CHAPTER III
Project Description

A. Project Location and Site Characteristics

The project site is a vacant 43-acre brownfield site located within the incorporated City of Eureka, in Humboldt County on the north coast of California approximately 300 miles north of San Francisco and 100 miles south of the Oregon border (latitude 40º48'00"N, longitude 124º10'40"W). The City of Eureka is the county seat and the center of government and commerce for Humboldt County. Humboldt County is bordered on the west by the Pacific Ocean, on the north by Del Norte County, on the east by Siskiyou and Trinity counties, and on the south by Mendocino County. Humboldt County encompasses 2.3 million acres, 80 percent of which is rural forested area. The City of Eureka is situated on Humboldt Bay in the central west portion of the County; it has an estimated population of 26,380 and occupies approximately 10,500 acres. Eureka is the largest city along the 400 miles of highway between Santa Rosa, CA and Medford, OR.

Humboldt Bay is one of California's larger coastal estuaries and the only deep water port between San Francisco and Coos Bay, Oregon. It is about 14 miles long and 4.5 miles wide at its widest point. Humboldt Bay is separated from the Pacific Ocean by long sand spits to the north and south of the entrance to the Bay. The City of Eureka sits on the eastern shore of Humboldt Bay at about its midway point. The Bay wraps around the City with the western and northern Eureka city limits extending into the Bay. The City's eastern and southern boundaries border the unincorporated Humboldt County.

The main north-south highway serving the north coast is U.S. Highway 101 (U.S. 101). At the south end of Eureka, U.S. 101 is a four-lane major arterial running north-south and is known as Broadway. Just to the east of the project site, Broadway turns ninety-degrees and splits into two one-way couplets running east-west through the heart of the City. The couplets are known as Fourth Street (southbound U.S. 101) and Fifth Street (northbound U.S. 101) which continue to the Eureka Slough Bridge, beyond which U.S. 101 is a divided four-lane highway. State Route 299 is the major east-west highway serving the north coast; it intersects with U.S. 101 in Arcata approximately 7 miles north of Eureka and connects to Interstate 5 in Redding, CA, approximately 140 miles east of Arcata.

The City of Eureka is set up in a traditional grid street pattern with the numbered streets running east-west and the alphanumeric streets running north-south; First Street parallels Humboldt Bay along the northern waterfront. First Street turns into Waterfront Drive west of "C" Street and bends to the south as it continues to parallel the western waterfront along Humboldt Bay.

Waterfront Drive forms the western and northern boundaries of the project site. Broadway, for the most part, forms the eastern boundary of the project site and the south boundary is defined roughly by Washington Street. There are several businesses on the west side of Broadway between Fourth and Sixth Streets that are not a part of the project; and the businesses on the north side of Washington Street between Broadway and Clark Slough are not included in the project. Figure III-1 presents the project location.

The project site consists of 11 parcels, four of which make up the tract of land known as the Balloon Track, so-called because locomotives were brought in on a circular track shaped like a balloon. The Balloon Track property was historically used as a railroad switching, maintenance and freight yard from the late 1880s until the closure of the Union Pacific rail lines in the mid-1980s. The project site has been vacant since the late 1980s and rail service to the north coast has been discontinued. On-site structures and most of the railroad tracks associated with past railroad use have been removed, although some foundations of former structures as well as some tracks located along the northwestern portion of the site are still present. The existing transmission tower in the middle of the property would be removed.

Clark Slough bisects the lower southwest corner of the property. Non-native vegetation is present throughout the project site with a number of compacted gravel roadways that provide access throughout the site. The entire 43-acre site is surrounded by a temporary 8-foot-tall chain link fence.

