

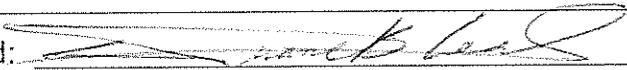
Comments: DEIR for the proposed Marina Center Project on Eureka's Balloon Tract

Name (print): DVANE B. LEAL

Address: 1538 HARRISON AVE EUREKA, CA 95501

E-mail: _____

A large convention center on the Balloon tract would improve the area and bring jobs. the convention center can receive buses and light rail electric service such as San Diego enjoys. It can also serve as a transit center. A Big Box store would be a ruination of the entire area. It would cause Grid Lock.

Signed: 

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): DUANE B. LEAL

Address: 1538 HARRISON AVE EUREKA, CA, 95501

E-mail: _____

this land in the future can be used to store light rail electric cars to alleviate traffic in Humboldt County. This would help the environment by reducing air pollution and traffic. Restoration of the Railroad yard would ensure Eureka as a economic a financial Hub in Humboldt County creating much needed infrastructure

Signed: Duane B. Leal

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

Sidnie Olson

From: Brett Lee [brett.lee.d@gmail.com]
Sent: Friday, January 30, 2009 4:07 PM
To: DEIRcomments
Subject: Marina Center DEIR comments

Prior uses of the "balloon tract" dates back to the late 1800's when there were no environmental regulations. This is cause for much concern because this area was used for chemical storage like diesel fuel, Bunker C oil, solvents, gasoline and probably many other automotive related chemicals. The DEIR identifies two sites from old pictures that were believed to be oil disposal pits. There are only four monitoring wells currently used to test the groundwater over this very large area. I believe there should be more detection than that to protect the workers who will have initial contact with the ground and chemicals believed to be contained within it. My question is why are there only four groundwater monitoring wells on such a large area believed to have held toxic materials? Also, old pictures are not exact science and can be misleading so was there any other information used to decide where to test groundwater?

The DEIR mentions that hydrocarbons, copper, lead and arsenic were found and are the primary concern with this project. It also mentions other chemicals found in the area but not a list of what the soil and water was tested for. Recently Humboldt Baykeeper did onsite sampling of soils, sediments and fish. They found dioxins and furans in all of the samples and no one seems to know where they originated from. The DEIR mentions past tests that found these but does not say how much or what will be done to find the source. So, I would like to know if you specifically did any tests to confirm what the Humboldt Baykeeper found and what the concentrations were? Chemical tests should be done for more than just the chemicals believed to be there based on information of past businesses and operations on the site. Also, old pictures are not a good indicator of where chemicals may have been spilled nor what they were.

Also the tests that were done and used in the DEIR did not specify levels, but rather, just that

they are at safe levels or not. I believe that the public should have access to the actual data so we can look it over for accuracy and information purposes. Our right to information is very important if we are going to uphold CEQA and aid in helping others make responsible decisions. So, I would like to know why the data was not contained within the DEIR and where it could be found?

Sincerely,

Brett Lee

Sidnie Olson

From: Matt L'Herogan [lherogan@att.net]
Sent: Saturday, January 31, 2009 8:33 PM
To: DEIRcomments
Subject: Marina Center DEIR

Please accept the following comments.

The City of Eureka Community Development Zoning Map posted at http://www.eurekaweb.com/cityhall/commdev/docs/zoning_map_24x36.pdf clearly shows the lack of publicly zoned land available for development of outdoor recreation activities for the families of the northwest or Clark Street area of Eureka.

As is clear from Figure ES.2. of the Humboldt County General Plan Health Impact Assessment (HCPPHIA), the residents of that area of Eureka encompassing the western end of Old Town, and the waterfront and Clark Street neighborhoods south to at least Wabash Street reside in an area with large numbers of youth living in poverty who are more than 500 meters from a park. The HCPPHIA also states that:

People without access to cars (low income residents, seniors, children) need to be able to access parks by walking or biking.

In addition, the California Outdoor Recreation Planning Program report published in 2005 details the health and social benefits of outdoor recreation which include reductions in obesity and the risks of heart disease, diabetes, cancer and osteoporosis and reduced levels of depression and stress, as well as reducing crime and uniting families.

The planning map available on the City of Eureka website shows that the only land within reasonable walking distance to the residents of the previously mentioned under-served area that is both large enough to include an outdoor recreational facility, and is zoned public, is the area under consideration for the Marina Center project.

Given these factors, a significant indirect and long-term effect of the proposed Marina Center project is the loss of the only feasible location for an outdoor recreation facility for an already disadvantaged and under-served population in the city. I respectfully submit the following questions:

1. How can the recreation section of the draft EIR be considered comprehensive or complete when the people of the neighborhood completely lack nearby outdoor recreational opportunities and that is never mentioned in the draft EIR?
2. How can findings of less than significant impact be made in the area of recreation when the project would mean the loss of the last available publicly zoned land that is large enough for group sports and other outdoor activities for northwest Eureka?
3. What is the likelihood of future outdoor recreational development for this area if the only appropriate land is given over to retail development?

Thank you.

Matt L'Herogan
3004 N Street
Eureka, CA 95501

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

Name (print): Paul Lokse

Address: 329 CLARK

E-mail: _____

The draft EIR contains many inadequacies. Dioxins not address. Air quality is a joke, the south has let the people down in the past. We don't need any more pollutants entering our air give us a break. The EIR transportation numbers are lies. This is going to cause ~~the~~ the beginning of traffic nightmare as other development occurs. Go back to Santa Rosa!!! This land should be zoned for industrial ^{recreation} use. We need to stop ~~making~~ selling imported from China in big box and start making things ^{locally} and start making things ^{locally} and start making things locally. Why ruin the view of the bay with a big box store.

Signed: Paul Lokse

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

Sidnie Olson

From: Paul Lohse [auroracalidris@hotmail.com]

Sent: Tuesday, January 27, 2009 10:40 PM

To: DEIRcomments

Simulated views of a future strip mall sure do look ugly in comparison to a field of weeds and weedy grasses. How is a bunch of buildings going to maintain or enhance views as stated in the eir. What if the project alternative enhanced the existing wetlands, created and refuge for wildlife, including people, and kept some sort of nautical industry that the city of Eureka could be proud of. We don't need another strip mall importing goods from China, creating more neo-liberalism and exacerbating more climate change. We need to change our ways not keep more of the same ever-increasing-until-one-day-finally-it-must-collapse economy. Over a hundred vacant retail spaces already exist within a couple miles of the proposed development yet the city which once was fairly self-sufficient continues to promote policies which destroy its local businesses, environment, local culture and innovation. The eir pretends that there is only a 5% vacancy in retail space. What a lie? Mistake? Looking only at what you want to look at??

Another alternative would be to declare eminent domain and give the land back to the Wiyot as mitigation for the harm and destruction of their culture. The eir wants only to have a surveyor of cultural resources on hand at the time of construction---this is unacceptable. For the eir to be approved testing should be done now---before any work begins---to see if there are any cultural resources in the area. Only till that testing is done and the Wiyot Tribe is satisfied and we all know what is there should any proposal on what to do with the land be looked at.

The transportation part of the eir is also disturbing. Many people walk to town from the Clark district. I included. It is already dangerous and especially for cyclist. More traffic in an area which is already bottlenecked is going to mean more accidents. Its going to cost the people of Eureka a lot of money in time lost to driving and gas spent idling at lights. I think the numbers in the eir are bogus. Its going to only take twenty seconds longer one way and a little over a minute longer the other way during peak times, Are you kidding? Is Caltrans going to expand fourth and fifth to four lanes? Or will that make the bypass developers have always wanted inevitable? Don't turn the Humboldt Bay area into another Santa Rosa.

Something not at all addressed in the eir and lied about is the Clark district "known for late 19th century and early 20th century homes, interspersed with newer apartment buildings". I happen to reside in the Clark district and although there are some older homes of historic value, I know it more for its empty lots, abandoned motels, vacant closed schools and buildings, burned down houses; and although the apartments buildings are not turn of the century, no one would call them newer, if they weren't deceiving or trying to give people the wrong idea. The Clark district is inhabited mostly by the poor. Many people without cars. Many people with disability. Many people who walk to get food or to go to old town to the thrift stores or get services. The needs of these people go without address in the eir. When does gentrification of the neighborhood begin? Why doesn't the city put money into rebuilding this neighborhood, letting the poor people stay and giving them something to live for other than harrassment and treating people as unwanted?

Developments such as the Marina Center are made to look good and profitable for the people. In general everything about them is a facade. Just look at the pictures of the wild grasses, nothing fake about them at all. Next to the ugly side of a new strip mall, even the Rays billboard looks picturesque, ahh Humboldt.

Sincerely,

Paul Lohse

329 Clark

Eureka

Sidnie Olson

From: Trisha Lee [trishale@sonic.net]
Sent: Thursday, January 29, 2009 3:36 PM
To: DEIRcomments
Cc: Trisha Lee
Subject: 1-29-09 Address DEIR Marina Center

Dear Sidnie L. Olson,
Please send me receipt that you received these comments regarding the Marina Center.
Thank you,
Trisha Shade Lotus
trishale@sonic.net

From:
Patricia Shade Lotus
2425 C Street
Eureka, CA 95501
707-476-0173
trishale@sonic.net

RE: Marina Center and Home Depot project

January 29, 2009

To:
City of Eureka
Community Development Department
Attn: Sidnie L. Olson, AICP, Principal Planner
531 K St
Eureka, CA 95501
707-441-4265

Questions to address the DEIR of Marina Center

1. Would the project expose the public to toxic materials through the open water ditch for storm water that empties into the bay?
2. Would the project conflict with the Eureka General Plan or any LCP or ordinance protecting wet lands?
3. Would the project comply with Gen. Plan P6. A6-6A7 and 6.A8?
4. Would the project comply with State and Federal laws to have a full clean up of the site from toxics?
5. Would the project impact the 150 foot Rail Right of Way and how would that be solved if the Rail Road will not sell the property?
6. Will the project be allowed to be rezoned before the environmental clean up is completed?

7. Would the project interfere with the public Trust titles on the NCRA rail road properties in the balloon track
8. What is the criteria for determining the safe environmental clean up levels versus technically clean standards?
9. What effect does tidal action have on the seepage of toxic materials from the project site to the bay?
10. What are the likely and potential effects of liquefaction due to seismic activity on the movement of toxics laterally and vertically in the ground from this project?
11. Would the project allow NCRA to retain the full right of way through the project to operate the Rail Road
12. Would the project expose the city to a long and protracted legal challenge for the taking of NCRA Property resulting in future loss of business.
13. Would the project cause an economic impact to the community by having a Big Box Retail business on this project?
14. Will the project do a study to address the job base effect on the existing business with in a 20 mile radius of this project.
- 15 Will the project develop a Economic Impact Assessment for new and old retail business in the city as a result of this project.?
16. Will the project first do a study for the Native American people since artifacts have been found on site, in order to identify findings, and will you allow for Native American people to state their desired wishes and have your cooperation for exploring these findings with a cultural study and whatever they deem necessary.

Sidnie Olson

From: Jeffrey Lytle [jlcdesignbuilders@sbcglobal.net]
Sent: Saturday, January 31, 2009 5:07 PM
To: Sidnie Olson
Subject: DEIR Marina Center comments due by end of Saturday - 01/31/09

Hello Miss Olson,

just a few comments,

#1. Make sure the mitigated signage is enforced. Allowing more signage and advertising "after the fact" is blightful, as well as, often encroaching within landscaped areas and sidewalks. I drive often enough in the County's multiple jurisdictions and have increasingly noticed businesses putting out "saw horse" style signs on and within the sidewalk zones which is a violation of many standards which affect pedestrian ingress and egress. Further, site visibilities are obstructed when considering tight turns and corners and how they tie into the type and category of the public roadways dedicated to the City through mitigated Public Works standards. The obstructions also include utility pedestals and trees/large plants and bushes between 0 and 6 feet in height.

#2. The parking lot tiers need to have landscaping, concrete or other barriers at ALL parking lot separations to eliminate the "cutting through" and "speeding" of motorists/shoppers/residents/guests/etc... through multiple zones trying to get from "point A to point B" as quickly as possible rather than driving through the defined routes and internal access roadways.. The current parking lot design induces and encourages speeding and road course racing.

#3. A clearly worded agreement for garbage collection, garbage pick-up, cart and basket pick-up, etc... needs to be drafted by the city and enforced to eliminate public and private nuisances within and outside the project area due to the impacts of stranded and run-away carts and baskets.

#4. These businesses' employees who wander off of the actual business location to stand in the middle of the sidewalk, or other areas off the business location/address, needs to be nipped in the bud. It is a violation of the business certificate among many things as the only place to do business for a particular business is that specific business address. This is another nuisance issue.

#5. It is not very logical to be mixing in residential with commercial and industrial uses, as basic California Real-Estate laws covering "planning and zoning" clearly define that such intermixing is not recommended as it causes both public and private nuisances.

#6. I have observed many other comments that seem to be fair. I know your job can be confounding; however, the "after the fact" impacts must be controlled through a disclaimer agreement with the developer and individual business in perpetuity (meaning that all businesses, whether now or at a later date) demanding that they follow the rules; and, that if new problems come up, that they, as a business and land owner, will be subject to updated regulations regardless of this development process' current mitigated conditions. All too often, the circumventions and usurpation of mitigated conditions occur again, after the fact, which creates nuisances.

In ending, you have noticed that what has been stated is really connected to the "after the fact" impacts; and, not so much the design (except for parking lots/substructure accessories). It is true that garbage and

blight are the two main problems that can make your work seem devalued because the development looks "run down" after the "initial opening" and "first site usages" by the general public.

Also, Thank You for spending the time with me over the phone a few years ago after Target opened up and the garbage collection was terrible - as much garbage was stuck by wind to the chain link fence abutting S/B Hwy 101 at the slough entering Eureka. Good Luck the rest of the way.

Jeffrey Lytle
McKinleyville - 5th District

Sidnie Olson

From: Lena or Al [foggybeach@gmail.com]
Sent: Wednesday, December 03, 2008 9:29 AM
To: DEIRcomments
Subject: Don't Add to Traffic Congestion and Overpopulation

This comment concerns the proposed development of the "Balloon Track" area of Eureka.

Ten years ago we moved here from the Bay Area to avoid traffic congestion, parking problems, long lines and stressed residents. Here we found a total absence of traffic jams, easy parking, no lines at banks and stores, and friendly relaxed people. During the ten short years we've been here, we've seen a slow progression towards the overcrowding of the place we left. That is, we now see more traffic jams, parking can sometimes be a bit hard to find, and we see more stressed-out people (for example, more tailgaters and aggressive drivers).

Granted, the distinction between the quality of life here and that of the Bay Area is still dramatic. However, based on the trend we've seen, Eureka is headed down a road that ends in the typical overcrowded urban pressure cooker existence common in so many cities. Spend some time in a semi-urban area, and think about whether that's what you want for Eureka. It may take 20 years for this area to resemble Oakland, but if that isn't the vision you have for the future of our area, the time to act is now.

If you make improvements to the area, you'll just be inviting more disaffected people from overpopulated areas to move here.

My recommendations: Clean up the site. If that's too expensive, just leave it alone. These are the changes that will result in the best quality of life for this area's residents.

