



CEQA NEGATIVE DECLARATION

CITY OF EUREKA

SCH #: 2010_____

PROJECT TITLE: *Elk River Access / Iksori Trail Project*

PROJECT APPLICANT: City of Eureka

CASE NO: CDP-05-0015

PROJECT LOCATION: Southwestern Eureka, Humboldt Bay-front from Truesdale Road to Pound Road; APNs: 007-081-016, 007-091-002,003,005,006,007,008,011, 019-321-012, 005,019-331-009,008, 302-171-001,302-181-002, & 031

ZONING & GENERAL PLAN DESIGNATION: Natural Resources, Coastal Dependent Industrial

PROJECT DESCRIPTION: The Elk River Access / Iksori Trail Project's purpose is to enhance public access to the Elk River Wildlife Sanctuary (ERWS), Elk River estuary, and Humboldt Bay. The project will thereby encourage an appreciation of the environment and historic uses of the area, improve public health, increase the safety of trail users and recover native habitat values where possible. The trail will consist of a 10' hard surface trail with 4' of adjacent soft path (4' on one side). High traffic parts of the trail will be surfaced with NaturalPave or AC, with a hardened (e.g. crushed shale) adjacent shoulder/path; the rest of the trail will either be surfaced with hardened/crushed shale surface or NaturalPave. The trail surface will support wheelchair users and bicyclists while fitting the natural landscape. Interpretive signage, trail head parking, and restroom facilities are also proposed.

LEAD AGENCY/CONTACT: City of Eureka, Community Development Department; Robert S. Wall, AICP, Senior Planner; 531 K Street, Eureka, CA 95501-1165; phone: (707) 441-4163; fax: (707) 441-4202; e-mail: rwall@ci.eureka.ca.gov

FINDING OF NO SIGNIFICANT EFFECT: It has been determined, after review and evaluation, that:

1. The proposed project will not have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation Measures as recommended in the initial study were made a condition of project approval.
4. A Statement of Overriding Considerations was not adopted for this project.
5. Findings were made pursuant to the provisions of CEQA.

The material supporting the above findings is contained in the Initial Study prepared by the City of Eureka's Community Development Department. Copies of the documents related to the evaluation of this project are available for review to the general public at the Community Development Department, address above.

Robert S. Wall, AICP
Senior Planner

Date



CEQA INITIAL STUDY

CITY OF EUREKA

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1. Truesdale Vista Point

Located between Truesdale Street and the City's McCullens Avenue Pump Station is an existing dirt lot with a largely unimproved surface. With improvements, the site has potential for high use levels, with close and visible proximity to the Bayshore Mall and US 101, and existing moderate use. Public access improvements here are a priority in the Eureka General Plan and Capital Improvement Program.

- | | |
|------------------------|--|
| Parking | Proposed permeable surface (stalls only), 14,400 square feet, with 23 spaces, three ADA-compliant. Remainder of parking area surface to be AC with adjacent concrete sidewalk areas and landscaping which will be utilized for treatment of runoff from parking area (bioretention swale / vegetated strips). |
| Roadway | Upgrade of 600 square feet of Truesdale Street adjacent to Vista Point, including railroad crossing improvements. |
| Multi-Use Trail | Parallel to shoreline, (potentially paved) surface for high-level use and compatibility with segment south of pump station, approximately 380 linear feet. Standard 14' width, including 4' of hard/unpaved adjacent path and an additional two to four feet of disturbed shoulder (for all multi-use trail in project area). City-removable/collapsible access control structure (bollard/s) to prevent vehicular access. |
| Day-Use Area | Scenic trailhead and visitor area including: two to four picnic tables, benches, trash receptacle/dog cleanup station, appropriate (low focus) lighting. Signage (see below). Pump station fencing will be planted with plants growing up trellises providing a natural green screen to the pump station as opposed to a chain link fence. The vegetation will provide a noise block, visual screen, habitat for species and will be planted with fragrant or edible species. Pump station may be repainted. |

- Signage** Site name sign at entrance. Trailhead kiosk: three or four-sided structure, including site use guidelines, region/site map and natural/cultural history interpretive information.
- Restroom** Plumbed restroom facility on northeast side of parking area.
- Landscaping** Significant landscaping to add scenic element to site as viewed from US 101. Native plants recommended, few trees. Appropriate landscaping and 420 feet of upgraded fencing (living fence) to screen pump station facility. Landscaping will be utilized for stormwater treatment and retention with vegetated and/or bioretention swales. Design will include vehicular access control to trail and beach. Potential elements of public art.
- Observ. Platform** Raised (approximately 48") platform for bay/birdlife viewing at northwestern corner of Vista Point. Two to three rail-mounted interpretive signs.

2. Truesdale Park

The former City storage yard area south of the pump station – approximately 425 linear feet.

- Multi-Use Trail** Start of improved trail will be paved surface, either AC or NaturalPave with a 4' hardened/unpaved shoulder.
- Day-Use Area** Potential day-use area with picnic tables, trash receptacle/dog cleanup station and interpretive signs. The funding is not currently available for construction and maintenance. However, there is enough available space that would allow for more use in the future.
- Landscaping** Potential earthscaping/raised relief, groundcover, some shrubs and trees, all natives. Planting of shore pines in between decadent Monterey pines to sustain biological shoreline protection. Removal of invasive non-native species and existing fences. Potential elements of public art appropriate for a natural landscape.



3. Truesdale Street to Hilfiker Lane

The former Crowley property north of Hilfiker Lane – approximately 650 linear feet. This area has substantial native vegetation interspersed with numerous invasive exotic plants.

- Multi-Use Trail** Continuation of improved Iksori Trail, paved- 10' either AC or Nature Pave and 4' hard/unpaved shoulder.
- Landscaping** Invasive exotic plant removal and native species plantings.
- Signage** Two trailside interpretive signs that will include restricted use language.
- Observ. Platform** Potential: slightly raised earthen platform for bay/birdlife viewing. Two or three rail-mount interpretive sign/s. Siting will depend on confirmation of location of wastewater transmission line.

