

Notice of Preparation

TO:

FROM: City of Eureka
Community Development Department
Lisa D. Shikany
531 K Street
Eureka, CA 95501

Subject: Notice of Preparation of a Draft Environmental Impact Report

The City of Eureka (City) and the Federal Highway Administration (FHWA) will be the lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), respectively, for the proposed Waterfront Drive Extension Project. These two agencies, with support from Caltrans District 1 Local Assistance, will prepare a joint CEQA/NEPA environmental document for the proposed project.

This notice of preparation (NOP) seeks input from federal, state, and local public agencies on issues specific to the proposed project. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the joint CEQA/NEPA that will be prepared by our agency, in conjunction FHWA (NEPA lead agency), when considering your permit or other approval for the project.

The project description, location, the probable environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Lisa D. Shikany at the address shown above. We will need the name of a contact person in your agency.

Project Title: Waterfront Drive Extension Project

Project Applicant: City of Eureka (Engineering Department – Brent Siemer, Project Manager)

Date _____

Signature _____

Title: Environmental Planner
Telephone: (707) 268-5265
Email: lshikany@ci.eureka.ca.gov

WATERFRONT DRIVE EXTENSION PROJECT

DETAILED PROJECT INFORMATION

1.0 INTRODUCTION

The City of Eureka (City) and the Federal Highway Administration (FHWA) will be the lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), respectively, for the proposed Waterfront Drive Extension Project. These two agencies, with support from Caltrans District 1 Local Assistance, will prepare a joint environmental document for the proposed project.

This notice of preparation (NOP) seeks input from Responsible and Trustee public agencies on issues that should be addressed in the environmental to define the scope and content of the environmental document. Various responsible agencies will need to use the environmental document when considering approvals for the project and reviewing permit applications.

Due to time limits mandated by state law (State CEQA Guidelines, Section 15103), agency response must be received at the earliest possible date but no later than 30 days after receipt of this notice. Response must be received on schedule to allow complete consideration of all concerns.

2.0 FOCUS OF THE ENVIRONMENTAL DOCUMENT

A joint document will be prepared by the City and FHWA, in accordance with Section 15170 of the CEQA Guidelines and 40 CFR Part 1506.2 of the federal Council on Environmental Quality NEPA Regulations.

CEQA requires the preparation of an EIR when the lead agency (City) makes a determination that there is substantial evidence that the project may have a significant effect on the environment. The City has determined that an EIR should be prepared due to the potential for significant environmental impacts associated with the project, as well as the potential for public controversy over these environmental impacts.

NEPA requires the preparation of an EA to allow the federal lead agency (FHWA) to make a determination on whether the project would constitute a major federal action that would significantly affect the human environment. If the analysis provided in the EA supports that that the proposed action will have no significant adverse effect on the environment, a finding of no significant impact (FONSI) would be prepared. An environmental impact statement (EIS) would be required otherwise. At this stage of the project, a determination on whether an EA or EIS should be prepared has not been determined.

3.0 PROJECT LOCATION

The proposed Waterfront Drive Extension project is located west of Broadway (Highway 101) and east of Humboldt Bay, within the west central area of Eureka (**Figure 1**). The project starts on Railroad Avenue approximately 450 feet north of Del Norte Street, where Waterfront Drive currently terminates, and extends south to Hilfiker Lane (**Figure 2**). The project is located within the USGS 7.5 minute *Eureka* quadrangle, Township 5 North, Range 1 West, Sections 28 and 33 (Humboldt Base & Meridian) (**Figure 3**).

