

Comments: DEIR for the proposed Marina Center Project on Eureka's Balloon Tract

Name (print): Charis Arlett

Address: 2602 Spring St. Eureka 95501

E-mail: _____

Report does not address the impact a tsunami would have on a business like Home Depot (which sells lots of different chemicals)

Why aren't we considering retention of all the currently existing coastal wetlands? The Balloon Tract could be cleaned up in the same way Baykeeper negotiated with Simpson to clean up the Flea Market area.

Signed: Charis

Or send e-mail comments to: DEIRComments@ci.eureka.ca.gov

Comments: DEIR for the proposed Marina Center Project on Eureka's Balloon Tract

Name (print): Charis Arlett

Address: 2602 Spring St. Eureka 95521

E-mail: _____

Impact of bicycle & pedestrian travel zones
is not analyzed.

Need significant scientific & factual data
regarding the impacts of diesel exhaust.

Report omits analysis of high ranking of Humboldt
County for cancer incidence in Calif.

Report omits current fine particulate matter contributed
by Fairhaven Co-Generation Plant & Evergreen Pulp And
(when in operation)

Signed: Charis

Or send e-mail comments to: DEIRComments@ci.eureka.ca.gov

Comments: DEIR for the proposed Marina Center Project on Eureka's Balloon Tract

Name (print): Charis Arlett

Address: 2602 Spring St. Eureka 95501

E-mail: _____

The Wiyot Tribe should be allowed to do subsurface testing for village sites, before any project begins on the site.

Why is land in a coastal zone being considered for the Marina Center? Why not an aquarium like in Monterey?

Signed: Charis

Or send e-mail comments to: DEIRComments@ci.eureka.ca.gov

Comments: DEIR for the proposed Marina Center Project on Eureka's Balloon Tract

Name (print): Charis Arlett

Address: 2602 Spring St. Eureka, 95501

E-mail: _____

Need to address dioxins & furans in site soils more seriously.

Report used outdated data for Health Risk Assessment

What alternative sites could be considered for this project rather than prime coastal property?

Why are we considering substituting locally owned businesses for nationwide businesses that will ship money out of Humboldt County?

Signed: Charis

Or send e-mail comments to: DEIRComments@ci.eureka.ca.gov

Comments: DEIR for the proposed Marina Center Project on Eureka's Balloon Tract

Name (print): Charis Arlett

Address: 2602 Spring St. Eureka 95501

E-mail: _____

Report omits transportation corridor effects outside immediate vicinity of project area.

Report omits analysis of fine particulate matter (PM 10) + other pollutants from the combustion of wood for heat in Eureka

Delivery vehicle emission sites in surrounding areas not addressed.

No analysis of risk to wildlife done.

What are the levels of contaminants found onsite?

Signed: Charis

Or send e-mail comments to: DEIRComments@ci.eureka.ca.gov

Sidnie Olson

From: Eli Asarian [eliasarian@SoftHome.net]
Sent: Saturday, January 31, 2009 12:57 PM
To: DEIRcomments
Subject: Marina center DEIR comments
Attachments: comments_asarian_eir_marina.doc

[Ms. Olson - Here are my comments on the DEIR, attached as a Word document. In case you cannot read the attachment I've also pasted my comments into this email. Thanks, Eli]

Eli Asarian
1614 West Ave.
Eureka, CA 95501
eliasarian@softhome.net
(707) 443-4743
1/31/2009

Sidnie L. Olson, Principal Planner
Community Development Department
City of Eureka
531 K Street
Eureka, CA 95501-1165
(707) 441-4265
DEIRcomments@ci.eureka.ca.gov

Dear Ms. Olson,

Thank you for the opportunity to comments on the Marina Center Environmental Impact Statement (EIR). I was only able to devote a limited amount of time to reviewing the document, so my comments are limited in scope and I was not able to spend much time editing or polishing these comments.

I am an environmental consultant, with most of my working focusing on water quality and fisheries issues. The comments provided herein are my personal opinions, not representing any agency, institution, or organization.

General Comments

Overall, I think that in its current polluted and abandoned state, the Balloon Track property is not currently contributing much positive to the city of Eureka, and development of the site has definite *potential* for beneficial effects. The Balloon Track's combination of size and central location are unique in Eureka, making it the premier developable parcel within the city and as such it deserves special attention and long-term thinking.

While I know it is not particularly germane the EIR, I will take this opportunity to express my

disappointment with the process by which the Balloon Track is being developed. I would have much preferred that the City of Eureka have conducted a community-based planning process to craft a development plan for the site. Instead, a private developer has taken the lead and proposed to implement their own vision for the site, which is probably different from what would have come out of a more inclusive public process.

There are several aspects of the proposed Marina Center project that I find regrettable and would like to be remedied:

1. The project is too focused on commercial uses, particularly big box stores.

Why do we need a Home Depot? Would the project really not be financially feasible without an “anchor” store? In my opinion, locally-owned stores have a much more positive impact on the local economy than box-box stores. While big-box stores do provide employment income to the local community, their profits are removed to corporate headquarters in urban areas outside the county. In addition, compared to locally-owned stores, big-box stores are much less likely to hire local accountants, lawyers, or use local banks.

1. The project does not provide enough residential housing

Despite the fact that “affordable housing” is prominently featured in the glossy Marina Center promotional brochure that I received in the mail this week at my Eureka residence, the proposed project offers only 54 residential units, a very small proportion of the overall project area (the 72,000 square feet of residential buildings is only 12% of the 586,000 square feet of buildings proposed for the site). Located in the center of Eureka with excellent bay views, I think housing should be one of the most abundant land uses in any development at the Balloon Track property. Increasing the amount of residential area on the site, and reducing the commercial area, would create a more balanced community and could reduce the traffic and air quality impacts of the project by providing a more opportunities for residents to walk to work.

1. The proposed project has too much impervious surfaces (pavement and roofs) and inadequate stormwater management.

The proposed project would cover 29 of site’s 43 acres (67%) with impervious surfaces. A stormwater management plan has yet to be developed to ensure that pollutants from parking lot storm runoff will not pollute the bay. Additional details on stormwater are including the comments below.

Alternatives

Please add an alternative that does not include the big-box anchor stores, has less overall commercial area, and includes more residential units at all income levels.

Hydrology and Water Quality

Page II-23 of the EIR states:

“**H-4:** Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a

manner which would result in flooding on- or off-site. *Nearly 29 acres of the approximately 43-acre site would be converted into impervious surfaces and would result in an increase in peak discharge. An on-site conveyance system would need to be designed and constructed to adequately convey stormwater from the site.*

The best way to deal with stormwater is not to “convey stormwater from the site” but infiltrate it into the ground. The proposed approach is outdated 20th century thinking and should not be allowed in a development that purports to be environmentally sensitive. For more information on general modern stormwater principles, see <http://www.oaecwater.org/> and <http://www.humboldt1.com/~water/>. Excellent local examples of stormwater management include the Potawot Health Village (http://www.humboldt1.com/~water/main_pages/PHVP.html).

Unfortunately, despite some progress (i.e. recently-enacted Stormwater Management and Discharge Control Ordinance, and a Construction Site Erosion Control Ordinance) stormwater management is lagging in Eureka, as evidenced by the fact that most of the houses (including one build by a College of the Redwoods community college class) recently built in my neighborhood feature roof gutters that route stormwater drain onto the paved street, rather than onto a pervious surface where it could be infiltrated.

If the proposed project is to move forward, please improve the stormwater management to make it model of excellence rather than yet another source of pollution.

Page II-23 of the EIR states:

“Mitigation Measure **H-4a**: The project applicant shall prepare a drainage plan indicating the specifics of the project drainage system. The drainage plan shall demonstrate that the culverts are adequately sized and configured to address peak runoff and protect against a 10- year storm event. The drainage plan shall ensure that any increase in stormwater drainage runoff in a 10-year storm event remains below 1 cfs. Alternatively, if the 1 cfs threshold cannot be maintained in a projected 10-year storm event, the drainage plan shall provide a retention/siltation basin that limits stormwater runoff to pre-project flows. The plan shall be submitted to and approved by the City of Eureka, and recommendations from the City shall be adopted by the project applicant prior to issuance of a building permit.

It is unclear if the “stormwater runoff to pre-project flows” refers to just the instantaneous maximum, or also to the shape and duration of the overall hydrograph. For example, if the pre-project peak flow was 3 cfs but that flow only occurred for 1 hour, does that mean that the drainage plan would allow a flow of 3 cfs to occur for 5 hours continuously?

Page II-23 of the EIR states:

“**H-5**: Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. *Development of the project site could increase the levels of NPS urban pollutants and litter entering Humboldt Bay, resulting in a potential impact.* The recommended mitigation measures would avoid or minimize the potential for *runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.*”

Mitigation Measure H-5a: The applicant shall treat stormwater at drop inlets that capture runoff from roof drains, paved pedestrian areas, and parking, prior to connection to the City’s storm drain system. The project applicant shall prepare and implement a permanent maintenance program for stormwater treatment facilities on the project site.

Mitigation Measure H-5b: The project applicant shall incorporate grassed swales (biofilters) into the

project landscape plan, to the extent feasible, for runoff conveyance and filtering of pollutants. The maintenance of biofilters on the project site shall be the responsibility of the project applicant.

Since the methods to “treat stormwater” are not specified, the EIR’s statement that “The recommended mitigation measures would avoid or minimize the potential for runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.” cannot be verified as necessarily true.

The use of grassed swales is an excellent idea, but the EIR only states that they will be used “to the extent feasible.” This language is flimsy and means almost nothing (for example, how will “feasible” be determined?). Swales do take up more space than culverts, so are they by default infeasible? Because the project layout is only partially complete, the vagueness is somewhat understandable, but the language could still be strengthened in a reasonable way such as changing “to the extent feasible, for runoff conveyance and filtering of pollutants” to something like “for runoff conveyance and filtering of pollutants from at least 50% of the area of the site.”

In looking at the images shown in the Project Description, I do not see any drainage swales, nor retention basins. This is somewhat troubling, because the stormwater management is most likely to be effective when considered from the beginning of the design process, not added later as an afterthought.

Sincerely,

Eli Asarian

Comments: DEIR for the proposed Marina Center Project on Eureka's Balloon Tract 47

Name (print): Louise Bacon-Ogden

JAN 20 2009

Address: 2337 B Street

DEPARTMENT OF
COMMUNITY DEVELOPMENT

E-mail: goldfinch@humboldt1.com

First, I am not sure that a "created" wetland is an environmentally sound wetland. However, upon reading part IV + reviewing D-3 Table, the enlarged area with a buffer does seem like an improvement. However, I am VERY concerned about the size of the buffer area in comparison with a behemoth parking lot. So many big box stores have an extremely poor maintenance record, "maintaining" ONLY their own space. I fear that a congested area on the windy bay will deliver plenty of plastic bags, receipts and packaging into the marsh. Unfortunately, lots of uncaring folks look upon such an area (that will be darkened*) as a great dumping ground for tires, retired Christmas trees, trash or unwanted appliances. * darkened area is proper

for wildlife but also for
miscreants!