4. Elk River Paddling Access

Southwest end of the former Crowley property and corner of Hilfiker Lane. There will be a roadway entrance to the paddle boat parking and access site.

- Paddle Boat Access** 'Primitive' beach launch with footpath from parking area.
- Day-Use Area** Minimal paddling facilities: two picnic tables, trash receptacle/dog cleanup station, plumbed restroom.

Restroom	Plumbed or vault restroom facility on northeast side of parking area.
Parking	Hardened/unpaved surface for eight vehicles, including one ADA-compliant space. Landscaped areas utilized for stormwater treatment and detention using vegetated and/or bioretention swales.
Multi-Use Trail	Continuation of improved Iksori Trail, paved- 10' either AC or NaturalPave with 4' hardened/unpaved shoulder.
Signage	Welcome sign at corner of Hilfiker Lane facing roadway – potentially could direct traffic to ERWS trailhead at end of Hilfiker and identify corner site for paddling access. Small paddling access kiosk with site use guidelines, 'water trail' map, and interpretive information.
Multi-Use Trail	Continuation of Iksori Trail south of parking area, 10' either AC or NaturalPave with 4' hardened/unpaved shoulder.
Landscaping	Gateway landscaping and earthscaping at corner of Hilfiker Lane and around parking area with primarily native shrubs. Vehicular access control to beach and trail. Landscaped areas utilized for stormwater detention/bioretention swales. Potential elements of public art.

5. Hilfiker Lane Trail

From corner of Hilfiker Lane to trailhead – approximately 1500 linear feet.

Multi-Use Trail	Continuation of improved trail as above. Outer edges of trail will be a minimum of approximately four feet from Hilfiker Lane and extreme high tide line. Trail will depart from shoreline onto the roadway along existing Schwaika Property until easement or purchase of private property allows continuation of trail off of roadway. Road will be realigned to accommodate an adjacent 6-8' trail, separated from Hilfiker Road by a raised curb.
Signage	Two trailside interpretive signs along trail route.
Landscaping	Earthscaping, native trees and shrubs. Structural control of vehicular access control to beach and trail between roadway and trail corridor. Potential elements of public art. Some or all large boulders will be removed and replaced with more aesthetic vehicular access control.
Observ. Platform	Potential: raised earthen berm for bay/birdlife viewing at point of armored shoreline. Two or three rail-mount interpretive sign/s.

6. Hilfiker Lane Trailhead

North of and surrounding existing ERWS parking lot. This area will be less developed than the more urban environment of the Truesdale Vista Point.

Parking	Existing asphalt parking for 21 vehicles. This lot should be adequate for proposed improvements in the area. Two parking sites should be designated for ADA access.
Day-Use Area	Scenic trailhead and visitor area: picnic tables, benches, trash receptacle/dog cleanup station, appropriate (low focus) lighting. Existing cyclone fencing and some or all large boulders will be removed and replaced with more aesthetic vehicular access control.
Restroom	Plumbed restroom facility on northeast side of parking area.
Multi-Use Trail	Continuation of improved trail as above to connect with existing trail, described below.
Signage	Three- to four-sided trailhead kiosk as above including site use guidelines,

region/site map and natural/cultural history interpretive information. Two trailside interpretive signs.

Landscaping

Extensive landscaping, earthscaping and beach/trail access control around parking lot and along Hilfiker Lane with primarily native plants. The large fill area north of the parking lot could be maintained as a mowed open space for recreational activities, or it could be more heavily earthscaped with an artistic focus. Potential elements of public art.

7. Existing ERWS Trail

Informal trail south of Hilfiker Lane trailhead to railroad corridor at Pound Road – approximately 3890 linear feet

Multi-Use Trail

Continuation of trail south of parking area as above. The trail will cross the railroad and continue to Pound Road. Trail also serves as maintenance vehicle access for the ERWS and neighboring Elk River Wastewater Treatment Plant.

Surfacing improvements to existing informal trail will include: aerial and surface vegetation removal in 16' corridor, grading, and application of trail base and surfacing materials to width standards as above. Limited amount of additional vegetation clearing to improve visibility and safety. An approximately 26' long and 10-12' wide bridge will be installed over a narrow finger of slough just northwest of the railroad crossing (see below) at the south end of the ERWS.



Signage

Up to six trailside interpretive signs. Potential 'use guideline' sign to communicate status of railroad crossing access/use or a related safety warning.

8. Riverside Footpath

South of ERWS parking lot there is an existing footpath to and along the river's edge that connects back to the multi-use trail – approximately 1090 linear feet – currently used for fishing and birdwatching. Improvements to this trail will reduce off-trail travel on the river's edge.

Footpath

Proposed surfacing improvement to 4' width of crushed shale or similar surface.



Signage

Up to three trailside interpretive signs.

9. Pound Road Access

Current informal pedestrian access to and from Herrick Road overpass and Pound Road over railroad corridor – approximately 405 linear feet from railroad corridor to small existing parking area and gate; approximately 1000 linear feet from small parking area to US 101 Park & Ride lot. Large Park & Ride lot adjacent to US 101 has ample parking space for anticipated uses; trailhead uses are in process for approval by Caltrans.

Signage

Trailhead kiosks/signs will be at the trail access point (former informal parking area) and at the Park & Ride.

Roadside Trail

A road-adjacent 6-8' wide asphalt trail, separated from Pound Road by a raised curb, will be developed for 255' from the Park & Ride north to the entrance of Pro-Pacific, where a crosswalk will provide access to the pedestrian/bicycle

route adjacent to the proposed gate (see below). Between the proposed gate and the existing informal parking area, pedestrian/bicycle traffic will share Pound Road with very limited traffic associated with one landowner and City maintenance.