4.0 PROJECT BACKGROUND

Existing Facility

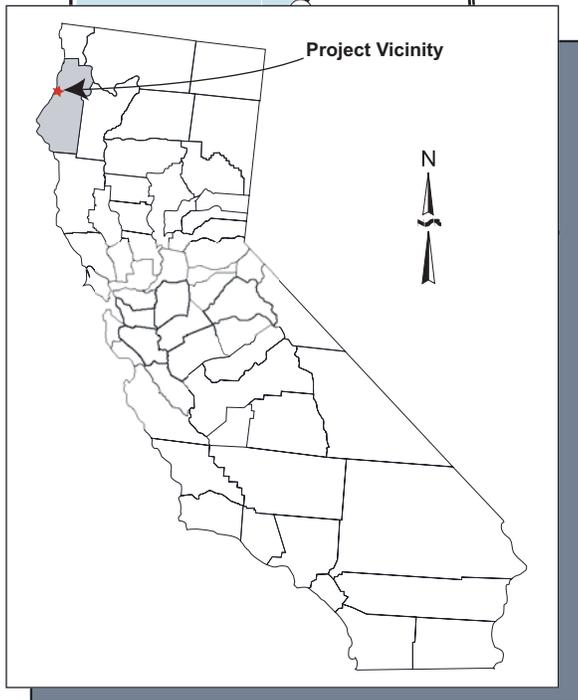
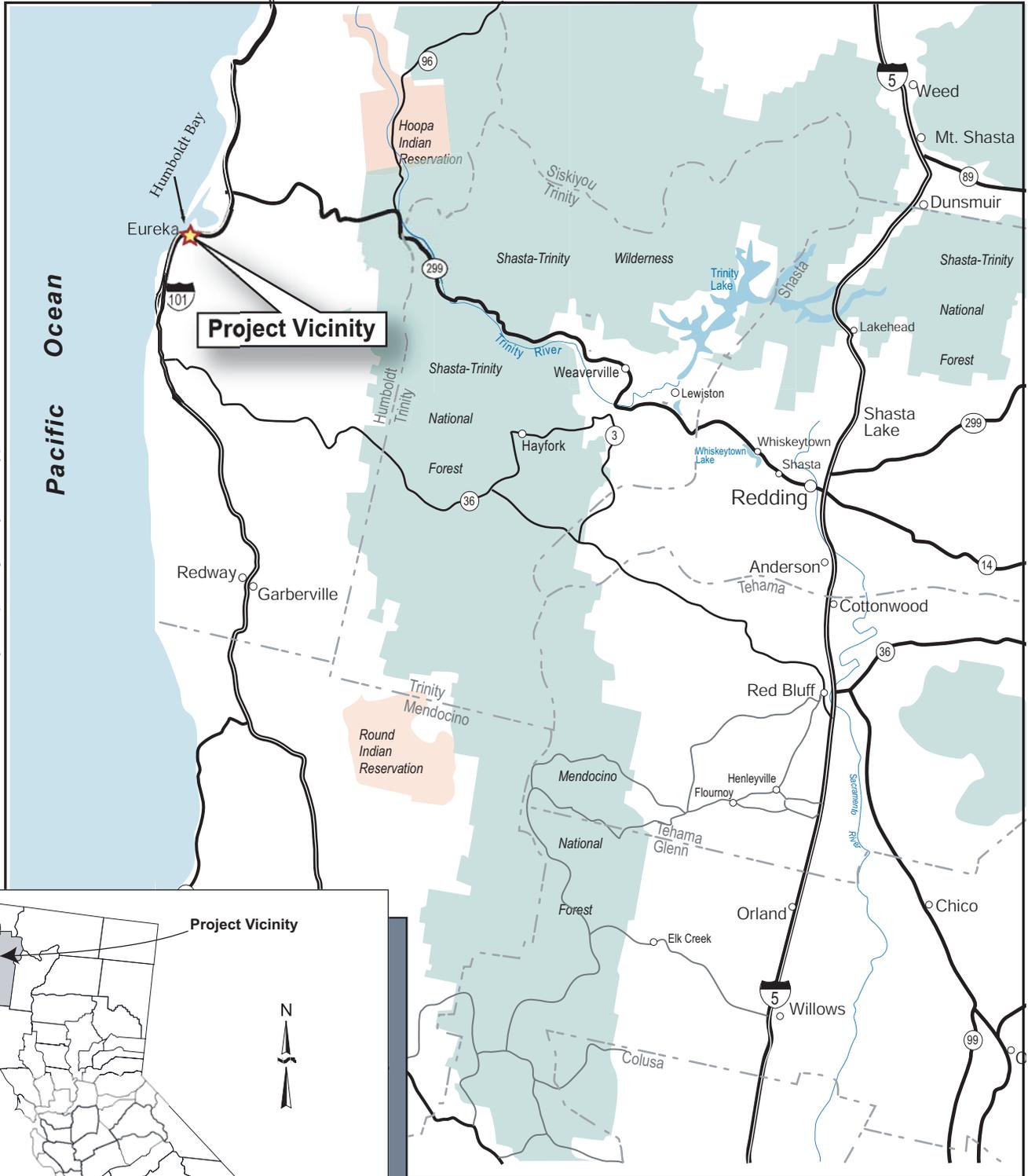
Route 101 is in the federal-aid system for highway funding and also in the National Highway System. At the state level, Route 101 is in the California Freeway and Expressway System in Caltrans District 1.

The portion of Route 101 affected by this project is entirely within the City of Eureka. This segment begins just north of the Herrick Avenue overcrossing at Post Mile (PM) 75.1, 0.3 miles north of the southern city limits, and extends six miles to the north city limits at PM 81.1. Route 101 through Eureka is functionally classified as a principal arterial. From the terminus of the four-lane freeway at Elk River north to 5th Street, Route 101 is a four-lane divided city street (Broadway). Route 101 is a two-way couplet from 5th Street north to V Street, with three northbound lanes on 5th Street and three southbound lanes on 4th Street. Between Myrtle Avenue and V Street, Route 101 drops to two lanes in both directions. The City and Caltrans will be adding a third lane in this area with the City's V Street Project and the Caltrans 5th and R Street Project. Just north of V Street, the couplet becomes an expressway.

Project History

From the late 1960's to mid 1970's, plans were developed for a freeway through the City of Eureka. In 1975, a state funding shortfall and the oil embargo diminished the freeway's priority and caused it to be suspended. In 1993, the Eureka City Council requested that Caltrans evaluate the feasibility of the adopted freeway route. A Steering Committee was established and consisted of members from Caltrans management, the City of Eureka, Humboldt County, and the Humboldt County Association of Governments. The feasibility study concluded that a freeway could not be constructed on the adopted route.