Signed: Louise Bacon-Ogden

Or send e-mail comments to: DEIRComments@ci.eureka.ca.gov

Sidnie Olson

From: Robert Baker [robbaker@suddenlink.net]
Sent: Thursday, January 08, 2009 5:37 PM
To: DEIRcomments
Subject: Marina Center EIR

My Name is Robert Baker and I have concerns about the Marina Center and its EIR. Having worked in Humboldt County retail stores since 1975, in my opinion there would be no decline or increase in jobs or sales, just a shift. From locally owned retailers to out of town corporations. My other concern is, if that shift of sales returns to the local retailer and Home Depot vacates the space it would allow Wal Mart to move in. I also recreate in the local waters and am quite concerned about the quality of the cleanup. I believe that if any of the highly polluted soil is disturbed it needs to be handled in the most environmentally sensitive way. Capping the soil would not do it.

Also if there is any significant archeological sites they need to be addressed.
Thank You.

30 January 2009

City of Eureka Community Development Department
Sidnie L. Olson Principal Planner

Dear Ms. Olson:

The fundamental question raised by this proposed project - to develop a strip mall on the city's largest and prime piece of west side waterfront land - is whether such a project can or should legally be built on publicly zoned former salt marsh which has been reserved for public or quasi-public use and which is subject to the Public Trust and to the clear mandates of the Coastal Act which prohibit such development on this kind of land which has been reserved under State Law for coastal dependent uses only.

Yet there is no discussion of these essential issues in the draft EIR. Please address in detail these very serious land use matters in the final EIR.

Thank you for your attention now to these crucial waterfront legal political and ecological issues.

Yours truly,
Ken Barr

RECEIVED
4-8-02-2009
DEPARTMENT OF
COMMUNITY DEVELOPMENT

January 21, 2009

Community Development Dept.

Dear Mr. Olson

Re: EIR for Balloon

1. Eureka does not need additional ^{Tract} streets or restaurants when current ones are struggling. Nor do we want more upscale housing on our waterfront as there are several units already.

2. The Marina Center will not be the highest and best use of our remaining waterfront. Would cause more traffic and degradation of 101 Highway and spillages on arterials such as Harris and Henderson.

3. Cleanup of toxic waste in the Balloon Tract should not be considered adequate by bulldozing some of the topsoil, then covering it up with gravel, as the toxins have been gone deep in the ground and are

teachings out in the bay.

4. The Balboa Trust should be developed for the good of Eureka residents and taxpayers, not for outside corporations who pay low wages and send tax money out of the community. We didn't want Wal Mart for the same reason - it is not an appropriate development for such a small community!

Thank you for your consideration in this matter.

Joan Beard
6930 Linda Rd.
Eureka CA 95503

Sidnie Olson

From: Laura Benedict [benebythesea@hotmail.com]
Sent: Thursday, January 29, 2009 10:03 PM
To: DEIRcomments
Subject: DIER for the proposed Marina Center Project on Eureka's Balloon tract / Hazardous Materials and Land Use

Hello,

I'm deeply concerned that you might approve the Marina Canter Project with the information you've gathered so far. It falls very short of understanding just what you're dealing with. Just recently there was a sampling taken by Humboldt Baykeeper that found dioxins and furans in site soils, sendiments and fishes. We have existing aquaculture businesses here that provide 65 - 90 % of all commerically harvested oysters in California, depending on which article you read. Our oysters are being poisoned this very minute by these toxins that are leaching from the Balloon Tract into our bay. That means we are responsible for poisoning Californians and Americans in general - with our knowledge. This is totally unacceptable.

The Balloon Tract is at sea level, right at the water table. Toxins have been leaking into Humboldt Bay for over a century now. We must do a very thorough survey of just what lies beneath the soil and what's already in the groundwater. And then the soil must be cleaned up, even if it takes a Superfund. Capping it is not an answer at all. That does nothing to address the pollution that exists in that site. It will only allow further pollutants to seep into Humboldt Bay, the Pacific Ocean and the world. And we know it! We can't allow that to happen.

As far as Land Use is concerned, Coastal Dependent Industry has priority. We have have existing business right now that must be by the bay, oyster aquaculture being a prime example. Non-industrial visitor-serving coastal related recreational development is second. A Home Depot has nothing at all to do with these land uses. Industrial and commerical development could go inland, outside of the tsunami zone where innundation would spread all the toxins in a hardware store throughout the city. That's dangerous!

Here is this beautiful site, 45 acres right by the bay. Please clean it up and rethink this whole thing. Industrial use of such a site might have made sense 100 years ago when ships were needed to take products to market, but not now. A big box retail outlet that might not last, makes little sense either. If you must develop it, please think about a large park and recreation area that we all can enjoy. That would go a long way in stimulating our economy in a very real and sustained way.

But see to it that it's cleaned up throughly first. That's our responsibility to the world. Think globally, act locally? Here's our opportunity to do the right thing.

Thank you,
Laura Benedict
P.O. Box 596
Eureka, CA
95502

January 30, 2009

City of Eureka Community
Development Department
Sidnie L. Olson
Principal Planner
531 K Street
Eureka, CA 95501

RECEIVED

JAN 30 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Dear Ms. Olson,

This letter is in response to the DEIR on the Balloon Tract. I have many concerns. First of all there are poisons on the site and there is no plan for cleaning them up or even doing a complete analysis of all the contaminants. There are known dioxins and furans on site. The Health Risk Assessment was done with outdated and limited information. The acceptable levels of chemicals like arsenic have been changed since the information was collected. The levels of dioxins and furans have not been evaluated.

Since I live in West Eureka, I am very concerned about the effects not only to the waterfront, but also to my neighborhood. There will be a huge impact on the level of traffic not only causing congestion, but making walking it even more difficult to walk anywhere in Eureka. There is a plan for a four story parking garage. This would be an eyesore and a possible magnet for crime for decades. What would we do with it if the proposed Home Depot left town? Will people from small communities who are not used to having to drive in such a structure even use it? I have seen a picture of the proposed development. It looks exactly like a similar development in Los Angeles. It is not in keeping with the atmosphere of Old Town or of Eureka. There goes the tourist industry.

Furthermore, Home Depot and other retailers in the proposed development are not local. Profits will not stay in Eureka or even Humboldt County. They will be in direct opposition to existing businesses. The owners of Home Depot do not live in Humboldt County. The owners of Pierson's do. Why are we acting against our own citizens?

Historically the parcel contained a slough and an estuary and wetlands. What is being to restore these? This is historically Wiyot land. What is being done to protect Wiyot artifacts and villages?

The plan does not include investigation of any other plan for this area. Is this the only thing we can do? It should include other ideas that I know have been proposed for this area.

This plan meets the needs of outside interests and a few local people with money. It does not meet the needs of the people of Eureka.

Sincerely,

Carol Binder

Leila Binder

Carol Binder

Leila Binder

1265 C Street

Eureka, CA 95501

268-1385

City of Eureka
Community Development Department
Regarding EIR for the Marina Center Proposal

Dear Reader,

There are issues in the EIR proposal for the development of the Ballona Tract that that public can't address in the 2,000 page document. The few statements I make are about some of the known objections.

The obvious one is the increased traffic on Highway 101 which is already overcrowded, and the spillout on Henderson and Harris; also a degradation of our air quality.

The proposed cleanup of this area is not adequate for the decades of spilled toxins in this sensitive area. Spraying even it is only a bandage, not the solution to leakage into our waterfront.

Constructing a big bay store, expensive housing, new restaurants and other shops does not ultimately meet the need of the community when our economy is in a freefall.

RECEIVED

JAN 9 11 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

John Dickhaut
7080 LINDA ROAD
EUREKA CALIF. 95503

Dear Mr. Olson,

Jan 28, 2009

Re Balloon Tract,

RECEIVED

JAN 28 2009

Dear Mr Olson,

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Do we really need more retail development?
As I drive through town and visit the Mall I
see so many empty stores.

The 'Waterfront Housing' will not be appealing
for most people.

As to the 'short-cuts' in the cleanup process being
asked for. I own a lot on 101 Street, close to
the Library which is considered to be part of 'Old
Town'. It was a old 'Arco' station (although they
denied owning it) I bought ^{the} property approx. 28
years ago. I was informed I had to clean it
up. S.H.N did a lot of the cleanup, test monitoring,
wells on the property, and in the street making
sure no pollution was going to go under the 'new'
Library. This took 20 years to be fully completed.
The City is now being asked to 'forgive' part of
the cleanup for the Balloon Tract?

Finally that parcel could be developed into a
sun dappled parklike and quality tourist attraction
which would fit with its location and 'old
Town' much better, and the waterfront.

Sincerely,
Margaret Birkbeck

RECEIVED
DEC 17 2008
DEPARTMENT OF
COMMUNITY DEVELOPMENT

James & Kathryn Bardman
1185 Ridgewood Drive
Eureka Calif 95503-6630
707-442-9439

City of Eureka
Community Development Dept.
Att: Sidnie Olsen, AICP Principal Planner
531 K. Street
Eureka, Calif 95501

Dear Sidnie Olsen:

My husband and I are long time residents of Humboldt County. (46 years+) Here is our comment in regard to the Marina Center Development: After years of stagnation, debris filled, homeless habitat, Security National has cleaned up the mess so something worthwhile can finally be built on the Balloon Tract. It will provide jobs in this economic downturn, fill the coffers of Eureka with taxes and beautify the area. What a concept! It's been three years already - why not do the right thing and let this project move forward. What a great boost to the economy of the North Coast and Eureka! We've waited long enough. Let Security National go ahead with their beautiful project.

Sincerely
James & Kathryn Bardman

Sidnie Olson

From: Carol Bowden [carolbob1@suddenlink.net]
Sent: Monday, December 29, 2008 12:14 PM
To: DEIRcomments
Subject: 101 Eureka-Arcata

City of Eureka
Community Development Department
Attn: Sidnie L. Olson

In re the draft EIR - changes to 101 corridor between Arcata and Eureka:

Do none of the proposed infrastructural changes. Enforce the speed limits as they are now posted. Consider slowing traffic further to 45 miles per hour - even 40 mph. Enough is enough. Drivers must take responsibility for their actions.

None of this proposed expenditure is necessary.

Sincerely,
Jere Bob Bowden
P.O. Box 1244
Ferndale, CA 95536
707-786-4434

Sidnie Olson

From: Carol Bowden [carolbob1@suddenlink.net]
Sent: Thursday, January 29, 2009 11:51 AM
To: DEIRcomments
Subject: EIR - Marina Center

To Whom It May Concern:

In re: Draft EIR

Given the apparent inadequacy of the Marina Center's EIR analysis of the impact on Humboldt Bay and its wildlife of toxic contaminants at Security National's proposed building site, this report should be considered unsatisfactory and should not be accepted by the City. Much is at stake here. All possible concerns for the health of the remarkable eco-system that is Humboldt Bay must be addressed completely. Your responsibility is great. Please insist that discussions of environmental issues in the report meet the highest standards.