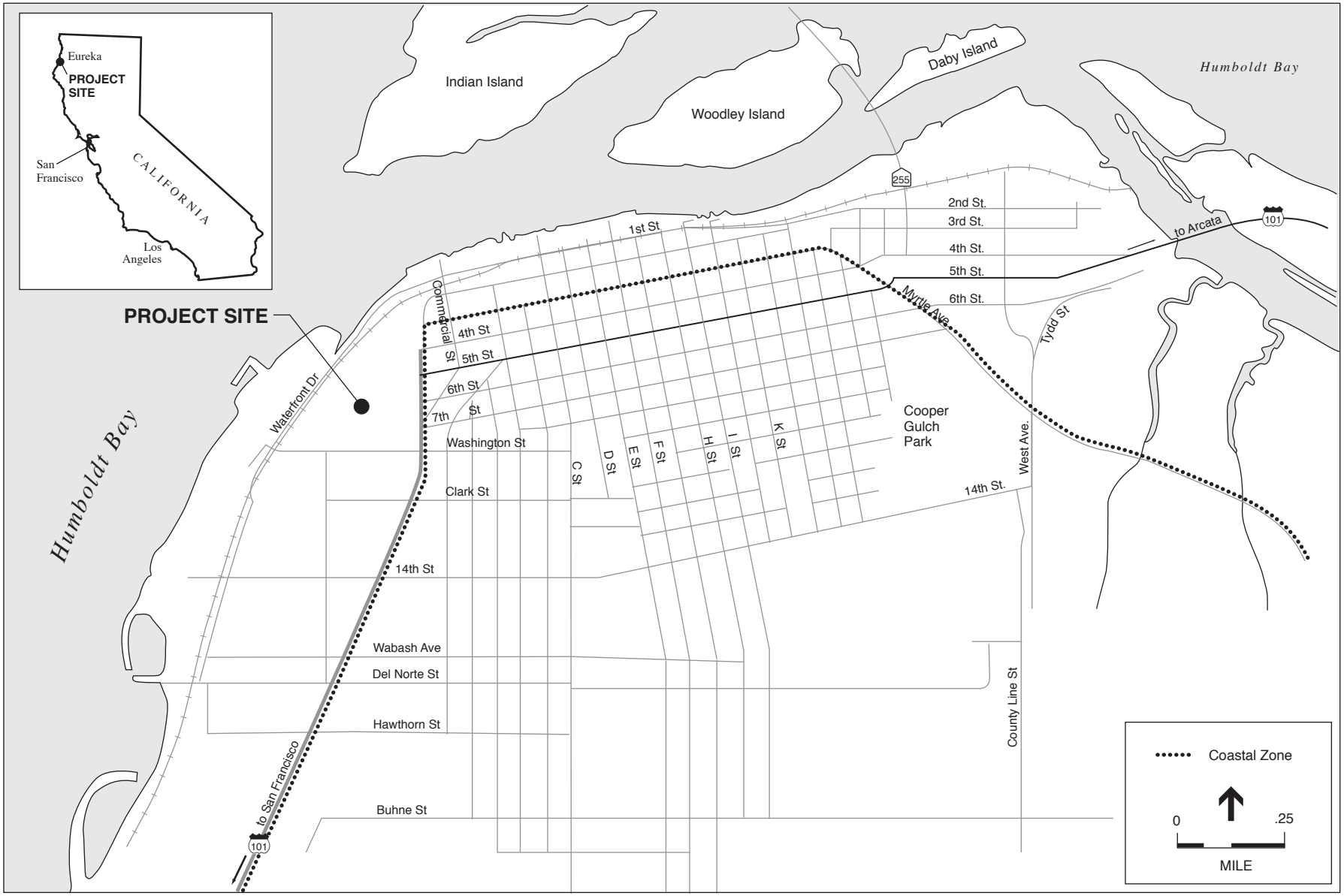
General land uses in the vicinity include coastal dependent industrial to the north and northwest; vacant or underutilized lands to the west; coastal dependent industrial to the southwest; a mixture of industrial and office uses to the south; to the southeast is the Clark District, one of the City's oldest residential neighborhoods; and to the east is a broad mixture of light industrial and commercial uses including Downtown and Old Town Eureka.

B. Project Characteristics

The project applicant, CUE VI, proposes a mixed-use development that would include approximately 313,500 sq. ft. of Retail/Service/Furniture, including 28,000 sq. ft. of Nurseries/ Garden; 104,000 sq. ft. of Office; 72,000 sq. ft. of Multi-Family Residential (54 dwelling units); 70,000 sq. ft. of Light Industrial; 14,000 sq. ft. of Restaurant; and 12,500 sq. ft. Museum. The new buildings would be between one and five stories. The project would include approximately 1,590 parking spaces, including about 462 spaces in a four-level parking structure.

The project would include remediation of the brownfield project site to meet federal and state environmental cleanup and water quality standards.

The project would also include the creation of an 11.89-acre wetland reserve. This area would include landscaped buffers surrounding the slough and a created wetlands area providing protection for native wildlife. The proposed habitat area would include a perimeter walkway with



SOURCE: ESA

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Figure III-1
Project Location

a kiosk or interpretive signs at vantage points to view native flora and fauna. (See Figures IV.D-3 through IV.D-5 in Chapter IV.D, Biological Resources.)

The project would also include pedestrian and roadway improvements, including a proposed extension of Fourth Street into the site, connecting to and terminating at Waterfront Drive; and the proposed extension of Second Street into the site, connecting to and terminating at the Fourth Street extension. Additional access would be provided via driveway access from the Sixth Street and Broadway intersection. The project would also include the construction of a landscaped pedestrian and bicycle path parallel to Waterfront Drive, as well as landscaping throughout the site. On-site landscaping would incorporate native plants, ranging from restored slough and wetland aquatic plants to upland trees, shrubs, and grasses indigenous to the region. Figure III-2 presents an illustrative project site plan. Figures III-3 and III-4 include viewpoint locations and renderings of project buildings.

The four parcels which roughly make up the tract of land know as the Balloon Track have an existing general plan land use designation of Public/Quasi Public (PQP) with a corresponding zoning designation of Public (P). Five of the existing remaining parcels have an existing land use designation of Light Industrial (LI) with a corresponding zoning designation of Limited Industrial (ML). The last two parcels have an existing land use designation of Highway Service Commercial (HSC) with a corresponding zoning designation of Service Commercial (CS).