Railroad crossing West of the existing gate at the informal parking area, an existing volunteer footpath crosses over the railroad corridor. This trail will be improved to multi-use standards. Over the railroad tracks, a temporary paved crossing will be constructed, leaving tracks in place and will be reconstructed to accommodate rail use when railroad becomes operational. Approval from the Public Utilities Commission and North Coast Rail Authority is in process.

Access Control A new/refurbished gate will be installed on Pound Road west of the private entrance to Pro-Pacific fresh produce shipping facility/warehouse to limit vehicular access to use by the City and one private landowner and prioritize pedestrian/bicycle use for the remainder of Pound Road.

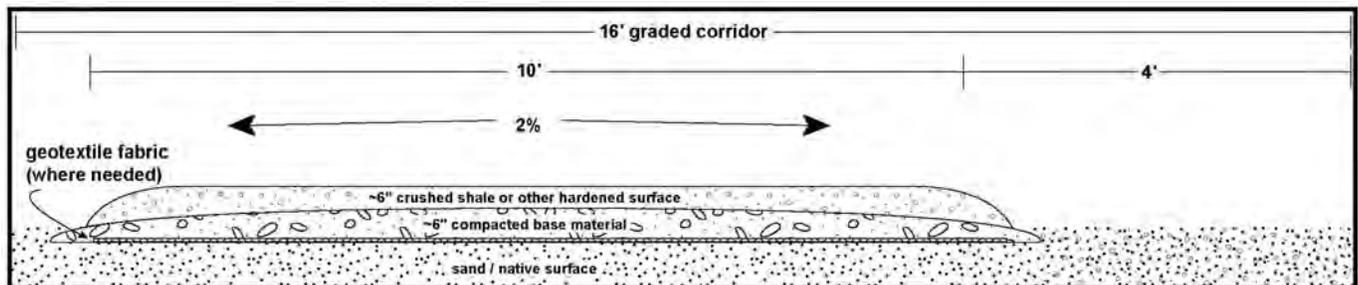
10. Directional Signage

Six directional signs will be added to existing signage on US 101 to identify the three day use and Coastal Trail access points at Truesdale Street, Hilfiker Lane and Pound Road. Approval of sign placement will be sought by Caltrans.

Signage Standard highway directional signage (brown signs with white lettering) will be placed on existing Coastal Access and other directional signage such as offramp notifications.

Trail Route Layout and Design

The trail itself will consist of a 10' hard surface trail with 4' of adjacent soft path (4' on one side). High traffic parts of the trail will be surfaced with NaturalPave or AC, with a hardened (e.g. crushed shale) adjacent shoulder/path; the rest of the trail will either be surfaced with hardened/crushed shale surface or NaturalPave. The trail surface will support wheelchair users and bicyclists while fitting the natural landscape



Typical Proposed Iksori Trail Cross-Section.

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SURROUNDING LAND USES AND SETTINGS: The City of Eureka is a charter city located on Humboldt Bay, approximately 300 miles north of San Francisco and 100 miles south of the Oregon border. Initially founded in the spring of 1850, the City of Eureka was incorporated through a special act of the State Legislature on April 18, 1856. The community was reincorporated as a City on February

19, 1874, and received a charter on February 8, 1895. As the county seat for the 572 square mile Humboldt County, Eureka is the center of business and government; the major industries include agriculture, fishing and tourism. The average July maximum temperature is 61.6°F and the average January maximum temperature is 54.3°F. The average July minimum temperature is 52.3°F and the average January minimum temperature is 41.5°F. The average annual precipitation is 39.0 inches; the average annual snowfall is 0.3 inches.

Humboldt Bay is one of the largest bays on the Pacific Coast. Historically, the bay and associated wetlands covered approximately 27,000 acres. Diking, drainage and filling has reduced the effective bay area to approximately 13,000 acres. Humboldt Bay is located about 30 miles northeast of the junction of the Gorda, Pacific and North American crustal plates. Tectonic activity in the area is extremely high: the Gorda Plate is being subducted under the North American Plate, and large-scale tectonic motion has produced a number of northwest-southwest trending faults in the region. Uplifting and folding, differential motion at the various fault lines, and erosion have resulted in a complex pattern of geologic formations – the Franciscan, Hookton, Yager, and Wildcat – in the bay region.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS, OR MAY BE REQUIRED (e.g. permits, financing approval, or participation agreement.): City of Eureka Planning Commission, California Coastal Commission, U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Game, Caltrans, California Public Utilities Commission, North Coast Railroad Authority.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: On the basis of this initial evaluation:

- I find that the proposed project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **may** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **may** have a “potentially significant impact” or ‘potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only those effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Robert S. Wall, AICP
Senior Planner, City of Eureka

Date

2b. Thomas Brothers Map of Project Area - Eureka



Project Location



4a. Proposed Elk River Parkway

Natural Resources Services, RCAA, August 2008 • Photo date: March, 2000

Existing Conditions

- Public Trail - No Bicycle or Wheelchair Access
- River Access Footpath
- Approximate Elk River Wildlife Area Boundary
- Approximate City Ownership
- Approximate Harbor District Ownership
- Approximate Private Ownership
- NWP Railroad
- Parking Area

Proposed Improvements

- Public Multiple-Use Trail
- Fencing/Access Control
- Parking Area
- Paddle Boat Access
- Day-Use Facilities
- Restroom
- Interpretive Sign and/or Wayside Exhibit
- Observation Platform (includes interpretive signing)
- Landscaping & Beach/Trail Access Control

Approximate Scale



Site Summaries

North Elk River Parkway Project *To be implemented with other funding sources*

- 1 Truesdale Vista Point**
 - Scenic visitor area with day use facilities, signage
 - Upgraded parking area to accommodate 23 vehicles
 - New multiple-use trailhead; 380' of trail
 - Earthen observation platform
 - (See inset concept plan for more detail)
- 2 Truesdale Beach & Park**
 - Former City storage yard: fence and debris removal
 - Open space, park and playground facilities
 - 425' of multi-use trail -- trailhead to paddling access
- 3 'Crowley' Natural Area**
 - 650' of multi-use trail
 - Earthen observation platform
 - Interpretive signs
 - Invasive plant removal; native landscaping