Respectfully,
Jere Bob Bowden
P.O. Box 1244
866 Arlington Avenue
Ferndale, CA 95536
707-7866-4434

1/29/2009

Sidnie Olson

From: Brenda Bowie [brenda_bowie@dot.ca.gov]
Sent: Friday, January 30, 2009 10:59 AM
To: DEIRcomments
Subject: COMMENTS

I support the project. I believe it will be good for the community. I love Walmart - bring it on in. It will provide jobs and encourage other shop owners to stop overpricing their goods. I think many good things will happen if the Marina Center gets built.

Brenda Bowie
Training Coordinator
District 1 - Eureka
(707) 441-5814
FAX (707) 441-5871
CELL (707) 498-0119

Sidnie Olson

From: John Bowman [johnbbowman@gmail.com]
Sent: Tuesday, December 09, 2008 8:01 PM
To: DEIRcomments
Subject: Comments regarding the Marina Center DEIR

To whom it may concern,

I am writing in response to the Marina Center DEIR. I reviewed the report and the different technical appendices and found that some of the information seems to be very biased in nature. The report from CBRE Consulting, Inc. (Appendix L, Response to Economic Research Associates' October 17, 2007 Peer Review of the Eureka Balloon Track Retail Development Economic Impact and Urban Decay Analysis done by CB Richard Ellis in November 2006,) makes the following statement:

"ERA cites a belief that the possibility exists for dislocation in the local retail market as a result of Home Depot's competitive influences. Accordingly, they indicate it might be helpful to "suggest some mitigation measures that the applicant could provide related to displacement rather than urban decay."3 CBRE Consulting respectfully disagrees with this suggestion, given that the study was conducted in the context of an EIR, where the fundamental issue is the potential for the project to cause or contribute to urban decay, not displacement or the changed orientation of existing retailers. Because the study concluded that no urban decay would result pursuant to the development of Marina Center, a discussion of mitigation measures is not warranted."

I do not understand how an evaluation of the displacement of existing retailers is not important issue during this evaluation. In 1999, the City of Eureka commissioned an economic impacts report for the very same piece of property for a different applicant who was attempting to change the zoning of the property from Public to Commercial for a Big Box development. The report was titled, "Economic Impacts Assessment for New Retail Development" by Bay Area Economics. I am very surprised that the Marina Center DEIR did not review this document. My conclusion is that the information in this study should be considered in the DEIR for the Marina Center.

Here is a link to the report:

<http://www.bae1.com/publications/EurekaWalmartStudy.pdf>

The following text is from the report:

"A new big-box home improvement center in Eureka would likely have a greater impact on existing stores in both the City and other parts of the County, since they have not previously faced this kind of competition, and the relative proportion of total building materials/farm implements sales going to this single outlet would be greater than for a general merchandise store. Furthermore, the projected increases in sales in this category are not nearly as great as for general merchandise, meaning that more sales would be captured from existing outlets rather than future increases in this category. The location of a new store either type outside the City but in the County would result in the remainder of the County capturing the projected increases in retail sales in each category as well as reducing current sales within the City. Smaller stores within the City might be less impacted depending on how far away the new store was located. From an overall retail sales revenue viewpoint, this scenario would be the worst for the City of Eureka, and the best for whatever other jurisdiction(s) received the benefit of the increased sales revenues."

It is clear to me that Chapter IV.P (Urban Decay) of the Marina Center needs to take into account dislocation in the local home improvement sector. There has been many studies that clearly show the effects of Big Box retail stores, and their impact on existing stores, especially small locally owned stores. To simply disregard these studies because a consultant believes that this information is, "in the context of an EIR" is a serious mistakes, and only further acknowledges that the applicant is aware of the issue of displacement, and has chosen not to address it formally.

Here is some other statements from the same report that should be taken into consideration in the Marina Center DEIR:

Profile of General Merchandise and Home Improvement Retail Segments

The steady ascendance of discount merchandising in the U.S. retail market over the past decade has occurred during a period when region-serving shopping centers with large discount anchor stores are supplanting many shopping malls with traditional department stores. Today, big-box retailers such as Wal-Mart and Target, and category killers (large specialist discounters) such as Toys "R" Us and Office Depot, are among the most vital and profitable of retail formats. A major reason for their success is the price consciousness of consumers that intensified during the recession of the early 1990s that has persisted since that time, in spite of many years of economic growth. Over the last 20 years the home

12/15/2008

improvement retail industry has undergone a dramatic shift away from small independent paint, hardware, and lumber stores toward national chain retailers with big-box formats and a wide variety of merchandise under one roof. Home Depot, HomeBase, and Orchard Supply are among the top 10 home improvement retailers in the U.S. As consumers purchase larger homes with more amenities, and as the "cocooning" trend continues (i.e., consumers spending more time at home and more money on home furnishings and décor), retailers such as Home Depot, Home Base, and Orchard Supply expect home renovation and repair expenditures to reach record levels. In spite of the rise of these big-box centers, home improvement retailing still remains fragmented, with only eight percent of the U.S. market captured by the industry leader (i.e., Home Depot).

Impacts on Existing Retailers in Eureka

The best scenario for existing retail sales outlets would be a "no build scenario," with no new competition from either a discount general merchandise store or home improvement center, and increasing retail sales due to increases in population and per capita disposable income. However, the retail environment in the County, particularly for general merchandise stores and other stores selling similar items, is already fiercely competitive. As shown by the data on individual outlets for Bayshore Mall, Downtown, and Henderson Center, there is already a great deal of turnover. A new big-box general merchandise store located within Eureka could capture most of the projected increase in countywide taxable retail sales in its category, but would also capture some sales now going to existing general merchandise outlets both within and outside the City. Any capture from other categories could come from the projected increase in sales rather than a shift of existing sales. The greatest impacts would likely be on existing major general merchandise outlets in the City and County rather than smaller stores that have already been affected by the opening of Bayshore Mall and other big retail stores in the area. Much of the projected increase in general merchandise sales captured by a new store would occur in Eureka even without the new store, since the City already is so dominant in this category.

A new big-box home improvement center in Eureka would likely have a greater impact on existing stores in both the City and other parts of the County, since they have not previously faced this kind of competition, and the relative proportion of total building materials/farm implements sales going to this single outlet would be greater than for a general merchandise store. Furthermore, the projected increases in sales in this category are not nearly as great as for general merchandise, meaning that more sales would be captured from existing outlets rather than future increases in this category. The location of a new store either type outside the City but in the County would result in the remainder of the County capturing the projected increases in retail sales in each category as well as reducing current sales within the City. Smaller stores within the City might be less impacted depending on how far away the new store was located. From an overall retail sales revenue viewpoint, this scenario would be the worst for the City of Eureka, and the best for whatever other jurisdiction(s) received the benefit of the increased sales revenues.

Jobs and Employment Impacts

As retail sales follow projected growth trends, the total number of jobs would increase over time regardless of whether a new store enters the market. The opening of a new big-box general merchandiser or home improvement center in Humboldt County would likely lead to a replacement of some current positions at existing retailers with positions at the new retail outlets. For a new general merchandise store, most of the replacement jobs would be similar to those lost in terms of wages and benefits, and would replace positions in similar types of stores (i.e., large retail chain stores). While the proportion of retail sales in some other sectors including the high-paying food sector would decline as consumers shift purchases to the new general merchandise store, this shift would come from growth in sales and would not lead to the replacement of existing high-paying positions with new lower-paying ones. For a new home improvement center, it is not clear how the wages and benefits would compare to existing outlets; the existing jobs lost may come from a variety of store types, and this retail sector currently has high wages relative to retail in general.

I believe the Marina Center DEIR is not referencing the report, "Economic Impacts Assessment for New Retail Development" because it did not support any of the arguments that would favor the Marina Center Development proposal. This report must be addressed in Chapter IV.P (Urban Decay) of the EIR for the Marina Center project, and a new question must be addressed regarding dislocation in the local retail market as a result of the Home Depot.

Thank you

John Bowman

1/29/09

Ms Mildred G. Brucker
1400 Nursery Rd Unit 106
McKinleyville CA 95519

Mittie

City of Eureka

Community Development Dept.

Att: Sidnie Olson, AICP Principal Planner

531 K St.

Eureka, Ca. 95501

There are several reasons for me to find objections to the creation of the Marina Center proposed by Security National on the 43-acre Balloon Tract overlooking Humboldt Bay. The main one being the nearly 300,000 sq ft Home Depot. It seems to me the comparatively small community, including the towns and villages surrounding Eureka, is already well and has been extremely well equipped from what I've learned to handle and supply the needs of our builders and others in our area and are always willing and eager to do so. I've had my needs always nicely cared for.

Another reason is to consider is the ^{non-}completion by all Departments' research into the impact on the environment, traffic affecting all surrounding areas; also the overall economic ~~dira~~ outlook doesn't bode well for much benefit financially for our area.

It seems that all necessary cautions have not been addressed in several concerns and my objection stands.

Yours truly,

Mildred G. Brucker

RECEIVED

JAN 29 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Sidnie Olson

From: Lisa B [lisab@humboldt1.com]
Sent: Saturday, January 31, 2009 9:50 AM
To: DEIRcomments
Subject: Marina Center comments

Dear Ms. Sidnie Olson,

I have grave concerns about many aspects of the draft EIR, but most importantly, I am concerned about the environmental impacts outlined in the Baykeeper report on toxic chemicals. We need to plan for the long term health of the bay, and capping over such dangerous chemicals as dioxin, and building on top of them, will only create a toxic nightmare for future Humboldt County residents and wildlife. Stuff that seeps will continue to seep--even if it takes longer than your and my lifetimes. We need to root out the toxic chemicals before building on top of them.

I am also very concerned about traffic impacts. A couple of weeks ago, I attended a planning meeting which had an agenda item which touched on my own local traffic-nightmare intersections, including Harris and Dolbeer. It was very interesting to learn that city engineers had already graded this intersection with an "F" rating. Based on that, the increased traffic brought on by St. Joseph's recent remodel and the proposed rezoning of a nearby residential lot, would be rated as having "no significant impact". I was shocked! This demonstrates that the process of assessing public safety and appropriate mitigation for traffic issues is deeply flawed. I strongly oppose funneling more traffic into the proposed Marina area site when these kinds of bureaucratic games are being played with risk assessment. It is the public who pays, as I did recently with a totaled-out car in my own neighborhood where the city planning department isn't doing its job in upholding the safety of residents.

I am also opposed to the proposal to build a Home Depot store. We have no need to put our local hardware stores with knowledgeable, helpful staff, out of business. We don't need any more low-wage retail jobs. We don't need any more retail space downtown--we have empty store fronts.

We also don't need any more "upscale" housing. I see upscale houses empty from foreclosure on my way to work every day. We need low income housing that people working all of these low-wage jobs can afford. I work three jobs myself, just to make ends meet in a modest way. I know downtown Eureka workers who ask me if I know of any affordable housing options close to their work sites so they don't have to spend extra money to get to and from work. Is it asking too much to expect that an adult working full time should be able to afford a place to live that doesn't take more than half of their monthly earnings?

We need a marina project that addresses the needs of the people of the city of Eureka, and we need the city planning departments and city council to stand up to developers with their own agendas that are not in the residents' and taxpayers' best interests. I have been a Eureka city resident since 1990, and I am a 4th generation Californian.