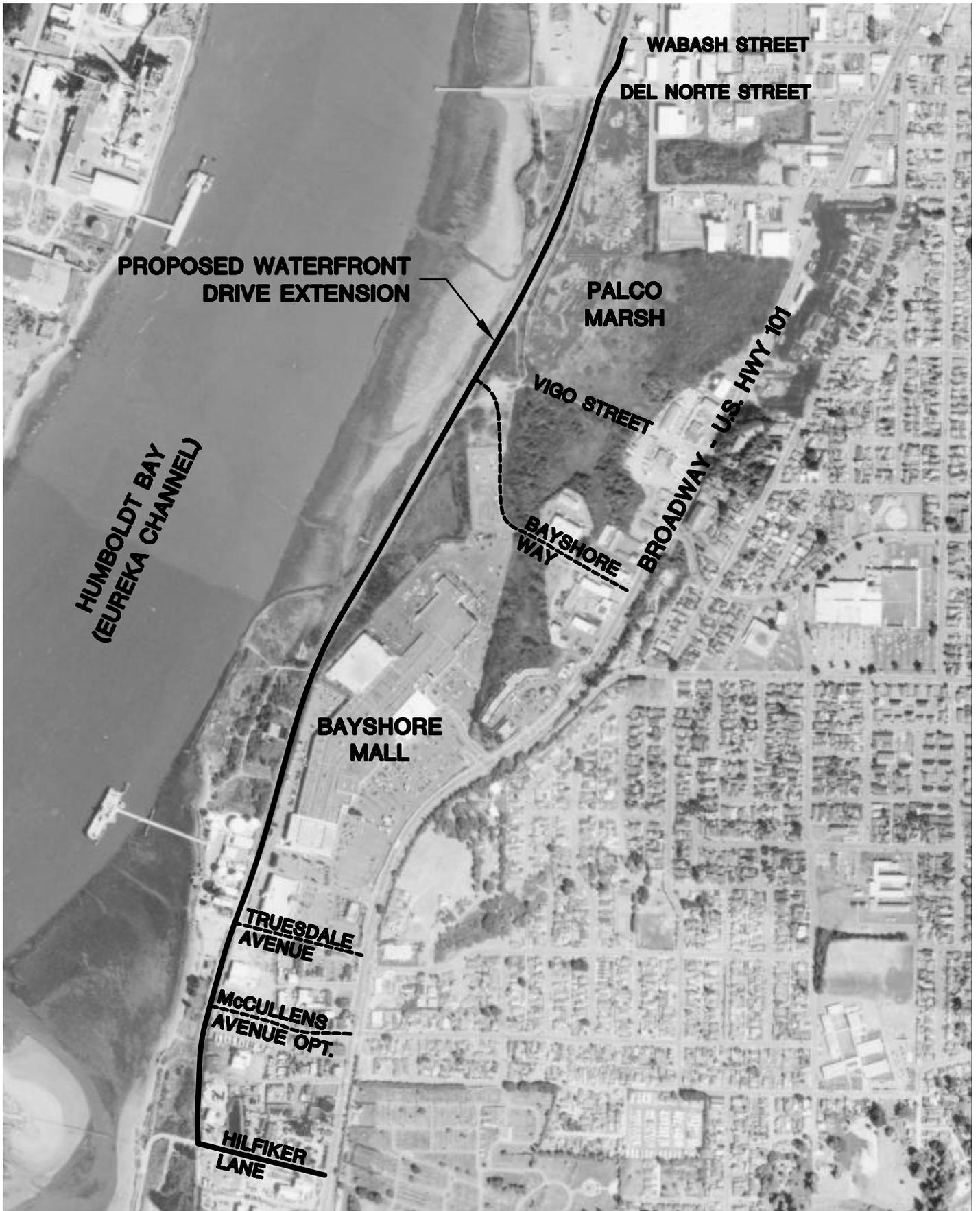
In 1994, the City of Eureka requested that the adopted route for the proposed Eureka Freeway be rescinded by the California Transportation Commission (CTC). On June 7, 1995, the CTC rescinded the proposed Eureka Freeway project. The CTC also authorized the sale of properties previously purchased for the freeway and agreed to consider use of the proceeds to construct non- freeway improvements to benefit operation of Route 101 in the freeway corridor. The Steering Committee then initiated the



North State Resources, Inc.