South Elk River Parkway Project *Proposed to be implemented with River Parkway funding*

- 4 Elk River Paddling Access**
 - Primitive existing beach launch to estuary & river
 - Permeable parking area for 8 vehicles; lighting, trash
 - Trailhead kiosk, interp sign, 2 picnic tables, 1 bench
- 5 Hilfiker Lane Trail Segment**
 - 1800' of multi-use trail adjacent to Hilfiker Lane
 - 3 interpretive signs, 1 bench, 2 observation platforms
 - Removal of invasive species, native landscaping
 - Acquisition of private parcel being pursued; not required
- 6 Elk River Wildlife Area Trailhead**
 - Existing parking for 21 vehicles
 - Kiosk, 2 interpretive signs, bench, 3 picnic tables
 - Restroom, trash receptacle, lighting, surveillance camera
- 7 Existing Elk River Wildlife Sanctuary Trail**
 - Widen, surface to achieve 3240' multi-use trail
 - Replace 'maze' at trailhead to allow bike/wheelchair use
 - 4 interpretive signs
- 8 Riverside Footpath**
 - 1090' of existing footpath along river's edge
 - 2 interpretive signs, 1 bench
- 9 Pound Road Access**
 - Widen, surface 405' multi-use trail from RR to Pound Road
 - Rail (out of service) crossing improvements
 - Trailhead kiosk, trash receptacle
 - Ped improvements on Pound Road between Park & Ride and first driveway; install gate after first driveway

CHECKLIST AND EVALUATION OF ENVIRONMENTAL IMPACTS: An explanation for all checklist responses is included, and all answers take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. The explanation of each issue identifies (a) the significance criteria or threshold, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significant. In the checklist below the following definitions are used:

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant.

"Potentially Significant With Mitigation Incorporated" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"Less Than Significant Impact" means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"No Impact" means that the effect does not apply to the proposed project, or clearly will not impact nor be impacted by the project.

I. AESTHETICS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers whether the proposed project may have any significant effects on visual aesthetics because of: (a) the short-term or long-term presence of project-related equipment or structures; (b) project-related changes in the visual character of the project area that may be perceived by residents or visitors as a detraction from the visual character of the project area; (c) permanent changes in physical features that would result in the effective elimination of key elements of the visual character of the project area near a State scenic highway; or (d) the presence of short-term, long-term, or continuous bright light, such as from welding or nighttime construction, that would detract from a project area that is otherwise generally dark at night or that is subject to artificial light.

DISCUSSION: The measure for determining whether a project will result in aesthetic impacts is a qualitative judgment rather than a set of quantifiable parameters. As such, the opinion of what may be an adverse aesthetic impact can vary from person to person. With regard to scenic vistas and scenic resources the principle purpose of the project is to provide self-guided access to Humboldt Bay and its view-sheds by utilizing a dedicated trail and day use areas. The project area is in the coastal zone, and therefore subject to applicable coastal scenic resource protection measures. The vista from the shore includes views of the Elk River, Elk River Spit, Samoa peninsula, King Salmon area, and Humboldt Bay. The project site, which is inland from the shore, generally has a degraded appearance as former industrial lands. There is shoreline debris, abandoned utility structure footings, invasive weeds/plants and in some cases trash accumulations associated with transient campers and illegal dumping.

The project will improve the scenic character of the area. The proposed project is designed to improve the scenic quality of the area by: removal of defunct fencing, invasive plants; installation of trash receptacles; improved surfacing, landscaping and associated drainage in parking areas (runoff from parking areas will be treated using on-site LID BMPs where feasible and mechanical treatment where LID is not practical); and by attracting more regular public use of the area that will deter unwanted uses.

A minimal amount of low-level, low glare lighting directed away from the Elk River Estuary will be constructed at parking facilities to provide for public safety. These lights will not be left on all night, but will be programmed to stay on only a few hours after sunset to reduce the potential for unwanted activities at these locations. Nighttime glare will increase slightly at four locations in the project area: Truesdale Vista Point, corner of Hilfiker Lane and end of Hilfiker Lane. There is currently lighting at the adjacent wastewater pump station facility, along Truesdale Street.

Observation platforms will be up to 3 feet in height with railing that has the least amount of visual impact as possible. Views from observation platforms of coastal and estuarine habitat, wildlife and birdlife will be enhanced. Access control features will be improved and will reduce visual impacts. Currently, large boulders are used to limit vehicular access. Most or all of these rocks will be removed and replaced with less obtrusive, lower stature access control structures. Interpretive signage and artwork will be designed and placed to be aesthetically beneficial and to ensure that coastal and estuary vistas are not negatively impacted. The number of interpretive signs and kiosks will be kept small relative to the length of the project area.

Therefore, based on the conclusions above, Staff finds that that the project will not result in significant adverse aesthetic impacts.

II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree the proposed project would: (a) change the availability or use of agriculturally important land areas designated under one or more of the programs above; (b) cause or promote changes in land use regulation that would adversely affect agricultural activities in lands zoned for those uses, particularly lands designated as Agriculture Exclusive or under Williamson Act contracts; or (c) change the availability or use of agriculturally important land areas for agricultural purposes.

DISCUSSION: The City does have farmlands, and lands of a size suitable for agricultural

production within City Limits. However, the project site has no farmlands, nor lands of a size and soil composition suitable for agricultural production, and no such lands exist on adjacent or nearby properties. Therefore the project will have no impact on farmlands or agricultural lands.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree the proposed project would (a) directly interfere with the attainment of long-term air quality objectives identified by the North Coast Unified Air Quality Management District; (b) contribute pollutants that would violate an existing air quality standard, or contribute to a non-attainment of air quality objectives in the project’s air basin; (c) produce pollutants that would contribute as part of a cumulative effect to non-attainment for any priority pollutant; (d) produce pollutant loading near identified sensitive receptors that would cause locally significant air quality impacts; or (e) release odors that would affect a number of receptors.

