

## Sidnie Olson

---

**From:** Andrew McFarland [mcf@humboldt1.com]  
**Sent:** Tuesday, May 02, 2006 11:33 PM  
**To:** Sidnie Olson  
**Subject:** Scope statements

Hi,

I would like to offer some suggestions for the scope portion of the balloon tract proposal. A local Broadway business was found to have pollution effecting the water table. In talking to the engineers on the site about the pollution "plume", I found that they could not map the plume because the water table was effected by the tides and it constantly moved. The site was completely "capped" and yet the pollution was still active due to tidal influence and a very high water table. The property was further away from the bay than the balloon tract and about the same elevation.

Growth is important but at what cost. The city of Eureka has developed several waterfront areas that are sitting, unused, waiting for development. There are no guarantees that the financing on this project will remain intact and we could be left with a "halverson" situation. The parties that are responsible for this property should clean it and return it to a safe, usable parcel. We have areas in our county that have been developed for big box stores, why change zoning to accommodate a project that incorporates ideas that the people voted against just a few years ago.

Last I would like to address the small business owner. Your friends and neighbors that have spent their lives supporting Eureka, paying their fair share, donating time and materials to the community. How many small business owners will go under when the 240million dollar sales figures from the box store is realized. The mall decimated the businesses is the downtown area. Long time businesses such as Bistrins, Arther Johnsons, Daly's shriveled and died. The downtown area became a ghost town. We have spent years and millions of dollars rejuvenating the downtown area. What do you think is going to happen to all the small businesses when a large box store opens. We will have one rich developer, one rich conglomerate and a lot of empty stores in the downtown area again.

Andrew McFarland  
4707 Old Stagecoach Ln.  
Eureka, Ca. 95503

# PWM INC.

P.O. Box 1032 2039 Williams Street, Eureka, CA. 95502 Phone: (707) 442-8420 Fax: (707) 442-8499

April 25, 2006

Ms.. Sidnie Olson  
Senior Planner, City of Eureka  
531 K Street  
Eureka, California 95501

**RECEIVED**  
APR 27 2006  
DEPARTMENT OF  
COMMUNITY DEVELOPMENT

Re: Balloon Tract Development

Dear Ms. Olson

Enclosed are photographs and correspondence regarding drainage problems on and near Washington Street that have existed since many of the properties in that area have been filled and developed.

The Clark Slough drainage channel at Koster and Washington Street carries storm water to the tide gates near Waterfront Drive. During high tides and heavy storm run-off, the tide gates close and water backs up into the area now occupied by Schmidbauer Lumber, the Balloon Tract and Washington Street. These properties and Washington Street act as a holding basin until such time as the tide changes and the tide gates begin to open.

In the past, the City of Eureka removed vegetation in the Clark Slough channel to increase flows to Humboldt Bay. Since that time, the vegetation has returned and the ability for the water to move rapidly through the channel has decreased. Even with a free flowing channel the same problem has occurred. .

Another method of storing water, pumping or ??? may be a solution to this problem. If we can provide further information or be of assistance, please advise.

Respectfully

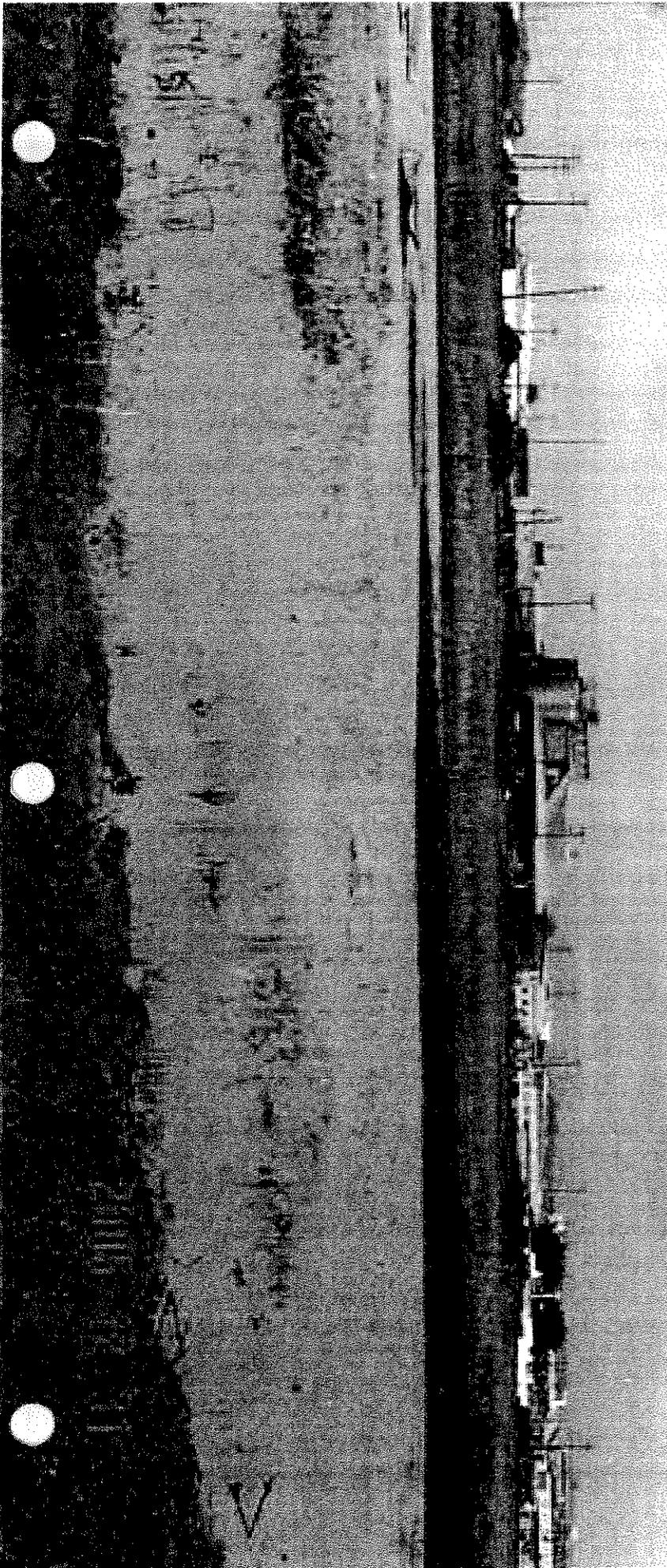
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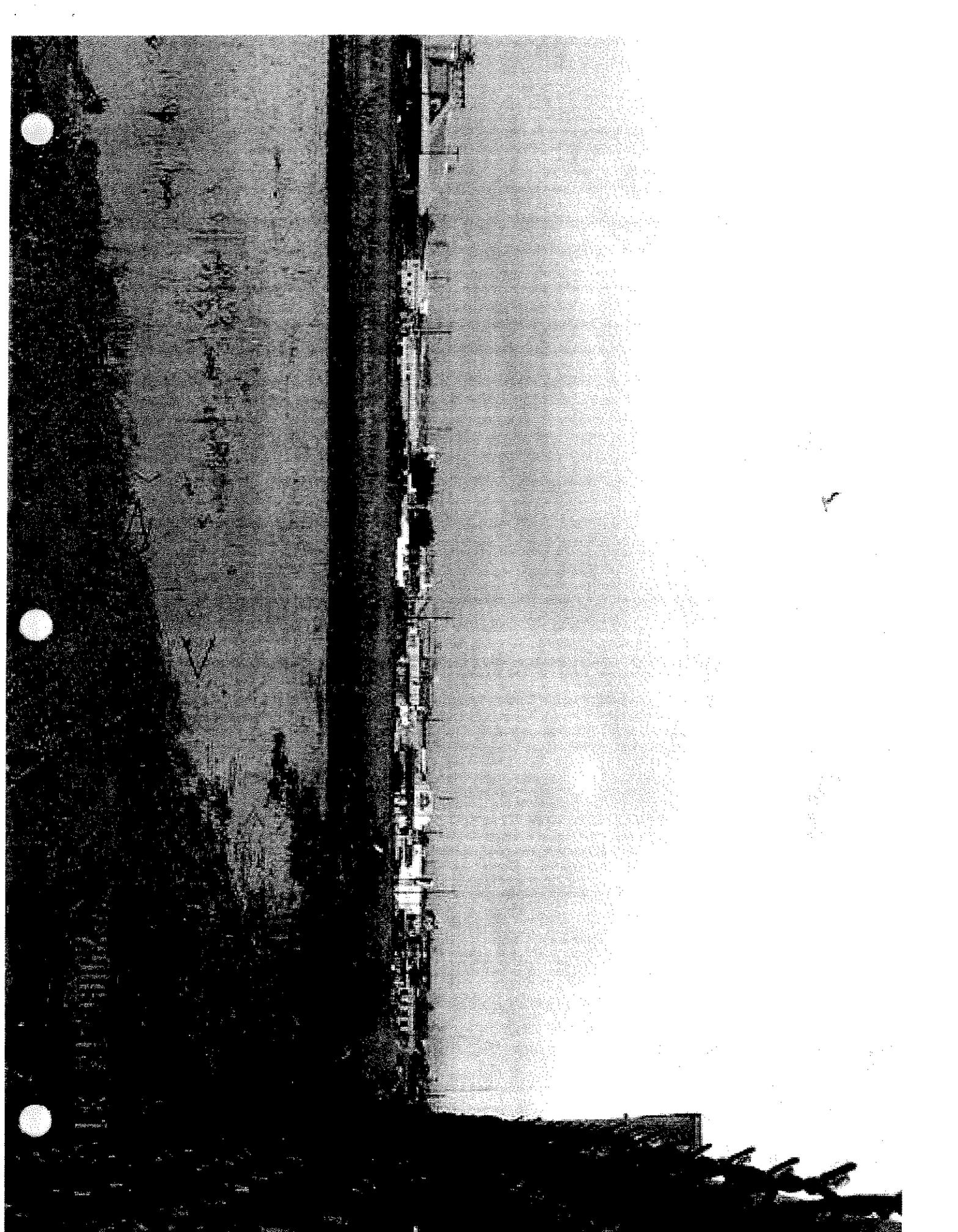