Waterfront Drive Extension Project

Figure 1
Project Vicinity



- POTENTIAL WATERFRONT DRIVE EXTENSION
- - - - - POTENTIAL CONNECTIONS

FIGURE 2
 WATERFRONT DRIVE EXTENSION
 PROJECT LOCATION
 SCALE: 1"=1000'±
OSCAR LARSON & ASSOCIATES



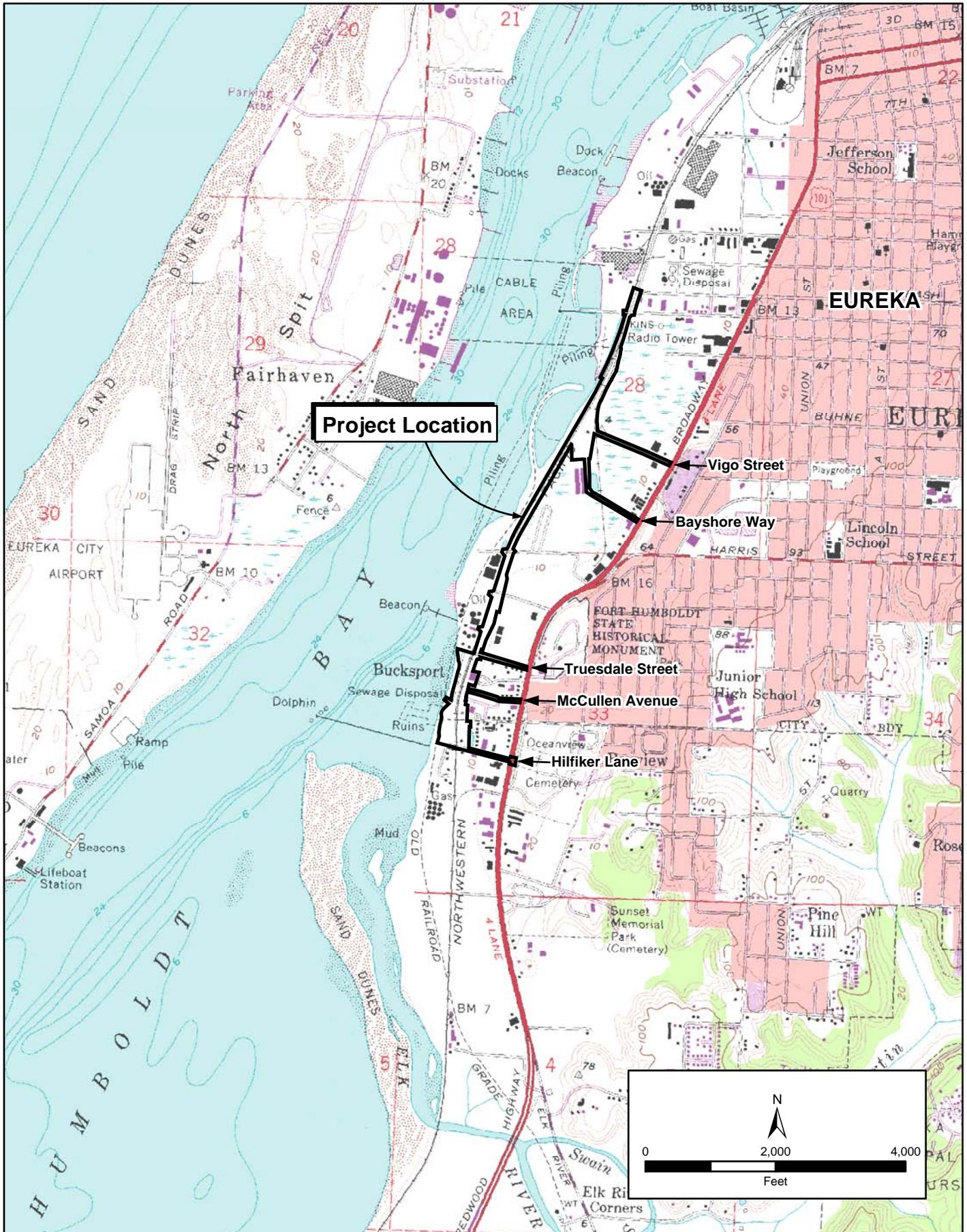


Figure 3. Project Study Limits

identification of non-freeway projects that would potentially benefit the operation of Route 101 through Eureka.

On January 15, 1997, an open house was held in the Eureka City Council chambers to continue the process of identifying alternative non-freeway projects. The projects suggested by the public at this open house were combined with projects developed by public agency personnel to establish a potential list of candidate projects. The potential projects were evaluated using the following five criteria: safety; congestion relief; environmental clearance; constructability; and benefit to cost ratio. The highest weightings were given to congestion relief and safety. The three highest rated projects were: 4th and 5th at V Streets Improvements; Henderson/Harris Intersection Improvements; and Waterfront Drive Extension (Del Norte to Truesdale). The Steering Committee presented the Eureka City Council with this prioritized list of candidate project. The Council approved this list at a public hearing on October 7, 1997 and included the extension of Waterfront Drive as part of the City's "Five-Year Capital Improvements Program".

Caltrans completed a Project Study Report (PSR) for the 4th and 5th at V Streets Improvements project in September 1999. The City of Eureka elected to become the lead agency for the project and completed the PSR Supplemental on November 10, 1999. The CTC approved funding for the project in July 2000 and construction of the project is anticipated to be completed in 2004.