DISCUSSION: The North Coast Unified Air Quality Management District (NCUAQMD) is responsible for monitoring and enforcing local and State air quality standards. Air quality standards are set for emissions that may include, but are not limited to: visible emissions, particulate matter, and, fugitive dust. Pursuant to Air Quality Regulation 1, Chapter IV, Rule 400 – *General Limitations*, a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.

Visible emissions are fairly self-explanatory. They include emissions that are visible to the naked eye, such as smoke from a fire. The project does not involve any visible emissions.

With regard to particulate matter, all of Humboldt County has been designated by the California State Air Quality Board as being in “non-attainment” for PM-10 air emissions. PM-10 air emissions include chemical emissions and other inhalable particulate matter with an aerodynamic diameter of less than 10 microns. PM-10 emissions include smoke from wood stoves and airborne salts and other particulate matter naturally generated by ocean surf. Because, in part, of the large number of wood stoves in Humboldt County and because of the generally heavy surf and high winds common to this area, Humboldt County has exceeded the State standard for PM-10 air emissions. Therefore,

any use or activity that generates unnecessary airborne particulate matter may be of concern to the NCUAQMD. The amount of dust and other small particulate matter that will be released is of such a small scale that it clearly will not add to the PM-10 non-attainment.

Regarding sensitive receptors, the construction will, for a short time, generate dust as infrastructure and restrooms are built and grading is conducted. Nearby sensitive receptors in this case are the adjacent wetlands and or environmental sensitive habitat areas. Because the project will only emit dust during the relatively short construction period, the project will not result in substantial air quality impacts on or to sensitive receptors. Construction will, as required by regulation, meet all applicable local, State and Federal standards for building construction, debris disposal and pollutant control. With regard to objectionable odors, the project does not propose any use or construction technique that will result in odors that could reasonably be considered objectionable by the general public. However, the visiting public will be exposed to a facility that periodically produces objectionable odors. The City Wastewater Treatment Facility is located immediately east of the southern project area, and produces odors that can range from undetectable to strong in the project area. The project area is already fully accessible to the public, however, and no increased impacts will result of the proposed public access project. The project will likely result in increases in vehicular and non-vehicular traffic to the Truesdale and ERWS area, as well as in bicycling and walking, which are anticipated to have an overall balanced or reducing effect on vehicle miles traveled and associated emissions, particularly when the ERWS trail is connected with the remainder of the planned Eureka Waterfront Trail & Promenade, which is part of the planned California Coastal Trail.

Based on the conclusions above and with the mitigation measure listed below, the project will not result in adverse air quality impacts, nor result in a cumulatively considerable increase in the PM-10 non-attainment.

MITIGATION MEASURE NO 1. The applicant and/or construction designee, at all times, shall comply with Air Quality Regulation 1, Chapter IV to the satisfaction of the NCUAQMD. This will require, but may not be limited to: (1) covering open bodied trucks when used for transporting materials likely to give rise to airborne dust; and (2) the use of water for control of dust in construction operations, the grading of roads or the clearing of land.

IV. BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?			X	

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers whether the proposed project would result in a significant adverse direct or indirect effects to: (a) individuals of any plant or animal species (including fish) listed as rare, threatened, or endangered by the Federal or State government, or effects to the habitat of such species; (b) more than an incidental and minor area of riparian habitat or other sensitive habitat (including wetlands) types identified under Federal, State, or local policies; (c) more than an incidental and minor area of wetland identified under Federal or State criteria; (d) key habitat areas that provide for continuity of movement for resident or migratory fish or wildlife, or (e) other biological resources identified in planning policies adopted by the City of Eureka.

DISCUSSION: The project entails formal access to natural areas on the eastern shore of the Elk River and its entry point into Humboldt Bay in southwestern Eureka. The project area is located on undeveloped land beginning at the Truesdale Vista Point to the existing Elk River Wildlife Trail located at the northern boundary of the Eureka Wastewater Treatment Plant (EWWTP). The project area is bordered to the north by industrial, commercial retail and residential property, railroad tracks, residential properties, industrial\retail businesses and US 101 to the east, the EWWTP, wetlands, Elk River and grazing lands to the south and the Elk River Estuary and Humboldt Bay to the west.

Habitats within the project area consist of uplands and wetlands, with several corresponding vegetation communities in each. Upland communities include disturbed, upland forest, and foredune/dunemat. Wetland communities consist of Estuarine intertidal irregularly exposed wetland (salt marsh), Estuarine intertidal regularly exposed, Palustrine forested wetland, Palustrine emergent wetland, and Palustrine scrub-shrub. The wetland community names are consistent with the National Wetland Inventory (NWI) classification system.

For the purpose of quantifying potential biological impacts as a result of the trail, the City secured the services of SHN Consultants to conduct biological survey's of the proposed trailheads and trail corridor and immediate surrounding habitats. Surveys were conducted on several occasions between July 2006 and June of 2010. The methodology and details of SHN's findings are enumerated with the attached biological reports as an appendix to this Initial Study.

Floristically, the site is known to contain habitat for 30 special status species listed on the California Natural Diversity Database (CNDDDB). As a result of the CNDDDB query, additional seasonally appropriate botanical surveys were conducted at the project site. Three special status species were detected within or immediately adjacent to the proposed trail. These species include Point Reyes Bird's Beak, Humboldt Bay Owl's Clover, and Lyngbye's sedge. Point Reyes Bird's Beak and Humboldt Bay Owls Clover are located in salt marsh habitat adjacent to the footpath (see attached SHN Report Mapping). Both species are scattered throughout the high quality salt marsh habitat and include 100 or more individuals of each species. No individuals were found within the potential impact area of the trail. However, there is a network of existing "unofficial" trails in the salt marsh habitat that are regularly used by pedestrians, although these trails are not the footpath that is

designated for use. Use of these “unofficial” trails results in the trampling of the Humboldt Bay Owl’s Clover and Point Reyes Bird’s Beak. Humboldt Bay’s Owl’s Clover is also located outside of the study area along the southern bank of the south slough in salt marsh habitat. The proposed project is not expected to impact this occurrence because the Owl’s Clover in this area is located outside of the trail improvement impact zone.