Thank you,

Al Macy

Sidnie Olson

From: Sidnie Olson
Sent: Friday, January 30, 2009 4:30 PM
To: DEIRcomments
Subject: FW: Citizen Comment Form

From: Pam Powell
Sent: Friday, January 30, 2009 4:20 PM
To: Sidnie Olson
Subject: FW: Citizen Comment Form

Pam Powell
Assistant to the City Manager
-----Original Message-----
From: tgmacc@gmail.com [mailto:tgmacc@gmail.com]
Sent: Friday, January 30, 2009 3:56 PM
To: Pam Powell
Subject: Citizen Comment Form

This was recieved from the Citizen Comment Form

Comment: RE: Marina Center Draft EIR

Dear City of Eureka and Honorable Council Members:

I am not a city resident, but have worked in Eureka since 1975. I believe strongly that the Marina Center would be an inappropriate use of this property. It conflicts with the current zoning, and we do not need any more big box stores and the increased resulting traffic. The traffic on Broadway during several times of day is already congested, and a Home Depot and residences there would exacerbate the problem.

One reason that the current recession has not had as big a negative impact on our county's workforce may be because we have smaller, local stores here. It's my opinion that if the Marina Center goes forward, more locally-owned stores will be unable to compete with the lower prices and they will go bankrupt.

Two additional issues are that the toxic waste and cultural artifacts on this property have not been thoroughly explored.

Please consider a more appropriate use of this property, such as an RV park, skating rink, and other tourist-related places.

Thank you for considering my opinion.

Name: Teresa MacClelland

Address: 2723 Skyline Drive

City: Eureka

Zip: 95503

Phone: 445-3391

E-mail: tgmacc@gmail.com

Sidnie Olson

From: Pam Powell
Sent: Monday, January 26, 2009 9:39 AM
To: Sidnie Olson
Subject: FW: Citizen Comment Form

For the EIR

Pam Powell
Assistant to the City Manager

-----Original Message-----

From: tagsecond@yahoo.com [mailto:tagsecond@yahoo.com]
Sent: Sunday, January 25, 2009 2:49 PM
To: Pam Powell
Subject: Citizen Comment Form

This was recieved from the Citizen Comment Form

Comment: I reside in McKinleyville and work in Eureka. I shop in Eureka. I would like to offer my support for the new Arkley development. The opposition to this development insists that we should keep it local but I believe the lack of competition forces all of us to accept lesser service and higher prices. There are no listings on Restaurant.com for any Eureka businesses. When I shop Old Town for clothing, while I like some of what I find, I wonder who could afford to buy more than an item or two a year there. We need choices. Thank you for your attention.

Name: Gloria Masterson

Address: 1900 Pickett

City: McKinleyville

Zip: 95519

E-mail: tagsecond@yahoo.com

Sidnie Olson

From: Gary [g.mather@yahoo.com]
Sent: Thursday, January 29, 2009 10:51 AM
To: DEIRcomments
Subject: Marina Center development

Hello, I would like to give my opinion in regards to the Marina Center development, I think it is a bad idea for the city of Eureka, County of Humboldt and the residents.

First, I believe this would close the doors for a lot of local merchants who spend their money and raise their families here, and in these trying times are just managing to stay open.

Secondly, This proposed area could be a beautiful place with businesses and park like walks that would attract people to this area for the beauty of the main town "EUREKA!" as the saying goes "we found it!" .

Tourists are a large income for our area, and would it not be wise to make our city more pleasing to them? after all when they return home photos are shared and what do we have here if not a beautiful area?

Third, In this area we have many older Victorian homes, and a more diverse culture than most other areas in California, we all know that Home Depot only stocks what it sells many of! If it drives out our other established hardware stores where do we go to get those unusual parts and pieces for upkeep of our Victorian and craftsman homes? What when Home Depot finally goes out of business! we are then left with a huge ugly building next to our beautiful bay and many of our local businesses have closed their doors!

Please stop this project from ruining our waterfront and the quality of life in our area.
G Mather (Humboldt co. resident since 1980)

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

RECEIVED

Name (print): Janine Melzer

FEB 04 2009

Address: P.O. Box 676 Bayside 373 Indianola Rd Bayside 95521

DEPT OF
COMMUNITY DEVELOPMENT

E-mail: jmelzer2012@aol.com

Please include in the traffic study for the proposed Marina Center on Eureka's Balloon Track all the neighborhoods nearby. The impact of the proposed site's daily traffic has not been adequately addressed in the DEIR.

Please also address the significant amount of additional pollution (air and run-off from rain) that would result from the proposed development - this needs closer scrutiny, a more detailed approach. Thank you.

Signed: 

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

TO: EUREKA CITY Council
FROM: PAMELA MILLER
DATE: JANUARY 30, 2009
RE: MARINA CENTER PROJECT DEIR

RECEIVED
JAN 30 2009
DEPARTMENT OF
COMMUNITY DEVELOPMENT

Please accept the following for the public comment section of the MARINA CENTER DEIR:

1. Legacy toxic contamination must be removed not "capped" from identified parcels before accepting any proposals for the site(s).
2. Previous violations of the Clean Water Act and Resources Conservation and Recovery Act must be prosecuted in the public trust.
3. Make no zoning/land use changes especially Public (P) designated parcels until brownfield leaching has ceased.
4. The City can partner with several public agencies and

non-profits to clean and restore areas of need.

5. Once contaminated areas have been restored the City can properly guide applicant(s) toward proposals more consistent with Eureka's general plan and the Local Coastal Program.

6. Over the years Eureka has spent considerable time and money to "redevelop" the waterfront. The library is fabulous, Ingomar sits stately, the Adornic and aquatics building grace the shore. Crab pots and small docks blend in. The Old Town area is revitalized. The boardwalk and fishermen's terminal are slowly taking shape and should maintain 1st priority.

7. The five-story building, 4-level parking structure, 1000+ surface parking proposed in the DEIR is not a good for the sites.

8. An "upscale" gated community / mall complex does nothing to enhance public opportunity for coastal recreation required by California law.

9. There are meager visitor-serving commercial recreation facilities proposed over the entire 11 parcels of land and no analysis of coastal preferred uses in the DEIR.

10. The identity of 4 "anchor" stores and several retail options and the impact to local established businesses is lacking.

11. The Urban Decay element does not look at impacts to Bayshore Mall stores/jobs that might trade places or not survive. Then what do we do with with a defunct Bayshore Mall sitting on another piece of prime bay front. The City should revisit zoning/land use there so we

don't have to deal with another
LNG proposal

12. An Alternatives Analysis is needed so the city can identify the environmentally superior alternative. An expanded museum concept (i.e. Museum of Modern Art art gallery, art studios), an aquarium, green surfboard manufacture, culinary school, community swimming pool expanded wetland/tsunami absorption could be structured

13. To deem "less than significant potential environmental effect" the possible Wiyot village(s) and burials beneath the project area is offensive and not acceptable

14 The Biological Resources, Cultural Resources, Hazardous Materials Urban Decay and Water Quality components need much more analysis

15. The project should be scaled back

16. The City needs to look closely at 6 of the 11 parcels' zoning/land use proposed changes from limited industrial/light industrial to office & residential/professional office.

17 There is no disaster mitigation plan

RECEIVED

HSU Webmail

FEB 04 2009

jtm10@humboldt.edu

Marina Center DEIR

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Thursday, January 29, 2009 4:40:44 PM

From: jtm10@humboldt.edu

To: DEIRcomments@ci.eureka.ca.us

After reading the Marina Center Draft Environmental Impact Report I have several concerns about how well the impacts of the project are analyzed:

Hazardous Materials

The document does not look at all contaminants on the site including dioxins and furans.

There is no clear threshold of significance set for exposure to contaminants.

There is no analysis of the impacts on fish, wildlife, and vegetation.

No performance standards are set for evaluating the deferred mitigation measure of "a site specific remediation plan and health and safety plan".

Transportation

The analysis only looks at the Highway 101 corridor and 6th and 7th streets. A project of this scale could lead to the diversion of traffic onto neighborhood streets.

There is no analysis of how the increased traffic will affect quality of life or pedestrian and bicycle crossings of Highway 101.

There is no analysis of how the reopening of the railroad will affect the traffic exiting onto Waterfront Drive.

The proposal for exiting bicycle traffic to use the sidewalk to reach seventh street is dangerous if done while walking one's bicycle and illegal if riding.

There should be analysis of whether the project could better fit into the existing traffic pattern with a signal on 7th street and access to Washington street.

A roundabout at the Fairfield, Wabash, and Broadway intersection should be analyzed. If the blighted buildings on the south side of the intersection were removed there would be sufficient space for a roundabout to be constructed.

Alternatives Analysis

The no retail alternative should be analyzed. Because the majority of traffic is generated by retail this may lower the traffic impacts below the level of significance.

An alternative with more housing should be evaluated. A better jobs housing balance may lower the amount of traffic generated below the level of significance.

Why does the reduced footprint alternative include the home improvement store and exclude the smaller retail? The home improvement store creates the largest impacts from the project.

Urban Decay

The analysis of urban decay does not look at the Daly's or Bistrin's buildings. Neither of these buildings was successfully reused after they became vacant and both became blighted. This suggests that the market for retail space is much weaker and the possibility of urban decay is much stronger than the analysis in the DEIR.

Jeremy Mills
1616 F Street
Apartment A
Eureka, CA 95501
(707) 476-0840

Martin Mitchell
2105 14th Street
Eureka, California 95501

RECEIVED

JAN 30 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

January 30, 2009

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

RE: Draft EIR for the Marina Center Project

Dear Ms. Olsen:

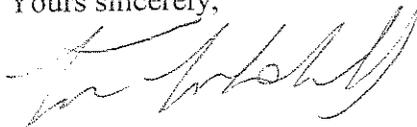
Regarding the subject project, I believe that it should not contain a "big box" store such as Home Depot, as this will put similar locally owned stores at risk or even out of business altogether. Also, most revenues from this national chain store are likely to leave the area.

Instead, I recommend the encouragement of local light industrial and retail developments involving the production of components for sustainable energy systems such as solar, wind, wave and biofuel production systems. Electric vehicles and the associated new lithium batteries could perhaps be produced here also. I strongly believe that a project objective should be to promote the city as a center for green industry, consistent with recent policy statements on creating sustainable development by our new president.

The project also should contain a large wetland and recreational park component, both to attract tourists and accommodate residents who wish to experience the unique environment of the Humboldt Bay area. Bicycle lanes and public transportation routes should be developed to serve the site, and reduce the proposed massive parking lot footprint.

Thank you for the opportunity to comment on this document.

Yours sincerely,



Martin Mitchell

Sidnie Olson

From: JanePeep@aol.com
Sent: Saturday, January 31, 2009 4:44 PM
To: DEIRcomments
Subject: Fwd: Marina Center
Attachments: Marina Center

A Good Credit Score is 700 or Above. [See yours in just 2 easy steps!](#)

Sidnie Olson

From: JanePeep@aol.com
Sent: Saturday, January 31, 2009 4:40 PM
To: DEIRcomments@ci.eureka.gov
Subject: Marina Center

The artists renderings of the proposed marina center are hideous. If your going to build something at the marina in old town Eureka the architecture should be made to look like the charming Victorian sea port village that it is and not to look like an ugly strip mall from Los Angles.

I think the Marina center development on the balloon tract property is a big mistake! Why not utilize all the abandoned commercial spaces in our town for retail and or to house the homeless.

Jane Morgan
Eureka

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

Sidnie Olson

From: John McBeth [jmcbeth@omindustries.com]

Sent: Saturday, January 31, 2009 11:43 AM

To: DEIRcomments

Subject: EIR

City of Eureka Community development dept
Att Sidnie Olson
531 K st Eureka Ca 95501

Re Marina Center draft EIR

I have reviewed the EIR on the marina center project. I have found the document to be comprehensive and complete. I support the EIR and the project wholeheartedly and urge its adoption.

Sincerely John McBeth

John McBeth
phone: 707-822-8800
fax: 707-822-8995
jmcbeth@omindustries.com

Sidnie Olson

From: Rob McBeth [rmcbeth@omindustries.com]
Sent: Saturday, January 31, 2009 11:14 AM
To: DEIRcomments
Subject: marina center Draft EIR

City of Eureka Community development dept
Att Sidnie Olson
531 K st Eureka Ca 95501

Re Marina Center draft EIR

I have reviewed the draft EIR on the marina center project. I have found the document to be comprehensive and complete. I support the EIR and the project wholeheartedly and urge you to act swiftly on its adoption.

Sincerely Rob McBeth

Rob McBeth
O&M Industries
5901 Ericson Way
Arcata Ca 95521
PH 707-822-8800
fax 707-822-8995

Sidnie Olson

From: Melvin McKinney [mmckinney@humboldt1.com]
Sent: Sunday, January 25, 2009 6:10 PM
To: DEIRcomments
Subject: Marina Center EIR.

1. Would the project expose the public to toxic materials through the open water ditch for storm water that empties into the bay?
2. Would the project conflict with the Eureka General Plan or any LCP or ordinance protecting wet lands?
3. Would the project comply with Gen. Plan P6. A6-6A7 and 6.A8?
4. Would the project comply with State and Federal laws to have a full clean up of the site from toxics?
5. Would the project impact the 150 foot Rail Right of Way and how would that be solved if the Rail Road will not sell the property?
6. Will the project be allowed to be rezoned before the environmental clean up is completed?
7. Would the project interfere with the public Trust titles on the NCRA rail road properties in the balloon track?
8. What is the criteria for determining the safe environmental clean up levels versus technically clean standards?
9. What effect does tidal action have on the seepage of toxic materials from the project site to the bay?
10. What are the likely and potential effects of liquefaction due to seismic activity on the movement of toxics laterally and vertically in the ground from this project?
11. Would the project allow NCRA to retain the full right of way through the project to operate the Rail Road?
12. Would the project expose the city to a long and protracted legal challenge for the taking of NCRA Property resulting in future loss of business?
13. Would the project cause an economic impact to the community by having a Big Box Retail business on this project?
14. Will the project do a study to address the job base effect on the existing business with in a 20 mile radius of this project?
15. Will the project develop a Economic Impact Assessment for new and old retail business in the city as a result of this project.?
16. Would the project develop a study on Brown Field Clean up using EPA services?

17. Would the project install pollution separators and filters on the storm water drains that drain to the bay .

18. Would the project create a hazard to the public or environment through routine transportation storage or disposal of hazardous wastes traveling thru the project?

19. Would this project pay for and provide for Water and Sewer for public safety and health because the city does not have existing facilities to serve this project?

20. Would the project preserve open space and put to a vote of the City any proposed Big Box Project?

21. Would This project develop a Convention Center as an alternative to a big box project for this Marina center ?

22. Would this project identify and survey all wetlands and comply with the Coastal Act Standards in their respective zones?

23. Would this project cause a safety hazard to the traffic flow pattern on hy way 101 as result of entering and leaving this project?