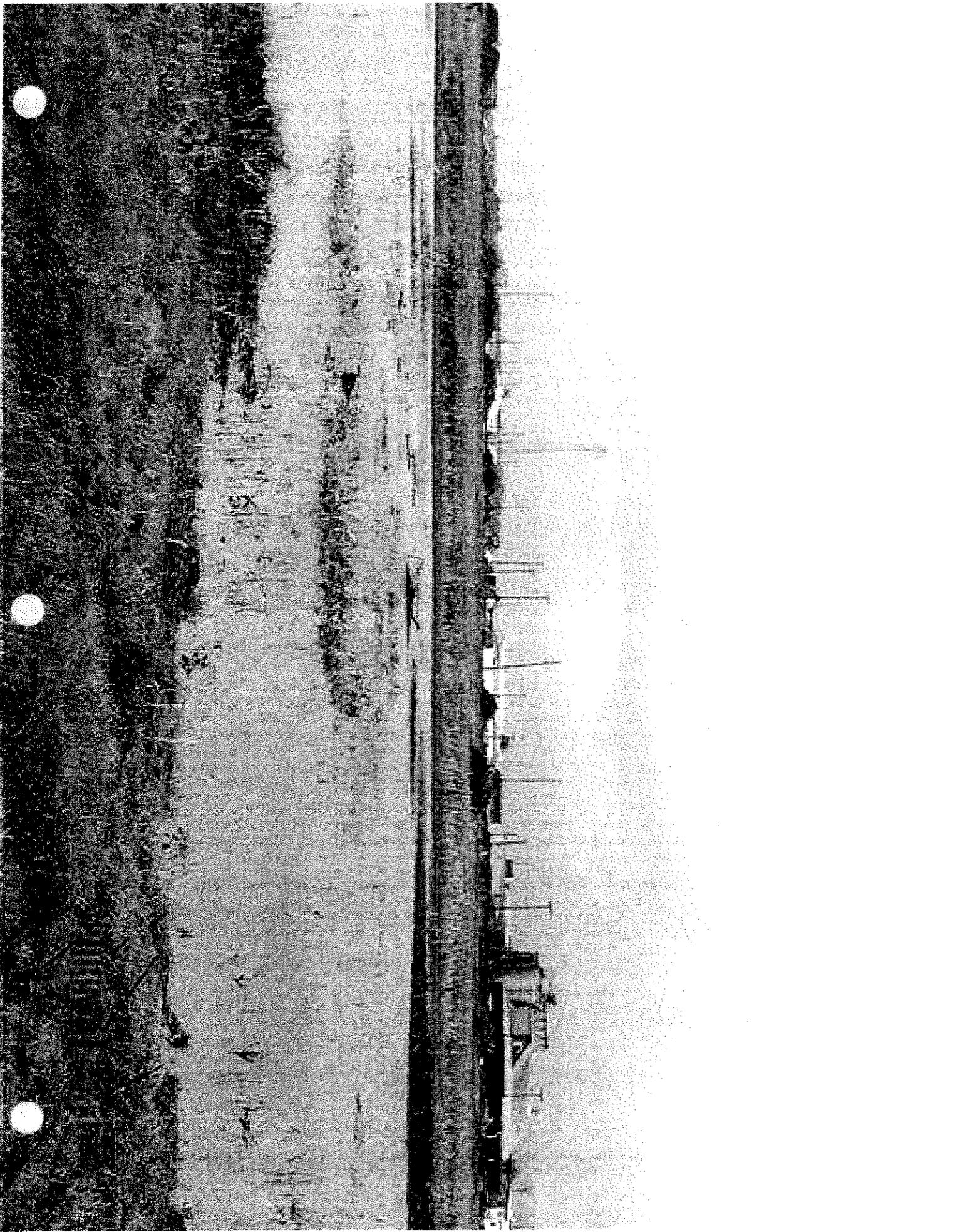
Thomas J. McMurray Jr.