Sincerely,

Lisa Butterfield
2440 Wood Street
Eureka, CA 95501
707-443-2472

Sidnie Olson

From: Joseph Byrd [josephbyrd@suddenlink.net]
Sent: Friday, January 30, 2009 11:14 AM
To: DEIRcomments
Cc: DEIRcomments
Subject: Flaws in traffic projections in the Marina project's EIR

It is difficult to avoid thinking the writers of the Environmental Impact Report for the proposed Marina Center were having a little joke at our expense when they claimed that traffic safety was a positive byproduct of a big-box mall at the foot of Broadway.

The utterly unrealistic Marina EIR is a classic example of public relations spin. The fact is, the traffic impact will be far greater than claimed. After all, southbound traffic from 4th Street to Broadway already is a bottleneck of 3 lanes merging into 2, with two traffic lights in 2 blocks. Add another two high volume feeder streets (planning to serve another 1,500 vehicles!), and we are going to have chaos.

Another attempt at "spin" is the claim that the further 5mph slowing of congested traffic will be a virtue, because reduced speed will cause fewer accidents. That's what I refer to as the writers' "little joke".

In fact, in order to get up to an average speed of 21.6mph, the authors had to measure all the way from I street to The Bayshore Mall, including a mile-long stretch that has a 40mph speed limit. Clearly, there will be vast snarls of traffic at stop-and-go speeds the entire length of the Marina Center. And because some drivers exiting the Center will be headed north, the traffic light at Sixth and Broadway – already a stressed intersection – will have to become 3-stage, backing up cars on Broadway even more, impacting the traffic light at West Washington Street. If pedestrian crossings are included, that means the wait will be still longer.

The idea that people will simply accept those snarls is naïve. Drivers seeking to escape that mess will take to using side streets like Commercial, Summer, and A, which are not intended to handle such volume, and where the likelihood of accident is much greater.

Joseph Byrd
1681 Henry Lane
McKinleyville CA 95519

707.839.4080

Sidnie Olson

From: Madroneweb@aol.com
Sent: Saturday, January 31, 2009 2:00 PM
To: DEIRcomments
Subject: comments on DEIR for Balloon Tract development

January 30th, 2009

Bruce Campbell
1158 26th St. #883
Santa Monica, CA 90403

City of Eureka Community Development Department
Sidnie L. Olson, Principal Planner
531 K Street
Eureka, CA 95501-1165

Re: Comments on DEIR for Balloon Tract development / Marina Center

Dear Sidnie L. Olson and to whom it may concern:

These are my comments on the proposed Marina Center development on the "Balloon Tract" property at Humboldt Bay. No action alternative has thorough enough analysis to gauge its impact on the environment, on residents, on construction workers, or on those who would work or otherwise use the area. Thus, if any of the action alternatives are to be pursued, first there must be a Draft Supplemental EIR which does considerable additional testing for toxics at the site -- and then analyzes those for impacts on wildlife, residents-to-be within the project, for construction workers, and for others.

There was inadequate testing for toxic materials at the site in the Health Risk Assessment, and even those were assessed for impact considering the area stayed a vacant lot -- rather than have a major development built upon it. These soils should be tested for such materials as 2,4-D, 2,4,5-T, tetrachlorodibenzo-p-dioxin, pentachlorophenol, creosote, PCB, and glyphosate, plus their contaminants and breakdown products. Also, how would excavation, construction, etc. at the site impact the churning up of toxic material which could impact land, bay, and avian species?

There was not proper economic analysis of the likely impact which more big-box stores would have on the already low wages and struggling small businesses in Eureka and the Humboldt Bay region. One can use the Bayshore Mall as an example of a development which certainly brought a downward spiral to other businesses around town.

I also call for a more thorough analysis (in Draft Supplemental and Final EIRs) regarding preferred uses in the coastal zone under the California Coastal Act. Why should this inappropriate development (with public transit serving the development merely "optional") be approved on a contaminated area on what was a slough and estuarine wetland area, and how could such a proposed development have a higher value for wetlands than cleanup and wetland restoration with some visitor-serving amenities which would be in the flow if one abided by the California Coastal Act?

There is insufficient analysis or sensitivity to concerns that there used to be one and perhaps even two Wiyot Indian villages on this very site proposed for the Marina Center.

Lastly, there needs to be more analysis about how various proposals for stimulus from the federal government (plus what may actually be received), for opening up Highway 101 to more giant STAA vehicles at Richardson Grove and Confusion Hill, possible revival of the railroad, and other projects have on the proposed Marina Center development -- and the impact on listed species of these multiple actions prioritizing more mega-stores and transport which may encourage more extraction from forests, riverbeds, and elsewhere in the county.

Thank you for your attention to my concerns on this project, and either develop a reasonable proposal for this important coastal zone area, or abandon this project.

Sincerely yours,

Bruce Campbell

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

RECEIVED

Jan. 30, 2009

JAN 02 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

City of Eureka
Community Development Department
Attn: Sidnie Olson, AICP
531 K St.
Eureka, CA 95501

Re: Marina Center

Having a retail, residential and community use of the Balloon Tract is a good idea, so to that extent I support parts of the Marina Center.

But if it depends on the paving and building for a Home Depot, I oppose it. Can't we remember that a study was done when the Wal-Mart question was before the community which showed that it would damage family owned local businesses. We haven't grown sufficiently that a massive project like that wouldn't harm local businesses.

With this economy, we also have so many stores cutting back or closing altogether. It doesn't make sense to bring in another massive retail outlet when people are having to so carefully plan how we spend our dwindling dollars. I'd rather parse them out to the many home building centers we already have here, centers that are owned and operated by our community..

Thank you

Barbara Clark

Barbara Clark
Eureka

January 30, 2009

George Clark
1091 Vista Drive
Eureka, CA 95503

City of Eureka
Community Development Department
Sidnie L. Olsen, AICP
Principal Planner
531 K Street
Eureka, CA 95501

**RE: PROPOSED MARINA CENTER PROJECT
DEIR PUBLIC COMMENT**

Thank you for taking the time to respond to the questions and comments presented below regarding the proposed Marina Center development project, and for including this document and your responses as a part of the public comment process.

I have lived in Humboldt County since 1975 and my family and I owned and operated a successful business in Old Town Eureka for many years. The Balloon Tract property is Eureka's last largest undeveloped, public zoned open space, it is the only available resource and opportunity to significantly expand Old Town's qualities and attraction for tourists and residents in Eureka: Open spaces, greenbelts, bay views, safe, walkable, tree-lined streets, with diverse, locally owned, mixed-use developments and mixed-income residences. This development model is euphemistically referred to as Small Town America, it offers the quality of life that attracts entrepreneurs, residents and tourists alike, and it was the motivating factor for my family to locate our business in Old Town and to buy our home nearby. Expanding this development model and quality of life discourages urban blight by incentivizing capital investment. It is well known that sales dollars at locally-owned businesses recycle three times longer within a community while historically generating the tax-base required to provide fundamental infrastructure, emergency services and schools for America's cities.

However, continuing attempts to make Eureka the “retail hub” of Humboldt County have focused primarily on attracting outside retailers, in fact, during Wal-Mart’s bid to locate on the Balloon Tract, a Bay Area Economic study in 1999, found that Eureka was already “...saturated with national retailers...”. What we’ve learned is that this development model has failed to generate the jobs, sales, and tax revenues commensurate with the public costs associated with big box development. For example, Eureka now shares the familiar signs of urban blight experienced by many other rural cities that have focused on attracting low-wage national retailers while neglecting local ownership, light industry and manufacturing. The Marina Center would continue this neglect by limiting locally-owned businesses and by proposing zone changes that reduce light industrial and manufacturing potential. The failure of this development model is evident in Eureka’s plummeting average income that is now half the state average, placing huge burdens on social services. Accompanying low-wages in Eureka is the high property crime rate that is now 2 1/2 times the state average and twice the national average. Eureka’s wastewater system has languished for 3 decades and updates could soon be estimated to cost 30 to 40 million dollars, (the Martin Slough Interceptor Project). Eureka struggles to fund only 2 full-time traffic police while fatalities for pedestrians, cyclists and motorists are among the highest in California. Our local K-12 schools are loosing facilities or closing down entirely. Low wages, poverty, blight, and unaffordable housing are contributing to Eureka’s declining population.

The DEIR narrowly defines urban blight by omitting references to the evidence listed above. In addition, there are many more empty store-fronts in Eureka than what is reported in the DEIR, probably due to the rapid economic decline currently taking place. There should be a more current and complete analysis provided by an independent professional. Empty storefronts are another indication of the failure of saturating a community with national retailers, this becomes more apparent during economic downturns. By nature, big box outlets are more susceptible to international fluctuations in oil prices and unstable, rouge nations where labor costs are forcefully repressed. Having displaced local competition the full economic impacts of big box development is revealed as they close in the thousands, leaving huge economic holes in rural communities that could take many decades to recover.

In many sections the DEIR fails to consider a “tipping point” to which the Marina Center contributes in creating severe negative impacts on local businesses, traffic, the environment and other areas. In Appendix K, for example, the DEIR observes that small independent businesses persist despite the local construction of national-retail malls, the loss of natural resource industries and national economic downturns. Therefore, the DEIR concludes that there’s “no significant impact” expected from adding even more big box stores and national retailers in the Marina Center Project. Few subjects are better researched and understood than the significant and negative impact big box stores have on local independent businesses. Just because a cancer patient is still alive provides irrational justification for increasing tobacco use. Again, the DEIR makes the observation in section IV.O-1 that severe traffic problems already exist on Broadway due to design deficiencies, and since the Marina Center Project mitigation measures, “do not add additional design problems”, there’s “no significant impact” on traffic. This kind of logic is irrational. Eureka and Cal-Trans have been unable to resolve severe traffic problems for 30 years on Broadway without a 101 highway bypass. Until then, there is no safe way to add 15,666 vehicle trips each day to this area.

Finally, an unprecedented economic downturn accelerated in 2008 with a collapsing housing market that closed down some of the world’s largest financial institutions, millions of Americans are still being thrown into joblessness, bankruptcy and foreclosure. Most economists are warning that this is only the beginning of a long economic crisis. Despite a 50% drop in gasoline prices in the autumn of 2008, equally inflated consumer goods and services have not followed-suit. The entire socio-economic statistical data relied upon in the DEIR, as referenced in Appendix K and elsewhere, is premised upon the continuing economic and population growth indicators from 2004, extrapolated to 2010, 2015, and 2025. Therefore, the new economic reality requires that all effected sections of the DEIR be completely rewritten or risk remaining completely inaccurate. Also, the DEIR is predicated on population increases, yet, a 2005 census already shows a population decrease of 800 for the City of Eureka, a figure that will likely worsen with the economy. Many thousands of additional national retail stores are slated to close in 2009, some have closed locally just since the release of the DEIR. Some of the DEIR sections affected by these changes and requiring substantial rewriting include, but are not limited to:

- URBAN DECAY
- POPULATION AND HOUSING
- LAND USE PLANNING
- ALTERNATIVES
- POTENTIAL AREAS OF CONTROVERSY
- OBJECTIVES
- PUBLIC SERVICES
- TRANSPORTATION
- CUMMUALTIVE IMPACTS

The following questions are listed in random order, some are combined together due to their related topic. If any question is not completely answered, (with more than “yes” or “no”) please state the reason(s).