Caltrans began preparing a PSR for the second ranked project, the Henderson/Harris Intersection Improvements project, but further analysis determined that none of the improvements associated with this project would result in any measurable improvement to the operation of Route 101. Caltrans ceased preparation of the PSR because it was found to be unsuitable.

Previous studies indicated that an extension of Waterfront Drive southerly from Del Norte Street to at least Truesdale Street is the highest ranked method to relieve traffic congestion on Broadway. An extension of Waterfront Drive is also included the Eureka General Plan, which proposes an ultimate extension from Del Norte Street south to the Herrick Road interchange. In 2001, a PSR evaluated three basic alternatives for extending Waterfront Drive, the No Project alternative as well as various interconnectivity and operational alternatives. The three project build alternatives evaluated in the PSR were:

- Extension of Waterfront Drive from Del Norte Street south to Truesdale Street
- Extension of Waterfront Drive from Del Norte Street south to McCullens Avenue
- Extension of Waterfront Drive from Del Norte Street south to Hilfiker Lane

Options for providing additional interconnectivity between Broadway and Waterfront Drive that were evaluated included a direct Bayshore Way connection and an indirect Bayshore Way connection, as well as a no connection option. Indirect connectivity would provide a connection from Waterfront Drive to the

rear parking lot of the Bayshore Mall that would encourage secondary access to the mall, but would limit functional opportunities to re-direct longer trips. Direct connectivity would involve an extension and widening of Bayshore Way to Waterfront Drive. The operational alternatives considered in the PSR focused on multi-modal access. These operational alternatives included: provide no multi-modal access; provide Class II bike lanes; provide sidewalk on one or both sides of the street; and provide parallel Class I bike trail and hiking trail.

On March 21, 2001, the Eureka City Council held a public hearing for the presentation of the PSR and received extensive comments from the public. The city council approved the PSR and directed staff to submit the report to the CTC and Humboldt County Association of Governments for programming and funding. On March 29, 2001, the Humboldt County Association of Governments approved the PSR and committed the necessary program funding. Caltrans District 1 staff then reviewed the PSR and provided additional comments, which were incorporated into a Revised PSR that was approved on June 8, 2001.

5.0 PROJECT NEED AND PURPOSE

The principle need and purpose for the Waterfront Drive Extension Project is to reduce congestion and delay, and to enhance safety on Broadway (Highway 101) between Truesdale Street and 5th Street. In order to accomplish this, it was determined the southerly terminus for the project would need to be Hilfiker Lane. Route 101 (Broadway), which is a major arterial through Eureka, is parallel to the project and is the most congested section of roadway through Eureka. The corridor carries over 40,000 vehicles per day consisting of commuter, commercial, retail, and pass-through traffic. Traffic volumes are expected to increase by 45 percent over the next 24 years. The project will alleviate congestion and improve safety along this corridor. Other purposes that were considered during project development and would be served by the project include: improved accessibility westerly of Broadway; implementation of the General Plan Circulation Element; and increased multi-modal access to and along Humboldt Bay, including access to public recreational resources along the Bay.

Congestion

The Broadway/Route 101 corridor is a major arterial through Eureka and it is currently operating near or below the level of service that the City of Eureka, Caltrans, and the CTC seek to provide. The City of Eureka attempts to maintain a Level of Service (LOS) of C for all City streets. Broadway from downtown to Harris Street was identified in the Eureka General Plan as a road segment that exceeded the LOS C planning capacity in 1997. The Caltrans Route Concept Report for Route 101 recommends a concept LOS of D in urban areas. Caltrans estimated that the intersection of Broadway and Henderson Street is currently operating at a peak hour LOS F. This indicates that the peak hour delay time on Broadway has reached levels that are unacceptable to most drivers. The Broadway/Route 101 corridor carries approximately 40,000 vehicles per day consisting of commuter, commercial, retail, and pass-through traffic. The current and projected traffic flows for Broadway/Route 101 in Eureka are shown in **Table 1**. There are currently 3,150 vehicles during the peak hour at the intersection of Broadway and

Henderson Street. This is only 1.5 percent lower than the capacity of 800 vehicles per hour (VPH) per lane (3,200 VPH for a four-lane road) that the City of Eureka tries to maintain. **Table 1** also shows the projected 20-year growth for this facility.

Year	South of McCullens	North of Henderson	South of Indianola
1993	27,000	28,000	35,000
1997	30,500	38,000	34,500
1999	31,000	40,500	35,500
2010	36,000	47,300	41,400
2020	42,600	56,000	47,500

Source: Revised Project Study Report for Broadway Traffic Congestion Relief (City of Eureka, 2001)

The Henderson Street intersection with Broadway is at a LOS of F for the PM commute hour with a 67-second delay. The North Bayshore intersection with Broadway has a current LOS B for PM commute hours with a 13 second delay. The noon-day delay for the Broadway/Henderson intersection is shown in **Table 2**. Existing refers to current delay at the current growth projections. “Less 10%” and “Less 20%” represent a ten and twenty percent diversion of mainline traffic to the proposed Waterfront Drive corridor.