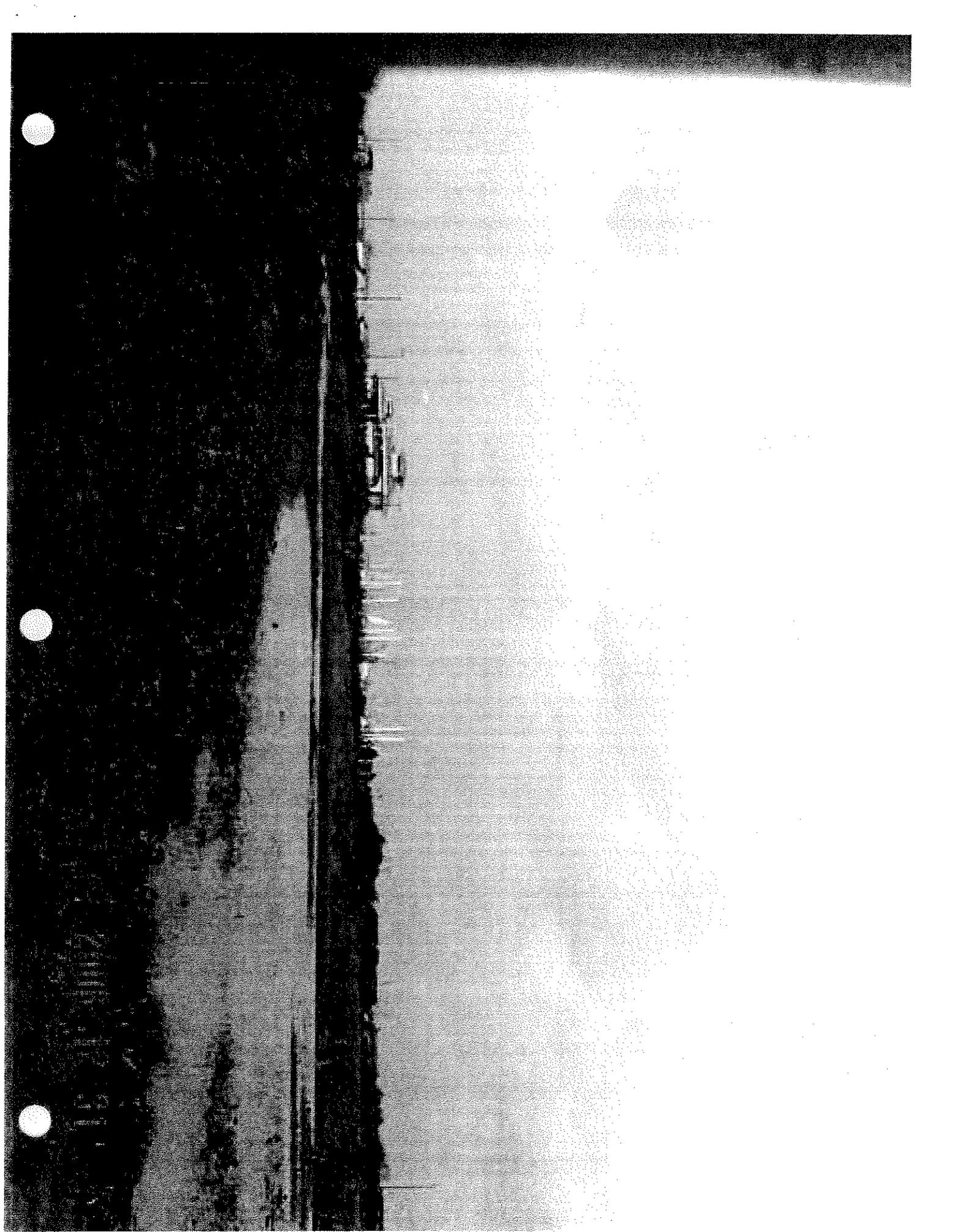
President

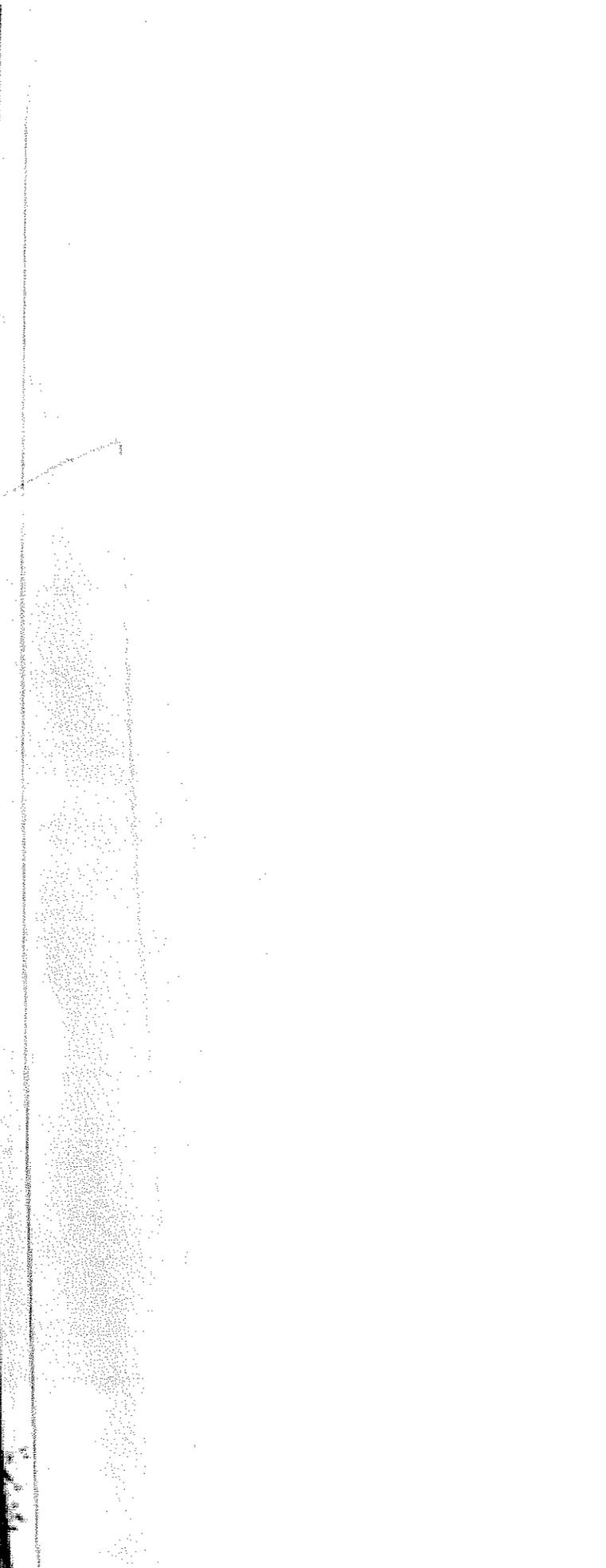
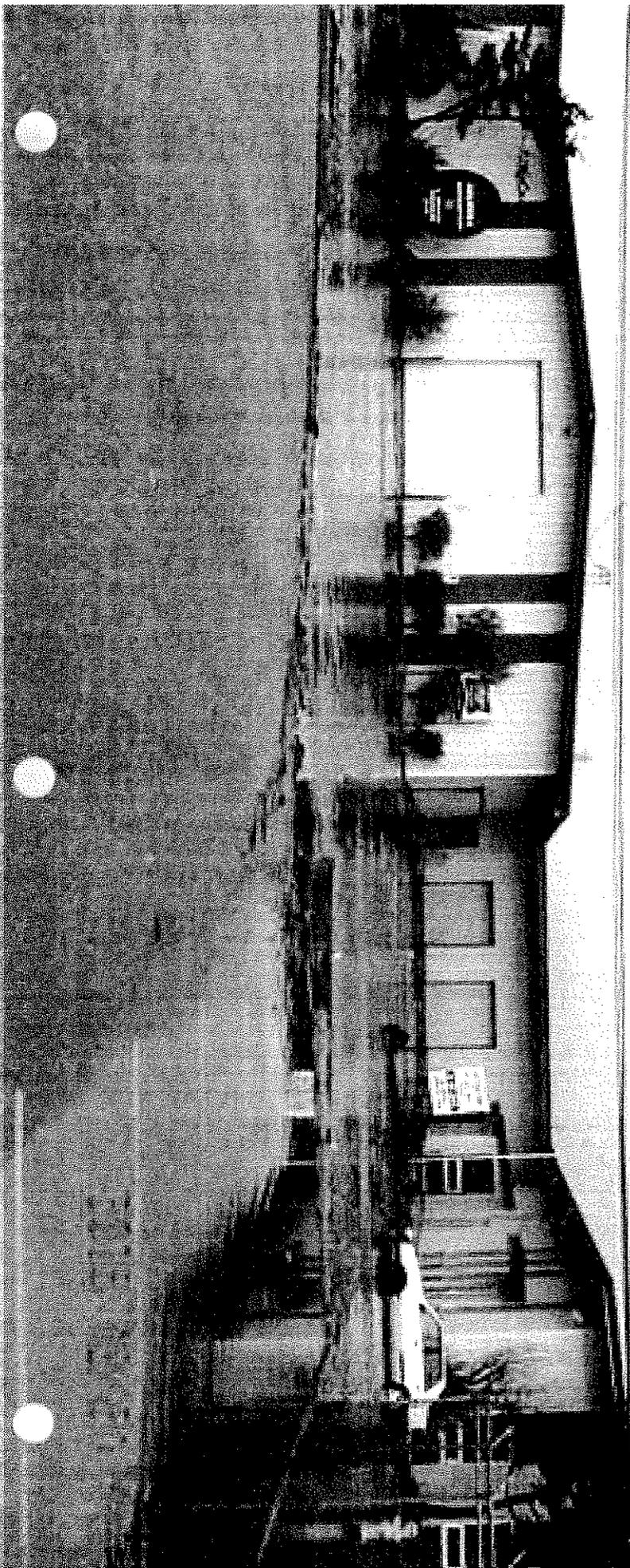
TJM/tjm  
enclosures















Sidnie Olson

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From: kellokwh [kellokwh@yahoo.com]  
Sent: Thursday, May 04, 2006 9:43 PM  
To: Sidnie Olson  
Subject: Baloon Track

06.05.04

Most of the people who live in Eureka are grateful that they live in one of the few remaining unspoiled places. That we are a relatively unspoiled place is also a boon to tourism, and the dollars the tourists bring are a big help to our economy.

Part of our unspoiled bounty is a beautiful bay, and the largest parcel on the bay is zoned 'public'. This parcel is currently despoiled by toxic waste, but the cleanup is a straightforward process which has to be paid for by those who left the waste, not by the citizens of Eureka. The site needs to be cleaned both for aesthetic reasons, and because the toxins could potentially make our whole area uninhabitable (aquifer, bay, etc.). The majority of the public for which this land is zoned want it restored and used as a part of the master plan to beautify this unspoiled place.

That's what the public wants. Unfortunately one very rich man wants something else. He sees an opportunity to add some more money to his already overflowing coffers, and, strange fellow that he is, he doesn't care that the land is zoned for public use. He doesn't care that our whole area could be compromised if this parcel is not properly cleaned. He doesn't care if there is a big-business retail center blighting the center of our bay, making it no different than all the other already spoiled places. This man does not care if he ruins the very place where he lives if it makes him some more money.