Question #1: Urban Blight

CBRE’s definition of urban blight is too narrowly defined as, “vacant lots with garbage, weeds and homeless encampments”, in effect, the Marina Center property. Will the EIR broaden its definition and address the reality of this development’s impacts on Eureka’s more serious symptoms of blight: Skyrocketing property crime, underfunded and closing schools, numerous empty storefronts, failing wastewater systems, underfunded police and emergency services, falling incomes and the decreasing population that results?

Eureka’s largest parking lots, (not the vacant lots like the Balloon Tract), account for many of the police calls to report crimes. How will the Marina Center mitigate this problem on its large parking areas?

Will the Marina Center hire its own security officers?

Question #2: Leakage Analysis

CBRE’s definition of leakage analysis is too narrowly defined as “lost sales capacity that can be recaptured by...the Marina Center Project”. This is a highly speculative assumption with supporting statistics provided by...Home Depot. CBRE claims that 5 local contractors spend, on average, \$75,000 at Home Depot each year, but this may not change if the construction jobs are nearer to those Home Depot’s, hundreds of miles from Eureka! Will the EIR broaden its definition of leakage analysis to demonstrate, in projected detail, how the expected tax revenue from this project will exceed the public costs to Eureka and Humboldt County?

Will these revenue estimates be reduced by the lost tax revenues from competing businesses anticipated to lose customers due to the Marina Center development?

Similarly, will the EIR extrapolate these anticipated sales tax revenues into the future to further demonstrate that they will exceed all of the ongoing public costs to Eureka and Humboldt County that are associated with this development: in infrastructure, emergency, police and social services?

Are there redundant services and retail establishments included in this development that are being, or could be, provided by locally owned businesses? Was this considered in the section on alternatives?

Question #3: Aesthetics

The Marina Center proposal boasts of its visual resources on Humboldt Bay, yet, all of the commercial buildings, and most of the others, all face either away from the bay or towards each other in a traditional “mall” setting. What are the mitigation efforts to actually build the project to acknowledge the bay such as NW windows?

There is a large fish processing plant near this development and, being on the bay, more could follow. What mitigating efforts has the Marina Center proposed to cope with the tremendous odors and other potential quality of life detractions that accompany future harbor-related development?

How will potential industrial rail service of 100 trains per day effect this development, the traffic situation, bike and pedestrian trails?

Question #4: Population and Housing

Will the EIR recalculate its conclusions to account for decreasing populations in Eureka? How will it accomplish this?

The DEIR calculations are premised upon Eureka’s outdated 2005 housing element. Since 2005, citizens have moved out, schools have closed, and the State of California has a new category of housing called extremely low-income. In fact, once Eureka’s General Plan and Housing Element are updated they will be required to ensure that affordable housing categories are constructed. How will the EIR address these issues?

The Marina Center is claiming that it will create 1,092 new jobs without any linkages to the housing needs of these new, low-income, employees. Will the EIR include jobs-housing linkages like other California cities that add \$2 to \$10 per square foot to a fund to build affordable housing?

Question #5: Utilities and Service systems

The DEIR claims that Eureka's wastewater treatment plant operates at 70% capacity, yet, there is no documentation in the DEIR appendix, nor is any professional research available to corroborate this assumption from the City of Eureka. This kind of speculation will further place thousands of citizens, livestock and wildlife at risk as millions of gallons of sewage continue to escape into Eureka's marshes, forests and gulches with each heavy rain. Will the EIR correct this erroneous assumption regarding wastewater capacity by providing the actual research required by an independent professional to determine capacity?

The DEIR claims that Eureka's wastewater treatment plant operates within its permit issued by the Regional Water Quality Control Board, yet, fails to mention the large penalties imposed upon Eureka for chronic violations that occur primarily due to the systems inability to process wastewater during heavy rain events. For 30 years Eureka has planned the construction of the Martin Slough Interceptor to correct this and to replace its 18 aging lift stations, but Eureka lacks the tens of millions of dollars needed for construction. Will the EIR and Marina Center calculate its estimated wastewater requirements for the purpose of ensuring that tax-revenues from this project's build-out are adequate to fund the additional demand on Eureka's system, as well as, the project's demands on other city and county services?

Question #6: Traffic

Too many of the intersections studied in the DEIR remain close to the project area failing to account for the increased traffic that will undoubtedly affect many more streets such as Buhne, Harris, Harrison, and Wabash. Will the EIR complete the research required that analyzes the total impact of traffic on these streets and other ancillary neighborhood connections?

The Marina Center Project is being proposed within Eureka's most severe and chronic traffic area. Both Eureka and Cal-Trans have been unable to cope with increasing accidents and fatalities in this area for the last 30 years without a complete by-pass on highway 101. It is far too speculative to assume that a few traffic alterations, already researched by Eureka and Cal-Trans, will now suffice. "Unacceptable levels of service" identified in the DEIR, mostly fall within the jurisdiction of Eureka and Cal-Trans without considering the costs and who pays. The DEIR itself claims that there are intersections where mitigation is infeasible and significant, therefore, will the EIR consider a vastly scaled-down version of this development that replaces the largest contributors to traffic, with developments with less impact?

Will the EIR include a section on public transportation offered within the project and mitigation plans to reduce traffic volume?

Question #6: Traffic

Cal-Trans calculates an increase in traffic, without this project, by 33% by 2025. Will the EIR work with Cal-Trans to determine the costs of mitigating all traffic issues under consideration, and who will pay these costs, will the EIR extrapolate the results to 2025 or longer?

Will the EIR computer simulations (and transportation section) be recalculated and programmed to include volatile variations in fuel prices as we've already experienced in 2008?

Will the EIR call for a "Standards of Service Level" to be established by Humboldt County for Broadway? This would eliminate the speculation and ambiguity of traffic impacts expressed in the DEIR. "Acceptable traffic speeds of 9mph" are not acceptable. It will increase the number of cars on the road, cause more accidents and impair emergency vehicle access.

The project applicant is only required to pay its fair-share with, "no funding in place to ensure mitigation that is required to avoid impacts", (Page 50). Will the applicant please list its anticipated monetary fair-share contributions and apply them to each mitigation required?

Will the EIR incorporate quality of life issues for pedestrians, cyclists, tourists and residents and how they are to be affected by traffic?

Question #7: Hazardous Materials

Will the EIR provide more detailed and complete information on how remediation of toxic materials on this site will be mitigated and reduced to less than significant levels?

Will the EIR include research identifying the sources of furans and dioxin in sediments and fish on this project's property?

Will the EIR update the Health Risk Assessment to include exposure pathways from the project, proposed uses, residential use and its construction?

What are the ecological risks associated with this project?

Will the EIR utilize updated toxicity values adopted by the EPA for the chemicals listed on this site?

How will the EIR ensure that there is enough accurate data for the CWQCB to concur? What are the "other overseeing agencies..." that will review this data?

Question #8: Air Quality

What mitigation measures will be utilized to reduce particulate matter created by construction, reported to violate the Federal Clean Air Act, exceeding NCUAQWD allowances by 200%?

Question #9: Land Use

The Marina Center project is dominated by big box national retailers, commercial and office developments and does not address the adequate affordable housing required for the proposed increase of over 1,000 new jobs. Its facilities are tossed together and do not compliment each other. Will the EIR abandon its erroneous use of the term Smart Growth which calls for a balanced mix of jobs, housing, and services within a walkable area?

How does the Marina Center enhance coastal recreation opportunities as a “priority”?

Which coastal-dependent uses does the Marina Center development support?

What coastal-dependent industry is the Marina Center proposing?

What are the “higher wetland uses” the DEIR refers to that allows this project’s wetlands to be filled?

Question #10: Alternatives

Will the EIR provide an analysis of coastal-preferred uses for this area to be developed?

What provisions of law require that this property be developed in order to facilitate a complete toxic abatement?

Many citizens in Eureka would like to see very limited development that capitalizes on this areas unique natural resources by restoring the slough and wetlands and providing for visitor-serving recreational uses. Has the Marina Center applicant considered the open areas at either end of Eureka, on highway 101, for various parts of its developments, as opposed to keeping all aspects of the project intact? Which parcels did it consider, and is the applicant willing to make an offer or wait until they’re available?

Sidnie Olson

From: Jim & Donna [dancebirds@sbcglobal.net]
Sent: Friday, January 30, 2009 5:16 PM
To: DEIRcomments
Subject: Comments on Pedestrian Safety

I have reviewed the traffic analysis portion of the Marina Center draft EIR. There are two deficiencies that I would like to call your attention to:

1. Although pedestrian crosswalks are provided across Broadway (101) at 5th, 6th and 7th, the traffic flow analysis does not indicate that signal synchronization that allows ample time for safe crossing was factored in. Specifically, there was no analysis of how traffic turning onto Broadway would affect pedestrian crossing on the "downstream" crosswalk. It is possible, for example, it might be possible that traffic turning right from 6th onto Broadway could endanger pedestrians crossing at 5th unless right turns are restricted.
2. The Draft EIR States that cyclists intending to use the east bound bike lane on 7th from Marina Center will need to use the crosswalk at 6th, and take the sidewalk to 7th. There is no analysis on how cyclists walking bikes on the sidewalk between 6th and 7th will affect pedestrian safety. Riding bicycles on the sidewalk is illegal.

In order to address these two deficiencies more thorough traffic analysis is required. Such an analysis will be possible within two months when CalTrans releases its new traffic simulation software that will be made available to the city, with staff training.

By using the new software, the city will be better able to assess the effects on traffic, pedestrian and bicycle safety likely to be caused by the proposed Marina Center.

Jim Clark

Eureka Traffic Safety Commissioner

Sidnie Olson

From: Gregory Conners [greg@pci-insurance.com]
Sent: Tuesday, January 27, 2009 8:50 AM
To: DEIRcomments
Cc: lglass@foggy.net
Subject: "Marina Center" EIR

Dear Sidney,

Please expand the traffic study for the proposed development on Eureka's "Balloon Track" to include neighborhood laterals. Personally, I use Herrick to F to downtown, Harrison Avenue, Myrtle Avenue, and Arcata anytime I can avoid travel on Broadway. Many local drivers use 14th Street to West Avenue. Every one of these "shortcuts" to Highway 101 will gain use if this project is approved as submitted. Hopefully, the impact on the traffic through Eureka's neighborhoods—and the resulting impact on the neighbors—will be thoroughly considered in your studies of this project.

Earlier in the process I wrote with my concerns about tsunami and liquefaction hazards specific to this parcel of land. These issues are potentially life-and-death. Traffic may also become life-and-death and times, but affects everyone on a daily basis. It may simply be that this piece of property is poorly located for this project.

