

Comment Letter 151

Comment Letter 151

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

For some reason, I was unable to email this message, so I am emailing it I pray that it will be post marked 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. 151-3

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. 151-4

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. 151-5

Difficulty of traffic entering Broadway from private driveways is not addressed. 151-6

Also, please take note that: 151-7

-No public transit service within the project area is proposed. Why? 151-7

-Broadway congestion problems may be worse than originally projected. 151-8

-Project footprint and corresponding traffic reduction is not discussed. 151-8

-Diversion of traffic into neighborhoods east and south of the project area is not addressed. 151-9

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? 151-10

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. 151-11

State Law in the Public Resources code states that: 151-11

-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

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

5-778

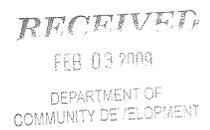
Comments: DEIR for the proposed Marina Center Project on Eureka's Balloon Tract

Name (print): Doralee Smith *Physical address*
Address: Box 366 Arcata, CA, 95518 *2840 Buttermilk Pl.*
E-mail: rivrwomn@suddenlink.net

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 meets the requirements of the Regional Water Quality Control

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



Comment Letter 151

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.

↑ 151-12
| cont.

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.

| 151-13

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.

| 151-14

Sincerely,

Doralee Smith *Doralee Smith*
Box 366 Arcata, Calif. 95518

Letter 151: Doralee Smith

- 151-1 The comment expresses concern regarding the pollutants identified in Chapter IV.G of the Draft EIR and requests more information regarding the levels of pollutants. For further discussion regarding the Remedial Action Plan for the proposed project, including the levels of pollutants, please see Master Response 4 and Appendix S.
- 151-2 The comment states that the sources and levels of pollutants are not identified in the Draft EIR. To the contrary, the Draft EIR identifies historic uses on the project site as the source of pollutants. For further discussion regarding the Remedial Action Plan for the proposed project and levels of pollutants, please see Master Response 4.
- 151-3 The comment states that diesel exhaust would reach dangerously high levels and that these levels should be mitigated to reduce cancer risk. Please see response to comment 32-3, which indicates that Humboldt County is not at a higher cancer risk than other areas. Please also see Chapter IV.C, which includes mitigation measures addressing diesel exhaust.
- 151-3 The comment raises the concern that project related particulate emissions would increase cancer risks. Although the project is estimated to generate a significant amount of PM10 emissions on a regional scale, the health risk impact that would be associated with the project is found to be less than significant. For discussion of potential health risks that would be associated with project emissions, please see Draft EIR pages IV.C-16 through IV.C-19.
- 151-4 The comment expresses concern of traffic-related project impacts. Please see response to comment 31-1, which explains that there would be a 33 percent increase in traffic on Broadway by the year 2025 with or without the proposed project, and the proposed project includes mitigation measures that would reduce most impacts to less-than-significant levels. Please also see response to comments 32-9 and 38-4 regarding potential impacts to nearby streets.
- 151-5 The comment expresses concern regarding pedestrian crossings of Broadway. Please see the response to comment 33-3, which includes a discussion of pedestrian circulation at Broadway and concludes that there would be a less-than-significant impact to pedestrian circulation.
- 151-6 The comment states that the difficult of turning onto Broadway from private driveways is not addressed. As stated in response to comment 16-294, traffic volumes on U.S. 101 will increase with or without the proposed project, and the project has very little if any impact on accidents due to drivers turning into or out of driveways confronted with higher volumes in the future.

- 151-7 The comment states that no public transit is proposed as part of the project. The project is designed to incorporate the existing public transit system to and through the project. Please also see response to comment 75-4.
- 151-8 It is not clear what the comment is asking in stating, “Project footprint and corresponding traffic reduction is not discussed.” Therefore, no response can be given.
- 151-9 The comment states that diversion of traffic into neighborhoods east and south of the project site is not addressed in the Draft EIR. Please see the response to comment 32-9, as well as Master Response 7, which discussion traffic diversion onto nearby streets and the trip distribution of the traffic impact analysis.
- 151-10 The comment asks whether the Coastal Commission has approved of the proposed Local Coastal Program amendments.
- As stated on Draft EIR pages III-17 to III-18, the proposed project would require a Local Coastal Program amendment. The amendment cannot be granted until after the environmental review process.
- 151-11 The comment states that the proposed project is not consistent with the current General Plan land use and zoning designations of the project site, as well as that the uses proposed are not consistent with state law.
- As stated in Chapter III, Project Description, the proposed project would require a rezoning and Local Coastal Program Amendment. The Draft EIR therefore acknowledges that a rezoning is required, and the proposed project’s inconsistency with existing zoning is disclosed. Please see Master Responses 3 and 5 regarding uses in the coastal zone.
- 151-12 The comment stating the preferred uses under the Coastal Act is noted. Please see Master Response 3 regarding land use policy issues pertinent to the coastal zone, and Master Response 5 regarding wetlands fill policies of the Coastal Act.
- 151-13 The comments suggesting alternative uses for the project site are noted. An analysis of alternatives to the proposed project is provided in Chapter VI of the Draft EIR. Please see responses to comments 16-9, 16-239, and 16-242, which explain that the Draft EIR includes a reasonable range of alternatives. Alternatives containing uses similar to those described could be the Tourism Use Alternative, the Coastal Dependent Industrial Zoning Alternative, the Wetlands Restoration and Public Park Alternative, and the College of the Redwoods Alternative.
- 151-14 The comment urging consideration of the No Project Alternative is noted. Please see response to comments 16-241, which discusses the No Project Alternative.