In all of the upcoming proceedings, let us make absolutely certain that the interests of the majority of the people who live here are served. This place belongs to all of us — it does not belong to just one strange rich man. It is the duty of every one of us who live here to scrupulously defend our home against all types of predators.

Sincerely,

Kelly OConner

**Sidnie Olson**

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**From:** kellokwh [kellokwh@yahoo.com]  
**nt:** Thursday, May 04, 2006 9:38 PM  
**ro:** Sidnie Olson  
**Subject:** Baloon Track - CEQA Scoping

06.05.04

To: Sidnie L. Olson, Senior Planner  
Community Development Department  
531 "K" Street  
Eureka, CA 95501

Subject: Balloon Tract CEQA Scoping Comments

Dear Senior Planner Olson,

Please accept my scoping comments on the City of Eureka General Plan Amendment and the associated Rezoning requested for the Big Box Mall project proposed for the Balloon Tract and adjacent areas.

I am concerned that this project will have significant negative impacts on the people of Eureka and Humboldt County due to the toxic contamination situation, as well as the profound economic impacts on local communities as well as on small businesses and their employees. The Environmental Impact Report (EIR) required for this project by the California Environmental Quality Act (CEQA), should pay close attention to these issues in particular.

I am resolute in my determination that the toxic contamination be cleaned up to the fullest extent of technical feasibility and not be left for future generations to deal with. I am also adamant that the railroad not be "let off the hook" in their responsibility to clean up their mess.