Lynngbye’s sedge is located in the salt marsh habitat just south of the study area segment that runs from the railroad to the Herrick Avenue Park and Ride. One occurrence consists of approximately 5 plants and is located in the study area, a few feet from the edge of pavement along Pound Road and outside of the proposed area of project construction impacts. The other occurrence is located further south of Pound Road and consists of approximately 50 individuals (see attached reports).

SHN biologists recommended avoidance of the Point Reyes Bird’s Beak occurrences within the study area. *“Any impacts to this species would not only require mitigation that reduces potential impacts to a less than significant level pursuant to Section 15380 of the California Environmental Quality Act (CEQA), but would also require state and federal permits if the wetland habitat that this special status species occurs is impacted.”* The City concurs with SHN’s recommendation of avoidance of all special status species. As identified within SHN’s biological mapping, the proposed trail improvements do avoid all aforementioned floras. However, discretion should still be practiced at the project site by contractors in order to avoid accidental disturbance. A mitigation measure has been added to assure that contractors know where the listed species occur and how to identify them.

The CNDDDB database identified 27 special status species of wildlife that could occur on or near the project site. The consultants reported observing forty-one avian species and two mammalian species during field visits of June 19, July 20, and August 2, 2007. Three of the 27 special status species known to occur within the vicinity were observed including the Osprey, Brown Pelican, and Double Crested Cormorant. At the request of the City of Eureka, SHN conducted an updated examination of the CNDDDB list on June 22, 2010. Two new species were added to the CNDDDB list, the Sandy Beach Tiger Beetle and the Wolf’s evening primrose. According to SHN biologists, habitat for the Tiger Beetle does exist, but the sole occurrence was recorded in 1905, and CNDDDB indicates that the species has been “extirpated” locally. The Wolf’s evening primrose is the only special status not reported in the 2007 assessments. According to SHN, marginal habitat does occur on the project site. But because seasonally appropriate surveys were undertaken at the project site, the SHN biologist would have observed Wolf’s evening primrose on the project site if it were present.

With regard to the special status wildlife species, SHN stated the following: “The northern industrial yard [Truesdale Park and Crowley sites] currently offers little to no habitat and can be greatly improved by removing construction debris and human encampments. Replanting the northern industrial yard with native trees and shrubs would greatly improve the overall habitat values of this section of the study area. The majority of this northern “Crowley” property has the potential be high quality habitat for wildlife. The wetland\upland mosaic is attractive to many bird species. Unfortunately, the current condition of the northern Crowley property is degraded due to human encampments in nearly every willow thicket. This portion of the study area would be greatly improved by the development of the Iksori Trail [related increased public presence] and removal of human encampments and debris. The southern Crowley property has great potential for wildlife use primarily due to the extensive wetlands that exist on this portion of the study area. The estuarine habitat portion of the study area could be greatly improved for wildlife by removing invasive non-native plants that form low-diversity monocultures and [by] restoring native plants.”

In addition to characterizing the habitat, flora, and fauna of the proposed trail, the consultants undertook wetland delineations on and adjacent to the entire length of the trail which also included trail head improvement locations. Wetlands were delineated at the project site both on and adjacent to the proposed trail corridor. The identified wetlands and projected wetland impacts of the trail are illustrated within the attached biological reports. Minor filling and grading of wetland areas are expected to be required of the proposal. The total projected amount of wetland fill is 12,089 square feet. However, suitable mitigation wetland areas were characterized by the consultants with input provided by California Coastal Commission staff. The City of Eureka, Coastal Commission biologists, and SHN biologists have designed and agreed upon a 4 to 1 ratio, saltwater marsh mitigation project. City staff, their consultants and Coastal Commission staff worked closely to define the mitigation area. The mitigation proposal includes a Reduced Buffer Request, Wetland Mitigation Area map, Mitigation Wetland Grading and Planting Plan and Mitigation Wetland Monitoring Plan.

Additionally a pre-constructed footbridge is proposed to span an estuarine wetland of South Slough (see SHN report Phase II), which will negate any further wetland disturbance currently occurring by unofficial foot-traffic crossing the wetland. The bridge will be subject to multiple jurisdictional permits and consultation. When in place, the bridge will rectify an environmentally substandard wetland crossing which is consistent with the biological recommendations shown below:

“All wetlands should be avoided to the extent possible and areas delineated as ESHAs should be preserved. Additionally, the clusters of American dunegrass in the western portion of the study area should be preserved and enhanced to the extent possible. There is a unique opportunity to incorporate the wetlands and ESHA throughout the project area with the proposed trail improvements. Quality wildlife viewing occurs on the northern Crowley property and placement of the trail between ESHA and wetlands would contribute immensely to this opportunity. There is ample upland habitat along the western portion of the study area to place the trail in a manner to maximize viewing natural and scenic resources in Humboldt Bay and the Elk River Estuary. The trail should be routed around the Palustrine emergent wetland and salt marsh habitat in the parking and landscape area to avoid impacts to these environmentally sensitive resources.”

The proposed project will not hinder or interfere with the movement of wildlife or fish species. When development is proposed near sensitive habitat areas, protection measures such as Storm Water Pollution Prevention Plans (SWPPPs) or other preventative measures designed to reduce sedimentation and erosion into sensitive areas, will be properly implemented and reviewed in the development phases of a project. These measures would involve both temporary and permanent mitigation (*See Mitigation Measures in the Hydrology and Water Quality Section of this Initial Study*).