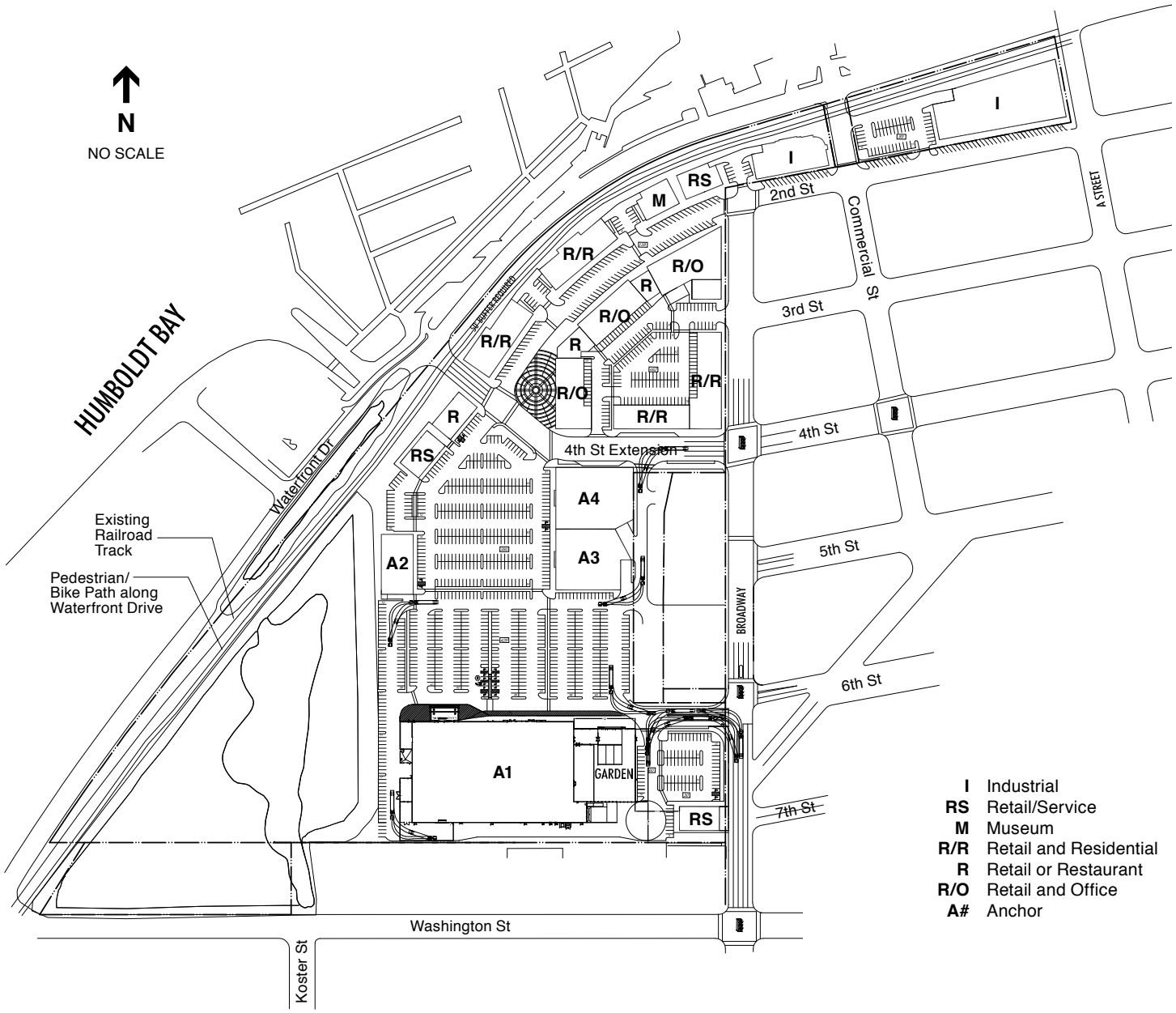
The project proposes to amend the certified Local Coastal Program (LCP) to a combination of designations that include General Service Commercial (GSC), Professional Office (PO), Waterfront Commercial (WFC), Limited Industrial (LI), and Water Conservation (WC). The LCP amendments would include amendments to both the Land Use Plan, which is the relevant portion of the local general plan, and the Implementation Plan, which includes the zoning ordinance and zoning district maps (see Figure III-5 and Table III-1).

The proposed project design would draw from the site's maritime and industrial heritage, as well as from the contemporary influences of the Eureka waterfront, Old Town and downtown areas. Development of the site would seek to maximize views of Clark Slough, as well as Humboldt Bay, the small-boat marina, and the developing waterfront west of the site.