Best regards,

Greg

Gregory Conners
Agent/Broker 0488272
P.O. Box 575, Fortuna, CA 95540-0575
Telephone (707) 725-3400
Fax (707) 725-0292

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JOHN D. COOK
ATTORNEY AT LAW
1190 VISTA DRIVE
EUREKA, CALIFORNIA 95503
TELEPHONE (707) 442-4518

RECEIVED
FEB 02 2009
DEPARTMENT OF
COMMUNITY DEVELOPMENT

Jan 29, 2009

City of Eureka
Community Development Dept.
Attn: Sidnie L. Olsen, 4200, B. Div.
531 H St.
Eureka, Ca. 95501

Dear Sir:

I wish to recommend that you adopt
Robin Arkeley's proposed Marina Center development
without further delay.

Why someone would be interested
in investing millions of dollars at these
troubled financial times in such a project
I do not know unless it is purely
 civic pride & good citizenship. Please
do not kick this gift horse out.

It goes without saying that government
has been completely ineffective in developing
waterfront blighted areas of any magnitude
& this is best left to free enterprise.

I thank you for your consideration

Yours truly
John D. Cook

Sidnie Olson

From: Merry Coor [merryallthetime@yahoo.com]
Sent: Wednesday, January 28, 2009 9:21 PM
To: DEIRcomments
Subject: smart growth/no growth

Dear fine folks.

I am a business owner in Old Town Eureka. It has taken many years for Old Town to get over the Mall. Now, we are doing fairly well in Old Town, though sometimes it is a struggle. Many businesses have come and gone in the 16 years that I have opened.

I think it would be crazy to build any more retail space. There are enough product and retail stores here in Humboldt County. Building many box stores are not going to make life better here, it would destroy most if not all the shops in Old Town and in Down Town, they would make smaller businesses fail, and increase unemployment.

Doing nothing on the balloon tract is doing something. What's the hurry?

Think of doing something that would help the ecology. Think green, smart. Remember, you don't have to do anything to the balloon tract. Doing nothing, that is a decision too.

Merry Coor
Talisman Beads

Sidnie Olson

From: ken d [kfd50@sbcglobal.net]
Sent: Thursday, January 29, 2009 10:50 AM
To: DEIRcomments
Subject: Marina Center

I am all for the proposed Marina Center. I moved here in 1975 and have obviously observed the blight and discusting conditions that prevailed in that area since then, basically. The City of Eureka should go on record in full support of this project and do what ever they can to assist in getting it through the permit process. Anything and everything should be done to improve the appearance of the 101 corridor and obviously the Marina Center would go a long way towards that objective.
Thank you
Kenneth Daer

To: Sidnie L. Olson, AICP
Principal Planner
City of Eureka

From: Jeff Davis
Concerned Citizen
PO Box 6814
Eureka, Ca 95502

Re: Comments on the proposed Marina Center Project

Date: January 31, 2009

Hazards & Hazardous Materials

The Balloon Track is an abandoned waterfront rail yard that has been the victim of toxic pollution for over a century. Currently considered a brownfield site, this tidal marsh was filled and used by Northwestern Pacific Railroad to serve petroleum companies. For decades this land was abused, defiled and degraded; countless chemicals were dumped, leaked, spilled, drained, and seeped into the soil and groundwater. How was this century-long assault on our environment tolerated? Why is the city of Eureka not holding Union Pacific Railroads accountable for the pollution of these wetlands? Before any development is considered, this land should be treated and all hazardous materials should be removed. Regardless of what is build atop, it is essential that this site be adequately decontaminated.

Some of the toxic materials detected at this site include: arsenic, benzene, cadmium, chloroform, total chromium, copper, diesel fuel, bunker C oil, lead, methylenechloride, nickel, tetrachloroethylene, zinc, and numerous other hydrocarbons and petrochemicals. These are dangerous carcinogens, environmental hazards that we cannot afford to ignore. The EPA describes bunker C oil as, "...a heavyweight material that is difficult to pump and requires preheating for use. This fuel oil may be heavier than water, is not likely to dissolve, is difficult or impossible to disperse, and is likely to form tar balls, lumps, and emulsions. It has a low volatility and moderate flash point". The EPA continues to state that, "Crude oils and semi-refined products, such as diesel and bunkering oils, may contain cancer-causing polycyclic aromatic hydrocarbons and other toxic substances". Bunker C Oil degrades slowly in the environment and is only one example of the numerous petrochemicals that pollute the site of the proposed Marina Center. What other chemicals presently infect this site? The environmentally damaging chemicals that contaminate the groundwater, surface water and soil of the Balloon Track demand our attention, containment and comprehensive cleanup.

Arsenic is a potent poison, a known carcinogen whose exposure is potentially fatal. OSHA warns that, "Chronic exposure to arsenic can lead to dermatitis, mild pigmentation keratosis of the skin, vasospasticity, gross pigmentation with hyperkeratinization of exposed areas, wart formation, decreased nerve conduction velocity, and lung cancer. Acute exposures can cause lung distress and death". Benzene, another carcinogen present on the Balloon Track, has serious health effects including leukemia. According to OSHA,

“Long-term exposure may affect bone marrow and blood production. Short-term exposure to high levels of benzene can cause drowsiness, dizziness, unconsciousness, and death”.

Lead is a neurotoxin that accumulates in the soft tissues and bone over time. Similar to mercury, this heavy metal does not breakdown in the environment. Lead has serious impacts on wildlife ecology and nearly caused the extinction of the California condor. “OSHA has established the reduction of lead exposure to be a high strategic priority. It is a major public health risk. Lead poisoning is the leading environmentally induced illness in children. At greatest risk are children under the age of six because they are undergoing rapid neurological and physical development”. The EPA states “ Lead exposure can harm young children and babies even before they are born. Even children who seem healthy can have high levels of lead in their bodies”. What level of toxic waste should our children be exposed to? The terms “less-than-significant” and “should not pose an unacceptable health risk” are peppered throughout the DEIR. Who determines which health risks are acceptable? Who determines for our community the “significance” threshold? Considering that a non-profit children’s museum would be built on this land, it is essential that a thorough and comprehensive cleanup be performed.

Exposure to any one of these hazardous materials is cause for concern. What are the effects when these chemicals are mixed together? How do these deadly chemicals act, react and interact when exposed to one another? This Draft Environmental Impact Report lacks analysis of the toxins, the mitigations are vague and unacceptable, and the language and tone of much of the DIER and many reports (funded by Security National) seems bias. Who decided what to include and what to ignore? Why is the DEIR written using Security National’s language? Why were the studies funded by Humboldt BayKeeper not included in this DIER? These reports found high concentrations of contaminants on this site and dioxins in soils, sediments and wildlife. In order for this Draft Environmental Impact Report to be legitimate, re-examinations needs to take place and additional objective studies and samples are required.

Hydrology And Water Quality

“Two muted tidal remnants of the Clark Slough in the western portion of the property are connected to the bay by culverts under the railroad track. Tidal exchange within these slough remnants was verified by HBG based on field observations from 2005, 2006, and 2007 that indicate a daily rise and fall of water elevations” (Page 7. Appendix G, *Biological Assessment Marina Center Project Balloon Track Property, Eureka, Huffman-Broadway Group, Inc, March 2008*). It has been proven that these wetlands are tidally influenced. How far does this influence extend? The Clark Slough originally ran deep into Eureka, nearly reaching the Eureka Inn. There are reports that indicate this tidal exchange is occurring at sites much further inland. Why are these active and functioning systems merely being referred to as “remnants”? The hazardous wastes mentioned in the previous section are being transported and absorbed into Humboldt Bay through this continual tidal exchange. How does capping this polluted site mitigate the impact of long-term toxic seepage and perpetual tainting of our bay? Once again the DEIR lack through analysis and mitigation

measures are not adequate. Preserving the ecosystems of Humboldt Bay is in the best interest of our community.

Biological Resources

Nearly all of the 8.67 acres subject to jurisdiction as wetlands under the California Coastal Act would be permanently lost under this proposed project. Why is the term "restoring" being used to describe the process of completely destroying present wetlands and then digging a trench nearby? What are the benefits of destroying actual wetlands and creating artificial ones? Why accept a counterfeit? We would be permanently losing our wetlands in exchange for parking lots and anchor stores.

The investigation and documentation of the toxins that pollute the Balloon Track site are incomplete. It is important to gather and test soil, surface water, and groundwater samples throughout the entire cleanup effort. It is common for surprises to be encountered during the process of renovating a contaminated brownfield site. The full extent of the environmental damage and the long-term effects of the toxic materials that scar the Balloon Track are unknown. Restoring this site will require careful consideration and detailed planning due to the land's unique history. Proper cleanup of this site would include fully identifying, investigating and completely removing all present toxins.

Numerous techniques should be used to neutralize these threats. Bioremediations are natural techniques used to restore the environment. They use plants, bacteria, fungi and microorganisms to remove contaminants and help return the land to its original condition. The DEIR should further examine and recommend several additional bioremediation techniques. Soil extraction and treatment is necessary in certain hotspots and other heavily polluted areas. This soiled soil should not be incinerated onsite. Caution must be taken not to disperse these hazardous chemicals into the air and atmosphere during the removal process. Several groundwater and surface water decontamination treatments are necessary. After the toxins identified in the DEIR are removed, the area should be tested and rested until the hazardous substances are absent. The cleanup of this degraded site should not be rushed; we cannot afford to cut corners on this effort. Our community has a wonderful opportunity to repair, restore and revitalize this one-of-a-kind waterfront property.

"Among its legacies, Love Canal will likely long endure as a national symbol of a failure to exercise a sense of concern for future generations"(Verhovek). A surface clean and capping of this land will not be adequate as a cleanup technique. Burying toxic waste beneath the neighborhood did not work well for the people of Love Canal and should not be accepted by the people of Eureka. We should learn from the past and not repeat similar mistakes. The long-term impacts of this site have not been adequately analyzed or elevated. Before construction begins these toxic wastes should be removed, not enclosed and preserved. Failure to thoroughly and completely clean this site would have repercussions for generations. This challenge should be fully addressed and engaged. It is a problem that has waited for a century to be resolved, now is the time to act. The people of Eureka should not be satisfied with anything less than a complete and comprehensive cleanup.

Land Use & Planning/Public Services

Much of this site is currently zoned for public use and is meant to provide for the public. The proposal rezones this public land to industrial and mixed commercial/residential. This land was intended for public services such as hospitals, fire halls, treatment centers, and schools. Instead the applicant is attempting to create a large shopping complex with a big box anchor, while avoiding the adequate restoration of the site. Who is determining what is the highest and best use for this land? Who is ensuring that the Public Trust Responsibilities are being met? There are huge potentials and countless possibilities for this waterfront property. Whose criteria are being used to determine the “highest and best use” for this land?

Would a Home Depot store better serve our community than a public transit center, a renewable resources research center, a marine lab or aquarium, a maritime museum, an environmental quality monitoring center, a community swimming pool or a local seafood market? We should use this land in the best interest of our community and our community’s future. Our local economy needs long-term solutions and increased tourism. I don’t believe that a Home Depot, which is closing stores and laying off workers, is the solution nor will it attract tourists or sightseers. We should base our decisions on community benefits, not corporate interests. The Discovery Museum would make a great addition to our waterfront. This children’s museum has received much attention, but only accounts for 2.5% of the total development area (not including the 1,590 parking spaces). This property is zoned for the use of the people, not the profit of corporate executives. How can wetlands zoned public be permanently destroyed and replaced by a shopping center?