24. Would traffic flow comulative impacts effect other roads? If so how would you correct them?

25. What is the time line for completion of this project?

Sidnie Olson

From: TJ McMurray [tjmacjr@pacbell.net]
Sent: Friday, January 30, 2009 7:34 PM
To: Sidnie Olson
Cc: Kevin Hamblin
Subject: Re: Fw: Marina Center. Draft EIR Notice of Availability

Sidnie: You mentioned in our phone call today that a new flood gate would be constructed at the juncture of Humboldt Bay and Clark Slough that would serve the Marina Center Project and other areas of the City. The City is aware, through our prior correspondence, of the flooding of Washington Street and adjacent properties. This occurs due to a combination of high tides and large surface run-off from the western portion of the City. The flood gates at the Bay close due to the high tides, the surface water backs up and is then stored on adjacent properties and Washington Street until the tide gates reopen and the water begins to recede. Without reviewing the EIR in detail, I would hope that this issue is addressed and solved through a detailed study and an engineered solution. Please acknowledge receipt of this email. Respectfully, Thomas J. McMurray Jr.

--- On **Fri, 1/30/09**, **TJ McMurray** <tjmacjr@pacbell.net> wrote:

From: TJ McMurray <tjmacjr@pacbell.net>
 Subject: Fw: Marina Center. Draft EIR Notice of Availability
 To: "Tom McMurray" <tjmacjr@pacbell.net>
 Date: Friday, January 30, 2009, 4:55 PM

--- On **Fri, 11/21/08**, **Sidnie Olson** <SOLSON@ci.eureka.ca.gov> wrote:

From: Sidnie Olson <SOLSON@ci.eureka.ca.gov>
 Subject: Marina Center. Draft EIR Notice of Availability
 To:
 Date: Friday, November 21, 2008, 2:23 PM

Please find attached a copy of the Notice of Availability for the Marina Center Draft Environmental Impact Report. We are providing you with this notice in advance of the actual review dates. The Draft EIR will be available for public review from December 1, 2008 to January 31, 2009. As indicated in the attached Notice, beginning December 1, 2008, the Draft EIR will be available at all local libraries, the County Planning Department, City Hall, and the City of Eureka's website www.ci.eureka.ca.gov

Please feel free to forward this information to whomever you feel would be interested.

Regards,

Sidnie L. Olson

Sidnie L. Olson, AICP

Principal Planner

City of Eureka

Community Development Department

531 "K" Street

Eureka, CA 95501

(707) 441-4265

solson@ci.eureka.ca.gov

Dec. 20, 2008

Eureka Community Development Dept.

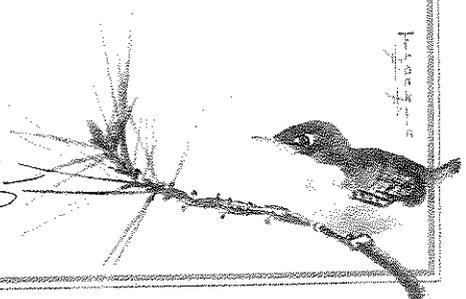
Dear Friends - Esp. Sidnieh Olson

Please consider the future
cost of restoring or abandoning
a "Marina Center" or any new
coastline project - a cost
that will be caused by the
high water level in our
WARMED PLANET.

The loss of structures from
high water levels needs
to be prepared - for, in
establishing a Marina Center
plan and budget.

Sincerely,

Eunice Noack
2141 Tydd St. #315
Eureka, CA 95504



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

Name (print): David F Ogden

Address: 2337 B Street Eureka, CA 95501

E-mail: goldfinch@humboldt1.com

Page V-5 (bottom, under "1. Extension of urban...etc")

Statement is made that project will not "require ANY MAJOR EXPANSIONS of the [city's] infrastructure."

1) What about "MINOR" expansions?

2) Who decides what is "major" and what is "minor"?

3) What criteria are applied to distinguish between "major" and "minor"?

4) Who will be financially responsible for ANY changes or expansion of ANY infrastructure?

Signed: David F Ogden

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

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

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JAN 20 2009

Name (print): David F Ogden

DEPARTMENT OF

Address: 2337 B Street Eureka, CA 95501

COMMITTEE DEVELOPMENT

E-mail: goldfinch@humboldt1.com

Appendix K (Technical Appendices), page 44 (under "re-tenating potential"): the claim is made in the first paragraph of this section that "the existing primary market area shopping centers have low vacancy rates which is an indication of the...area's... ability to retain smaller vacancies as they occur." This is NOT true as evidenced by scores of vacancies throughout the city and especially the 20 plus vacancies (large and small) in the Bayshore Mall. Very out-dated information

Signed: David F Ogden

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): David F Ogden

Address: 2337 B Street, Eureka, CA 95501

E-mail: goldfinch@humboldt1.com

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JAN 30 2000

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Appendix K (in Vol II, Technical Appendices), on the map labeled "Exhibit 18a, Representative, etc": A TYPICAL piece of erroneous misinformation prevalent in the CBRE report appears as itemized Store #8, "Strictly for the Birds" which is categorized as "Nursery/Flowers." I am the former co-owner of that business and I can attest to the fact that it is NOT a store of that type and does not "compete" with any store proposed for the project.

Signed: David F Ogden

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

How many other errors of this sort lurk in the map and narratives???

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

Name (print): David F Ogden

RECEIVED

JAN 20 2000

Address: 2337 B Street Eureka CA 95501

E-mail: ~~EUREKA, CA~~ Goldfinch@humboldt1.com

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Table IV.0-9 lists only those developments (mostly commercial) on or within a block or two of the Hwy 101 corridor. What about other large planned developments (largely residential) in other parts of the greater Eureka area (p.e.o. McKay Tract and the Forster-Gill project)? These large-scale developments will contribute significantly to cumulative effects of traffic both on 101 and on Eureka's city streets!

Signed: David F Ogden

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): David F Ogden

Address: 2337 B Street, Eureka, CA 95501

E-mail: goldfinch@humboldt1.com

JAN 31 2000

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Mitigation measure IV.0-1j calls for additional turn lanes on Waterfront Drive at the west access driveway into the project area. Waterfront Drive narrows to less than 30 feet just to the south of the proposed access driveway. How can additional turn lanes be provided at that point?

Signed: David F Ogden

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): David F Ogden

Address: 2337 B Street, Eureka, CA 95501

E-mail: goldfinch@humboldt1.com

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JAN 20 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Appendix M in Vol II (Technical Appendices) Exhibit 1 of
CBRE Letter "Response to Economic...etc": This
list and the resulting calculation of a slightly
under 2 1/2% vacancy rate is an enormous error
of OMISSION and is so out of date that it is
totally useless and irrelevant to the discussion.
Yet another glaring example of the overall inadequacy
of the CBRE report.

Signed: David F Ogden

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): David F Ogden

Address: 2337 B Street Eureka, CA 95501

E-mail: goldfinch@humboldt1.com

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JAN 20 2009
DEPARTMENT OF
COMMUNITY DEVELOPMENT

Page IV.O-54 (bottom, under "Finding of significance...")

"... the project applicant is only required to pay its fair share, and there is no program in place or funding otherwise identified to insure completion of the mitigation measures within the time period necessary to avoid the impacts."

Is the City of Eureka expected to open its wallet and subsidize this project to the tune of who knows how many hundreds or thousands of dollars?

Signed: David F Ogden

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): David F Ogden

Address: 2337 B St, Eureka, CA 95501

E-mail: goldfinch@humboldt1.com

Page IV.0-4 (top, under "Waterfront Drive") "Waterfront Drive is a 48-foot wide two lane street..." This is incorrect. Waterfront Drive starts out (at the Commercial St end) at about 48 feet but **NARROWS** to **LESS THAN THIRTY FEET** just south of the boat ramp entrance and remains that narrow all the way past Marina Drive and the Wharfinger. This constriction will cause serious problems at the 4th Street exit from the project.

Signed: David F Ogden

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

DAVID F. OGDEN
2337 B Street
Eureka, CA 95501

RECEIVED

JAN 30 2009

January 30, 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Sidnie L. Olson, Principal Planner
Community Development Dept.
CITY OF EUREKA
531 K Street
Eureka, CA 95501

Dear Ms. Olson:

Upon reviewing Part IV.O of the Marina Center DEIR, I find numerous references to the idea of "diverting" vehicular traffic away from the US Hwy 101 corridor onto various city streets. The mitigation measures described in IV.O (pages 39ff) numbered O-1 specify the following streets:

Hawthorne Street (Mitigation Measure O-1c)
Waterfront Drive, Second and Third Streets (O-1f)
Harris Street, with particular mention of STAA trucks (O-1g)
Fairfield Street (O-1g)
Washington and Summer Streets (O-1h)

In addition to those streets specified in the report, there is a considerable likelihood that numerous other City owned rights of way will be implicated in this attempt to keep traffic off the 101 corridor.

My concern in this regard lies in the increased amount of wear and tear which will be occasioned by adding considerable burden to these rights-of-way for which the City is responsible for maintenance and periodic repaving. (The US 101 corridor is Caltrans' responsibility so it does not enter into this discussion). As the chairman of the City's Finance Advisory Committee and a long time student of the City's budgetary process, I am painfully aware of the implications which this will have on future budgets and the City's ability to meet the cost of additional road maintenance and repaving operations. Although some funds for this purpose are supposed to come from the State, given the State's terrible financial condition now and for the foreseeable future, I would not depend on that source. Which will put an ever increasing burden of financial responsibility on the City. If all this increased volume of traffic on our streets (as opposed to those which are Caltrans' responsibility) results in having to step up

intervals for resurfacing and other major repairs from their current levels, then the City will be hard pressed to finance all of these needs as they arise.

Furthermore, I do not believe the "urban myth" promulgated by the CBRE report contained in Vol. 2 of the report: these type of developments DO NOT generate the huge amounts of additional tax revenue as claimed by the report. They never have in the past, and there is no reason to believe that they ever will in the future. All of CBRE's mathematical hocus-pocus notwithstanding, the fact of the matter is there is only a finite number of dollars to be spent in retail trade and all that another retail development does is move those dollars from one part of town to another.

I submit that we be provided with a FACTUAL analysis of the projected costs to the City for the additional costs that will be incurred as a result of this diversion of traffic off of the US 101 corridor and onto City streets. This will enable both my committee and the City Council to evaluate the potential fiscal impact which this project will have on the City's financial resources.

Sincerely yours,

A handwritten signature in cursive script that reads "David F. Ogden".

David F. Ogden, Chairman
Finance Advisory Committee

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

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JAN 9 0 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

29 January 2009

We reviewed Volume I section IV of the Marina Center EIS and the Appendix G Table 2 Animal Species Observed on the Project Site or Expected to Utilize the Project Site.

We find the CNDDDB list not useful due to the scale of the query, which includes all of Humboldt County. The CNDDDB lists are typically viewed as evidence of absence of particular species in a project area. Rather, the government agency, CNPS, and other lists of species of concern should be utilized as a starting point, with input from various knowledgeable people and the literature, to determine which species should be considered. Inclusion of superfluous species lists is interesting but is not helpful.

We view these lists as not only species that could be negatively impacted by the project, but those that could potentially benefit from the project as well. We did not review plant species because this is outside our area of expertise.

On the List/Proposed Threatened and Endangered Species for the Eureka Quad, we would delete all species except the following list, since these are the only ones that would potentially be affected by the Marina Center project:

Tidewater goby
Coho salmon
Steelhead
Chinook salmon
Western snowy plover
Yellow-billed cuckoo
Bald eagle (although this species is no longer listed under the Endangered Species Act)
Brown pelican.

The CNDDDB query did not produce records of sandy beach tiger beetle, Indian Island rookery, and California clapper rail, but these are worthy of consideration and would have been identified if a good literature review of the area were done. Species covered by the Migratory Bird Species Act also must be considered.

California Species of Special Concern (SSC) lists need to be consulted. I am not aware of any California SCC mammals that should be included. The following list of birds from the 2008 Bird SSC list should be considered:

Brant
Redhead
Northern harrier
Yellow warbler
Bryant's savannah sparrow

From the 1994 Amphibian and reptile SSC list northern red-legged frog should be included.

From the 1995 Fish SSC coastal cutthroat trout should be considered.

The EIS cites the following herptofauna species as seen during a survey on page IV. D-1. "Despite looking under boards and other objects, the only amphibian or reptile observed was the Pacific treefrog during the July 9, 2006, summer survey. Other reptiles that could potentially use the site include Western fence lizard, common garter snake, and gopher snake." In surveys of similar rural areas immediately adjacent to Humboldt Bay in March 2003 I found rough-skinned newts and northwestern salamanders. Southern and northern alligator lizards are much more common in local coastal areas than western fence lizards. I have wandering salamanders and California slender salamanders in my flowerbeds and under planters at my properties, two of which are within ½ mile of Humboldt Bay.

In review of plants to be included in plantings on the proposed wetland and mitigation area of the project area we would encourage native shrubs and trees adapted to the local area which have wildlife values such as coyote bush, silk tassel, willows, alders, spruce, and grand fir. Other plants will seed in naturally or be introduced by birds. Unfortunately we have a problem with human transients and homeless who may desire to inhabit densely vegetated areas. By providing judiciously placed trails the project may encourage diversity of plant species but discourage human habitation.

I find the DEIR section on Environmental Assessment, where an Health Risk Assessment is cited, to be lacking in information on current toxicity values as stated by the EPA. The Assessment that is cited is not current. It appears to only apply to health effects to transients and individuals to be working on construction of the retail establishments. Little to no mention is made of potential effects to people frequenting retail establishments at the site over time, residents of the site, people and wildlife in any park or wetland area on the site. This is a serious oversight and should be addressed through an updated and expanded Health Risk Assessment before the FEIR. No ecological risks to wildlife are mentioned, particularly those from exposed soils and groundwater intrusion.

Due to the information lacking on human and ecological impacts it is not possible for CEQA's purpose of ensuring fully informed decision-making with regard to significant effects on the environment. It is not possible for any Regional Board to make an informed decision on whether site remediation is an adequate mitigation measure either as the list of toxic contaminants reported from the site is extremely limited. Recent sampling by Humboldt Baykeeper found dioxins and furans in site soils, sediment and fish; no source for these toxics is identified in the DEIR. Additionally, the DEIR does not include information on the levels of any contaminants found onsite (IV.G-1-IV.G-11).

Air Quality Impacts C-1 to C-3 are stated as "Significant and Unavoidable" levels of Significance. The project is estimated to produce 38 tons per year of fine particulate matter, which is in exceedance of the North Coast Unified Air Quality Management District threshold of 16 tons per year. This would make a retail center the single largest producer of PM10 in the County, this is unacceptable. Mitigation is required under the Federal Clean Air Act and State Law. The DEIR states that mitigation that is inadequate to reduce the problem is allowed because none of the described mitigations are technically or economically feasible. Not considered forms of mitigation are installation of solar panels and wind turbines and other such offsets that would reduce the carbon footprint of the project. Mitigations do not reflect State requirements to upgrade pollution output by diesel trucks or to ban idling of such trucks on the site.

Mitigation that is offered as examples in C-2a include placement of some electrical outlets for cars, synchronized traffic signals, and bicycle and pedestrian travel zones. However, no information is provided on the number or placement of the electrical outlets or on the use of solar panels to power them. California Department of Transportation is in charge of synchronizing the signals nearest the project site, the Marina Center proponents cannot take responsibility for work that CALTRANS already performs. Bicycle and pedestrian travel zones are not adequate. Options offered are too limited, unsafe for crossing Broadway for travel northward, including requiring travel on a sidewalk against the flow of traffic which is not legal. The DEIR does not include substantial specific information or concrete evidence of potential additional costs or low profitability that would be sufficiently severe enough to warrant a finding of "unavoidable" impacts.