Retail, Restaurant, and Museum Uses

The predominant use on the project site is proposed to be retail uses. Up to 313,500 square feet of retail space is proposed. The retail space would comprise four anchor stores, including one large anchor store (Anchor 1) in the southern portion of the project site that would contain about 132,000 square feet of space, including 28,000 square feet of garden supply retail space. Anchors 2 through 4 would range in size from 12,000 square feet to 30,000 square feet and would be situated north of Anchor 1. The anchor buildings would range in height from 32 to 40 feet and would be single-story.

Six additional buildings providing retail, restaurant and museum space are proposed along the northern and western border of the project site, with a seventh, 6,000-square-foot, single-story



I Industrial
RS Retail/Service
M Museum
R/R Retail and Residential
R Retail or Restaurant
R/O Retail and Office
A# Anchor

SITE DATA

RETAIL/ SERVICE
BUILDING AREA = 285,500 SF
PARKING REQ =942 SPACES (3.3/1000)

NURSERIES/ GARDEN/ FURNITURE
BUILDING AREA =28,000 SF
PARKING REQ =56 SPACES (2.0/1000)

OFFICE
BUILDING AREA =104,000 SF
PARKING REQ =343 SPACES (3.3/1000)

RESTAURANT
BUILDING AREA =14,000 SF
PARKING REQ =70 SPACES (5.0/1000)

RESIDENTIAL
TOTAL ALT. UNITS = 72,000 SF (54 UNITS)
PARKING REQ = 54 SPACES (1/UNIT)

MUSEUM
BUILDING AREA =12,500 SF
PARKING REQ =22 SPACES (1.7/UNIT)

INDUSTRIAL
BUILDING AREA =70,000 SF
PARKING REQ =98 SPACES (1.4/UNIT)

TOTAL DEVELOPMENT =558,000SF
EXCLUDING GARDEN CENTER

TOTAL MINIMUM REQUIRED PARKING BY THE CITY
W/ 54 UNITS RESIDENTIAL = 1,585 SPACES

TOTAL PROVIDED PARKING ON SITE = 1,585 SPACES

RIGHT OF WAY = 1.35 AC
(4TH STREET EXTENSION AND ACCESS FROM 6TH STREET)

TOTAL DEVELOPED SITE AREA =29.46 AC
EXCLUDING 50' BUFFER AREA AND WETLAND WITH BUFFER SOUTHWEST CORNER OF THE SITE (14.04 AC)

UNDEVELOPED WETLAND AND BUFFER AROUND = 11.89 AC

50' BUFFER = 2.15 AC

SOURCE: Baysinger Partners Architecture PC, 2006

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Figure III-2
Project Site Plan

retail building proposed adjacent to Broadway, opposite Seventh Street. The buildings located on the west side of the proposed Second Street extension mainly would consist of two-story buildings measuring between 6,000 and 12,000 square feet of space with the ground floor devoted to commercial uses, and residential units occupying the second floor. The project proposes 14,000 square feet of restaurant space, as well as a two-story, 12,500-square-foot children's educational museum building of 12,500 feet would be two stories. Building heights would range between 28 and 36 feet. Surface parking would be provided adjacent to each retail, restaurant, and museum use.

Office Uses

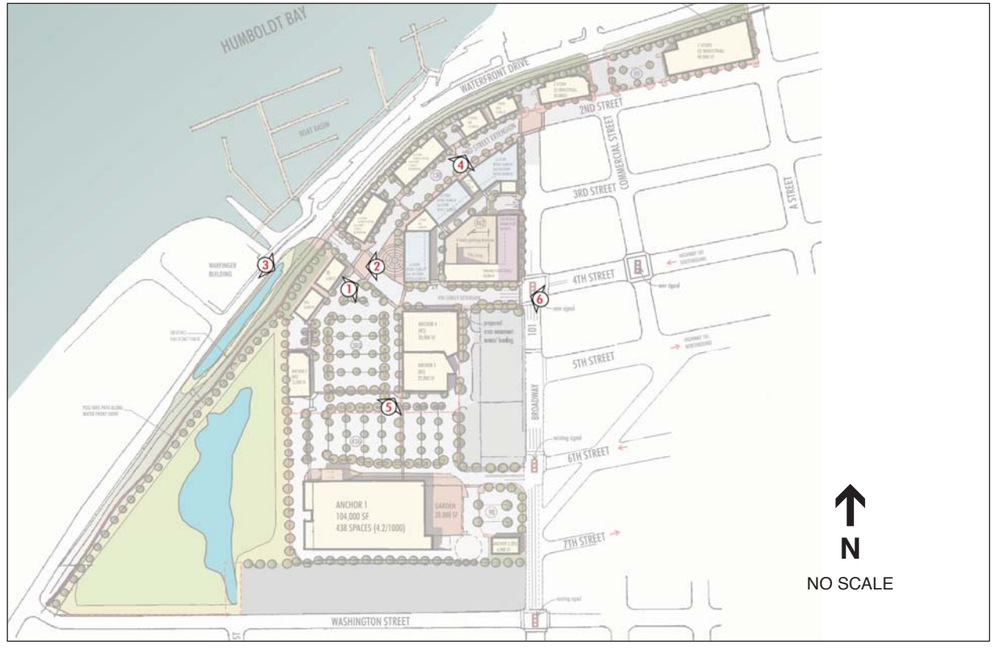
The project proposes up to 104,000 square feet of office space in three buildings generally located to the north of the proposed Fourth Street extension, and along the eastern and southern frontage of the proposed Second Street extension. Single-story retail and restaurant buildings would be situated between the office buildings, and the ground floor of each of the office buildings would provide retail space, thereby creating a continuous retail and restaurant frontage. The height of the office buildings would vary from 44 to 72 feet. The building adjacent to Broadway between Second and Third Streets would be three stories tall; the office building toward the southwest would be two stories tall; and the largest of the office buildings, located east of the intersection of the proposed Second Street and Fourth Street extensions, and would be five stories tall. Approximately 347 off-street parking spaces for the proposed office uses would be developed, which is consistent with the City's parking requirement of one off-street parking space per 300 square feet of gross floor area. The parking spaces would be provided within the four-story parking structure that would have vehicular access via the proposed Fourth Street extension.