The EIR must provide a comprehensive and current appraisal of the composition and distribution of the toxic materials on the site. There must be an explanation of the known and potential risks to human health associated with these toxic materials. There must be a state of the art consideration of the known and potential movement of these materials into ground water and/or the receiving waters of Humboldt Bay. All possible connections to all receiving waters must be considered for the site under current conditions, as well as over time across a long term time scale equivalent to the persistence of toxic effects from these materials.

All likely and potential impacts of toxic materials must be inventoried and assessed for all resource values, including but not limited to, water quality, sport and commercial fisheries and oyster mariculture, and other wildlife and plant resources. Cumulative impacts of this toxic waste site must be assessed as one among the many toxic waste sites in the watersheds of the Humboldt Bay. The cumulative impacts analysis must also be considered relative to the wide range of alternatives outlined below.

The EIR must consider a full range of alternatives — not a simplistic two alternative analysis of the current proposal or a "No Action". Alternatives should consider several levels of toxic contamination clean-up from full technical feasibility to the minimum levels proposed by the current project. The EIR should also consider a wide range of land use alternatives including the current Big Box Mall proposal, a no retail option, a public facilities option, a waterfront dependent only option, a light industrial only option, and a wide variety of other mixes of uses.

The EIR must document and disclose the full range of project economic effects on the regional economy. These findings must be founded on a comprehensive survey of current studies of economic effects of big box retail on local economies, especially those that are similar to the economies of Eureka and Humboldt County. Studies that reach conclusions counter to those providing the rationale for the current Big Box Mall proposal must be explained and substantial evidence provided for not applying such studies to the current proposal. Economic effects should be studied for potential changes to area wage levels, anticipated likely reallocation of retail spending, employment levels, loss of profits from the area, costs to local government for infrastructure and provision of services, indirect subsidies through increased public costs for medical and social services, and loss of local multiplier effects. Economic analysis must consider county-wide effects. The economic impacts analysis must also be considered relative to the wide range of alternatives outlined above.

Based on the vigorous political history surrounding this site, please analyze and demonstrate how a zoning change will not open the way to the Wal-Mart resoundingly rejected by voters in 1999?

Thanks for your consideration of these comments. I look forward to accomplishing a development plan for this site that best protects the significant public interests at stake here.

Sincerely,

Kelly OConner  
4646 Greenwood Hts.  
Kneeland, California 95549

## Sidnie Olson

---

**From:** Chet ogan [chet\_ogan@yahoo.com]  
**nt:** Thursday, May 04, 2006 11:32 PM  
**o:** Sidnie Olson  
**Subject:** Marina Center EIR scoping

Dear Sidnie:

As Conservation Chair for Redwood Region Audubon Society we have some concerns.

First as much of the brownfield sites as possible should be cleaned up. This will open more retail and residential possibilities for diverse use of the property.

I spoke at length with Terry Huffman representing the company who will be doing the restoration and onsite mitigation of Clark Slough. Currently Clark Slough through the project area is confined to a channel. Before the shoreline was diked and fill was brought onto the site, Clark Slough was navigable to within a few blocks of Eureka Inn. I have seen a photograph of a two masted boat with Eureka Inn in the background; this boat was probably in Clark Slough. Of course restoration the original condition is not being considered. I discussed the possibility of creating meanders in the portion of Clark Slough north of Washington Ave. and west of Waterfront Drive. This portion of the proposed site is currently used by Schmidbauer for temporary log storage. The restoration of this portion of Clark Slough should consider that tides will influence water flow. The slough currently carries street runoff which main contain petroleum byproducts and carbon from vehicle exhaust. Stormwater retention basin could be created on this site. Properly constructed this stormwater retention basin could be pleasantly appealing to the eye while still functioning to remove most of the petroleum pollutants before they enter the bay. Since the site does not allow enough space for a meandering stream, a broad "C" or "S" curve could be fit in this space, planted with native coastal wetland species such as alkali bulrush, Jaumea, needlegrass, saltgrass, and pickleweed. Chilean cordgrass should be discouraged. The site should be monitored for 5 years.

This area should be built to allow an area for water to safely accumulate if heavy storm runoff occurs on a very high tide.

An opportunity exists now to allow some traffic relief on a portion of Broadway between 7th street and Del Norte. Currenty according to the transportation consultant Mr. Kruger most of the traffic into the

project would be either directed onto Broadway or Waterfront Drive. Broadway already has congestion problems between 4th Street and Wabash. The current culvert carrying the water from Clark Slough crosses directly under Washington opposite Koster Avenue. By rebuilding and angling the culvert currently carrying the water of Clark Slough slightly to the west, Koster Avenue could be extended into the project area where the slough alignment is currently along the fence next to the Westfall property. This will open an alternate exit from the Marina center along Koster Avenue.

Koster Avenue meets Broadway at Del Norte St., south of the intersection with Wabash which may help relieve traffic at this intersection. Currently the block of Koster nearest Del Norte St. is a one-way mitigation for Costco. traffic studies may show that this one-way portion may best be changed back to a two-way street that can accommodate traffic to Costco and allow for traffic relief along Broadway.

Chet Ogan  
Conservation Chair  
Redwood Region Audubon Society  
442-9353

**Sidnie Olson**

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**From:** Jessica Olesh [jessyolesh@yahoo.com]  
**Sent:** Friday, May 05, 2006 2:59 PM  
**To:** Sidnie Olson  
**Subject:** Balloon Tract Scoping

Dear Senior Planner Olson,

Please accept my scoping comments on the City of Eureka General Plan Amendment and the associated Rezoning requested for the Big Box Mall project proposed for the Balloon Tract and adjacent areas.

I am concerned that this project will have significant negative impacts on the people of Eureka and Humboldt County due to the toxic contamination situation, as well as the profound economic impacts on local communities as well as on small businesses and their employees. The Environmental Impact Report (EIR) required for this project by the California Environmental Quality Act (CEQA), should pay close attention to these issues in particular.

I am resolute in my determination that the toxic contamination be cleaned up to the fullest extent of technical feasibility and not be left for future generations to deal with. I am also adamant that the railroad not be "let off the hook" in their responsibility to clean up their mess.

The EIR must provide a comprehensive and current appraisal of the composition and distribution of the toxic materials on the site. There must be an explanation of the known and potential risks to human health associated with these toxic materials. There must be a state of the art consideration of the known and potential movement of these materials into ground water and/or the receiving waters of Humboldt Bay. All possible connections to all receiving waters must be considered for the site under current conditions, as well as over time across a long term time scale equivalent to the persistence of toxic effects from these materials.