The Health Risk Assessment for Diesel Emissions Associated with Wetlands Construction and Delivery Operations data sets are inadequate as they omit analysis of air quality impacts associated with the excavation and removal of contaminated soil. It omits an analysis of toxic levels of pollutants concentrated in the project parking area. The DEIR analysis ignores the high ranking of Humboldt County for cancer incidence in California. Further, cumulative impacts are inadequately described and analyzed. It omits listing current PM10 contributors such as Evergreen Pulp and Fairhaven Co-Generation Plant. It omits known adverse effects of PG&E's repowering plant which uses Air District models to allow for just below 10 in one million cancer risk. It omits transportation corridor effects outside the immediate vicinity of the project area. Two of my homes are located on Washington Avenue, just outside the project area. Impacts of increased pollution due to increased traffic are not analyzed for the neighborhood due east of the project area, which is the primary area that will be impacted by blown pollutants produced on the project site.

The Transportation Section Chapter IV-O anticipates over 15,000 new vehicle (one-way) trips to the project site per day. These numbers are based on a traffic study performed in non-tourist times of year. Traffic during tourist months is much higher, the analysis should reflect the full range of traffic levels throughout the year. At times 4th and 5th streets are virtually impassable without a traffic light now, with the projected increase of 300% in peak traffic in the afternoon it is unlikely that most streets located in the city core and adjacent neighborhoods would be permeable to cross traffic. Levels of pedestrian accidents are already higher than many larger cities in California and the DEIR does not propose mitigations to avoid increasing the incidence of these accidents. Level of Service calculations assumed that much of the exiting traffic would use Waterfront Drive to Hawthorne or to 2nd and 3rd streets into old town. This ignores the likelihood of vehicles exiting into the adjacent west side neighborhoods up Washington and spreading out from there. Waterfront drive takes people far out of their normal paths of travel and is unrealistic. A new analysis should be performed that contains more realistic paths of travel. Broadway congestion values appear extremely understated.

I would like to address Urban Decay. Negative impacts of the Bayshore Mall are still being felt in the Old Town and Henderson Center Shopping areas. With the current economic downturns, the number of vacant shopfronts has spiraled ever higher. The DEIR does not adequately identify the number of such vacancies and look at the length of time that many have been in existence. New retail spaces would further compete for shops to use them. The current pool varies widely in size and configuration and yet this project proposes to add still more. Many currently proposed sites for infrastructure development remain undeveloped, such as the waterfront. Investment in building up these areas would better serve the people of Eureka.

I would like to end with a brief comment on Cultural Resources. The Wiyot people have lived in the area around Humboldt Bay for much longer than this area has been settled by Europeans. Two villages are anticipated to be located on the project site. This was not arrived at by supposition, historical evidence has been presented to indicate the veracity of the Wiyot claims. I find it highly inappropriate to mitigate by looking for cultural resources while constructing. The villages should be located and properly planned around prior to ground-breaking activity. It is the only proper method to ensure protection of those resources. It should be done with the assistance and oversight of Wiyot cultural analysts with backgrounds in protection of cultural resources and archeologists. A contractor cannot be trained adequately to perform the work of experienced archeologists and cultural resource recovery and protection experts with decades of experience.

Respectfully,

Lisa Ollivier
Resident of the Eureka West-side
824 B Street
Eureka, CA 95501

A handwritten signature in cursive script that reads "Lisa Ollivier". The signature is written in black ink and is positioned below the typed name and address.

Sidnie Olson

From: jamie orr [no.unsolicited.commercial.email@gmail.com]
Sent: Friday, January 30, 2009 6:27 PM
To: Sidnie Olson
Subject: Marina Center Cultural Resources

110 Dandy Bills Ave
Loleta, CA 95551
30 January 2009

Ms. Sidnie L. Olson, AICP, Principal Planner Community Development Department City of Eureka,
531 K Street
Eureka, CA 95501-1165
Email: solson@ci.eureka.ca.gov

Anent: Cultural Resources

While in general I believe there is a lot of good information collected in the DEIR, as far as the cultural resources portion there seem major reasons for concern--it is too weak.

My friend the late Irving James (1900-2000) use to frequently talk about going into "Chur-Ru-Chic-Chi" (as I recall) [djerochichiwil which has multiple spellings] referring to Eureka. He and his family were long (and are) a source of information about this area. I'd never knew where exactly this was as I supposed there were likely a lot of Wiyot settlements (over their 2000? years) in the Eureka area. Earlier this month I found that this significant settlement was likely on Marina Center site.

Sadly the Wiyots have suffered badly from White Americans. Likely they were decimated by the massacres, internments, relocations, and disease. Too often expediency and self-interest (by enlarge short-term) seem a foundation of our actions.

The proposed plan to protect the archeology of the area seems incredibly naive. Our normal patterns have minimal (if any interest) in archeology. Business is business and doesn't like distractions. Jobs in Humboldt have long been a challenge for workers. Now especially in our current economic straights where jobs are being so cut back, it is highly questionable if a worker would want to thwart the project by raising problems—and risk losing their income.

1. Archaeologists should be on site in addition to training of the workers. Considering the size of the project (with the need to not be in the way excessively), multiple trained Wiyot observers should be at each construction site while activity is going on.
2. Preliminary assessment should be done with remote sensing (ground penetration radar if applicable), trenching, and careful excavation.
3. Piledriving, undergrounding of utilities and other subsurface activity should be included in this protect.
4. In as much as the finished project will bar future access to unknown pre-1850 archaeological materials, an evaluation needs to done before further activity on the site.

Sincerely,

"Jamie" Orr

Sidnie Olson

From: jamieorr2@juno.com
Sent: Saturday, January 31, 2009 11:59 PM
To: Sidnie Olson
Subject: Marina Center DEIR comments

RFD 1 Box 66
Loleta, CA 95551
31 January 2009

Ms. Sidnie L. Olson, AICP, Principal Planner Community Development Department City of Eureka,
531 K Street
Eureka, CA 95501-1165
Fax: (707) 441-4202

Anent: Marina Center DEIR

There has been a lot of effort done on this DEIR; making something constructive with a brownfield, public nuisance is laudable.

However the Urban Decay portion which claimed less-than significant impact seems tainted. One only has to drive along downtown 101 to see troubling vacant spaces, and there are more elsewhere. Considering the change in our current and national economic situation, a realistic reappraisal needs to be made—i.e., more than hints of the second Great Depression. Home Depot is closing stores and has laid off 7000 people. An economic downturn may curtail interest in all this development. Certainly national chain big boxes do nothing for Eureka's individual uniqueness, and the tract needs to support our exceptional environment.

CalTran's 101 ByPass through Eureka was vetoed by Eureka in the 1970's.
Eureka's traffic has suffered. Now at one of our worst bottlenecks, commerce (albeit a different branch) plans to exacerbate the problem.
Their plans for remediation are inadequate or deliberately blithe.

The number of new traffic lights is going to slow the flow of traffic.
The number of stoppages and bumper-to-bumper crawling incidents will increase. Waterfront Dr. can certainly be part of a resolution, but more planning (& consideration) is required. That would make more sense than causing problems on Koster (Koster & Wabash were cited). The railroad there in the future could worsen congestion, but could do more for the area than a big box. Eureka and the Project need to be more creative with mitigation. Previously there have been discussion of improving Waterfront Drive to an improved traffic artery, shouldn't that be an alternative for exploration?

Eureka is not the world, but it is extremely disingenuous to dismiss negative consequences as less-than-significance regarding Green House Gases. What happens here contributes to problems beyond the local. Our being mindful of our local responsibility has prudence beyond just our local area. How much will gridlocked traffic support the California Global Warming Act? How much fuel economy/efficiency results with increased traffic signals? Vehicles impact our having reached Peak Oil.
Eureka is not isolate; we are part of the world, consideration the part we play is required (beyond expediency and short-term self-interest).

Putting residential housing into a Tsunami area seem short sighted.
Considering Peak Oil and the many more countries aspiring to increase use of petroleum, the plan cheerfully, optimistically ignores this. Bicycles and pedestrians are getting short shrift.

A more limited footprint facility would help reduce adverse impacts on transportation, reflect the California's

coastal-dependent and coastal-related development emphasis and offer potentially better visitor-serving recreation. Options for other places for a big box besides here need more exploration. The No Project seems very limited; why couldn't environmental effects be a part of this. A park did not seem to have been given sufficient consideration. Incorporation of the railroad, tourism and the tract might beneficially be considered. Hazardous Material should include a broader survey of other hazardous materials. Diesel pollution reduction should have more importance. Is there a roll for the tract to support increased barge shipping?

Hoping for our best,
James Orr

-Page Break-

P.S.

Ms. Sidnie L. Olson:

I tried to fax this, but your fax number is not available tonight. I live in a rural part of our rural county and do not have direct Internet access. Driving into town to do this now would be onerous and problematic. I won't be able to do so tonight, or I would as I value my privacy. Would you be able to redact my e-mail address, please? If you need one, no.unsolicited.commercial.email@gmail.com would be my preference. Thanks!

Sidnie Olson

From: Jean Paulson [flyin-lion@humboldt1.com]

Sent: Friday, January 30, 2009 2:11 PM

To: DEIRcomments

Subject: Marina Ctr.

I'm concerned about the presence of contaminants in this site, about the increased traffic flow (which hasn't been clearly addressed), but more than these issues, about the creeping and irreversible mall-ing of our area. Having lived in two similar areas (outside Madison, Wis. and Warwick, N.Y.) and watched them succumb to urban sprawl, replete with big box stores, and the attendant loss of vibrant, unusual, local businesses, I mourn, and am angered by the idea of a similar fate befalling this remarkable place. Home Depot is in trouble...why would we want them here? Why are we not more concerned with protecting our own? What about a center for business incubation (as in Arcata), a tech center, etc. Not more big stores, over-priced housing etc. on a lot that has yet to pass EIR muster. NO!

Sincerely, Jean Paulson(Eureka)

Sidnie Olson

From: Susan Penn [spenn@quik.com]
Sent: Friday, January 30, 2009 3:17 PM
To: DEIRcomments
Subject: Marina Center DEIR

They DEIR states that the project will not contribute to urban decay. It also states that urban decay can be the result of business closures when the vacancies are not filled in a reasonable time, and result in boarded windows, etc. The report goes on to praise our low commercial vacancy rates. The square footage of vacancy may be considered low, but the number of vacancies is high (by my standards, since there were no comparative numbers given.) There are over 100 vacant store fronts now. How many more would the new Marina Center create?

When the Bayshore mall opened, the effect on downtown Eureka was devastating. Many stores were indeed boarded for a period of time, windows broken, etc. Many dollars and efforts later, Old Town is starting to recover. Haven't we learned our lesson? Do we want to try to do it all again?

Susan Penn
PO Box 1036
Eureka, CA 95502

Sidnie Olson

From: Jamie Peterson [cr_princess_1501@yahoo.com]
Sent: Friday, January 30, 2009 8:02 PM
To: DEIRcomments
Subject: Marina Center

I would like to state my opinion on the current plans for the Marina Center DEIR.

I think the traffic issues have not been addressed adequately. I believe that there is Too much traffic going on to Waterfront drive. What would the traffic look like on Broadway if we add the trains with trucks moving their containers?

I believe the big box stores are more suited outside the city. We want a good tourist environment that does not cause urban decay. Stores are closing right and left. Do we think by the time this is built the economy will be any better? We need to Help our some nick business to thrive in our quaint town.

One of my main concerns having lived here for 30 years is the way the bay has been polluted. I used to love to fish the bay but I am concerned of the toxic water that is in the bay and how it touches the fauna. I don't see capping the ballon track as a solution or leaving it the way it is currently either. The report did not address the dioxins in the soils and their levels. The toxics are seeping into the bay. What about a family living in that waste. It does not say if they will rip up the asphalt or what. What will be the means for building the structures on the site?

The studies that were sited were long ago and as we know one can skew statistics with leaving out variables.

I don't see any definite plans for really having the electric cars, and how many. Our PM10 rate for air quality is over now. I am afraid this would add to it.

Please reconsider the use of this land. YOU have done such a wonderful job with the boadwalk and newer building near the water.

Thanks you,

Jamie Peterson

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

Name (print): Amy Pollock

Address: 329 Clark St. (home) + 322 F St. (shop)

E-mail: I oppose the Marina Center / Balloon Tract development project. As a resident I am apposed to increased traffic & urban decay! As a local artist, I value the cultural importance of locally produced goods shared with visitors to our area.

~~The~~ Tourists can go to Home Depot, etc. at their own homes. The unique, local businesses create our unique cultural environment. This project is not sustainable economically, environ-

Signed: Amy Pollock mentally, socially or culturally. Please

Or send e-mail comments to: DEIRComments@ci.eureka.ca.gov do not waste the resources of the people of this

Sidnie Olson

From: David Fix & Jude Power [foglark@att.net]
Sent: Saturday, January 31, 2009 10:19 PM
To: DEIRcomments
Subject: Marina Center

Dear Sidnie Olson,

I would like to share my opinion that the proposed Marina Center development would have a negative effect on Eureka and Humboldt County and I do not think it should proceed at this time. The construction of a Home Depot along with other new retail spaces in downtown Eureka would certainly cause many of our existing businesses to fail. An example is Pierson's, an exemplary locally-owned home improvement center, which could not compete with H.D. Humboldt County has a very small, economically depressed population, approximately 125,000, and we cannot support more retail stores than we already have. Why do you think Trader Joe's refused to come here? Because they knew our population was too small and too poor to support it. Home Depot itself has recently laid-off thousands of employees and is closing many of its centers. We have many empty store fronts as it is; it is irrational to consider building more. Local businesses are struggling (except the liquor stores?) and cannot take the blow of another big mall. Even Bayshore Mall is hurting - the two anchor stores are failing and spaces are vacant.

Another response I have to the proposed Marina Center is the aesthetic aspect. I was alarmed by the artist's rendition in the Times-Standard. It looked like a 1950's strip mall in the Central Valley. Isn't this supposed to be a Victorian Seaport? The architecture had no relevance to our culture or architectural heritage. It was really off-putting, although perhaps not as horrendous as the Italianesque County Jail facade on 5th Street. And I haven't even mentioned the traffic problems that will plague the 4th Street/Broadway area or the drug dealers and prostitutes who will flock to the new development. All in all, the Marina Center is a very bad idea in its present form.

Thank you for considering my input,
Jude Power
Eureka Shopper
Humboldt Co. resident since 1971

Sidnie Olson

From: Christy Prescott [csprescott@yahoo.com]
Sent: Saturday, January 31, 2009 5:27 PM
To: DEIRcomments
Subject: Marina Center DEIR Comments

Dear Sidnie Olson,

Please take my comments under consideration regarding the DEIR for the proposed Marina Center.

While I recognise the many benefits that may flow from the development of the Ballon Tract, I am concerned about the proposed big box development. While I support creating jobs in Humboldt, I believe these should be generated in a manner that does not compromise the sustainability of locally owned small businesses. I would like to see an analysis of the impacts of the big box development on local businesses.

My other concern with the DEIR is the lack of consideration and analysis used to support the General Plan land use designation amendment. Given that the development will require a site specific plan amendment to move forward, I would expect that the city would carefully consider the need for a big box development versus what the site is currently zoned for or other potential development types.