Residential Uses

The project would include up to 72,000 square feet of residential unit space in 54 multi-family housing units that would be located northwest of the intersection of Fourth Street and Broadway (adjacent to the proposed parking structure) and above retail uses in two buildings along the western side of the proposed Second Street extension.

The main residential building at the northwest corner of Fourth Street and Broadway would include housing units on multiple floors, with the building extending up to approximately 44 feet in height. No residential uses would be permitted on the first floor. Housing in the main residential building would include up to 12 one-bedroom units (approximately 1,000 square feet per unit) and 28 two-bedroom units (approximately 1,286 square feet per unit). The two Second Street extension buildings would include up to four two-bedroom (1,500 square feet per unit) and three three-bedroom units (2,000 square feet per unit) each, for a total of 14 units.

Parking for the housing units would be provided within the parking structure, with one space per housing unit provided. Vehicular access to the parking structure would be provided via the proposed Fourth Street extension and Broadway. Pedestrian access to the residential units would be provided through the parking structure via elevators or stairs.



Viewpoint 1 - Rendering of Office Building

Viewpoint 2 - Rendering of Restaurant Building

Viewpoint 3 - Rendering of Slough and Bicycle - Pedestrian Path

SOURCE: Baysinger Partners Architecture PC, 2006

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Figure III-3
Project Renderings

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Viewpoint 4 - Rendering of Museum Building

Viewpoint 5 - Rendering of Anchor 3, 4 and 5 Buildings

Viewpoint 6 - Rendering of Industrial Building

SOURCE: Baysinger Partners Architecture PC, 2006

Figure III-4
Project Renderings

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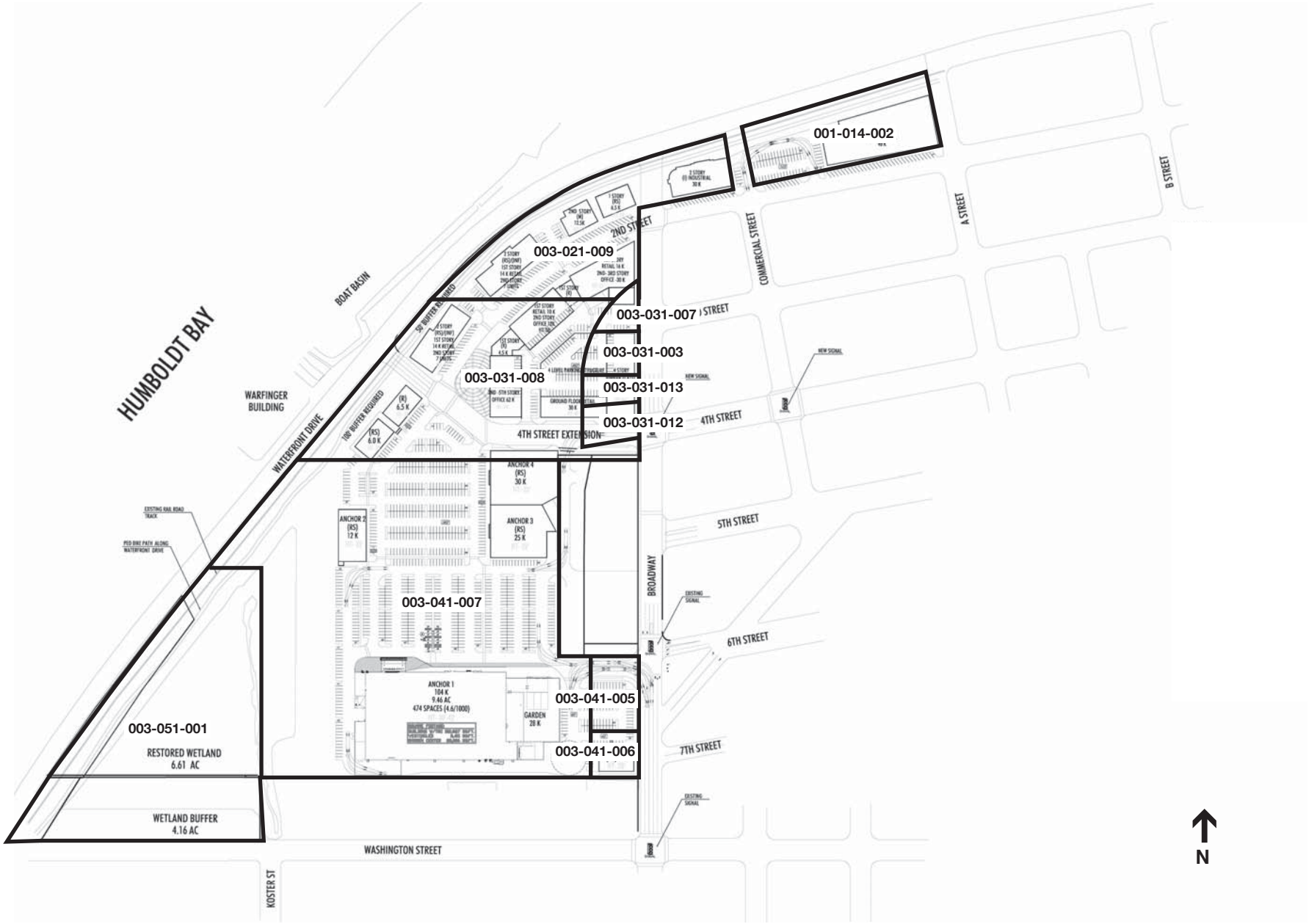