Cultural Resources

This region has a rich history and the evidence is all around us. The Balloon Track site was a rail yard for nearly a century; it is very probable that there are railroad artifacts present. The railroad industry played a key role in our local development and history. The buildings may be gone but there potentially are historically significant findings yet to be discovered. What efforts are being made to locate and preserve these treasures from our past?

Eureka was settled in 1850, but native people had inhabited this area long before that time. “...The prehistoric Wiyot community of ‘Djerochichichiwil’ near or within the northeasterly portion of the project site, is considered by the Wiyot Tribe to be a significant and highly sensitive cultural resource associated with the Wiyot cultural history and identity”(IV. E-10). Another ancient village, ‘Moprakw’, is located in the vicinity of the proposed project site. The mitigation measures suggested are disrespectful, insulting, and unacceptable. There needs to be much more testing prior to construction. Unearthing a potentially sensitive site during construction could be disastrous. Why weren’t any of the cultural resources reports and investigations included in the technical

appendices of the DEIR? I applaud the City of Eureka for returning a portion of Indian Island back to the Wiyot Tribe. Eureka should use tact and show respect when considering the sensitive cultural resources present at the Balloon Track site.

Air Quality /Transportation

The proposed Marina Center project would contribute substantially to an existing air quality violation. We must not lower our standards, but demand that the applicant raise their standards. We cannot afford to compromise the quality of the air that we breathe. This proposed project is estimated to emit thirty-eight tons of particulate matter every year that can be inhaled and cause adverse health effects. This is more than twice the “significance threshold”. Even worse, four hundred forty-six tons of Carbon Monoxide would be emitted per year. This is nearly four and a half times the “significance threshold”. This is simply unacceptable. How could this project proceed with these blatant violations?

This proposed project would create significant traffic congestion. We are in a critical point in time where we as a people should move away from our over-consumption of fossil fuels and the damages that they inflict. The Balloon Track is an ideal location for a train/light rail station. This region would be able to significantly reduce the number of cars on the road by investing in a sustainable transit system. This proposed project takes our community in the wrong direction. We must systematically reduce our dependency on oil, not increase our consumption habits.

Conclusion

The impact of not properly cleaning this site could be devastating. Due to the history and current state of the property, cleaning costs could be much higher than anticipated. Luckily there are numerous programs, grants and funds available for brownfield renovation. Does the Balloon Track qualify as a superfund site? Would other government agencies we will to step in and ensure that this site is adequately cleaned? Now is the time to plan smart and plan ahead. Our community can no longer afford to further contaminate our bay, marshes and sloughs. We owe it to our children and all future generations to remove and reverse the environmental damage caused by the dangerous toxins that pollute the Balloon Track. We have the opportunity and ability to correct these mistakes and guide our community towards a better, more sustainable future.

After researching I have found that it is crucial that the proposed site be thoroughly cleaned and all hazardous materials be removed prior to construction. We as a city cannot afford to overlook and ignore the long-term environmental impacts of this project by focusing on the short-term benefits. I recommend that the Balloon Track site be cleaned and restored, free of all toxins, prior to any development. Regardless of what is built atop, it is essential that this land be properly cleaned before construction. The decisions that we make today will ripple through time. This properly can only attain its true highest and best use after being cleaned and restored. We should not allow these hazardous substances to continue to leach into and contaminate our bay.

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Sidnie Olson

From: George Davis [c54fun1997@yahoo.com]
Sent: Wednesday, January 28, 2009 11:04 AM
To: DEIRcomments
Subject: Marina Center Draft EIR Comments

It appears that there is no accomodation for high density/low income housing within this development. Since the State and Federal governments seem to pushing communities to define housing for extremely low, low and moderate income levels, the Marina Center seems to be a perfect location (urban, close to services, transportation, etc.) for this type of housing accomodation. Why has this subject been ignored in the draft EIR?

My other concern is traffic in/around the Marina Center and the pollution caused by said traffic. Broadway and Waterfront Drive seem inadequate to handle the expected additional traffic.

Thank You,
George/Nancy Davis
439 Westgate Drive
Eureka, CA 95503

(City of Eureka)

Thurs Jan 29th 09

To Whom it May Concern.

I Came to Eureka As a U.S. marine man 17th 1942 fell in Love With my Wife, And the City of Eureka, in that order! And it has been my Home until, to this Day! Except, '2 1/2 years in the Pacific and San Diego!

I Bought this lot and helped build this Home Almost 56 years ago. my 'entire Working years. were within the City limits of Eureka! including 5 years managing a Business At 6th + Broadway - So, I Think I can Truly Say, my love for Eureka has been well returned, - having raised 4. Successful, ^{Children} and a Wonderful marriage, to my late Wife of 65+ years.

My Point: - The only thing Eureka has going for it right now is Arkley Marina Center. we have never met Rob Arkley. But, I can see downtown Eureka today Compared to Ten years ago and Be thankful that he Came Back here to live, and believe when their Center Gets going the rest of our Waterfront, will follow up, and utilize the land they have options on. - and, Build something in front of these huge Hairst on the Waterfront!

Its time for Eureka to get behind the Arkleys and get something done, instead of trying to protect things that dont need protecting, and get that awful Parcel of old Infested Property Cleared up.

William M. Davis

Eureka Citizen + Proud of it
over 65 years

Lot 7, Block 2

Bill Addison

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JAN 29 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Sidnie Olson

From: L [trustyerdeseires@yahoo.com]
Sent: Tuesday, December 16, 2008 4:08 AM
To: DEIRcomments
Subject: Marina Center? Not in our town!

To whom it may concern,

Besides being a grotesque eyesore replete with entirely non-indigenous palm trees, the Marina Center would NOT generate well paying jobs: the money will leave our economically depressed area and feed the fat cats.

Furthermore, the architectural and cultural integrity of Eureka will be compromised by such a distinctly So-Cal "shopping town." "Wildlife preservation area" my foot. "No significant impact" toward breathing quality? I already have asthma, thanks.

Pardon the vitriol, but we as a proud and hardworking, largely blue collar community cannot afford to buy into the lies of these smooth talking PR men, and armies of attorneys who speak for one very determined billionaire.

What's it going to take?

Respectfully,
L. Dickinson,
Eureka

"When I use my strength in the service of my vision,
it matters less and less if I am afraid."

-Audre Lorde

Sidnie Olson

From: Amber Dolph [amber.dolph@gmail.com]
Sent: Wednesday, December 17, 2008 12:21 PM
To: DEIRcomments
Subject: comment on balloon tract

My comment on the Marina Center is as follows:

I have great concern about the air quality decreasing because of such a development. I also am very concerned about the traffic issues on the 101 in Eureka that will occur due to the building and traffic from the new Marina Center (Traffic is terrible already during rush hour). I am concerned about the wetland preservation and the fact that there maybe Weott villages that exist on the balloon tract that will need to be explored before any building can be completed. These are all real important concerns that should be considered with great care.

I would also like to comment on what would be nice to see happen with the balloon tract. I would like to see a proper clean up of the area. The traditional dig and remove the soil clean up will not be the best way to tackle the problem. If there are old Native American villages there that need exploration than that will not work. People keep commenting on the cost of clean up. I think there are great and local alternatives. I heard about the Wounded Planet Foundation, which is a non-profit foundation that is interested in planetary cleanup. They may be able to help. Or perhaps there are some scientists that need a brown zone to turn into an urban green zone, to further prove of safer ways to clean up toxic sites without having to disturb the landscape so much. Maybe Eureka could become an example of these great and existing technological advances and how they can be used to reclaim urban brown zones. Going that route would be the best long term solution for Eureka and possibly the world. That would be a great thing to be known for. Instead of added just one more corporate park that can be the eye sore of the Eureka Victorian Waterfront. Oh, and we don't need another hardware store for a town of this size. We are already blessed with an abundance of local building materials. How many green zones do we have in the urban landscape? Could it be that we need to clean that area and others up to create more established parks for the city of Eureka, the locals, Humboldt bay, the oysters, the tourists, and future generations to enjoy. Are we not lucky to still have unclaimed views of the bay for wildlife. It is time to rethink what is best for people here. Thank you for reading my comment and I hope that you will make a responsible desition on the matter. Amber

Sidnie Olson

From: Jean Doran [jeandoran@sbcglobal.net]
Sent: Thursday, January 29, 2009 10:00 PM
To: DEIRcomments
Cc: DEIRcomments
Subject: HOME DEPOT???

There is another aspect besides the Environmental questions-- the sociological question raised by the dominance of Home Depot

in the MarinaCenter. Most Home Depots take up a space larger than a football field., withan. income to match. two " Category Killers" Home Depot

and Lowes had nearly half of all Hardware and Building supplies sales with \$73 billion going to Home Depot in 1904. since then about 5,000 independent

hardware stores have closed, How much of that \$73 billion has retuned to the communities occupied???

Introducing the #2 Big Box to an area that supports local businesses is unnecessary and disruptive, It can be avoided by community action.

Fighting and winning-- austin,Texas--Boulder, Colorado--Bellingham, Wshington. PR like Local Spoken Here-- aqnd Think Local First--

and Put Your Money Where Your House Is. What is for the Common Good?????

To: City of Eureka
From: Michelle Dulas --Westside Resident (Ward 1)
PO Box 7001
Eureka, CA 95502
Re: Balloon Tract Draft EIR Comments

It is my pleasure to submit these comments regarding the Draft Environmental Impact Report for the big box mall proposed for the Balloon Tract on the Eureka Waterfront.

I am particularly concerned with the potential for massive Urban Decay in our town as a result of this project. I found the Urban Decay section of the document to be grossly inadequate on several fronts:

(1) The vacancy rate presented seems very low compared to actual circumstances and especially in light of recent developments. Specifically, the dismal state of the national economy overall and the closing locally of such major retail outlets as Mervyns & Gottschalks, along with Restoration Hardware and many others, seems to contradict the vacancy rate presented in the document. Please refer to the map I have submitted with my comments for a representation of a partial list of current vacancies as of January, 2009. This map is based on a list of vacancies attached to the end of my comments. It should be clear that there is a severe vacancy problem that is growing and causing urban decay already. Further economic dislocations as a result of the proposed big box mall will inevitably make things worse. A much better and comprehensive study of vacancy rates is absolutely mandatory for this document to be of any utility whatsoever.

(2) The October, 2008 "Update" fails to reflect current economic conditions let alone economic forecasts going forward as national & global situations stagnate. This leads to a gross overestimation of demand to such an extent that a significant excess supply would be created by this project, resulting in empty and deteriorating commercial space. All demand and market growth projections must be updated and reconsidered in light of new information about the economic crisis. This economic crisis is not to be dismissed as a simple market correction or downturn in normal business cycles and therefore warrants new economic work to provide an accurate analysis of the true impact on Eureka.

(3) This report made no study of, nor considered any correlation to, the directly applicable history of the catastrophic impacts on the Eureka Mall and the Old Town & Downtown business sections of Eureka, caused by the opening of the Bayshore Mall in the late 1980's. The physical deterioration caused by this major shopping center opening is a perfect example of an economic chain reaction leading to blight. The omission of any consideration of this history seems a willful blindness to cause & effect that violates both the old saying that those who fail to learn from history are doomed to repeat it, but also violates CEQA Guidelines—Section 15064 requiring the lead agency to consider such a chain reaction effect.

