3, Section 2, "Purpose and Objective", states *this MOA will also provide for the development and implementation of provisions contained in Section 4220 of the County's General Plan, Volume II, Eureka Community Plan; specifically the Goals and Policies of Sections F & G, p. 72, which call for a financing program for future circulation improvements and coordination with other agencies and jurisdictions*.

**Boundary Determination:** The City, County, HCS D and TJKM began discussions on how to define the Greater Eureka Area based upon the direction in the MOA and the MOU.

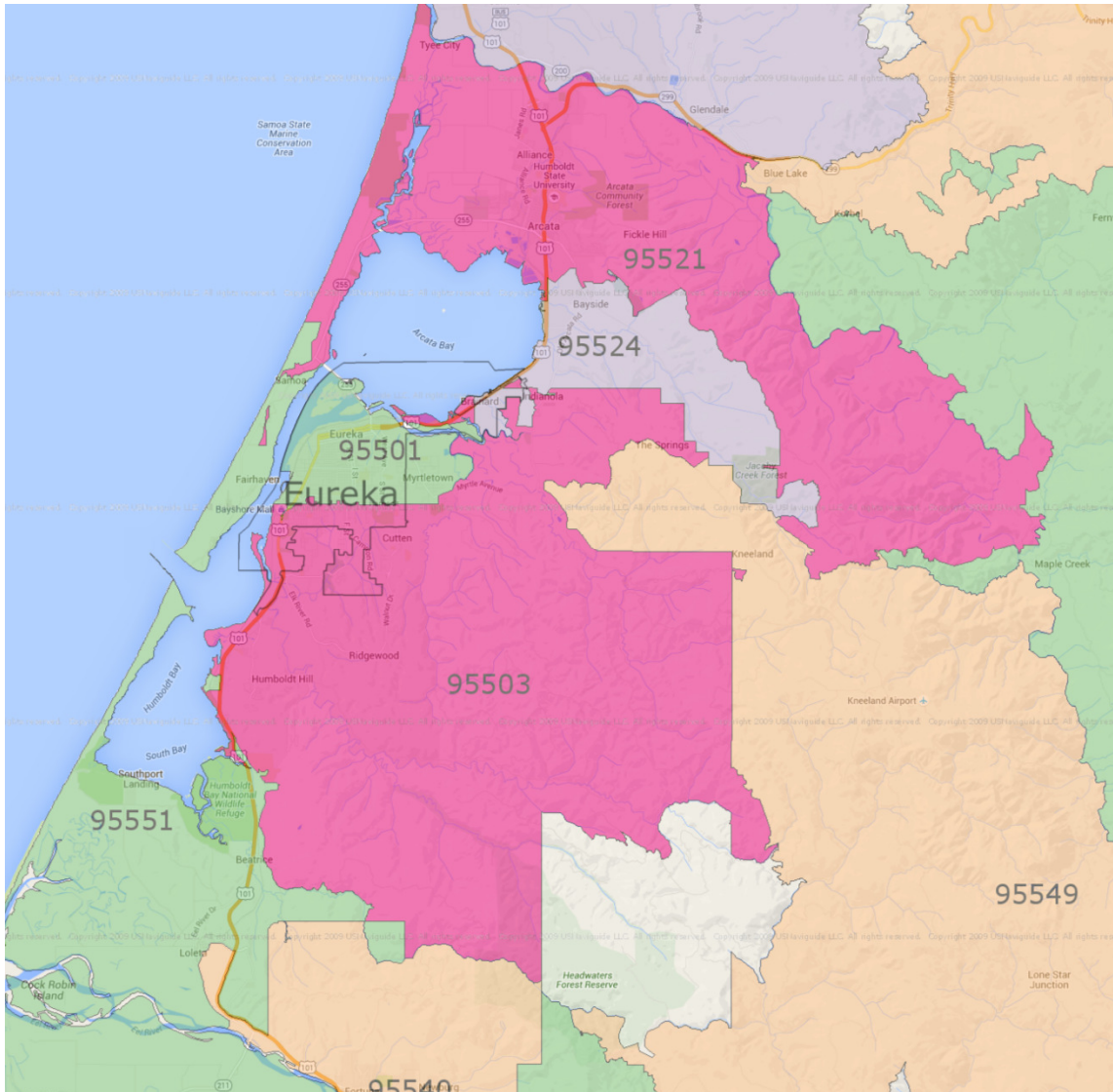
The first step was to develop an understanding of what exactly the Greater Eureka Area is. The County has several population centers. The nearest population centers are Arcata, McKinleyville, and Fortuna. These population centers are generally self-contained and have most of the services that the residents need: gas stations, grocery stores, banks, shopping centers, post offices, car dealers, hardware stores, restaurants, movie theaters, parks, doctors, etc.... The two closest population centers, Fortuna and Arcata also have hospitals. Because the population centers are self-contained, most residents are able to find the services they need without the need of leaving the population center. Eureka is the largest population center in the County and does contain additional services that may not be found in one of the adjoining population centers. Residents in outlying population centers may occasionally travel to Eureka for services not found in their local population center and may travel to Eureka for employment.