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The EIR must document and disclose the full range of project economic effects on the regional economy. These findings must be founded on a comprehensive survey of current studies of economic effects of big box retail on local economies, especially those that are similar to the economies of Eureka and Humboldt County. Studies that reach conclusions counter to those providing the rationale for the current Big Box Mall proposal must be explained and substantial evidence provided for not applying

such studies to the current proposal. Economic effects should be studied for potential changes to area wage levels, anticipated likely reallocation of retail spending, employment levels, loss of profits from the area, costs to local government for infrastructure and provision of services, indirect subsidies through increased public costs for medical and social services, and loss of local multiplier effects. Economic analysis must consider county-wide effects. The economic impacts analysis must also be considered relative to the wide range of alternatives outlined above.

Based on the vigorous political history surrounding this site, please analyze and demonstrate how a zoning change will not open the way to the Wal-Mart resoundingly rejected by voters in 1999?

Thanks for your consideration of these comments. I look forward to accomplishing a development plan for this site that best protects the significant public interests at stake here.

Sincerely,

Jessica Olesh  
6089 Beechwood Dr.  
Eureka, CA 95503

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April 12, 2006

Thomas H. Peters  
221 Dollison St.  
Eureka, CA 95501  
445-1666  
[tpete@reninet.com](mailto:tpete@reninet.com)

Sidnie Olson  
Eureka Community Development Dept.  
531 K St.  
Eureka, CA 95501

Re: CEQA comments on the zoning change of the Balloon Track

I have several comments on the proposed zoning change of the Balloon Track and a number of questions.

Most importantly, I believe that 'Retail' is an inappropriate use of the last significant piece of public use zoned land in the city. Eureka will soon be losing several of its 'Public Event' areas with development of the Halverson property and the area near the Wharffinger building. Eureka has gone through a long public planning process with the intent of determining the best use for the Balloon Track. All of this work and all of the public participation appear to have been for nothing since Security National made its proposal. The purpose of all that work was not to seek a developer, regardless of the project offered. It was to find the best use to serve the public interest. While this concern may be outside the CEQA mandates, the type of development certainly is germane to my concerns.

1. My most obvious concern is traffic. Proposals I have seen from Security National would require crossing Broadway at several points, installing more stoplights, and channeling more traffic onto Waterfront Drive. Broadway is considered an 'impacted highway' by CalTrans, which means it is at or above maximum traffic flow right now. This project can only make that much worse without a major redesign of the whole thoroughfare at considerable expense to the city. Of more concern to me personally is the increase in traffic on Waterfront Drive. The Marina area has marginal amounts of parking already. During the summer months the boat ramp gets a great deal of use. The trailer parking area fills quickly and rigs end up parking as far away as C St. on one end and the Wharffinger lot on the other. There is a LOT of congestion at these times. More traffic would cause only more congestion and problems. To the extent that 'project' users park on Waterfront, it would become unusable by boaters and marina occupants. At the south end of Waterfront, big rig truckers stage their trailers and often park overnight because Eureka no longer has an official truck stop. Additional traffic would make this use of the road very difficult with no real alternative for the truckers. Large retail development will bring large increases in traffic to all the streets around the project. Through traffic might

easily channel into OldTown on First Street, impacting the business activity there. Note that this does not represent more shoppers in Old Town, just more through traffic. While it is true that other public uses for the site could increase traffic, it would be more on an event driven basis, not constant.

I would ask that mitigation for traffic down to, at most, current levels be part of the CEQA process. Any increase over current levels could render Broadway impassable and use of Waterfront as an alternative will severely impact current uses.

2.As a fisherman, I want to add my voice to those asking for COMPLETE disclosure of the pollution that exists now, how it would be cleaned up, and how any remaining pollutants would be expected to behave in the future. I want to know what future monitoring would take place and what would happen if problems were found. In other words, what would happen if pollutants were found to be leaking into the bay from under Security National's proposed CAP ten years from now. Would they be made to tear it all up?

Even though Union Pacific has supposedly cleaned the sight to some standard use (as a vacant lot?), can they legally sell it for a higher use without cleaning it to the new standard standard?

3.A large retail development would 'pull' traffic from all over the city to that area. What effect would it have on traffic in other parts of town? Would different streets become thoroughfares?

4.The esthetic impact could be enormous, depending on what was built. Are there any safeguards to try to maintain the 'Victorian Seaport' theme that Eureka has worked so hard to promote? The sketches I have seen suggest a completely inappropriate modern shopping center design that would look better in southern California than here. It could only have a detrimental effect on the OldTown area and would seriously detract from the esthetic appeal of our area. Such a large project would also completely block views of the bay and the public enjoyment of those views.

5.Eureka suffers from a lack of light industrial property. This is the type of business that creates wealth in a community. If the Balloon Track becomes 'retail', all opportunity for new light industrial businesses inside the city is lost. (I believe the project allows for ONE such business) The long term impact could include fewer good paying industrial jobs, less money circulating in the community, and possible competition with other communities for limited retail dollars. The public would lose its only opportunity to create recreational and public event space. As Eureka grows, that recreational and public space will only become more important.

6.I am concerned that citizens of Eureka would end up paying a great of money to develop the water, sewer, and road infrastructure a large retail project would require. Those costs must be disclosed up front. I, for one, do not want to pay to support extractive retail development

Who will pay for infrastructure improvements?

7. Part of the proposal would rezone to allow residential use in an area surrounded by a fish plant, railroad tracks, and other light industrial users. Is this appropriate?

8. The land is mostly 'fill' and probably subject to 'liquefaction' in the event of an earthquake. What would be done to mitigate for this? How could it be done? Would you want to write the 'earthquake insurance' for the project?

9. I am not familiar with what wetlands might exist on the sight. I would ask what wetland restoration should or could be done there?

10. I want to know about the problems a huge area of buildings and pavement create from storm water runoff, both in terms of quantity and from potential pollution (anti-freeze, gas, oil, tire wear, etc.). Can these be sufficiently mitigated given the parcels proximity to the bay and the quantities of water we've experienced this year?

11. I want to know why the public planning process was dropped for this parcel without consulting the public. No part of that process that I'm aware of ever proposed that area be used for Big Box retail.

Taken overall, the impact of rezoning this parcel for retail would have on the city would be enormous. It would change traffic patterns. It would redirect money flow and tax revenues. It would impact stormwater and pollutant flow into the bay. It would block a major view of the bay. It would impact recreational users of the waterfront (marina, boatramp, Wharffinger building). It would severely overcrowd use of Waterfront Drive and 1<sup>st</sup> Street. It would add to already huge traffic problems on Highway 101 (4<sup>th</sup> and 5<sup>th</sup> Streets). And it would detract from the esthetic appeal of our 'Victorian' theme town which is crucial to our tourist industry.

These are some of the concerns that I would like addressed by CEQA and the subsequent EIR.