MITIGATION MEASURE NO 2. Construction activities shall avoid impacts to Humboldt Bay owl's clover or Point Reyes bird's beak to the extent feasible. If impacts are unavoidable, work shall be conducted from September through December (outside the blooming period) where these plants could be directly impacted. Where impacts are unavoidable, the top 6-inches of soil will be removed, separately stockpiled, and replaced, and original contours restored upon completion of the work.

MITIGATION MEASURE NO 3. The City shall create and or enhance 1.1 acres of salt marsh habitat at the project site, as depicted by the consultant's "Wetland Mitigation

Areas” mapping, dated October 2010, to the satisfaction of the California Coastal Commission. Said creation and or enhancement work shall commence during the construction of the subject trail. In order to ensure the successful reestablishment of salt marsh, the City shall monitor the biological establishment of the restored wetland for five years. If required, the City shall consult the Coastal Commission or the California Department of Fish and Game and take the appropriate measures to ensure the wetland mitigation areas are successful.

V. CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree the proposed project would cause (a) physical changes in known or designated historical resources, or in their physical surroundings, in a manner that would impair their significance; (b) physical changes in archaeological sites that represent important or unique archaeological or historical information; (c) unique paleontological resource site or unique geologic feature; or (d) disturbance of human burial locations.

DISCUSSION:

The entire length of the proposed trail transects prehistoric and historic sites of habitation and industry. To the untrained eye, most evidence of the preceding habitation and use of the area are no longer visible on the surface of the project area. According to the archeological survey, the trail and trail heads pose no physical threat to **surface** archeological resources. The lead archaeologist Jamie Roscoe, M.A. RPA, stated *“it is our professional opinion that all potentially important surface archeological resources have been identified within the project area.” (Cultural Resources Investigation of the Iksori Trail Access Project, Roscoe July 2009 and June 2010).*

Subsurface archeological resources may be lying in situ in and around the project area. As such, consultation with the Wiyot Tribe was essential to the environmental review of the proposal. As a result of Tribal consultation and before any further entitlement work could be conducted, the services of a professional archaeological team were warranted to survey the project area and draft appropriate mitigation for the inadvertent discovery of subsurface artifacts and/or human internments. Most of the trail “travel-way” exists in the form of well traveled existing dirt trail. Grading and earth disturbing activities will be a requirement of construction, both at the trail heads and on the trail itself. As a result of the archeological survey and tribal consultation the proposal is conditioned with mitigation measures that include the inclusion of a cultural monitor on site during ground disturbing activities.

If undiscovered paleontological, archaeological, historical, ethnic or religious resources are encountered during grading or construction activities State Law requires that all work cease and a

qualified cultural resources specialist be contacted to analyze the significance of the find and formulate further mitigation (e.g. project relocation, excavation plan, protective cover). And, pursuant to the California Health and Safety Code Section 7050.5, if human remains are encountered, all work must cease and the County Coroner contacted.

After consultation with the Wiyot Tribe, it is recommended that the proposed trail, and in fact the entirety of multiple-use trail in the Elk River Wildlife Sanctuary, be named the **'Iksori Trail'**, to honor the area's original Wiyot name. The multiple-use trail and associated amenities described in this document will be referred to as the Elk River Access and Iksori Trail.

Based on the above summary (complete archeological report is attached), the project will not disturb paleontological, archaeological, or historical resources, nor have the potential to cause a physical change, which would affect unique ethnic cultural values or restrict existing religious or sacred uses of the project area. The Cultural Resource Investigation is attached to this Initial Study.

MITIGATION MEASURE NO. 4 To mitigate the potential of disturbing undiscovered subsurface archeological resources, at least a month prior to construction, the applicant's retained professional archaeologist shall conduct test excavation pits at the exact location of pending construction related ground disturbing activities.

MITIGATION MEASURE NO. 5 If any cultural resources are discovered during pre-constructing testing, construction, or maintenance of the proposed project, all work shall be halted until a qualified cultural resource specialist is contacted to analyze the significance of the find and, if necessary, recommend further resource protection measures. If human remains are found on the site, all work is to be stopped and the County Coroner shall be contacted.

VI. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined by the California Building Code (2007), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers project-related effects that

could involve or result from: (a) damage to project elements as a direct result of fault movement along a fault identified in the Alquist-Priolo study or other known fault; (b) damage to project elements as a direct or indirect effect of seismically derived ground movement; (c) damage to project elements because of landslides that are not seismically related; (d) project-derived erosion by water or wind of more than a minimal volume of earth materials; (e) project-derived or project-caused secondary instability of earth materials that could subsequently fail, damaging project elements or other sites or structures; (f) location of project elements on expansive soils that are identified by professional geologists, which could result in damage to project elements or other sites or structures.

DISCUSSION: The North Coast is the location of numerous fault lines and is near the intersection of three tectonic plates. However, based upon a review of the Alquist-Priolo Earthquake Fault Zoning Maps, the proposed project is not in an area where fault rupture is known or expected. The Little Salmon fault is closest; it is approximately 2 miles southeast of the project area. Potential impacts resulting from fault rupture are less than significant. However, Humboldt County is very seismically active and susceptible to strong seismic ground shaking. All property within the City of Eureka is located within special Seismic Design Category zones (SDC) as prescribed by the 2007 California Building Code (CBC). Therefore, all new construction must comply with the construction standards for these specific design categories as mandated by the CBC.

Because all construction must comply with the standards of the CBC, and because construction that conforms to these Standards is presumed to meet the Seismic Design criteria, the potential impacts from seismic ground shaking and seismic ground failure, including liquefaction are considered (on any future, new construction) less than significant. The project will not create additional hazard.