RECEIVED

JAN 02 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.

152-1

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.

152-2

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.

152-3

Thank you



Linda Smith
2310 Hillside Drive
Eureka, CA 95501

Letter 152: Linda Smith

152-1 The comment expressing support for components of the proposed project is noted.

152-2 The comment regarding the potential economic effects of the proposed project and previous development proposals is noted.

Please see Master Response 1, under “Potential Local Store Closures,” as well as under “New Recessionary Conditions,” as well as under “The 1999 Bay Area Economics (BAE) Report” regarding a proposed Wal-Mart Store in Eureka.

152-3 The comment relates to the existing economic climate. Please see Master Response 1, under “New Recessionary Conditions.”

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.

153-1

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.

153-2

Thank you for the opportunity to comment,

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

Letter 153: Terry Spreiter

- 153-1 The comment questions the wisdom of placing this development in a low-lying area and claims that the project site will likely experience severe ground shaking during moderate and large earthquakes. The comment states that liquefaction is also likely, and that it would be nearly impossible to evacuate people in the event of a local source tsunami.

Severe ground shaking is a regional hazard that is no more pronounced at the Marina Center site than at other sites in the area. Liquefaction potential at the project site is recognized in the EIR, and mitigation measures (for example, deep foundation systems) are included to reduce the level of risk to acceptable levels.

Local source tsunamis (that is, a tsunami generated on the nearby Cascadia Subduction Zone) would strike the coastline of northern California quickly (within minutes). As described in the EIR, the project site is buffered by the Samoa Peninsula, which would block all but the largest tsunamis. In the unlikely event that a tsunami occurs of sufficient magnitude to affect the project site, the most likely scenario is overtopping of the southern end of the North spit, followed by a rapid rise of floodwaters within Humboldt Bay. The Peninsula should provide some buffer even in the worst-case scenario where the spit would be over-topped by large waves. In any case, the EIR includes mitigation measures intended to reduce the risk of tsunami inundation, no matter the lead-time before wave impact. Structures would be required to be strong enough to resist wave surge, scour, and hydraulic uplift forces, which would provide safe haven and vertical evacuation opportunities. A tsunami evacuation and education plan is required to be developed, as is an integrated tsunami warning system. With the proper warning system, pedestrians would also be able to walk within minutes to an elevation and distance to the east (about three blocks, to the areas immediately east of Broadway/U.S. 101) that would similarly be able to serve as safe haven. The Draft EIR evaluates the risk from local source tsunamis, and accurately concludes that the risk would be less than significant with the proposed mitigation measures incorporated. For further discussion regarding the geologic and seismic hazards, please see response to comment 3-11, above. For further discussion regarding the tsunami hazards, please see response to comment 16-35.

- 153-2 The comment states that it would be preferable to have an economic development program aimed at expanding local businesses instead of having the proposed project. The comment's opinion is noted.

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

154-1
154-2
154-3

Signed Carol Stafford

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

along with every glass shop, bldg supply & many other good bus. enterprises

Letter 154: M. Carol Stafford

- 154-1 The comment in opposition to the Marina Center project is noted. The comment also expresses concern for local businesses. Please see Master Response 1, under “Potential Local Store Closures.”
- 154-2 The comment expresses concern that project-related traffic would snarl Eureka’s streets and create smog. The Draft EIR’s analysis shows that after implementation of the identified mitigation measures, all intersections on U.S. 101 in the project area would operate acceptably (i.e., without adverse congestion). All other intersections in the study area would similarly operate acceptably, except Koster Street and Wabash Avenue. Note that the 33 percent increase in traffic on Broadway would occur with or without the proposed project.
- 154-3 The comment advocated other uses for the project site is noted. Alternatives to the proposed project, including uses similar to those suggested, are discussed in Chapter VI of the Draft EIR.