I will undoubtedly write more as more questions occur to me.

Tom Peters

**Sidnie Olson**

**From:** tpete [tpete@reninet.com]  
**Sent:** Thursday, April 13, 2006 7:19 PM  
**To:** Sidnie Olson  
**Subject:** Balloon CEQA

Yes, I'll probably end up being a real nuisance before this is over. I'll try to stick to the program but it does make me mad when one rich bully tries to take over the whole sandbox.

Back to CEQA. Question: What effect would it have on the Marina Project's presumed 'drawing area' (vital to it's survival) if gas goes to \$4/gallon as predicted? Would the project still be viable or would we have an unusable white elephant on our hands?

What would be the consequences if Fortuna turns it into a big box war with a big development of its own?

Does the City have any alternatives to use as 'public space'? Where? How about 'public event' space similar to Arcata's Plaza?

Many studies show that this kind of project has a negative impact on the local economy and city services. Will this be considered?

Traffic? Traffic? Traffic? CalTrans already rates Broadway as WAY over capacity. Waterfront Drive is too small and would only feed all that traffic onto First Street which is in terrible shape already. Heavy use of Waterfront would also displace current users like marina tenants, the fish plant, boat ramp users, and truckers.

The site is a perfect example of land subject to liquifaction. How likely is it that we will see an event of sufficient magnitude to cause that to happen? And how could design resist that 'sinking feeling'?

Has 'Capping' ever been tested on this scale? Has it been tested in an earthquake? Consider that in the BIG quake of 1700, some parts of the bay front rose or sank as much as 10 feet! In 1992 some 15 miles of shoreline north of Petrolia rose FOUR FEET! What effect would that have if the epicenter was closer?

Is the magnitude of this project reasonable for a community this size? How much demand will it put on our electric grid? How much demand will it add to our sewer plant? Water is probably not a problem. How many policemen and firemen will the city have to add to adequately protect the site? Is present ambulance service adequate? Will the city have to expand its bus service just for the site? Will the noise and lights of late night businesses and trucks servicing the businesses be a nuisance or a hazard to surrounding residents and other pre-existing businesses? How will the increased truck traffic needed to bring products to all those businesses effect the city roads? How will they effect Highway 101, in terms of wear and tear, and in terms of additional traffic? What will happen to all the GARBAGE such a project will produce, either directly on site or indirectly from packaging and such, thrown away at home? What about the litter that always seems to result from such developments? Look at the area around Bayshore Mall to see what I mean. Will there be a loss of air quality from the increased traffic levels in that area? What about from increased truck traffic and its diesel exhaust? What about the increased diesel exhaust during the construction phase? Prevailing wind would take it across major residential areas.

I'll stop now to catch my breath. I get the feeling that Arkley is trying to plant a 5000# gorilla in our living room and is just now asking us why we wouldn't like it.

On with the show.

Thanks. Tom Peters 221 Dollison St. Eureka, CA 95501 445-1666

4/14/2006

**Sidnie Olson**

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**From:** tpete [tpete@reninet.com]  
**Sent:** Thursday, May 04, 2006 6:35 PM  
**To:** Sidnie Olson  
**Subject:** CEQA Balloon Track comments

I have submitted many of my concerns with this project. I remain strongly troubled by the inclusion of a big box store presenting goods and services already present in large quantities in Humboldt County. The Home Depot generally expects to get at least 50% of the market which would severely impact local businesses. Surely there are big box stores selling things not readily available in the community such as quality upscale clothes for professional men and women, perhaps a Macy's or such.

Having seen Security National's presentation of 'traffic impacts', a number of problems remain that need study. They recommended co-ordinating signals on the 4th St. end of Broadway but made no mention of the south end where the 'expidited' traffic would back up worse than it does now. They made no mention of changes in traffic in other areas of the city. Specifically, Pine Hill and the F St. access could be heavily impacted as people seek to avoid congestion on Broadway. It already happens now and would get worse. Other impacts to traffic on other local streets is likely but unaddressed.

Waterfront Drive remains a problem. SN projected an increase of 50 cars/hour but this appears far too low. Many people would use Waterfront to travel from Costco or Bayshore Mall to the Project to avoid going onto Broadway. The south end is heavily used by big trucks to stage or rest overnight and is narrow and often congested already. The area by the marina will soon have traffic from the proposed motel complex. It already has traffic from the Wharfinger, the marina users, the boatramp users, the fish company employees, and customers of businesses and offices at the end of Commercial St. Greatly increased use would cause many problems. If traffic continues into Old Town on First St., perhaps to connect to 5th via H St. the congestion would be terrible. Add the possibility of future train traffic down First and it becomes downright dangerous. SN estimated their project would add 15,000 'trips' to the traffic load. I question those figures, particularly on other city streets. I would recommend at least asking the opinion of Cal Trans which has studied Broadway intensively.

As to procedure, apparently we will get 45 days to study and comment on a preliminary EIR that, according to SN, will be almost 2" thick. It may come as a supprise to some, but we have lives and jobs which take up much of our time. Finding time to do a credible job may represent a Herculean task an is not reasonable. No one pays us for that time spent, either. I hereby request additional time for comment so we can do the job it deserves.

Thanks for taking my comments.

Thomas H. Peters  
221 Dollison St.  
Eureka, CA 95501  
445-1666  
tpete@reninet.com

To Sidnie Olson, Senior Planner  
City of Eureka

RECEIVED

MAY 04 2006

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

May 2, 2006

hope the following points will be answered in the EIR Scoping document concerning Security National's Marina Center:

- How much retail, small office and restaurant square footage is currently in use, how much vacant in Old Town? Downtown? How much will be offered in the proposal? Will this new "hot spot" attract most of these establishments, with lower rents at first, for economic displacement or "musical chairs"? What was the economic displacement from Downtown when the Bay Shore Mall opened?

- What has been the economic growth in Old Town and Downtown annually over the past 20 years? What are the future projections? Will this growth support this non-contiguous project?

Who will pay the infrastructure needs for the proposed development? (Roads, access roads, intersections, sewer + water extensions, electric and electronic extensions) What are the projected costs to whom?

- What are the current 20 year projections for "101" traffic? How will these be impacted by the project? What will be the consequences from these changes on the fabric of Downtown Eureka?

- Will storefronts and restaurants open to the bay or to each other on an interior parking lot? Will the parking be screened from the waterfront?

- Is true economic development from the production of value-added goods? Where does a Home Depot fit this model?

- Doesn't Eureka really need affordable and mixed income housing, not the retail, etc., economic displacement of this project?