Consideration of the site's inherent qualities should be a fundament in the city's decision on approving any land use amendment to the plan. A big box development does not capitalize on the site's spectacular views or proximity to Old Town and Humboldt Bay. The DEIR needs to include a thoughtful and thorough analysis of the impacts associated with the proposed plan amendment direction. I find that the DEIR is currently lacking in this respect.

Thank you for the opportunity to comment. I hope that you will take these comments under serious consideration in moving forward.

Sincerely,
/s/ Christy Prescott
2704 G Street
Eureka, CA 95501

To: City of Eureka
Community Development Dept.
attn: Sidnie L. Olson, Principal Planner
531 K Street
Eureka Ca. 95501-1165

RECEIVED

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Comments on Marina Center DEIR: 1/31/09

I have lived in Humboldt Co. for 37 years. I have attended C/R, HSU, raised my family here and started my own family business. I'm a homeowner who built my passive solar home in 1980. I have lived in Blue Lake, Glendale, Eureka, Cullen, McKinleyville, Westhaven, Trinidad, Arcata and Guerneville and had ample opportunity to witness both rural and urban development and historical decay as well as spoken over the years with fourth and fifth generation locals.

Where to begin about this ill-fated draft EIR is overwhelming to me. Let's go back to the early seventies when Old Town Eureka was a dilapidated waterfront fisherman's town in the glory days of Sardis and abundant fish stock. The Madaket, Old Town Bar and Grill and Fog's brought people to Old Town and all businesses boomed when the economy took a downturn. The funky but functional Eureka mall did the downtown area took a permanent hit when the Bayshore Mall was built, after yet another very expensive Old Town Eureka revitalization project put the brick Sagers in. It couldn't sustain local businesses when even J.C. Penney's closed their Eureka store and moved to the mall. Down-

The loss of anchor stores at The Bayshore mall, empty storefronts, declining sales, a deep recession beyond anything our grand parents have seen since the Great Depression should be enough to halt this grandiose bloated project. Even the Boardwalk Revitalization project from 16 years ago still sits vacant with no local retailers. With the empty condos and retail space on F Street. The marina center is a bizarre hodge-podge of big box commercial, regular commercial space, office, residential and light industry. Enhancement? Combining just traffic and shipping needs for this center is totally incongruous and nonsensical. Inadequate existing traffic corridors on Broadway and side streets would bring commuting and peak traffic times to a gridlock standstill, something we already "enjoy". Traffic studies for Herrick Road, Elk River Road, Vance Ave, Major Ave, intersection of East Oak Street have not been addressed, let alone the traffic emission from 15,000 extra cars idling on the waterfront.

There are 2 WyoT historic sites within the project boundaries which have not been addressed. Wetlands mitigation, monitoring of non-native eel grass needs to be addressed. There are numerous known toxic contaminants in the soil: hydrocarbons, copper, lead, arsenic, and dioxins, seeping into the groundwater.

In the current recession, Home Depot announced last week that were closing hundreds of stores

We need to use the urban backfill/
infrastructure that we have such as all
the space we have already available on Samoa
Blvd's old warehousing sites. Letting Home Depot
in would be a slap in the face to the
few surviving local retailers like Ernie
Pierson, where you get expertise and local
service after the sale, unlike a National
retail chain whose corporate headquarters
are outsourced God knows where. Public
transit to the Marina Center? nonexistent.
Safe bike trails and walkable space at
the Marina Center? Good luck dodging
the delivery trucks! The Eureka Waterfront
Wetlands would be better served with a
thorough cleanup and a Visitor-serving Recreation
Use Center, an eco-tourist destination flagship
along the lines of our global trend setting
Arcata Marsh and Schatz Energy Center.
Shopping destinations are quickly becoming
dinosaurs of the Wall Street excess, and not
wise or sustainable for our local economy. 40
years of these revitalization bromides
should be history enough to cancel this
ridiculous outdated mindset. Invest in
our natural local sustainability, and
eco-tourism and green jobs instead
I invite you all to take a walk today on our water
front with open eyes. Take a deep breath,
a fish rots from the head down. If it looks like
a fish and smells like a fish, it indeed is a
fish.

Thank you for your kind
attention in this very important issues.

Sincerely,
Leslie Quinn

LESLIE QUINN

1887 HAUSER CT.

ARCATA, CA. 95521

825-0209

Sidnie Olson

From: howdix@earthlink.net
Sent: Thursday, January 29, 2009 10:34 AM
To: DEIRcomments
Subject: Marina Center

To whom it may concern:

The Balloon tract has laid fallow far too long. I hope it will soon be turned into a better revenue source for the City of Eureka. I feel that the developers have far exceeded what they should have to just to try and satisfy everyone. They have satisfied me and at age 80 I hope I can live long enough to see the Marina Center completed.

Howard Rien, RDC, USN Ret.
howdix@earthlink.net
Eureka, CA

Sidnie Olson

From: Jane Riggan [jriggan@humboldt1.com]
Sent: Monday, January 26, 2009 2:27 PM
To: DEIRcomments
Subject: Marina Center EIR comments

Dear Sidnie:

I am particularly concerned about the human health effects of constructing the Marina Center on an old hazardous waste site and whether there have been any effects from the previous soil and hazardous waste material removal. My main concern is regarding the residential and museum use (especially in relation to children). Once I got a copy of Hazardous Materials Assessment in Appendix J, I was disturbed to see the brevity of the Health Risk Assessment (4.0).

Maybe this was only a summary, but there were still some disturbing aspects. Colleagues who have been familiar with other Union Pacific sites raised the issue of dioxins and PCBs and why they were not addressed. I am also concerned that Health Risk Assessment is based on one completed by Geomatrix in 1997 and an Addendum in 2000. That was nine years ago and it seems to me that the data would be considered outdated. It certainly seems that it would be prudent to get more recent data especially if your accepted version includes residences and the Discovery Museum.

Thank you for your careful consideration of these comments. Feel free to call me if you need clarification.

Jane Riggan
1721 J Street
Arcata, CA
825-6756

Sidnie Olson

From: nick robinson [swissforestryrobinson@yahoo.com]
Sent: Friday, January 02, 2009 1:48 PM
To: DEIRcomments
Subject: Marina Center Public Comment

Hello

As a citizen and home owner in Eureka Ca, I wish to express my support of the Marina Center. I believe that this project will benefit the area tremendously. As long as I have lived in this city it has gradually improved, and the waterfront areas are particularly run down. As each new project is completed the aesthetics of our area improves, as does our quality of life. I also believe that the perceived impact of a big box store is grossly over stated. This area has a long history of supporting local businesses. People will not abandoned this notion just because a new store opens. Businesses such as Peirsons and Ace may experience a short term loss in business, but I believe that the local population will be loyal to their local stores. Competition will be good in the long run for everyone. I haven't seen anything close because of Target or COSCO.

The biggest potential impact from this project is the "No Project" scenario. The longer improvement and clean up proposals are delayed, the more expensive they become. How many assessments does it take to assess something? This area struggles enough as it is. We have always relied on a resource based economy, and being in such a remote location, inefficiency kills business. The bureaucracy of these projects may be necessary to some degree, but lets keep the layers as thin a practical and keep Eureka alive.

Nick Robinson
3378 L st
Eureka CA 95503

January 27, 2009

Sidnie Olson
Principle Planner
Eureka Community Development Department
531 K Street
Eureka, CA 95501

RECEIVED

JAN 29 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Re: Marina Center Project

Dear Ms. Olson:

The Marina Center Project proposed for the Eureka waterfront will result in years of construction pollution, heavy equipment and trucks and accompanying diesel fumes, noise, ground vibrations, hazardous materials and dirt in the center of town for a project with serious environmental impacts and real potential for causing more business closures and urban decay in the area. Having "Home Depot" as an anchor store will bring large delivery trucks, constant auto traffic in and through the beautiful and fragile old town area and the increasingly congested Highway 101 corridor. Will studies be made to address, quantify, mitigate and publicize all these impacts? What cumulative impacts will be made on existing infrastructure and who will pay for necessary upgrades - other than unwilling taxpayers? What about earthquake protection? How will the tourist business be affected? The project effects will be severe and permanent.

I live in the Myrtle town area of Eureka which has been impacted by increasing growth and development, construction and truck traffic with inadequate traffic calming and danger from speeding and increased traffic flows diverted into the neighborhood to accommodate this growth. The diesel fumes, construction dust and dirt, trucks passing by, some days almost continuously, plus the noise, vibration damage and danger they pose to public health and safety cannot be overstated. I think the same could be stated about the Marina Center project. I am concerned that this project will add greatly to the negative impacts already evident locally. Such a loss for such a beautiful urban waterfront.

It is very important that environmental, health and safety, land use and traffic concerns are adequately addressed. The public must be involved, listened to, protected and informed since we will all pay the price for this development one way or another.

Sincerely yours,



Nola Roiz
P.O. Box 6309
Eureka, CA 95502

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

Name (print): Cindy Rosenfeld DVM

Address: 38 Apple Valley Lane Eureka 95503

E-mail: cindrs@aol.com

What a wonderful idea to build a beautiful marina in Eureka. But there are serious issues you have not addressed. One of my interests is the impact of natural wildlife habitat. As a licensed veterinarian, I believe we have a responsibility to restore the tidal estuary we have destroyed. We must reverse the loss of natural wildlife habitat. Won't you please consider combining your project with this deeply moral issue which may also be part of the

Signed: Cindy Rosenfeld DVM Coastal Act!

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

Sidnie Olson

From: Ruud [ruud@suddenlink.net]
Sent: Thursday, January 29, 2009 1:26 PM
To: DEIRcomments
Subject: Marina Center Comments

We are pleased to fully support the Marina Center Development and hope that the City of Eureka makes every effort to see this project completed.

We commend the Arkleys/Security National for wanting to invest in our community. Here we have people who have the vision, financial resources and experience to develop his type of project yet there is a resistance of the minority. We were born & raised her and are sick & tired of mostly the implants trying to block projects like this. There are many folks in this community that support this development.

Most of the waterfront area has been left to deteriorate for decades. This area cannot afford a "government funded project" as many of the "progressives" in this community would like to see. What part of 'private enterprise' don't these people get?

This mixed use development will become a tremendous asset to this community. The naysayers are wasting our best asset by attempting to block this project. We do have the Wharfinger & new docks then many blocks later the Adorni Center & Halverson Park and in the middle there's the boardwalk to nowhere. We have no restaurants on the waterfront; no hotels on the waterfront; empty and barren parcel after parcel along the waterfront ... what are we waiting for?

We recently had relatives from Norway visit who live on the southern coast along the North Sea. This was their 3rd trip to our northcoast. They cannot believe the lack of development around the waterfront & the bay. Their question was "why don't they do something to the waterfront area like build apartments, hotels, a fish market, restaurants, shops and places for people to go and enjoy the waterfront". We agreed wholeheartedly with them. We have visited their hometown in Kristiansand Norway which has done a tremendous job in developing their waterfront area. It has become a bustling hub of the city.

Note also that Norway is approximately the size of California and Baja combined and is one of the 'greenest' nations in the world. Also something that most people here are probably unaware of is that Norway is the 3rd largest oil exporter in the world behind only Saudi Arabia & Russia. They also really know how to do off-shore drilling cleanly.

The City of Kristiansand Norway is truly an example that the City of Eureka should follow.

Let's get this development approved and on the road to a reality.

Thank you for the opportunity to voice our opinion.

Michael & Lucy Ruud
5228 Meadow Court
Eureka CA 95503
ruud@suddenlink.net

Sidnie Olson

From: dryerson2@suddenlink.net
Sent: Saturday, January 31, 2009 10:44 AM
To: DEIRcomments
Cc: dryerson2@suddenlink.net
Subject: Marina Center DEIR Comments

January 31, 2009

Sidnie Olson, AICP, Principal Planner
Community Development Department
City of Eureka
513 K St.
Eureka, CA 95501

RE: Marina Center DEIR Comments

Dear Ms. Olson:

I concur with and support the Marina Center DEIR comments submitted by CA Fish & Game, Humboldt County Public Works Dept., the Wiyot Tribe and Bear River Band, and Humboldt Baykeeper. I do not support the Marina Center Project.

All residents of our County would best benefit from a more inclusive long range master plan that covered the entire area along the Hwy 101 corridor (west to the waterfront and a block or two east of 101) from V Street in the north to Herrick Rd in the south. This area could be redeveloped so that it is integrally connected and serves as a tourist destination, cultural and community center for County residents, incubation center for independent local businesses, and more. I have a vision for this area that I would love to discuss with you and learn from your knowledge and ideas.

The advantages of master planning for the entire area described above could include:

--Eliminating the battle over Waterfront Drive extension; --Improving traffic flow to be in synch with current flow at 25-30 mph between I and E streets; --Coherent design that draws from Old Town design; --Improving safety for pedestrians, cyclists, and motor vehicles; --Creating bay views and designing to maximize everyone's opportunity to enjoy the natural beauty and functions of the bay; --Fostering a sustainable economy based on local independent businesses; --Designing to decrease auto dependence and reduce VMT (helps meet AB32 requirements).

Thank you for considering my comments.

Sincerely,

Diane Ryerson
1659 I Street
Arcata, CA 95521
707-826-7750

Karen Sanderson P. O. Box 125, Arcata, California 95518 707-502-4019

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

January 28, 2009

RECEIVED

JAN 29 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Dear Sidnie Olson,

The Marina Center would negatively impact traffic patterns and traffic in and around the city of Eureka. It happened in Capitola, CA when a mall was put in on 41st. Avenue, it happened when the Bayshore Mall was put in on Broadway, it happened in Monterey CA when a big box store was put in Marina, it happened all over the San Francisco Bay area, it happened in other areas of the state and it will happen here. If you want gridlock on a daily basis in downtown Eureka, go ahead with the Marina Center as planned.

The Marina Center (including big box stores like Home Depot) would negatively impact many local companies (such as Pierson Building Center, Schmidbauer Building Supply, locally owned Ace Hardware Stores, Almquist Lumber, Arcata Do It Best Lumber, Forbusco Lumber and other Fortuna businesses, Mad River Lumber, The Mill Yard, Myrtle town Lumber and Supply, Resale Lumber, Alternative Building Center, Hensell Materials, Inc., Thomas Home Center, True Value Hardware, Restoration Hardware, as well as companies that sell related products and services, probably putting many companies out of business.

It happened to Daly's Department Store, Hornbrook's Shoes, Anita Dress Shop, Woolworth's and Kress stores, Bistrin's Department Store, and all the related stores on 4th and 5th between F and G streets when the Eureka Mall was put in and free mall parking out-competed downtown parking meters.

There is no excuse for placing a four story parking garage in the view area surrounding the bay. Many people would hate seeing it for years to come. There is also no excuse for placing any multi-story building in the view area surrounding the bay. This would be an example of corporations and a few people making large amounts of money at the expense of our community and many people. There are so many examples of this kind of abuse in California and around the world.

We have some resources here that are valuable and found in few other places. They are important to our major industry, tourism. It is important to protect the views we have, avoid more traffic congestion, and protect the local businesses and workers that make up our economy. It would be more economically sensible to place tourism-related low impact facilities around the bay. At the very least all environmental, traffic, economic, and other impact reports should be ordered and studied in great detail.