SOURCE: Baysinger Partners

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Figure III-5
Project Parcel Map

TABLE III-1
EXISTING AND PROPOSED PROJECT SITE GENERAL PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS

APN Property Owner	Existing Zoning (Implementation Plan)	Existing General Plan (Land Use Plan)	Proposed Zoning (Implementation Plan)	Proposed General Plan (Land Use Plan)
001-014-002 CUE VI LLC	Limited Industrial (ML)	Light Industrial (LI)	*no change*	*no change*
003-021-009 CUE VI LLC	Limited Industrial (ML), Public (P)	Light Industrial (LI), Public/Quasi-Public (PQP)	Limited Industrial (ML) Commercial Waterfront (CW) Office Residential (OR) Service Commercial (CS)	Light Industrial (LI) Waterfront Commercial (WFC) Professional Office (PO) General Service Commercial (GSC)
003-031-003 CUE VI LLC	Limited Industrial (ML)	Light Industrial (LI)	Office Residential (OR)	Professional Office (PO)
003-031-007 Andrew Rosaia INC	Limited Industrial (ML)	Light Industrial (LI)	Office Residential (OR)	Professional Office (PO)
003-031-008 CUE VI LLC	Limited Industrial (ML), Public (P)	Light Industrial (LI), Public/Quasi-Public (PQP)	Conservation Water District (WC) Service Commercial (CS) Office Residential (OR)	Water - Conservation (WC) General Service Commercial (GSC) Professional Office (PO)
003-031-012 CUE VI LLC	Limited Industrial (ML)	Light Industrial (LI)	Office Residential (OR)	Professional Office (PO)
003-031-013 CUE VI LLC	Limited Industrial (ML)	Light Industrial (LI)	Office Residential (OR)	Professional Office (PO)
003-041-005 CUE VI LLC	Service Commercial (CS)	Highway Service Commercial (HSC)	*no change*	*no change*
003-041-006 CUE VI LLC	Service Commercial (CS)	Highway Service Commercial (HSC)	*no change*	*no change*
003-041-007 CUE VI LLC	Public (P)	Public/Quasi-Public (PQP)	Conservation Water District (WC) Service Commercial (CS)	Water - Conservation (WC) General Service Commercial (GCS)
003-051-001 CUE VI LLC	Public (P)	Public/Quasi-Public (PQP)	Conservation Water District (WC)	Water - Conservation (WC)

SOURCE: City of Eureka (2008)

Light Industrial Uses

The proposed project would include two light industrial buildings in the northeastern corner of the project site located on the block generally bounded by Waterfront Drive, Second Street, A Street and Commercial Street. The light industrial buildings would consist of an approximately 30,000-square-foot two-story building and a 40,000-square-foot single-story building. Surface parking would be provided between the two buildings and would be accessible via Second Street.

On-Site Circulation and Parking

Along Broadway, new points of access to the project site would be provided opposite Sixth Street and Third Street, and via the proposed Second Street and Fourth Street extensions through the project site. Access to the project site also would be provided from Waterfront Drive at the new intersection with the proposed Fourth Street extension.

To facilitate access to the project site, the project would signalize and reconfigure three intersections along the U.S. 101 corridor: Broadway at Fourth Street, Broadway at Sixth Street, and Commercial Street at Fourth Street.