Using a map to plot circles around the population centers helps provide context to what the Greater Eureka Area is. This is shown in Figure 3 below.



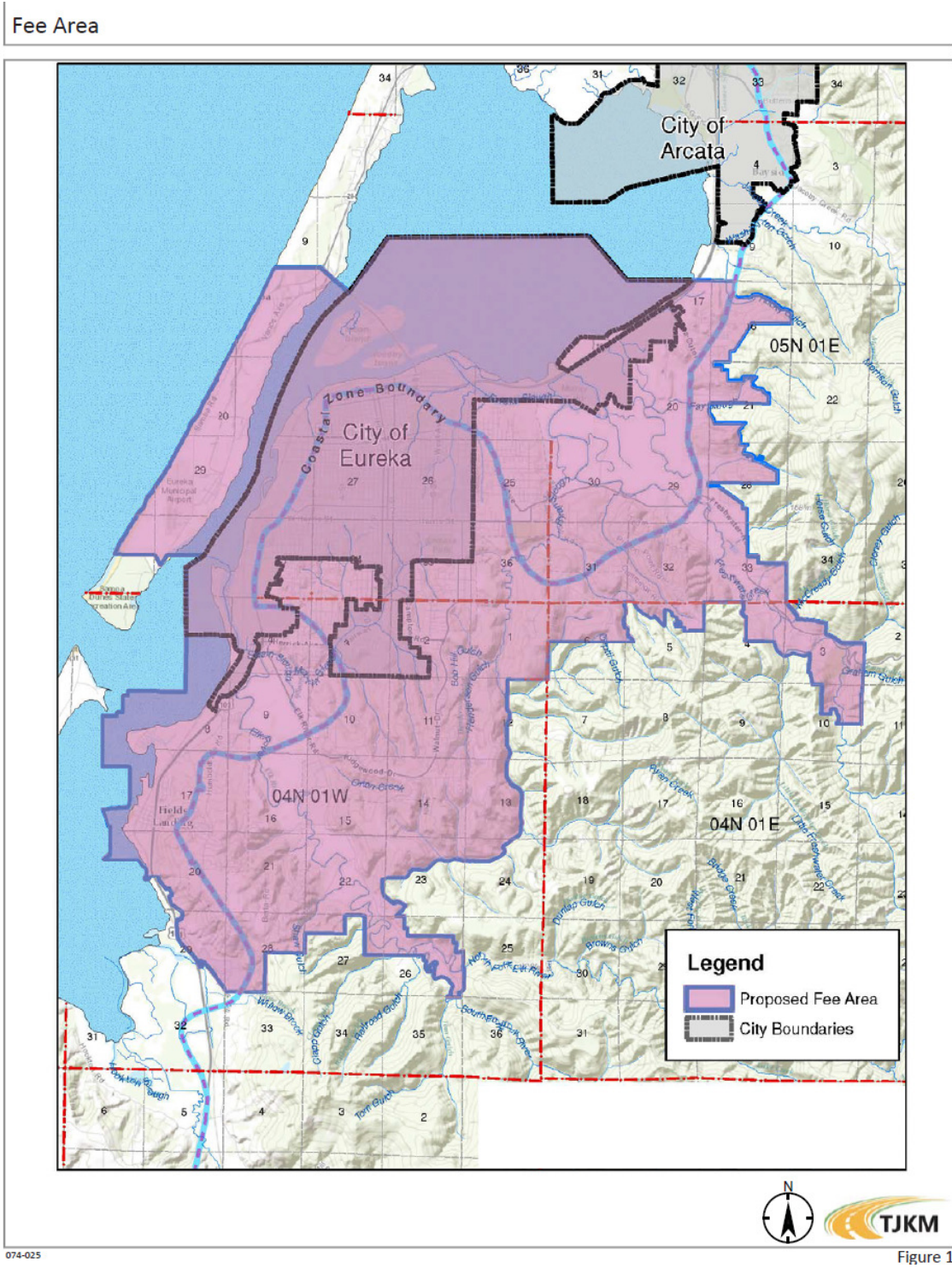
*Above: Figure 3, Map of Humboldt County  
(source: google.com/maps)*