Please look at the problems in other communities caused by misuse of prime waterfront property. One does not have to be anti-progress or anti-growth to realize the implications of our community choices

Sincerely,


Karen Sanderson

Karen Sanderson P. O. Box 125, Arcata, California 95518 707-502-4019

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

January 29, 2009

RECEIVED

FEB 02 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Dear Sidnie L. Olson,

After studying the Marina Center Draft EIR in more detail, it is obvious that the document is extremely lacking in substance, content and depth. It would be foolish and civically irresponsible to go ahead with the project based on this document.

There is a doctrine of "highest and best use" in real estate which refers to net income for a parcel of land. In this new century "highest and best use" must change focus to include long term liabilities in the net income equation, such as the loss we are experiencing in the fishing industry, loss in biologic diversity, loss in the tourism industry (our greatest money maker at this point), cost of environmental cleanup (greater or lesser depending on how it is done), loss in lifestyle amenities such as noise and traffic.

The planning for this site was done before the recent economic meltdown and resulting consumer purchasing freeze. We need to look at the future based on reality, not outmoded civic and corporate planning models. We have a low population base which can barely support the local businesses. Any major business additions will draw customers away from them. This is an isolated and rural county and will stay that way for a long time.

This site has the potential for wetlands restoration that few other sites could ever have, and this cannot be mitigated in any way. Once the site is developed as planned, it is gone for generations. We need to look forward and not be encumbered by past civic errors.

The entire site could and should be used for wetland restoration and water conservation, cutting edge hazardous materials cleanup, bio-diversity enhancement and related environmental and social arenas. It could be a model of civic responsibility and include wetland and biologic species learning opportunities, Native American sites, local history displays, even toxic cleanup displays and structures. This could be an incredible asset to Humboldt County and enhance the local college and university programs and draw researchers, students and tourists to this area.

The DEIR states that Project would significantly impact air quality and transportation. There is no way to mitigate those two environmental problems as they are entwined. A project of this size needs to draw population of approximately fifty to one hundred thousand persons to succeed. These people would come from all areas of our county on a daily and weekly basis.

Few patrons of Home Depot would take a bus to buy building supplies. Few families would take a bus from Trinidad or Orick or Fortuna to shop at the Marina Center. Automobiles are a necessity for most people in a spread out county like ours and they are a fact of life. This would massively increase automobile use and transportation and related air quality problems.

A wetland restoration would have much less impact on traffic and related air pollution, could be designed to cleanup toxic contaminants and encompass many cultural and biologic needs in this area. The long term net income for Humboldt County would be much higher than allowing the site to be used to line developers pockets. The recent economic meltdown and resulting lifestyle changes necessitate nurturing local businesses, and bringing in a big box store which uses predatory business and labor practices would destroy many local businesses.

The DEIR states that impacts to Aesthetics, Agricultural Resources, Biological Resources, Cultural Resources, Geology, Soils, and Seismicity, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Urban Decay, Utilities and Service Systems, "after mitigation to be less than significant."

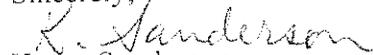
Impacts to Aesthetics, Biological Resources, Cultural Resources, Geology, Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Population and Housing, Public Services, Recreation, Urban Decay, Utilities and Service Systems are never "less than significant." The impacts from this project would harm everyone in this area in many ways for decades to come.

How could anyone mitigate the loss of wetland restoration and the resulting negative biologic effects on Clark Slough, Humboldt Bay and the wildlife that would be enhanced if this site was restored to wetlands? The DEIR is so arrogantly written to ignore so many real problems with this project that I hope you will not accept it. Real and factual impact reports need to be done and should include alternative uses for the parcel.

Once a five story building is put up next to a body of water, no one can see through it and it will always be an ugly blot on the landscape. Once local businesses are out of business they are gone, and the social and economic fabric of our community is degraded. This project is a giant step in bringing Los Angeles sprawl to our county. If we wanted to live with L. A. sprawl, we would live there.

People live in Humboldt County for the lifestyle and if this project goes forward it will damage that lifestyle forever.

Sincerely,


Karen Sanderson

Sidnie Olson

From: Jon Hafstrom [starstrm@suddenlink.net]
Sent: Saturday, January 31, 2009 4:49 PM
To: DEIRcomments
Subject: Marina Center

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

Dear Sidnie Olson:

I am opposed to the Marina Center. We don't need any more places to shop. Many retail businesses have already failed, leaving empty storefronts throughout Eureka. The remaining businesses would be further threatened by the Marina Center. National chain stores only offer low paying jobs and send profits out of the area. Let's support local businesses; we don't need the Marina Center.

I do support having the railroad company clean up the mess they made of the Balloon Tract. I also support using the land for coastal dependent industry, and visitor-serving commercial recreational facilities.

Sincerely,
Lynne Sarty
Eureka, CA
442-7569
January 31, 2009

Sidnie Olson

From: Glenn & Janis Saunders [glennsaunders@suddenlink.net]
Sent: Tuesday, December 16, 2008 9:40 AM
To: DEIRcomments
Subject: Marina Center

We would like to add our names to the supporting list for the Marina Center

Glenn & Janis Saunders
Trinidad, CA.

Sidnie Olson

From: skeeterdog1@sbcglobal.net
Sent: Friday, January 30, 2009 9:15 AM
To: DEIRcomments
Subject: Marina

Allow the Marina Center to go forward and BUILD!!

Dave & Jackie Saunderson
442-6064

Sidnie Olson

From: Pastor Don Schatz [pastordon@lutheranchurcharcata.org]
Sent: Wednesday, December 17, 2008 10:41 AM
To: DEIRcomments
Subject: Marina Center

Thank you for the opportunity to write in strong support of the Marina Center project. The EIR accompanying the proposal is thorough and complete. The benefits of the project to the larger community are enormous. The area desperately needs jobs. Too many local employers are comfortable paying minimum wage. The county's median income is \$20,000 less than the national average. In my brief 16 months in the area, it has nevertheless become clear that local and county governmental entities have served to protect the wealthy minority of the area at the expense of creating a too-large underclass of poorly housed and poorly fed individuals and families. It is time for local government to serve and advocate for the needs of the larger community.

The Marina Center project as proposed by Security National is a reasonable approach to use of the Balloon property. The willingness of the developer to take on the cost of cleaning up the property is laudable. The mixed use nature of the plan provides for a wider range of benefits to the public. The addition of residential units and the inclusion of the Discovery Museum hold out the vision of an 'urban village' style of development that is common throughout the country. The inclusion of ground-floor retail space below apartment and condominium-style properties is likewise understood nationally as part of a reasonable solution to 'urban sprawl' (a concern even for a smaller city). It also creates less demand on services such as police and fire than does an ever-expanding city limit.

I encourage the Community Development Department and the City of Eureka to view the Marina Center proposal favorably, acting in the interests of the larger community, with an eye toward the reasonable and responsible development of a significant property.

Pastor Don Schatz, D.Min.
Lutheran Church of Arcata
PATH Student Ministry
Humboldt State University
College of the Redwoods
Arcata, CA
707-822-5117

Sidnie Olson

From: BrendaLou [brendalou8@aol.com]
Sent: Thursday, January 29, 2009 12:24 PM
To: DEIRcomments
Subject: Marina Center

I am writing in support of the Marina Center project. I have lived in Eureka afor 37 years, raised my family here and now my grandchildren are enjoying the benefits of living in town. I believe the Marina Center Project will greatly benefit our community by cleaning up an unsightly and unusable space and turning it into an opportunity for our community members to shop, play & live. I am in favor of Home Depot coming to our area. We own and operate a Construction Company as well as a Retail Store within the city limits and while we shop at local existing businesses (Pierson's and more) that we are now spending thousands of dollars each year out of the area at Home Depot. Those sales tax \$\$ could be benefiting our community.

Many jobs will be created locally both with the construction and the new businesses. I think the Marina Center will breathe new life into our Downtown area....I am contemplating a move to the general area when the project commences.

BrendaLou Scott
Scottie Dog Quilts
301 W. Harris St.
Eureka, CA 95503

(707)444-9662
www.scottiedogquilts.com
Blog: www.brendalousblog.blogspot.com/

Sidnie Olson

From: Rick Siegfried [humboldtrick@yahoo.com]
Sent: Saturday, January 31, 2009 5:13 PM
To: DEIRcomments
Subject: Marina Center DEIR comments

31 January 2009

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

Re: Marina Center DEIR

Dear Sidnie Olson:

My comments on the Marina Center Draft Environmental Impact reports are as follows:

CHAPTER IV.A Aesthetics

Regarding Impact A-3, the renderings look like some ghastly clones from the San Francisco Bay Area were plopped down next to our Humboldt Bay. The architecture looks like nothing that exists in our County, and doesn't look like it belongs in our County. Is this a real reflection of our "Victorian Seaport"? Does it look anything like a "Victorian Seaport"? Visually, this project is an ugly monstrosity.

Aesthetically, this project has a negative impact on the community.

CHAPTER IV.C Air Quality

Mitigation Measure C-2a does not quantify the number of electrical outlet for electric/hybrid vehicles, and actually opens the possibility of none being installed due to being inappropriate or not feasible. The impact of pedestrian and bicycle travel zones on the reduction of emissions is not analyzed. I believe synchronized traffic lights would be the domain of CalTrans, not CUE IV. The project is supposed to accommodate public transit, but I see no bus stop turn-outs indicated in the plans.

It would also seem that the Health Risk Assessment (Winzler and Kelley, 2006), which is used for analysis by the lead agency, is flawed by inadequate data sets. These flaws are: Cited data from the Jacobs Monitoring Station were cited even though they were NOT available at the time the Risk Assessment was prepared. The Eureka 1st Monitoring Station is located upwind from the prevailing wind patterns of the project. It omits analysis of project impacts on immediate residents. Cumulative impacts are inadequately described, quantified or analyzed. Cumulative impacts that are ignored are: current delivery vehicle

emissions; current PM10 contributors; adverse effects of PG&E's Repowering Plant; transportation corridor effects outside the project's immediate vicinity; contribution of combustion of wood for heat in a large number of Eureka homes.

Regarding air quality, this project has a negative impact on our community.

CHAPTER IV.E Cultural Resources

I am not Native American, but I believe we need to respect the wishes of Native American peoples (better late than never, I guess). The Wiyot Tribe believes there is one or maybe two Wiyot villages within the proposed project's boundaries. The Tribe feels that monitoring during construction will not be sufficient. The Tribe requests testing for site identification in sensitive areas, and monitoring of construction during all ground-disturbing activities. Without this testing, this project will have a negative impact on the perception of our community by local Native Americans.

CHAPTER IV.G Hazards and Hazardous Materials

Recent samplings by Humboldt Baykeepers has found dioxins and furans in site soils and sediments. These substances are not indicated in the DEIR, indicating that their analysis of known contaminants is incomplete. Also, levels of known contaminants are not quantified.

The Health Risk Assessment was completed with inadequate data. Dioxins and furans were not considered in the assessment. Risk was based upon exposure pathways for a vacant lot, not for the proposed uses, including residential. Toxicity values for chemicals at the site have been updated by the EPA since the Addendum was prepared and should be reconsidered. There was no analysis of ecological risk (risk to wildlife).

The DEIR states that there is potential for contamination to remain on site after remediation. This should be quantified to assure safety for the site's proposed uses. Mitigation Measures G-1a to G-1e defer identification of actual cleanup measures to a future date. The project applicant should be required to prepare a site-specific remediation plan before project approval. If not, how can the City be assured of sufficient cleanup of the property?

The health risks of this project will have a negative impact on our community.

CHAPTER IV.I Land Use and Planning

This project, while masquerading as smart growth, is a hodgepodge of uses thrown together willy-nilly to justify a big-box store. Its balance is highly questionable. In addition, ALL of the proposed Marina Center uses are in the LOWEST PRIORITY GROUP (#2) of the Allowable Uses in the Coastal Zone. I personally believe that State Law in the Public Resources Code (PRC) should be obeyed: "Visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation SHALL HAVE PRIORITY over PRIVATE residential,

general industrial or general commercial development, but not over agriculture or coastal-dependent industry." (PRC 30222) This project is NOT coastal-dependent.

This is the premiere undeveloped property in the City of Eureka. It should be developed for the enjoyment and use of the citizens of Eureka, not for the profit and ego boost of a single resident. The DEIR's analysis of Alternatives is incomplete, totally inadequate, and misleading, at best.

This is not the best project for this parcel. It will have a negative impact on our community.

CHAPTER IV.L Population and Housing

Contrary to popular local belief, more housing is NOT needed in this area. Every block in this City has houses for sale, and spec houses around the County sit vacant with "For Sale" signs in their yards.

The increase in housing units from this project will have a negative impact on our community.

CHAPTER IV.N Recreation

Bike and walking trails already exist throughout the City. Sitting on a bench in a wetland is NOT recreation. Since this project sits right next to Humboldt Bay, I am surprised that there is no recreation linked to the Bay. This project does nothing substantial to increase recreational opportunities.

This project will have a negative impact on recreation on the Bay in this community.

CHAPTER IV.O Transportation

Wow! This project is going to make 4th & 5th Streets and Broadway a MESS!!!! 15,669 new vehicle trips per weekday? This area can't handle that traffic load. Impact O-1 and Impact O-8 will admittedly remain significant even after mitigation efforts. Public transportation would help but is left as optional, and is not offered within the project area.

Bicycle and pedestrian traffic is not accommodated on the Broadway side of the project. All concessions to bicycles and pedestrians are made on Waterfront Drive (where all exiting traffic is to be directed, creating a hazard for those on foot or on bikes). 4th, 5th and Broadway will become even more dangerous for pedestrians and bicyclists to cross and navigate with more vehicular traffic and lack of road shoulders.

Traffic studies for this project were NOT done during tourist season, making the conclusions suspect.

There is no discussion of mitigating traffic congestion caused by this project, nor is there any analysis of the impact of traffic diversions through surrounding neighborhoods.

Finally, each residence in the project is given ONE parking space. According to AAA, the average Eureka residence has 3.5 cars. Where will the other 2.5 cars park?

Traffic and congestion from this project will have a negative impact on our community.

CHAPTER IV.P Urban Decay

I have worked and owned a business in Old Town for almost 30 years. I feel I have direct experience with this issue, having seen the effects the Bayshore Mall, Costco and Target have had on the Old Town/Downtown area.

The DEIR states that the Marina Center's potential for causing urban decay in the greater Eureka area is "less-than-significant". The study completely ignores the most obvious real-life example: no mention is made of the effects that the Bayshore Mall had on the greater Eureka area. The opening of the Bayshore Mall had major negative impacts mainly effecting the Old Town/Downtown areas, but also having a negative effect on the Eureka Mall and Henderson Center. These effects were evident as far away as Fortuna, which lost stores in the Downtown/Main Street areas; Arcata, which had store closings associated with the Mall's opening; and to a lesser extent, McKinleyville also had a few related store closings.

The City of Eureka recognized, after the fact, the damage caused to the Old Town/Downtown districts. This was evident in the closure of many businesses in the area and a resulting decay of buildings and storefronts. As a result, the City implemented the Main Street Program. In conjunction with that program, the City of Eureka invested in the infrastructure of the areas with improved lighting, sidewalks, etc. This has slowly (and painfully) resulted in the Old Town/Downtown area returning to the "gem" of Eureka.