In total, the project would provide about 1,590 parking spaces, which would include approximately 462 spaces in the four-story parking structure. The parking structure would be constructed between the office building and residential building, north of the proposed Fourth Street extension. The parking structure would be accessible from the proposed Fourth Street extension as well as from Broadway. Surface parking would be provided throughout the site and would be situated near project buildings.

Pedestrian and Bicycle Paths

The proposed project would provide a public pedestrian and bicycle path along the north and northwest boundary of the project site, parallel to Waterfront Drive. The pathway would extend between the northeast and southwest boundary of the project site. The path would be located to the south and southeast of the NCRA railroad line and would be designed to limit railroad crossings by pedestrian or bicyclists through the use of fencing between the pathway and railroad line. Access to the project site from the pathway would be provided at selected locations. Construction of this path also would encourage extension of the bike path beyond the project.

The project would improve bicycle circulation in the area by extending the existing bike lane on Sixth Street through the project to Waterfront Drive. The proposed extension of Fourth Street west of Broadway to connect with Waterfront Drive would include a new two-way bicycle path between Old Town/Downtown and Waterfront Drive.

The proposed project would also provide sidewalks and pedestrian paths throughout the project site. Building ground floor frontages would be articulated with a variety of colors and materials, changes in plane, as well as trellises, awnings, overhangs and balconies intended to create an active street presence. Pedestrian walkways would have landscaping and benches to reinforce the active street concept.

The proposed project would provide trails and viewing spots outside the buffer edges of the protected areas of Clark Slough and the restored wetland in order to provide opportunities for viewing of the restored habitat. Additional amenities that would be provided in the vicinity of the wetland reserve include an interpretive trail, informational kiosks, and benches.

Landscaping

The project site would be landscaped throughout and the project design would maximize views of the restored Clark Slough and adjacent wetlands, Humboldt Bay, and the small-boat marina west of the project site. Native plant materials, ranging from restored slough and wetland aquatic plants to upland trees, shrubs and grasses indigenous to the region would be incorporated into the project landscape design.

Infrastructure

The proposed project would provide new infrastructure on the project site, such as water and sewer lines and storm drains, to serve the mixed-use development. The proposed project would connect to existing utilities along the perimeter of the project site.

Site Remediation

The project would include remediation of the existing brownfield site to meet federal and state environmental cleanup and water quality standards. This would include preparing a remedial action plan to be approved by the North Coast Region California Regional Water Quality Control Board. The remedial action plan could require the removal of surface vegetation, the removal of contaminated fill materials, and the placement of clean soils on the property.

Wetland Reserve

The project would also include the restoration of a wetland enclosing Clark Slough, which traverses the southwestern portion of the project site. The project would create collectively an 11.89-acre wetland reserve.

Restoration of the wetland would precede any construction grading activities. There would be no public access through the restored wetland; however, pedestrian paths would be located along the outer edge of upland habitat outside of the 50 foot buffers. In addition, a path would also be located within 50 feet of the northern edge of the wetland area along the rail right-of-way.

Informational kiosks would be located at several observation points along the paths that adjoin the wetland. The kiosks would provide environmental educational information, including the land use history of the site, the wetland restoration process, plant and animal species found at the site, wetland ecology, and importance of wetlands to the health of Humboldt Bay. The observation points would be situated so waterbird species using the wetlands habitat could be observed.

C. Project Construction Phasing

The project is expected to be constructed in phases which would also result in implementation of mitigation measures in phases. Because the project applicant has not identified the actual construction phasing for the project the impact analysis and recommended mitigation measures listed in Chapter IV of this EIR are for full project build-out. When the project applicant has

completed a project phasing plan, the specific mitigation measures required for each phase will be determined and a Development Agreement will be entered into to assure full compliance with the recommended mitigation measures. Before the City approves the phasing plan and associated discretionary entitlement (e.g., the Development Agreement), the phasing and mitigation plan will be evaluated to ensure that there are no changes to the project, changes to surrounding circumstances, or other new information that triggers the need for supplemental or subsequent environmental review under Section 21166 of the Public Resources Code.

An example of possible phasing:

> *Phase 1*: would span 12 months and would include the wetland restoration and site remediation.
>
> *Phase 2*: would span 12 months and would include the development of the Anchor 1 through 4 buildings and the industrial area.
>
> *Phase 3*: would extend over about 18 months and would include the completion of the proposed Second Street extension, construction of about half of the mixed-use retail and office buildings, and construction of the parking structure.
>
> *Phase 4*: would extend over an approximately 12-month period and would include construction of the remaining mixed-use retail and office buildings and the mixed-use retail and multi-family residential building.

D. Project Applicant's Objectives

The project Applicant's objectives for the proposed project are:

- To maintain Eureka's status as the "hub" of employment, retail commerce and tourism in Humboldt County.
  - Complement the existing Downtown and Old Town uses.
  - Develop an economically viable mixed-use project to include the following components:
    - Destination retail (home improvement, sporting goods, apparel, home electronics and import, for example)
    - Service retail (pharmacy, banking and financial, hair care, etc.)
    - Lifestyle retail (fashion, entertainment, jewelry, housewares, books, domestics, footwear, etc.)
    - Offices
    - Restaurants
    - Children's Educational Museum
    - Residential/multi-family to create both lifestyle and live-work opportunities
    - Compatible light industrial
  - Implement the goals, policies, and objectives of the Redevelopment Plan.