The next step was to determine where the Greater Eureka Area population center stops and another population center start. Zip code boundaries can help define the area. For instance zip codes 95501 and 95503 could be used to define the Greater Eureka Area. This is shown in Figure 4 below. However, the zip code area covers a much broader area and includes areas where development is not likely to occur.



Above: Figure 4, Zip Code Map  
(source: [http://www.zipmap.net/California/Humboldt\\_County/Eureka.htm](http://www.zipmap.net/California/Humboldt_County/Eureka.htm))

The next step was to focus in on areas where development is likely to occur. This would include the entirety of the City of Eureka. Incorporated cities typically have the highest densities and growth opportunities. This would also include the Humboldt Community Services District (HCSD) service area, since the availability of water and sewer services allow for growth to occur, especially at higher densities. This would also include the planning area for the City of Eureka as this is an area that the City believes that growth is likely to occur in. At some point in the future, the City may choose to annex the areas within the planning area. This would also include the HCSD sphere as well. The HCSD sphere represents areas where the district may choose to expand into. This also includes the Eureka Community Plan as its area is required by the MOU and MOA. The resulting outline from combining all of these areas is shown in Figure 5 below. This is the boundary that is used in the *DRAFT Greater Eureka Area Interim Traffic Impact Fee (GEATIF) dated 02/05/2016 by TJKM*. The diagram is included as figure 1 in the draft report. This area represents the area where growth is most likely to occur. Therefore, the growth that is contributing to the cumulative impacts is paying its fair share as the area builds out.



Above: Figure 5, Greater Eureka Area  
(source: Figure 1 from the DRAFT Greater Eureka Area Interim Traffic Impact Fee (GEATIF)  
dated 02/05/2016 by TJKM)

**PART 2: GROWTH**

In the past, much of the growth in unincorporated Humboldt County has been in the McKinleyville Area. McKinleyville has been steadily growing for the past 30 years. There are only a handful of large developable properties that are not entitled with a tentative map. The other large undeveloped properties have approved tentative maps and are in various stages of development. Comparing aerial photos from 1990 to 2014 shows the growth that has occurred over the last 24 years. This is shown in Figure 6A and Figure 6B below.

The Martin Slough project has increased the availability of water and sewer in the south Eureka area. As a result, due to the build-out of McKinleyville, growth will begin to occur elsewhere. Growth is most likely to increase in the Greater Eureka Area due to the availability of water and sewer. Over time the growth numbers in McKinleyville will most likely decrease while the growth numbers in Eureka will most likely rise.

While the current growth rate has not yet recovered from the Great Recession, looking at building permits from 1993 to 2015 show that in the MCSD service area an average of 58 units are being built per year; and in the HCSD service area an average of 47 units are being built per year.

This anticipated growth will lead to an increase in traffic over time. As the Greater Eureka Area continues to grow, it will eventually create a demand for improvements to address congestion. The need for these improvements in many instances is not needed today, but will be needed when the area is built-out. The goal is to develop a comprehensive plan that will address build-out of the Greater Eureka area so that funds can be generated now to address future traffic congestion.

Planning for growth now over a wide area allows for the total cost of improvements needed to be spread over a greater number of parcels, keeping the costs lower.



*Figure 6A, McKinleyville CA circa 1990  
(source: Google Earth)*



*Figure 6B, McKinleyville CA circa 2014  
(source: Google Earth)*