In the meantime, the openings of both Costco and Target have been felt in the Old Town/Downtown area. Some stores have closed as a result, and others have had to augment or shift their focus to stay alive.

The lack of demand for retail & professional space has resulted in many upper level office spaces in Old Town/Downtown changing from dentists, lawyers, doctors, etc. to non-profit and governmental organizations, reducing the tax base of the City. The addition of more retail space will not reverse this trend.

When locally-owned stores close in favor of large chain stores and big-box retailers, store owners become workers (changing the social fabric of the community), and much of the profit from the retail sales leaves the area bound for corporate headquarters. This also encourages urban decay: the non-local corporations don't have the same personal investment in the community—they don't live here! When sales drop, they have no real motivation to stick it out. They simply pull up the carpet and leave, encumbering the community with any messes this creates.

If retail space is so sorely needed, then why is the Boardwalk project sitting idle? This prime waterfront property has been vacant for 16

years! Why is that? Also, there are many vacant retail spaces throughout Eureka; one person counted over 125 vacancies! The study's analysis of the scarcity of retail space is absolutely wrong!

The current economic climate in this country (and the world) does not warrant the addition of retail space to the local community. Where will the money come from if not from other local retailers? Will this additional spending money appear from thin air as though by magic? No! If this project goes through as planned, stores will close throughout Eureka resulting in vacant, run-down buildings and decaying infrastructure. The City's sales tax revenues will just shift from many mom-and-pop stores to a very few big-box and major chain retailers. Wake up! It's been done before: we've seen this happen in very recent history!

The Old Town/Downtown area is the heart and soul of Eureka. It is what gives this City its unique and special flavor! It would be folly for the City of Eureka to basically throw away all the investments made in the Old Town/Downtown area by allowing this project to proceed.

This project will create urban decay and will have a negative impact on our community.

CHAPTER V Impact Overview

This overview ignores so many issues, many but not all listed above, that the Report becomes obviously flawed, inadequate and misleading, whether intentional or not.

CHAPTER VI Alternatives

In Section C. Screening for Alternatives, Step 1. Define Basic Objectives, #1 seems redundant—I believe Eureka is already the retail and employment center of Humboldt County. This project will NOT add to that; if anything it will detract from that goal through urban and social decay. In addition, the current economic climate makes this idea ludicrous. #2 seems to require economic viability of the mixed use project. Economic viability has NOT been shown for this project. #3 seems to connect cleanup with development, not a necessary connection. Also, there is no necessity for this project to be located in the Redevelopment Zone other than the wishes of the developer. It is interesting how the Project's Basic Objectives are written so that only this project in that location could meet those "objectives"! I guess the basic objective of the project is to do this project!!! The deception written into these objectives is as transparent as a brick wall.

Step 3. Develop Broad List of Potential Alternatives, the list of alternatives (at least those for the property in question, not for the project itself) is limited to 4 alternatives, with three being alternatives for this specific project and the other being "No Project". This is hardly a "Broad List"! I believe this step requires alternative USES for THIS PROPERTY, not alternative variations on the project or alternative SITES for the project. So, in this respect, this requirement has hardly been met, and seems to have been intentionally side-stepped.

I suggest a REAL alternative. How about a museum dedicated to the Wiyot Tribe as well as other local Tribes, possibly with a connection to a memorial on Indian Island. The site could also have tourist/recreation-related businesses such as boat rentals with access to the Bay, or a fishing supplies store; a wetlands area with informational signage; perhaps some sort of small camping/RV facility; basically recreation-based usage with appeal to both locals and tourists. This prime Eureka parcel should NOT be wasted on more, ugly retail/industrial/residential structures. This is a prime spot to celebrate the very best of what this area has to offer: the great outdoors.

IN CONCLUSION, this Report seems to be terribly inadequate in its assessment of the project's effect on the surrounding areas, from horrendous traffic congestion, to the level of cleanup the site will require, to the effects the opening of the project will have on the rest of Eureka's retail districts. Analyses have been incomplete, outdated data with limited scope has been used, in many instances data has not been quantified, and no site-specific remediation plan has been submitted, so approval of cleanup and this DEIR cannot possibly be made. This Report is lacking in so many substantial areas that approval should be denied without a more in-depth and accurate DEIR.

Sincerely,
Rick Siegfried
2125 18th Street
Eureka, CA 95501

1-29-09

Community Development Dept. -

This letter is in response to requests for public input into the Marina Project - Home Depot + waterfront housing.

At retirement I moved to Eureka from So. Calif. 5 yrs. ago. The population there allowed for an over abundance of various big box stores where the customer was just a number not a person.

The first thing that impressed me about Eureka/Arca area was the friendliness, helpfulness, personal concern/service of the local business community to its customers.

Statements such as "Home Depot will create jobs" - true to a point if one looks no further. So many local stores + businesses have already been forced to close in town. If a big box retail store is allowed to be built, consider how many more independent, family owned, local businesses would need to close + lay off workers - e.g. lumber yards, garden centers/nurseries, home decor/paint/window products + services, etc., etc. ... Let's not encourage more urban decay in Eureka!

Imagine how much Home Depot money would be shipped to corporate offices instead of being reinvested/spent here in Humboldt Co. The potential loss to the local economy and community would be huge.

'New waterfront housing' is mentioned in the report. Existing waterfront housing is already unaffordable + vacant in Eureka. These hard economic times do not produce buyers.

The most obvious concern is worsening of traffic congestion in + around the development area, as well as increased traffic on the many feeder residential streets.

In conclusion, I believe the size of our area will not support a big box store without serious damage to local business/rural environment most of us desire.

Home Depot is currently closing many stores/laying off workers. Why would a Eureka store not suffer the same fate, leaving us blighted in its wake?

The price we would have to pay is too dear.

My vote is NO!

Thank you for your consideration.

Sincerely

Elaine Akelly

442-3343

RECEIVED

JAN 30 2009

DEPARTMENT OF

23 January 2009

RECEIVED

JAN 26 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

City of Eureka
Community Development Department
Sidnie L. Olson, AICP
Principal Planner
531 K Street
Eureka, CA 95501-1146

Regarding: Marina Center Mixed Use Development Project
Draft Environmental Impact Report (EIR)

Dear Ms. Olson:

Thank you for the opportunity to review the subject project. I would like to offer comments on three components of the report: Cultural Resources, Urban Decay (Social and Economic Impacts) and Mixed Use.

Cultural Resources - As a cultural resources professional, I found the cultural resources investigation to be thorough and complete. However, it is clear from the report that there is a strong likelihood that the project may have adverse impacts to two prehistoric archaeological resources, CA-HUM-69, an important Wiyot village site, and to 'Moprakw', a second Wiyot site. The mitigation offered in the report is archaeological training of on-site construction workers, and Native American observers for project coring activities. These are NOT adequate measures for the mitigation of adverse impacts to possibly National Register of Historic Places eligible cultural resources. In addition, if these cultural resources were encountered during the course of construction, it would result in costly delays to the project. Therefore, as mitigation of possible adverse impacts to cultural resources, I recommend a program of subsurface testing for the presence of archaeological resources BEFORE the onset of soil disturbing construction activities. Depending on the results of the subsurface testing, additional mitigation of adverse impacts, including archaeological excavations, may be required

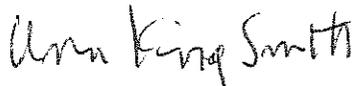
Urban Decay - According to the EIR, under the California Environmental Quality Act, the social and economic impacts of a project do not need to be evaluated, only the impacts on Urban Decay. And, the EIR states that the project will not result in adverse impacts of Urban Decay. I think that it is very likely that the preferred alternative of the project will have major economic impacts that should be evaluated under CEQA. When an agency implements CEQA, it has a lot of discretion in that implementation. In addition, it is not only the letter of the law which must be implemented, but also the spirit. Therefore, if a major impact is likely, that impact should be evaluated. It is reasonable to expect that the project will have adverse economic impacts to the existing retail establishments in downtown Eureka, in Old Town Eureka, in the community of Eureka and in the Bayshore Mall. In fact, downtown Eureka has only recently recovered

from the adverse economic impacts of the Bayshore Mall; a second setback would be severe.

Mixed Use - The project preferred alternative favors retail and office over housing. In part this is based on data collected before the recent major downturn in the country, state and local economies. Based on the current economic situation it appears that there no longer is a need for additional retail space in Eureka. In contrast, especially according to the primary project developer, there is a need for additional housing in the county. A project which entails primarily housing, with minimal retail space, would be appropriate. It also would be much more appropriate for the Marina Village coastal location.

I look forward to your response.

Sincerely,

A handwritten signature in black ink that reads "Ann King Smith". The signature is written in a cursive, slightly slanted style.

Ann King Smith
387 Ole Hanson Road
Eureka, CA 95503

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

RECEIVED

Name (print): Doralee Smith

FEB 02 2009

Address: Box 366 Arcata, CA. 95518 2840 Buttermilk Pl. Arcata PHYSICAL ADDRESS

E-mail: rivrwoman@suddenlink.net DEPARTMENT OF COMMUNITY DEVELOPMENT

I am very concerned about the pollutants that are identified in the DEIR (Hydrocarbons, copper, etc.) No information is included on the levels of these contaminants. Also, no mention is made of dioxins and furans that have been found on the site (by Humboldt Baykeepers). More analysis needs to be done on these dangerous toxins that have been found in the soils, sediments, and fish in the bay. The source and levels of the above toxins is not identified in the DEIR.

I am very concerned about the possibility of capping over the contaminated soil. There needs to be a site-specific remediation plan and a health and safety plan that meet the requirements of the Regional Water Quality Control Board.

Or send e-mail comments to: DEIRComments@ci.eureka.ca.gov
Thank you, Doralee Smith

From: Doralee Smith <rivrwmn@suddenlink.net>
Subject: DEIR comments
Date: January 31, 2009 6:44:20 PM PST
To: ci.eureka.ca.gov

*In some reason,
I was unable to email this
message, so I am emailing it
I pray that it will be postmarked
for 1-31.*

To Sidnie Olson
Principal Program Planner
City of Eureka

I have some major concerns regarding the proposed Marina project. One of them is-how air quality will be adversely affected if this project goes forward as proposed. It appears that this project will create dangerously high levels of diesel exhaust (38 tons per year of particulate matter). Since 70&% of all airborne cancer risk comes from diesel exhaust, this concerns me very much. I would like to know how this danger will be mitigated.

I am also concerned about the Traffic impact of this project. According to the study (TIS3), projected increases in traffic will be 66% in the am, and almost 300% in the pm. I fear that these projected increases will put a severe strain on Broadway, which is already very congested and dangerous at these times.

The pedestrian crossing infrastructure does not match the increases traffic volumes on Broadway (1VO.37,38). Very few crossing paths are being installed. I feel that the mitigation measures proposed are inadequate to provide for the safety of pedestrians, cyclists, and motorists.

Difficulty of traffic entering Broadway from private driveways is not addressed.

Also, please take note that:

- No public transit service within the project area is proposed. Why?
- Broadway congestion problems may be worse than originally projected.
- Project footprint and corresponding traffic reduction is not discussed.
- Diversion of traffic into neighborhoods east and south of the project area is not addressed.

Another area I would like to address is Land Use.

Since this project is in a Coastal zone, the proposed land uses must be consistent with the certified Local Coastal Program, or the LCP must be amended. LCP amendments require approval of the California Coastal Commission. Has this approval been granted?

Also, the proposed land use of this project does not meet with Eureka's General Plan or Zoning. The proposed Marina Center is a combination of big box commercial, regular commercial, office, residential and light industrial. The project does not have a cohesive, logical, or balanced

feel; and it's various uses do not seem complimentary to each other.

State Law in the Public Resources code states that :

-Visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland.

When appropriate, coastal-related developments shall be accommodated within reasonable proximity to the coastal-dependent uses they support (PRC 30255).

Allowable Uses by priority in the Coastal Zone is roughly in two groups:

- 1) Coastal Dependent Industry
 - Agriculture
 - Coastal Dependent Development (Non-Industrial)
 - Coastal Related Development
 - Visitor-Serving Commercial Recreational
- 2) Private Residential
 - General Industrial
 - General Commercial

RECEIVED
FEB 03 2009
DEPARTMENT OF
COMMUNITY DEVELOPMENT

I'm wondering why the only uses being considered in this project are not in the #1 preferred categories under the Coastal Act??? All of the proposed Marina Center uses are in the lowest priority group. The DEIR provides no analysis regarding why these lower priority uses were chosen over other potential higher priority uses.

This property has too much potential to be wasted on the uses proposed in the Marina project. In its present "Public" zoning designation, the City could work with other public agencies to require a cleanup of the contamination on the site, and then restore the slough and wetlands for a public park.

The Coastal Act specifies that wetlands may be dredged or filled only under certain limitations, and for certain specified uses. What would be the justification to go against the Coastal Act and approve this project which does not meet the requirements of the

Coastal Act?

THERE IS NO COASTAL ACT BASIS FOR SUCH AN APPROVAL. There is no analysis of coastal preferred uses in the DEIR, not is there much analysis of any alternative vision for this property. The Alternatives Analysis is incomplete and inadequate.

I would like to see some of all of the following Alternatives considered for this property:

- A visitor serving recreational use such as a hotel or a restaurant.
- A Community Park (after the wetlands are restored).
- An Aquarium and Marine research center, which would bring in tourists, and stimulate business
- A Cultural and Natural History Museum
- Businesses that would encourage tourism and provide services compatible with this beautiful waterfront location.

I also feel that consideration should be given to the No Project Alternative. This project alternative could result in Cleaning up the polluted soil and restoring the site to the original wetlands.

Please do not approve the Marina project as proposed. I feel that his project would be an environmental, esthetic and economic disaster. This project would have many negative effects on the quality of life in our community,

Sincerely,

Doralee Smith
Doralee Smith
Box 366 Arcata, Calif. 95518

RECEIVED

JAN 30 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Jan. 30, 2009

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 huge retail outlet that would hurt existing local businesses. People already have to carefully budget their dwindling dollars. I'd rather spend them at the home building centers we already have here, centers that are owned and operated locally.

Thank you



Linda Smith
2310 Hillside Drive
Eureka, CA 95501

Sidnie Olson

From: Twin Parks [twinparks@radc.com]
Sent: Wednesday, January 28, 2009 11:11 AM
To: DEIRcomments
Subject: Marina Center comments

Jan. 24, 2009

To the City of Eureka,

Comments on the Marina Center DEIS

I question the wisdom of allowing such a large scale development in a low-lying area that is likely to experience severe ground shaking during moderate to large earthquakes; liquifaction is also likely. It would be nearly impossible to evacuate the number of people that this development will attract in the event of a local source tsunami.

These issues must be addressed. I am not sure they can be safely mitigated.

Aside from these environmental and public safety concerns, I do not believe that it is in the best interests of the local population and the local small business economy to allow this development to go forward. I would prefer to see the energy directed towards helping local small businesses become established in the existing commercial districts of Eureka, and development funds used to upgrade buildings and infrastructure in these underutilized areas. This would help prevent further decay of downtown Eureka, is more environmentally sound, preserves unsafe low lying lands for watershed and bay protection, and provides a much greater diversity of businesses and business owners, who will be more resilient in changing economic times.