Year	Existing	Less 10%	Less 20%
2001	47.7	43.7	39.8
2002	49.8	44.8	41.1
2003	51.1	46	42.2
2004	54	48	43.9
2005	58.2	51.3	45.2
2006	60.3	53.2	47.4
2007	63.9	56	49.4
2008	65.8	57.5	50.9
2009	69	60	53.1
2010	74.1	64.2	55.5
2011	78.5	67.7	58.1
2012	83	70.2	62.5
2013	87.7	74.7	64.4
2014	95.1	80.8	68.9
2015	102	84.7	72.1

Source: Revised Project Study Report for Broadway Traffic Congestion Relief (City of Eureka, 2001)

Safety

An accident analysis was completed by Caltrans for Route 101 within the project limits using TASA Table B (**Table 3**). Between October 1, 1993 and September 30, 1998 the accident rate on Broadway/Route 101 was **2.58** accidents per million vehicle miles (MVM), compared with the average statewide accident rate for comparable facilities of **3.60** accidents per MVM. There is a direct correlation between traffic volumes and the current accident rate. Any reduction of traffic volumes on Broadway is expected to effect a proportional reduction in accidents.

TABLE 3
ACCIDENT RATES PER MILLION VEHICLE MILES

	Cross Street	Intersection ADT	Actual	Expected	Percent Difference
1	Truesdale Street	31,800	0.32	0.22	45%
2	S. Bayshore Mall	32,500	0.20	0.28	-29%
3	N. Bayshore Mall	33,500	0.44	0.28	57%
4	Harris Street	37,900	0.26	0.10	160%
5	Bayshore Way	33,000	0.33	0.14	136%
6	Henderson Street	46,100	0.46	0.28	64%
7	Vigo Street	39,400	0.23	0.14	64%
8	Hawthorne Street	37,000	0.42	0.22	91%
9	Del Norte Street	36,300	0.30	0.22	36%
10	Wabash Avenue	35,000	0.60	0.43	40%
11	15 th Street	31,100	0.44	0.22	100%
12	14 th Street	31,400	0.84	0.43	95%
13	Cedar Street	30,700	0.06	0.22	-73%
14	Clark Street	31,300	0.20	0.22	-9%
15	Grant Street	31,400	0.06	0.14	-57%
16	Washington Street	32,500	0.37	0.43	-14%
17	7 th Street	35,500	0.10	0.10	0%

Sources: Revised Project Study Report for Broadway Traffic Congestion Relief (City of Eureka, 2001); TASA Table B Caltrans District 1, Selected Accident Rate Calculations

The proposed extension of Waterfront Drive is expected to reduce traffic volumes on Broadway by at least ten percent, if not more. The Steering Committee rated this project very high for traffic congestion relief. Empirical studies by the City indicated that trip diversion should significantly exceed 10 percent. A study of the traffic congestion for the 4th, 5th, and V Streets Project revealed a significant peak hour cut-through diversion across a private parking lot to avoid the queue at the traffic signal. Over ten percent of the west-bound peak hour traffic on 4th Street approaching V Street diverted through the Montgomery Ward parking lot (prior to the construction of Target) to reach 3rd Street to circumvent the intersection.

This diversion was initiated through private property. It is anticipated that the diversion would have been significantly greater if the route was a public street in its entirety.

Much like the Ward's diversion, Waterfront Drive will also act as a "congestion relief valve" during periods of high congestion on Broadway, allowing motorists to bypass several signalized intersections on Broadway. During off-peak hours, local traffic will find the Waterfront Drive to be a much more direct route between the City's three largest shopping destinations: Bayshore Mall, Costco, and the Downtown-Old Town area.

The safety and congestion on Broadway/101 are becoming a significant public concern; the increasing traffic volumes will only magnify this concern. The congestion on Broadway has reached standard capacity and the safety situation is exceeding the State average for the portion between Truesdale Street and Henderson Street. Given the inevitable growth in use of Broadway, it is important to accelerate the completion of non-free alternatives before Broadway becomes more of a hazard and public inconvenience.

6.0 PROJECT DESCRIPTION

The City of Eureka is proposing to construct a two-lane extension of Waterfront Drive (approximately 9,000 lineal feet) southerly from Del Norte Street to Hilfiker Lane primarily along and within existing North Coast Rail Road Authority (NCRRA) and City of Eureka rights-of-way. A connection to State Route 101 (Broadway) will be provided at Truesdale Avenue, with additional possible connections at McCullens Avenue and Bayshore Way. The new street section is proposed to vary between 32 feet and 40 feet wide, with Class II bike lanes in both directions and a sidewalk along the eastern side. A traffic signal is proposed at the Broadway and Hilfiker Lane intersection. Other possible roadway connections to Broadway will include either traffic signal modification or new installations, depending on the intersection. In addition, the project involves a separate Class I multiuse recreational trail located on an existing utility easement adjacent to the roadway. The trail would extend from Del Norte Street to the Bayshore Mall near Parcel 4, with a connection at Vigo Street. A set of the preliminary project plans, which include the project study limits (i.e., area of potential effects [APE] for archaeology and historic architecture), are provided at the end of this detailed project description.