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
 OBTAINED OR AS AN ARCHAEOLOGICAL SITE, AFTER JUDICIOUS REMEDIATION

155-1
 155-2
 155-3
 155-4
 155-5
 155-6
 155-7

Signed: BEA STANLEY

REMOVAL OF TOLUENE, NOT TO

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

INCLUDE CAPPING

Letter 155: Bea Stanley

- 155-1 The comment states that the Draft EIR hazardous materials assessment includes inaccurate and incomplete information. The comment is noted. For further information on site contamination levels and locations, as well as more details regarding remediating the project site, please see Master Response 4 and Appendix S.
- 155-2 The comment states that the existence of Native American artifacts are given the “short shrift.” Implementation of a subsurface archaeological survey program would help determine whether significant archaeological sites exist in the project area. Please see Master Response 9, which includes revised Mitigation Measures to perform a subsurface archaeological investigation.
- 155-3 The comment states that increased lighting at the project site would cause urban decay.
- Impacts related to light and glare that would be generated by the proposed project are discussed under Impact A-4 on pages IV.A-16 to IV.A-17. Urban Decay is discussed in Chapter IV.P. Light and glare introduced by the proposed project is discussed under Impact A-4 on page IV.A-16 of the Draft EIR. The potential adverse impacts resulting for the introducing of new light and glare is mitigated to a less-than-significant level by Mitigation Measure A-4a, which requires that the a lighting plan be submitted and approved by the City of Eureka Design Review Committee.
- 155-4 The comment states that the Draft EIR gives no consideration to toxic chemicals in stormwater runoff. For further discussion regarding pollutants in stormwater runoff, please see responses to comments 7-8 and 16-44, which indicate that best management practices would be implemented to filter the runoff.
- 155-5 The comment states that the Draft EIR gives scant consideration to biking and walking access. Access via these modes are addressed Draft EIR Chapter IV.O, as well as response to comment 33-3, which specifically discusses pedestrian and bicycle access across Broadway
- 155-6 The comment suggesting other uses for the project site is noted. Alternatives to the proposed project, including uses similar to those suggested, are discussed in Chapter VI of the Draft EIR.
- 155-7 The comment expresses disagreement with placement of clean cover material over the project site as a tool for hazardous materials remediation. The comment is noted. For further discussion regarding the Remedial Action Plan for the proposed project, please see Master Response 4 and new Appendix S, which discuss how placement of clean cover material over the project site would be one of several steps in remediation, including excavation and removal of contaminated hot spots.

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.

156-1

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.

156-2

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.

156-3

Thank you for your time.

Tara Stetz
1593 Peninsula Drive
Manila, CA 95521

Letter 156: Teresa Stetz

- 156-1 The comment expresses concern that any buried Wiyot artifacts are given appropriate care. Please see Master Response 9, which includes revised Mitigation Measures E-2a and E-2b.
- 156-2 The comment incorrectly states that the Draft EIR does not address furans and dioxins in the soil at the project site. These chemicals are included in the Draft EIR discussion of hazardous materials. For further discussion regarding the Remedial Action Plan for the proposed project, and other investigations of the project site, please see Master Response 4 and new Appendix S.
- 156-3 The comments regarding the Local Coastal Program amendment noted. The project entitlements and approvals are listed on pages III-17 and III-18. The City of Eureka, as Lead Agency for the proposed project, is legally required to analyze the potential environmental impacts of the proposed project. The comment also expresses concern related to scenic vistas, which are addressed in Chapter IV.A, Aesthetics.

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.

157-1

Sincerely yours, William Stiles

Letter 157: William Stiles

- 157-1 The comment states that the Draft EIR does not mention the increased traffic on Hi and I streets that would result from the proposed project. Please see response to comment 32-9, which discusses diversion of traffic onto other streets and concludes that there would be a less-than-significant impact as disclosed in the Draft EIR. Please also see Master Response 7, which addressed trip distribution of the traffic impact study.

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.

158-1

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.

158-2

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

158-3

Letter 158: Kaye Strickland

- 158-1 The comment states agreement with comment 158-3, which advocates for other developments and project alternatives. Please see responses to comments 16-9, 16-239, and 16-242, which explain that the Draft EIR includes a reasonable range of alternatives. An alternative containing uses similar to those described could be the Intermodal Bus Terminal Alternative.
- 158-2 The comment broadly supports the project's reuse of the project site and its future job creation effects. The comment also expresses a preference for an alternate business tenant than Home Depot. The comment is noted.
- 158-3 The comment suggests an alternative use for the project site. The comment is noted. Please see responses to comments 16-9, 16-239, and 16-242, which explain that the Draft EIR includes a reasonable range of alternatives. An alternative containing uses similar to those described could be the Intermodal Bus Terminal Alternative, which is considered in Chapter VI of the Draft EIR.