This document is inadequate both in the veracity of the data, the analytical methods used and the scope, depth & breadth of its study. The conclusions are canned and completely inadequate. My conclusion is that the whole thing is a useless waste of time and money.

THROW IT OUT AND DO THE DEIR AGAIN!

Thank you



Michele Dulas

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JAN 9 11 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Vacant Storefronts and office buildings in Eureka as of January 7th, 2009

01, 02, 03	(next to) 3360 Jacobs Avenue	former industrial supply
04	4 th St. North	former Spadoni's Mkt.
05	4 th St. North	former Udder Place coffee
06	427 V St.	former Mexican restaurant
07	2006 4 th St.	storefront
08, 09	1930 4 th St.	former cardroom
10	3 rd St.	former Goldrush Coffee
11	2212 2 nd St.	service/auto
12	321 X St.	auto sales
13	5 th & hwy 255	former Pizza Hut
14	435 5 th St.	former Arctic Circle
15	1515 5 th St.	The Rental Market
16	923 3 rd St.	office for lease
17, 18	835 3 rd St.	professional office
19	310 2 nd St.	dental office – ½ empty
20	124 2 nd St.	vacant building
21	2 nd & D Sts.	former 'Consider the Alternatives'
22	2 nd and D Sts.	former 'Jimmy Dunne's'
23	333 1 st St.	former Cop Bldg.
24	322 1 st St.	office building
25	1 st St	Eureka Ice & Cold Storage
26	91 1 st St.	former GoFish Café
27	2 nd St	Imperiale Place
28	foot of F St.	Bayfront 1 restaurant
29, 30, 31	between D & E on 2 nd St.	former Restoration Hardware

32	311 E St.	storefront
33	235 4 th St.	empty office
34, 35, 36	215 4 th	former Eureka Reporter
37	4 th & B St.	former Joe's Smoke Shop
38,39	400 Broadway	former East Bay Machine
40	300 Broadway	former All about the Dogs
41	122 W. 4 th St.	empty shop
42	REDWOOD ELECTRONICS	occupied
43	w. 6 th St.	former OH's Townhouse
44	105 W. 5 th St.	empty store
45	117 W. 5 th St.	empty store
46	F & 5 th Sts.	former Moon's toystore
47	520 5 th St.	empty store
48	524 5 th St.	empty store
49	532 5 th St.	empty store
50	423 F St.	empty store
51	4 th & F St.	former Bank of America
52	my jacket!	
53	511 H St.	empty store
54	F St. next to Eureka Theater	empty store
55, 56	6 th & b St.	empty car lot
57	7 th & A St.	former Rental Helpers
58, 59	120 7 th St.	former auto sales
60	133 7 th St.	former auto parts store
61	301 7 th St.	former VW auto sales
62, 63	7 th & F St.	Eureka Inn

New disc

065	Broadway & Grant	former muffler shop
066	1630 Broadway	empty store
067	1626 Broadway	empty store
068,69		
	Wabash & Broadway	former Channel 6 TV
070	2029 Broadway	former Napa auto parts
071	2616 Broadway	former truck stop
072	2710 Broadway	former café
073	Boardwalk Mall, Broadway	former Wise Flooring
074	Boardwalk Mall, Broadway	empty office
075	#10 Victoria Place, Broadway	empty Beauty Supply store
076	#12 Victoria Place, Broadway	empty Women's Gym
077 - 106	3000 Broadway, Bayshore Mall	31 empty stores + 2 signs
107	3990 Broadway	former Nader auto
107 108	Elk River Tallow Works	vacant
0109	S. Broadway, east side	vacant lot
110	Eureka Mall, Henderson side	empty store
111	Eureka Mall, Henderson side	former 6 Rivers Bank
112	311 Harris	former pain clinic
113	Henderson between F & G	former Sun, Rain, Time
114	437 Henderson	former Thrift Store
<u>No Photo</u>	2816 F St.	former Roberts gift store
115	2858 E St.	empty realty office
116	next to 2912 E St.	empty store

117	2607 Harris	empty office suites
118	2761 Hubbard lane	former trailer rental lot
119	Myrtle Avenue	former Redwood Pharmacy
120	Myrtle & Park St.	former gas station
<u>No Photo</u>	2297 Harrison St.	Former Duck's Market
121	23 rd & Harrison Ave.	former Planned Parenthood
122	2456 Buhne	empty Med. Office building
123	Walnut & Hemlock	New bldg for lease
124	101 Wabash	empty gas station
125	Wabash & Union	empty shop bldg
126	Wabash & Union	empty church
127	3 rd and I	McMahans Furniture

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Legend

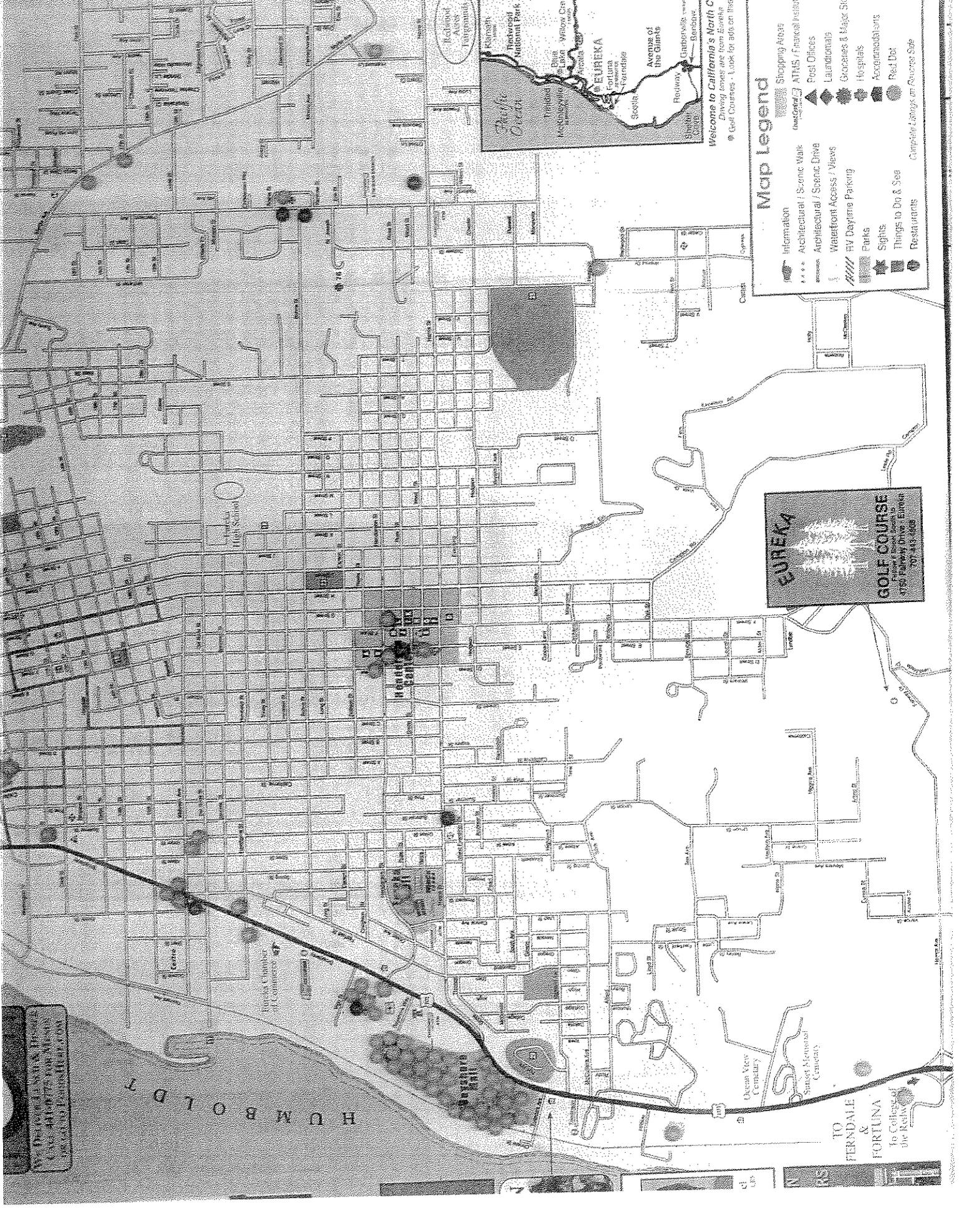
● Retail

● Office

January 30, 2009

Submitted in support of
 comments by Michele Dulas
 on the Balboa Tract DEIR.

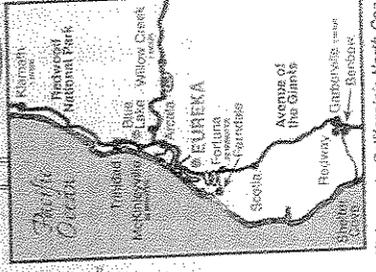
Compiled from data collected by Tom Peters.



THE CITY OF EUREKA, CALIFORNIA
 OFFICE OF THE CITY MANAGER
 1000 W. HUMBOLDT AVENUE
 EUREKA, CALIFORNIA 95501

HUMBOLDT

TO
 FERDALE
 &
 FORTUNA
 To Collegiate
 the Redwood



Welcome to California's North Coast
 Driving times are from Eureka
 © Golf Courses - Look for arrows on this map

Map Legend

- Information
- Architectural / Scenic Walk
- Archaeological / Historic Drive
- Waterfront Access / Views
- RV Daytime Parking
- Parks
- Signs
- Things to Do & See
- Restaurants
- Shopping Areas
- ATMS / Financial Institutions
- Post Offices
- Landmarks
- Golf Courses & Major Sports
- Hospitals
- Accommodations
- Fuel Stop
- Complete Listings on Success Safe

EUREKA

GOLF COURSE
 1000 Highway Drive, Eureka
 707-443-6000

January 30, 2009

To: Sidnie L. Olson

From: Robert C. Durfee
2395 Lindstrom Ave.
Samoa, CA 95564

Subject: Marina Project

I would like to request that the benefits of a big box also be included in the impact study. My reasons are as follows.

1. When Costco opened their refueling station the gasoline price dropped .10 to .20 cents per gallon through-out our area. These very considerable dollars saved were spent within our area in most cases. Was someone making excessive profit before Costco opened up the competition? Probably. Do you see a lot of gas stations shut down and boarded up in this area? I don't.

2. When our water heater failed just before we were making a required trip to the Sacramento area I located the water heater I wanted and found it on sale locally. While in Sacramento I found the exact same model water heater, at regular pricing, that was \$50.00 less than in Eureka. That \$50 was spent in our area when we returned.

My preference is to buy locally, not only for the local jobs it helps create, but part of the sales taxes goes to the local government. We were looking to buy a new vehicle a few months ago. For the exact same vehicle there was a difference of over \$4000.00 cheaper from a dealer in the city than the local dealer. We did not buy a vehicle but when we do seller beware.

Respectfully submitted,

Robert C. Durfee