The project starts on Railroad Avenue approximately 450 feet north of Del Norte Street and extends south to Hilfiker Lane. The project involves numerous elements, including construction of a variable width roadway; construction of a multiuse recreational trail; realignment of existing roadway; relocation of railroad tracks; construction of railroad crossings; relocation or rehabilitation of utilities such as storm drains, sewer lines, utilities poles and fire hydrants; construction of new utilities such as street lights at major intersections; and construction of bioremediation swales and landscaping strips. Creation of an underground utility district is proposed, which will apply to new and relocated utilities. The project elements are detailed below, and are listed from north to south along the proposed roadway alignment.

- Relocate approximately 1,430 feet of the NCRRA railroad tracks. Shift tracks to the west to provide clearance for the road to avoid direct impacts to Palco Marsh. Excavate 2 feet or less and backfill to create roadbed.
- Between Del Norte Street and Wabash Avenue, relocate existing drainage swale, construct two new drop inlets and connecting storm drains, construct a new storm drain manhole and connect the new drains into the existing storm drain in Del Norte Street. Relocate one storm drain inlet and construct one new inlet on the south side of Del Norte Street. Excavate 4 to 7 feet for drainage swale and structures.
- Relocate four utility poles and two fire hydrants north of Del Norte Street and two utility poles on the south side of Del Norte Street. Excavate 3 to 5 feet.
- Realign the portion of Railroad Avenue between Del Norte Street and Wabash Avenue to provide a smooth transition to connect to the Waterfront Drive south of Del Norte Street. A portion of what is now Railroad Avenue will be converted to a landscaped area. New road is generally on fill, excavate 2 foot or less to prepare subgrade.
- Fully improve intersection of Waterfront Drive and Del Norte Street. New construction generally at grade, excavate 2 foot or less to prepare subgrade.
- Construct a concrete railroad grade crossing at Del Norte Street. New construction at grade, excavate 2 foot or less to prepare subgrade.
- From station 17+50 to station 22+00 construct a 32-foot wide road (two 11-foot travel lanes and two 5-foot bike lanes) with a 5-foot walk on the east side. There will be a low retaining wall along the east side to keep the roadway prism out of Palco Marsh. New road is generally on fill, excavate 1 foot or less to prepare subgrade. Excavate 2 feet or less for retaining wall foundation.
- From station 22+00 to 23+00, the road section transitions from 32 to 40 feet wide.
- From 23+00 to 58+00 construct a 40-foot road (two 14-foot travel lanes and two 6-foot bike lanes) with an 8-foot wide trail on the existing utility maintenance road. New road on fill, excavate 1 foot or less to prepare subgrade. A bioremediation swale/wetland varying in width from 6 feet to 70 feet will be located between the road and the trail. Swale invert is at most 3 feet below existing grade. Other features in that section include:
 - Approximately 0.7 acres of new wetland/bioremediation swale. No grading planned at this time.
 - Drop inlets on each side of the road and storm drains to collect water from the roadway and transport it to the bioremediation swale at five locations. Inlets and drains are at most 2 feet below existing grade.
 - Culverts to connect the bioremediation swale to either Palco Marsh or the existing wetland areas south of PALCO Marsh (behind Bayshore Mall) at five locations. Excavations of 3 to 4 feet below existing grade.
 - Two widened road areas with 10 on-street parking spaces each.

- Two landscaped strips, each approximately 400 feet by 12 feet at the upstream ends of bioremediation swales.
- Improve Vigo Street with a Class I multiuse trail.
- At station 36+75, a possible connection to Bayshore Way will be considered, with the location of a potential future interpretive center with parking taken into consideration.
- Between station 58+00 and 59+00 construct an access to the Bayshore Mall parking lot on the east and access road to Parcel 4 on the west. Construct a concrete railroad crossing. Relocate an electrical panel serving the Bayshore Mall. Excavate to 3 feet or less for electrical conduits. Remainder of work is at or above existing grade, excavate 1 foot or less to prepare subgrade.
- From station 59+00 to 74+00 construct a 34-foot road section (two 12-foot lanes and two 5-foot bike lanes) with 6-foot wide sidewalk and 3-foot wide landscaping strip on the east side. New road on fill, excavate 2 foot or less to prepare subgrade. The road section is narrower in this area to minimize impacts to mall parking. A roughly 24-foot wide strip of the Bayshore Mall parking lot, just east of the landscaping strip, will be regraded and repaved to drain to new drain inlets and a storm drain located at the east side of the regraded parking area. This will require acquisition of a storm drain easement. The area will also be graded to provide for drainage overland escape to the west should the storm drain become plugged or otherwise not be able to handle all drainage flows. Other features in this area include:
 - Five drop inlets in the parking lot and drop inlets at four locations along the road that connect to the new storm drain. Excavate 4 to 5 feet.
 - Connection of the new storm drain to an existing storm drain in the Mall. Excavate 3 feet.
 - A second access to the Mall parking lot at station 65+25.
 - Two additional access roads to the west, one to the Chevron facility and the second to Parcel 4 at station 65+25. Both of those accesses include concrete railroad grade crossings. Excavate 2 foot or less.
 - Relocation of a fire hydrant at the Chevron facility entrance. Excavate 3 to 4 feet.
- At Truesdale Avenue, relocate a fire hydrant and the electrical panel for the HBMWD pump station that supplies HCSO. Construct a concrete railroad grade crossing. The intersection will be fully improved, including the installation of streetlights. Excavate 3 to 4 feet for the hydrant and electrical conduits. Excavate remainder of area 2 foot or less.
- From station 76+00 to 77+75 construct a 40-foot road (two 14-foot lanes and two 6-foot bike lanes) with a 5-foot walk on the west and a 6-foot walk on the east. New road generally on fill, excavate 2 foot or less to prepare subgrade.
- At station 77+75, the above road section continues, with the addition of a bioremediation swale on the west side. Drop inlets and a storm drain collect drainage from the road at that point and transport it to the swale. Excavate 2 to 4 feet for drainage facilities.