Comment Letter 159

RECEIVED
FEB 02 2009
DEPARTMENT OF
COMMUNITY DEVELOPMENT

January 28, 2009

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

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.

159-1
159-2
159-3
159-4
159-5
159-6

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

Letter 159: Charlotte Stuart

- 159-1 The comment expresses concern that any Wiyot villages beneath the project site have not been identified. Please see Master Response 9, which includes revised mitigation measures to perform a subsurface archaeological investigation.
- 159-2 The comment states that the proposed project would bring urban decay by forcing other businesses to close. Please see Master Response 1, under “The Effect of the Bayshore Mall on Local Businesses” and “Potential Local Store Closures.”
- 159-3 The comment expresses concerns about poor air quality and that additional information on the subject is needed. For all of the available project information related to air quality, see Draft EIR Chapter IV.C, Air Quality, and Appendix C.
- 159-4 The comment raises concerns about traffic impact related to Old Town and the tourist season, and states an opinion that the information provided is incorrect.

Without the comment specifying which information in the Draft EIR is incorrect, it is impossible to prepare a detailed response to the comment. The Draft EIR and associated technical documents fully address all relevant information about potentially significant impacts of the proposed project.

As for traffic impacts associated with Old Town during the tourist season, the amount of vehicular traffic from the project into Old Town via Second and Third Streets would be minor – fewer than 100 vehicles per hour in either direction distributed between Waterfront Drive/First Street, Second Street and Third Street. Modeling conducted for the Draft EIR shows little interaction between project trips and Old Town trips, as these routes are far slower than using Fourth and Fifth Streets for trips to and from the east. This added time would discourage all trips excepting those that actually start and end in Old Town itself.

The addition of perhaps one vehicle per minute in each direction on First, Second and Third Streets in Old Town would not be noticeable to those trying to park and to cross these streets as pedestrians. Most traffic heading east on U.S. 101 would use Commercial Street and C Street to get to Fifth Street during the p.m. peak hour. Westbound traffic on Fourth Street would enter the project directly with no need to use First, Second or Third Streets. Only traffic originating from the Old Town would use these streets to get to the project, as traffic coming from other originations would be more likely to use arterial routes such as Fourth Street and U.S. 101/Broadway.

Visitors to the project site might also visit Old Town, sometimes by parking once and walking between. Visitors would be likely to walk between the two locations, and the additional traffic would be minimal due to the minimal parking in Old Town and the infrequency of vehicle trips expected between these two retail destinations.

Finally, traffic from the proposed project would not divert through Old Town because it represents a slower alternative route compared to using C Street towards Fifth Street and destinations east. Consequently, the impacts of the project on Old Town, even during the tourist season, would be less than significant.

- 159-5 The comment expressing disapproval of General Plan and Local Coastal Program Land Use Plan amendment are noted. The project entitlements and approvals are listed on pages III-17 and III-18.
- 159-6 The comment states that the proposed project is not smart growth because it may result in the closing of local businesses. The comment is noted. Please see Master Response 1, specifically “Potential Local Store Closures.” The comment also states that there are 126 vacant buildings in Eureka. No source is cited. Please see Master Response 1, specifically “Vacancy in the City of Eureka.”

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.

160-1

Eureka has enough retail stores spread out in various directions from 101 south, out 101 north with the old mall, Henderson Center, Martindale, 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.

160-2

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

160-3

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.

160-4

Thank you for your time and consideration.

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

707 923-2574

Letter 160: Linda Sutton

- 160-1 The comment states that development on the project site is unacceptable given its located and contamination. The comment is noted. For further discussion regarding the Remedial Action Plan for the proposed project, please see Master Response 4 and new Appendix S, which discuss subsurface chemical migration and excavation and removal of contaminated hot spots.
- 160-2 The comment expresses concern that the retail market in Eureka is saturated. The comment is noted. Please see Master Response 1, under “Potential Local Store Closures.”
- 160-3 The comment states that the proposed project adds development and congestion. The Draft EIR’s analysis shows that after implementation of the identified mitigation measures, all intersections on U.S. 101 in the project area would operate acceptably (i.e., without adverse congestion). All other intersections in the study area would similarly operate acceptably, except the intersection of Koster Street and Wabash Avenue. Note that the 33 percent increase in traffic on Broadway by the year 2025 would occur with or without the proposed project.
- 160-4 The comment expressing support for hazardous materials remediation, cultural resources protection, and general benefits of development is noted. Please see Draft EIR Chapter IV.G for the analysis of Hazards and Hazardous Materials, as well as Master Response 4 and new Appendix S, which expand on the Remedial Action Plan for the project site. Please see also Draft EIR Chapter IV.E for the analysis of Cultural Resources, as well as Master Response 9, which includes revised mitigation measures to implement a subsurface archaeological investigation.