- To restore the Balloon Track to productive use.
  - Remediate contaminated soil to safe levels for project uses.
  - Restore and enhance habitat through long-term protection activities in and adjacent to the slough.
  - Eliminate unauthorized or illegal activities within the Balloon Track, which are detrimental to public safety and a drain on public resources.
  - Implement earth and environmentally friendly design, construction and operational measures, including:
    - Recycling of demolished structures
    - Use of "green" building materials: recycled; local; renewable
    - Energy-efficient HVAC and lighting and control systems
    - Use of natural ventilation and day-lighting
    - Use of efficient plumbing fixtures
    - Promote energy-efficient and environmentally friendly practices during project operation.
- To develop an economically viable mixed-use project.
  - Increase jobs and tax revenues.
  - Maximize development density to the extent economically feasible.
  - Provide a greater variety of goods and services in Humboldt County.
  - Create a full mix of uses to maintain Eureka's status as the "hub" of employment, retail and tourism in Humboldt County.
  - Connect the site into the urban street grid to the extent possible, given the limitations of maintaining the railroad right-of-way and ownership of land for possible street extensions.
  - Improve vehicular circulation to and through the Balloon Track.
  - Encourage pedestrian and bicycle interaction with the existing Downtown/Old Town and waterfront.
  - Discourage sprawl by promoting an infill development project.
  - Create effective links between the Wharfinger Building, Small Boat Basin, and Old Town areas.

E. Proposed Project Compared to NOP Project

As indicated in Chapter I, in April 2006 the City issued a Notice of Preparation (NOP) for the proposed project. The NOP included a project site plan and a description of the proposed project.

After publication of the NOP, the project applicant made modifications to the Marina Center project. While the major elements of the mixed-use project have not changed, a number of modifications to the project were made to address public concerns and to reduce potential impacts. As illustrated in Table III-2, which compares the currently proposed project to the project described in the NOP, the square footage of the Retail/Service/Furniture use has been

reduced, while the square footage of the Restaurant, Museum and Residential uses has increased. The square footage for the proposed Light Industrial use has nearly doubled; the square footage for Nurseries/Garden and Office uses has not changed. There has been a slight reduction in the total number of on-site parking spaces. The most noticeable modification is the addition of the 11.89 acre wetland restoration area in the vicinity of Clark Slough.

TABLE III-2
PROPOSED PROJECT COMPARED TO PROJECT DESCRIBED IN NOTICE OF PREPARATION (NOP)

	NOP Project	Proposed Project	Percent Change from NOP to Proposed Project
Retail/ Service/Furniture	333,700 sq. ft.	285,500 sq. ft.	85%
Nurseries/Garden	28,000 sq. ft.	28,000 sq. ft.	no change
Office	104,000 sq. ft.	104,000 sq. ft.	no change
Restaurant	12,500 sq. ft.	14,000 sq. ft.	112%
Museum	12,000 sq. ft.	12,500 sq. ft.	104%
Light Industrial	36,000 sq. ft.	70,000 sq. ft.	194%
Total Floor Area (excluding multi-family residential)	526,200 sq. ft.	514,000 sq. ft.	98%
Multi-Family Residential	40 units	54 units	135%
Parking Structure	3-levels 310 spaces	4-levels 462 spaces	increase 1 level 149%
Total On-Site Parking	1,647 spaces	1,590 spaces	97%
Wetland Restoration Area	n/a	11.89 acres	new component

sq. ft. = square feet
SOURCE: NOP, 2006 and Security National, 2007

As a result of the responses received on the NOP, the wetland restoration area was included in the proposed project. A project modification that addresses responses received on the NOP does not necessitate reissuance of the NOP.

The purpose of the NOP process is to provide sufficient information describing the project and the potential environmental effects to enable a meaningful response. As stated above, the major elements of the mixed-use project have not changed thus the potential environmental effects have not changed. This is not to say that the level of potential impact has not changed, but that the categories of impacts have not changed, therefore, these project modifications do not require reissuance of the NOP.

F. Project Entitlements and Approvals

The project would require the following approvals and discretionary actions from the City of Eureka:

- Local Coastal Program amendment;

- Coastal Development Permit;
- Conditional Use Permit;
- Subdivision approval;
- Site Plan Review and Architectural Review;
- Grading permits;
- Building permits; and
- Development Agreement

Other approvals may be required from the following agencies:

- U.S. Army Corps of Engineers
- National Marine Fisheries Service
- Public Utilities Commission
- California Coastal Commission
- California Department of Fish and Game
- California Department of Transportation
- State Land Commission
- North Coast Regional Water Quality Control Board
- North Coast Unified Air Quality Control Board