- At stations 78+00 and 79+00, two structures will be directly affected, requiring partial demolition, and remodeling of the remaining structure to meet code.
- At station 80+00, there are three trailers along McCullens Avenue that will potentially need to be relocated. This is a location for a possible connection between Waterfront Drive and Broadway.
- At station 80+25, rehabilitate an existing 18-inch sanitary sewer crossing the road. Depth is unknown.
- At stations 81+00 and 82+50, there are two trailers that will need to be relocated. Also at station 82+50, on the west side of the alignment, is a possible location for a new bioremediation pond in conjunction with proposed storm drain improvements. Depth and extent of grading undefined at this time.
- At station 82+00 construct drop inlets to collect surface drainage and carry it to an existing 36-inch storm drain. Excavate 3 to 5 feet.
- At station 83+00 the options for correcting the undersized 36-inch storm drain outfall are to either replace it with a 48-inch outfall or construct storm water detention/treatment ponds. Also at this station will be a complete demolition of a structure. Depth and extent of grading undefined at this time.
- At station 84+00, there will be a demolition of a portion of an existing structure.
- In the vicinity of stations 86+00 and 88+00, there will be a business relocation and complete demolition of structures, many of which are within existing City right of way.
- At Hilfiker, construct two drop inlets, two storm drain manholes and storm drain lines to connect to the existing storm drain. Construct a concrete railroad grade crossing. Install a new signal at the Broadway/Highway 101 intersection. Excavate 2 to 5 feet.
- Street lights will be installed along the entire route and at all intersections on public roads and major private entrances for pedestrian and vehicle safety.
- Throughout the length of the project, there will be a 42" high chain link fence between the railroad tracks and the road. The distance from the fence to the tracks is 15 feet and the distance from the fence to the edge of the road is 5 feet, with the exception of the area behind Bayshore Mall where the fence is at the edge of the road and 10 feet from the track. Depth of fence post excavations 1 to 1.5 feet.

7.0 PROBABLE ENVIRONMENTAL EFFECTS

Probable environmental effects of the proposed Waterfront Drive Extension Project are discussed in the Initial Study checklist attached to this NOP. Key environmental issues to be addressed in the EIR include, but are not limited to, aesthetics, biological resources, water quality, noise, air quality, hazardous materials, and transportation/traffic.

8.0 ***RESPONSIBLE AGENCIES***

The following agencies may have statutory responsibilities in connection with approval of the proposed project:

- California Department of Fish & Game (Region 1)
- Regional Water Quality Control Board (North Coast Region)
- California Department of Transportation (District 1)
- California Coastal Commission
- Federal Highway Administration
- State Office of Historic Preservation
- National Marine Fisheries Service (Arcata Field Office)
- U.S. Fish & Wildlife Service (Arcata Field Office)
- U.S. Army Corps of Engineers (San Francisco District – Eureka Field Office)

9.0 ***AGENCY SCOPING***

A scoping session has been scheduled to explain the proposed project and provide information to responsible agencies regarding scope of technical studies, mitigation measures, and significant effects to be analyzed in depth in the environmental document. The scoping session will also provide agency personnel the chance to ask questions about the project, and provide informal comments. (Formal comments must be submitted to the City of Eureka in writing within 30 days of receiving this Notice of Preparation.) The scoping session is scheduled for:

Date: Wednesday, September 22, 2004

Time: 9:00 A.M.

Location: Room 207, Second floor of Eureka City Hall

Address: 531 “K” Street
Eureka, California

10.0 ***CONTACT INFORMATION***

Please send your comments on the NOP for the Waterfront Drive Extension Project to the address provided below. When providing written comments, please identify the appropriate person to contact in case the City has questions concerning submitted comments.

Contact Person: Lisa D. Shikany, Environmental Planner

Address: City of Eureka - Community Development Department
531 K Street
Eureka, CA 95501-1146

Phone: (707) 268-5265

Fax: (707) 441-4202

E-Mail lshikany@ci.eureka.ca.gov

Insert project site plan maps (11*17's)

Insert Initial Study Checklist