Thank you for your attention,

Sincerely,

Sara Pillows

2808 Q St

Eureka, CA 95501

707-443-3209

**RECEIVED**

MAY 04 2006

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

## Sidnie Olson

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**From:** Morgan Randall [morganrandall@sbcglobal.net]  
**Sent:** Wednesday, May 03, 2006 10:04 PM  
**To:** Sidnie Olson  
**Subject:** Balloon Track- CEQA-EIR Scoping Meeting

Attention Sidnie Olson, Senior Planner City of Eureka

To Whom it may concern:

I have lived in the Eureka area now for 32 years, and have worked in the City of Eureka for 27 years. My questions in regard to the potential development of the "Balloon Track" property will be related to the issues of Hazardous Material Cleanup/ Responsibility and Land Use.

### HAZARDOUS MATERIALS AND CLEANUP

- 1) If the current owner of the property, Union Pacific, is not held accountable for the full cleanup of the property, who becomes the "owner" of the toxic material for the full future of the property? Can the ownership of this Hazardous Area be passed on to other people or Corporate Holdings related to the original transaction? Will the people of Eureka have less legal options or incur any future costs by not insisting that the current owner, Union Pacific, fully cleanup the toxic area they made?
- 2) What happens if the "owner" in the future no longer exists, bankruptsy etc., who then assumes the ownership of the Hazardous Material? Can there be a fund set aside at the time of transfer of ownership of this Hazardous Area, to insure money is held to cover future cleanup and related costs of dealing with the Toxic Materials that are being left in the ground soil and water table? What type of potential adverse effects could there be in 5, 20 even 50 years down the road? At that point where does the money come from to cleanup or cover all the potential costs associated with the Toxic Materials?
- 3) Who will determine the level of testing for Toxins at this site, and who will pay for this testing? Who will review these standards? Who will monitor these standards in the future to insure no adverse changes begin to happen? What are all of the known toxins at this site? At what levels are these toxins known to be dangerous? What are the legal standards set by the state of California for each of these toxins in soil and ground water?
- 4) Studies have identified this area as being very prone to liquefaction during a large earthquake, Dept. of Conservation 1995. How will this type of scenario be incorporated into setting standards for protecting the future of the bay, local environment, and people of Eureka from the Toxic Waste? If "capping" is used on the site will this liquefaction scenario have to be taken into account?
- 5) Will there be studies to see if "capping" is the only alternative to be done with this type of geology? Are there other areas with this high liquefaction potential along the coast of California that this level of Capping has been allowed? Who will determine if "capping" will be allowed on this Toxic site and who will review that decision?  
How will it be determined how much capping will be needed to contain this amount of toxic material.

### LAND USE

- 1) The Balloon Track is the largest single piece of undeveloped property on the bay in the City of Eureka. What will the City and the People of Eureka loose by changing the zoning from Public to Industrial? How do we put a dollar amount on the foregone benefits that other land use options for this piece of property could bring to the city, county and our community beyond this ONE option?
- 2) By changing the zoning from Public to Industrial what legal rights are the Citizens of Eureka loosing

concerning the Toxic cleanup of this piece of property?

Is there any way to mitigate any of the loss in this potential zoning change and how will a value be assessed to this loss?

3) Is this potential zoning change consistent with the current General Plan for Eureka? Why was it zoned to Public? What was the initial intended use for this property when it was zoned Public?

4) Does this potential project take into account any of the history of this piece of property? Is there any loss to future railroad potential by this proposed project?

5) How does this project enhance the views that will be seen from the 101 corridor to the bay. How will this project promote our Victorian Seaport as it relates to our tourist economy. Is this size of retail development consistent with the "Vision" the city council had for our Victorian Seaport?

6) Are there any other areas on bay waters in California that have changed zoning from public to industrial to allow this type of retail development?

7) In 1999 the city had a vote on this same piece of property with the same zoning change. At that time the citizens of Eureka voted not to change the zoning out of public. Why is it that at this time a project can try to go forward with the same zoning changes on the same piece of property that goes directly against the vote of the people?

Sincerely,

Morgan Randall  
880 Elizabeth Barcus Way  
Fortuna, CA 95540  
707-496-1841

RECEIVED

APR 21 2006

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

4-21-06

Dear Eureka City Council member  
Virginia Bess-Jackson

I'm writing to you regarding the proposed Balloon Tract for development by Security National (Arkley). I have a number of concerns on which I oppose Balloon Tract plan. I'm asking you to take my concerns seriously.

1. I oppose Balloon Tract proposal because it calls for only capping off the surface leaving toxic waste buried below. 2). If the project is approved and built and the surface (ground) is capped over what happens to the toxic waste underneath as it continues to leach out into surrounding properties, Slough, marsh and bay? 3). What happens if there is an earthquake in the Balloon Tract area to the toxic waste?

4th). If the proposed plan is approved and developed the added traffic along the local streets will increase by more cars and trucks. I'm opposed to the added vehicles that will make driving on Broadway, Clark, 14th and other

streets, much more congested. 5th). What will happen to all the local paint and Hardware stores that sell paint brushes, screwdrivers and hammers. Will they have to raise their prices just to stay in business (compete) with any "Big Box" store like Home Depot or Best Buy. And how long will it take for local shoppers to stop going to local business because the products are too high priced. So the shoppers turn to the "Big Box" stores at Balloon Tract for a lower priced item. How many small stores will have to close because they can't compete with the "Big Box" stores?

Finally does the City of Eureka really know what kind of toxic waste are buried at The Balloon Tract Site? I'm asking the City of Eureka to please have proper testing done or require the Security National to have a neutral party test Balloon Tract site. And require that those test results are made public. I want a copy of the toxic test results from Balloon Tract.

C.C. to other Eureka  
City Council members and Mayor.

Sincerely  
Michael L Rilla

Michael L Rilla  
2424 17th Street  
Eureka, CA. 95501

## Sidnie Olson

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**From:** Jared Rossman [jkr49@asis.com]  
**Sent:** Friday, May 05, 2006 12:28 PM  
**To:** Sidnie Olson  
**Subject:** balloon tract

Dear Senior Planner Olson,

Please don't let the environmental impact research on developing the "Balloon Tract" be limited to that of the consulting firm hired by the Arkleys and Security National! This is indeed an instance of "the fox guarding the chicken coop."

This tract needs a complete clean-up, not just a cover-up. It is the last remaining jewel of property along the waterfront eligible for development to benefit the entire community, and it should start as a healthy piece of acreage, as befits our 2006 current knowledge of pollution and public safety.

In addition, the Eureka public has already, through a democratic voting process, made it abundantly clear that a "big box" development is \*not\* what they want for this site. Instead, they want the several alternative, more locally-generated and locally profitable proposals to be fully considered, rather than giving in to "big money" pressures.

Please do the right thing, slow down this hurried process, and give this community a development we, and our children, can actually be proud of!

Thank you, Jared Rossman jkr49@asis.com