Thank you for the opportunity to comment,

Terry Spreiter
P.O. Box 333
Orick, CA 95555
twinparks@radc.com

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

Name (print): M. Carol Stafford

Address: 3214 P Street, Eureka

E-mail: _____

I oppose the Marina Center project. I do not want to see our local merchants being forced out of business by big corporate retail stores. I do not want the traffic that will snarl Eureka's streets & create smog. Eureka needs a light industrial park for small local businesses. There are so many towns smothered by big stores. Eureka is still a place an independent business can grow. I owned a business in Eureka for 13 years. The Marina project would have killed my business

Signed: Carol Stafford

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

along with every glass shop, bldg supply & many other good businesses

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

Name (print): BEA STANLEY

Address: PO BOX 979 TRINIDAD CA 95570

E-mail: _____

RECEIVED

FEB 02 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

THE MARINA CENTER DEIR IS LACKING IN ALMOST ALL PERTINENT AREAS
HAZARDOUS MATERIALS LEVELS ARE INACCURATE OR NOT CONSIDERED; THE
EXISTENCE OF NATIVE AMERICAN ARTIFACTS HAS BEEN GIVEN SHORT SHRI
THERE IS NOT EVEN MENTION OF FURTHER URBAN DECAY BECAUSE OF
MORE LIGHTING (NECESSITATED BY A DEVELOPMENT OF THIS SIZE)
NO CONSIDERATION OF INCREASED TOXIC RUN OFF (IE, DIESEL, GAS, OIL,
POSSIBLE SPRAYING/FERTILIZING OF LANDSCAPING) FROM INCREASED
PAVING/LANDSCAPING; SCANT CONSIDERATION OF BIKING/WALKING ACCESS
THIS LAND WOULD BEST SERVE THE COMMUNITY BY BEING RETURNED TO
OCEAN OR AS AN ARCHEOLOGICAL SITE, AFTER JUDICIOUS REMEDIATION

Signed: BEA STANLEY

REMOVAL OF TOXINS, NOT TO

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

INCLUDE CAPPING

Sidnie Olson

From: Tara Stetz [tarastetz@gmail.com]
Sent: Saturday, January 31, 2009 1:59 PM
To: DEIRcomments
Subject: Marina Center DEIR comment

To City of Eureka Community Development Dept:

I have strong concerns over the DEIR for the Marina Center. My principal concerns are related to cultural resources, hazardous materials and land use.

Cultural resources: I understand the the DEIR does acknowledge the potential for native village sites to be found on the land that the Marina Center is slated for. However, I do not feel that the proposed action of monitoring during development is sufficient.

Hundreds of village sites are known to be around Humboldt Bay and there is ethnographic evidence of one, possibly two, Wiyot villages within the proposed development site. Every measure should be taken to ensure that we do not lose more of our local, native history to poorly planned development. I understand that a variety of methods can be used to identify sites before disturbing them. I hope that the city chooses to protect our local heritage and native peoples by ensuring that village sites are given the appropriate care and respect.

Hazardous Materials: The DEIR addresses the the presence of hydrocarbons, copper, lead, and arsenic at the site. It fails to address the presence of dioxins and furons at the site, toxins that have been found there by samples done by Humboldt Baykeeper.

The EPA recognizes that dioxins cause development defects, reproductive disorders, thyroid disorders, immune system disorders, and are a suspected carcinogen. The fact that this is not even addressed in the DEIR should concern you deeply. Please take note that children and ederly people are at the most risk, that dioxins bioaccumulate in fatty tissue meaning that small amounts can grow to dangerous levels. Furans are also toxic and may be carcinogenic.

Land Use: I also understand that the Marina Center project is not consistent with the Local Coastal Program and that the Coastal Commission will have to approve the changes and ammend the LCP. This property is in the coastal zone, I believe that the City of Eureka and all of Humboldt County would benefit greatly from an area that favored tourism, that took advantage of this piece of land with coastal views.

The Public Resource Code states that "Visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over...general commercial development" (PRC 30222) I cannot understand why the city would even consider a project that involves commercial industry and private residences instead of coastal related and visitor serving development- especially since this appears to be the prime undeveloped parcel within the city's coastal zone.

Thank you for your time.

Tara Stetz
1593 Peninsula Drive
Manila, CA 95521

2/2/2009

Sidnie Olson

From: William Stiles [bill0016@sbcglobal.net]

Sent: Tuesday, December 16, 2008 7:48 AM

To: DEIRcomments

Subject: Increased traffic on H and I streets

Draft EIR does not mention possible(likely) increased traffic on H and I streets as more people use these routes to avoid the already congested 101 corridor through Eureka. I live on very busy H Street and would not welcome an increase in traffic on this residential street.

Sincerely yours, William Stiles

Sidnie Olson

From: kstricklan@humboldt1.com
Sent: Saturday, January 31, 2009 10:58 AM
To: DEIRcomments; infi@MarinaCenter.org; DEIRcomments; rgans@sns.com
Cc: kstricklan@humboldt1.com; leemarcus@humboldt1.com
Subject: DEIR Marina center

I totally agree with the comment from Marcus.

I also like much of the plan for the Marina Center. Thanks Randy for the CD, I haven't been able to study it much either, as my eyes won't let me read alot from the computer screen. We definitely need to bring our railroad back in combination with the port issues and we need them both to bring back the desperately needed 'good stable living wage' jobs.

I'm still hoping some other business than Home Depot can be substituted.

But do want a project to happen since the Balloon Track is too valuable property near bay to leave for more vandalism.

From Kaye Strickland
3125 Lowell St.
Eureka CA 95503
707-443-6105

Subject: Marina center
From: leemarcus@humboldt1.com
Date: Fri, January 30, 2009 11:58 am
To: deircomment@eureka.ca.gov
Cc: kstricklan@humboldt1.com

I generally support the project. I would like to make sure that the TWO tracks of the railroad are kept in place, so a locomotive can run around a train to the other end. Also, I would like to see an intermodal transportation center built on the site of the original NWP depot. The City of Eureka spent the money and created drawings for this, for a building that would be a replica of the original, historic depot. Dave Tyson commented that the depot would compliment the appearance of the Warfinger building and would add to the historic nature of Old Town. The location would be historic, would serve multiple modes, such as buses, taxi and trains. An earlier study for this intermodal transit center identified this location as the best place for in the city. Marcus Brown

January 28, 2009

Sidnie L. Olson, Principal planner
Community Development Department
531 K Street
Eureka, CA 95501

RECEIVED

FEB 02 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Thank you for reading my letter. I LOVE Humboldt County. I have resided in my Eureka home for 36 years. I have lived in many other places and chose to be here. I would like the City of Eureka to reject the proposed Marina Center on Eureka's Balloon Tract.

I am concerned with quite a few aspects of the proposal:
the area is environmentally sensitive, which include wetlands;
there are 2-3 Wiyot village sites there, the sites have not been identified yet and we have to save their history;

we will have urban decay – check out other towns and see what has happened when big box stores came in - it will suck Old Town and downtown dry. That happened when the Mall came in – we lost most of our downtown;

I am concerned with our air quality – they have not given us all the information we need. We have a high cancer rate already. I want my grandchildren to have clean air and a good quality of life. Standards are being violated under the Federal Clean Air Act with this proposal. Our #1 monitoring station is located upwind from prevailing wind patterns of the proposed project site;

all the traffic issues have not been addressed – especially affecting Old Town and tourist season. The information they have given us is incorrect;

this project will change Eureka forever and I am very against that especially because in order to put this project through they have to change the General Plan – they shouldn't have to change laws to make the project happen;

the proposed area is a premier piece of property. This is not smart growth – the core of the project is a big box store. Ask local merchants, who help bring money into this county, what happened when our two big box stores came here already. We should care about the closing of many stores in Eureka who cannot compete with the big box stores; we have 126 vacant buildings in Eureka now.

I feel that the proposed Marina Center will create too many problems, as I stated.

Is this how we want our community to be?

I hope those who have the power to make such decisions will do so with the love of our truly wonderful area in mind. Once it changes, it can't come back.

Respectfully,

Charlotte D. Stuart

Charlotte Stuart
2125 18th Street
Eureka, CA 95501

1-24-2009

SIDNIE L. OLSON, AICP, PRINCIPAL PLANNER
COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF EUREKA
531 K STREET
EUREKA, CA 95501

RECEIVED

FEB 02 2009

DEPARTMENT OF
COMMUNITY DEVELOPMENT

DEAR MS. OLSON,

I'm very concerned about the Marina Center development. A series of articles in the Times-Standard seemed very general, minimized environmental concerns, poorly addressed historic Wiyot Village sites and seemed supportive of the developers.

Clean-up of the area with its proximity to the bay is vital. Development atop contaminated soil is unacceptable, particularly development with a heavy footprint makes an irrevocable statement about the area and does not seem appropriate at this time.

Eureka has enough retail stores spread out in various directions from 101 South, out 101 North with the Old Mall, Henderson Center, Marketplace, Downtown, Old Town and so on in between. Development that may cause existing businesses to close is wasteful and a poor use of resources. Big box stores do not bring the prosperity they promise.

Despite assurances, this development only adds to traffic problems and further congestion.

As a past Eureka resident and likely future resident, I would like to see the area cleaned up in a manner that addresses environmental standards, recognizes and protects historical sites and then developed in a way that will benefit the general population not just an affluent few.

Thank you for your time and consideration.


LINDA SUTTON
P.O. Box 631
Redway, CA 95560

707 923-2574

Sidnie Olson

From: Sidnie Olson
Sent: Tuesday, February 03, 2009 11:06 AM
To: DEIRcomments
Subject: FW: Citizen Comment Form

-----Original Message-----

From: jtimmons88@gmail.com [mailto:jtimmons88@gmail.com]
Sent: Saturday, January 31, 2009 10:16 AM
To: Pam Powell
Subject: Citizen Comment Form

This was recieved from the Citizen Comment Form

Comment: The City is already glutted with empty retail space and I cannot think of a more inappropriate location for a shopping mall than right on our waterfront. Better to leave it natural than to go forward with this ill-thought out Marina Center. Thank you.

Name: Julie timmons

Address: box 378

City: cutten

Zip: 95534

Phone: 707 4442670

Fax: 707 4442670

E-mail: jtimmons88@gmail.com

Sidnie Olson

From: k.t. [k.travers@att.net]
Sent: Saturday, January 31, 2009 3:28 PM
To: DEIRcomments
Subject: marina center deir

Hello

The future is green, been a very long time coming! A change of attitude is required. We (Humboldt Co.) are so perfectly poised to lead.....

These are my concerns (some) about the Marina Center development:

ENVIRONMENT HEALTH AND SAFETY

- 1) lack of information on levels of contaminants on site.
 - 2) source for dioxin and furans on site not identified
 - 3) dioxins and furans not evaluated for health risk assessment.
 - 4) DEIR recognizes impacts and hazards posed by remediation of the property and after remediation, potential for contamination to remain on site.
 - 5) mitigation measures defer identification of actions to be employed to a future date
- Complete clean up and accountability only acceptable approach.

TRAFFIC

- 1) 15,669 new vehicle trips per week.
- 2) 14 and 74 seconds of increased travel time according to National Security brochure.
- 3) no bike or pedestrian accident projections
- 4) compatibility with ongoing traffic studies not addressed
- 5) no public transit within area
- 6) no mention of mitigation to reduce traffic
- 7) diversion of traffic not addressed

The 101 safety corridor has an approximate 5 min. increase in travel time that some commuters do not tolerate....they take short cuts (old arcata rd. and samoa blvd.). There is/was a proposal for a paved road through bird/wildlife sanctuary to Waterfront Dr., this will definately become a "short cut" should this project come to fruition. Not Good!

LAND USE AND CULTURE

- 1) zone changing: Local Coastal Program amendment for a project that is not a proper fit. The Arkleys got a change in planning once before downtown with Starbucks, will this become the norm?
- 2) destruction of Wiyot historic villages/native history
- 3) more retail when more coastal industrial/visitor- serving/agriculture would be economically enhancing

Regarding the Wiyot, after full investigation of the site for historical evidence of their villages/heritage, a museum and educational (memorial) could be erected. We have a huge Indian history but little of it to share outside of the Clark Museum. Maybe something to recognize the other cultures that have contributed to the area as well such as the Chinese. This has been neglected. Recognition could bring a more cohesive community. All this would be harmonious with the Discovery Museum, should it move there.

The EcoHostel is still a viable enterprise although in a different location these could all tie in.

The horse and buggy tourist transport planned for old town would also tie in nicely. Maybe some other kind of transport depot could be maintained on site i.e. bike rentals, human powered rickshaw-like taxies, kinetic-like covered rentals, etc. More could be done in the aquaculture business perhaps, boat building, an extention of Blue Ox? And this may be far reaching, but what about farming/manufacture of hops and hemp products?

URBAN DECAY

Not alot I should have to say here!!!!

- 1) old town/down town was devastated by Bayshore Mall (it was something some were convinced had to happen, I mean just think of all the jobs that will be created---short sightedness, please NOT AGAIN!)
- 2) change to the social fabric and ambience of Eureka and all of Humboldt Co. It won't end here once that pandora's box is cracked open.

We have a special, beautiful, wonderful home, not a generic big box shoppers destination!

Think out, way out of the box!

Very Sincerely Yours
 Kathy Travers
 1726 Sunny Ave. Eureka 95501

Sidnie Olson

From: Sara Turner [smtturner7@sbcglobal.net]
Sent: Saturday, January 31, 2009 12:55 PM
To: DEIRcomments
Subject: Marina center comments

I write in SUPPORT of the Marina Center proposal for several reasons as follows:

After decades of having a totally useless wasteland in central Eureka, the plan for development developed by Security National would create an attractive, busy hub of businesses, homes and offices and recreational opportunities. It's construction would begin immediately. I am 82 years old and I would like to see this happen while I am still alive and might enjoy it.

What governmental or non profit entities have anything to propose ready to go now, with plans or funding? Where would we get the millions of dollars to repay Security National for what they have already legally invested?

Has anyone calculated the amount of tax income that the Marina Center would generate? We can be sure there would be increased traffic. In addition to the street modifications in the current plan, a shuttle service would enable people like me to park nearby and get a low cost (or free) ride to my destination in Old Town, not just to the Center. I have often noted how parking scarcity makes shopping in Old Town difficult for anyone—not just oldsters like me. It is my belief that having the Marina Center will increase business in the entire downtown Eureka area.

Finally, there are those who object to a "big box" retail store, mostly, it seems, for the harm that it might do to small, local businesses. I find it somewhat hypocritical that those who object often shop at Costco (truly a big box) and lesser chains such as Target, Staples, etc. Over the forty plus years that I have lived in Humboldt county I have tried to shop at virtually all of the building supply stores in the Eureka-Arcata environs and, while personnel are friendly, display of and access to merchandise is not easy. Nor does the store actually see your proposed project to completion. They hand out business cards of contractors and it is up to the individual to negotiate any agreement for completion of the work. For some of us who know little about what should be done, this can be a major problem. Such is not the policy of Home Depot, as experienced by a family member who lives in another state. Her counter installation was overseen by the local store where she bought the material and saw it completed to her satisfaction.

I have no comment regarding air quality or toxic materials but since it looks as if the pulp mills may be permanently closed, we should be safe from that issue.

Sara M. Turner
1506 J Street
Arcata, CA 95521
707-822-0235