The project area is on relatively flat ground with no geologic features in the vicinity that could result in, or expose people to landslides. "Soils in the project area are predominantly sand and some compacted fill on former industrial parcels; in the roadway areas the substrate is a sand/gravel mix fill. A coastal erosion hazard investigation of the Elk River Estuary is included in the *Elk River Access Project Recommendations* report prepared by the Redwood Community Action Agency (8/22/02) for the City of Eureka. The investigation, *Preliminary Coastal Erosion and Mitigation Alternatives, Elk River Estuary, Humboldt Bay, Eureka, California* was prepared by SHN Consulting Engineers and Geologists (6/11/02). The Investigation states: *Due to a combination of factors including construction of the jetties, placement of rock slope protection along the coastline segment extending from Buhne Point to Elk River, levy confinement of Elk River, and increased Elk River sediment yield, the Elk River Spit has pro-graded (lengthened) approximately 5,000 feet to the north during the past 125 years. As such, the spit now provides erosion protection from ocean and bay generated wind blown waves for the southern half of the project. The northern half of the project is not protected by the spit and is subject to wind driven wave attacks as well as wave run-up generated by passing ships. This is primarily the Truesdale Beach segment of the bay shoreline. Within the project area, the most significant area of erosion that should be mitigated is the end of Truesdale Avenue.*

Stream bank erosion along the edge of the Elk River channel does not appear to play a significant role as a bay margin erosion process. Since the bay is at the base level, Elk River current velocity is either very low or non-existent at high tide when the tidal elevation is in contact with the stream bank or bay margin."

In January 2007, the lack of protection on the northern half of the project area referred to in SHN's

2002 report was remedied. Due to extensive damage from storm activity to the northern half of the project area, emergency permits were obtained and shoreline protection was established along the Truesdale Beach segment of the bay shoreline.

Minor site grading will be performed in compliance with the Best Management Practices as prescribed in the Eureka Municipal Code, Regional Water Quality Control Board regulations and the Uniform Building Code. Therefore, no substantial soil erosion or loss of topsoil will result from the project. The proposed restroom facilities at the western terminus of Truesdale Street and Hilfiker will be connected to the City's sewage disposal system; therefore, the project will not have septic tanks or other alternative wastewater disposal systems.

Because the project structures (two restrooms) and applicable facilities (e.g. fences) will be constructed to standards specified by the Uniform Building Code for Seismic Design, and because Best Management Practices as prescribed in the Eureka Municipal Code, Regional Water Quality Control Board regulations, and the Uniform Building Code will be employed, the project will not result in substantial adverse impacts relating to geology and/or soils.

Based on the above findings, staff concludes that the project will not result in substantial adverse impacts relating to geology and/or soils.

VII. GREEN HOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

THRESHOLDS OF SIGNIFICANCE: This initial study considers to what degree the project would contribute to greenhouse gas emissions and global warming.

DISCUSSION: On Earth the gases believed to be most responsible for global warming are water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydro fluorocarbons, per fluorocarbons, and sulfur hexafluoride. Enhancement of the greenhouse effect can occur when concentrations of these gases exceed the natural concentrations in the atmosphere. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills.

Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

1. Higher maximum temperatures and more hot days over nearly all land areas;
2. Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
3. Reduced diurnal temperature range over most land areas;
4. Increase of heat index over land areas; and
5. More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts on agriculture, changes in disease vectors, and changes in habitat and

biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood, and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

The City of Eureka has been planned and zoned as a mixed-use City for over 40 years. The importance of developing proximate housing to jobs and services, with regard to the conservation of energy and curbing the release of greenhouse gases, is strongly being promoted by the planning and scientific community. Urban infill is obviously the antithesis of urban sprawl. Properly located redevelopment and infill can greatly reduce vehicle miles traveled (VMT) to jobs and services. Lessening VMTs within personal vehicles obviously saves energy and reduces greenhouse gas emissions.

The topic of global warming has been a focus of discussion within the scientific community for quite some time; however, statutory measures or actions to reduce emissions have only been recently implemented by the State of California. From a land use perspective, the recently adopted legislation (**SB 375 & AB 32**) strive to reduce the levels of greenhouse gases through the practice of smart-growth or mixed use development. As of now, greenhouse gas emission thresholds or limits have not been legally established for the North coast. Nevertheless, staff finds that based on Eureka’s slow annual growth rate of <1%, the implementation of smart-growth policies such as the use of trails and pathways, and a reliance on urban infill Eureka’s contribution of greenhouse gases will be less than significant compared to other urbanized areas within California.

Some amount of GHG emissions would result from motor vehicle trips and construction operations on the trail. However, is not anticipated that the trail would have an individually discernable effect on global climate change (i.e., increase global temperature as a result of emissions from the project). It can reasonably expected that once the entire trail is integrated with the California Coastal Trail along the Eureka waterfront and through the region, use of the trail would reduce some amount of VMT by encouraging more non-motorized travel along the waterfront and parallel to US 101.

Based on the discussion above, the project will not adversely increase greenhouse gas emissions or contribute substantially to global warming.

VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized area or where residences are intermixed with wildlands?			X	

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree the proposed project would involve: (a) potential storage or use, on a regular basis, of chemicals that could be hazardous if released into the environment; (b) operating conditions that would be likely to result in the generation and release of hazardous materials; (c) use of hazardous materials, because of construction-related activities or operations, within a quarter-mile of an existing or proposed school; (d) project-related increase in use intensity by people within the boundaries of, or within two miles of, the Airport Planning Areas; (e) project-derived physical changes that would interfere with emergency responses or evacuations; (f) potential major damage because of wildfire.

DISCUSSION There will be no hazardous materials associated with the project other than temporary short-term materials such as the fuel and oil used by construction equipment. There is always the possibility when equipment is operating, such as during grading operations, that an accident could occur and fuel could be released onto the soil. This could happen at any time in any location, and is not peculiar to this site or this project. This type of work occurs all the time without incident, and is therefore determined not to represent a significant impact. Equipment on site during construction will be required to have emergency spill cleanup kits immediately accessible in the case of any fuel or oil spills.

There is no evidence to indicate that contaminated soils are present at the proposed project site. However, during project construction, if there is any evidence that indicates contaminated soils are present on the site, either from visual observations or odors indicative of regulated substances, the applicant shall be responsible for performing soil sample analyses. Based on the results of the analysis, the applicant shall consult with jurisdictional agencies regarding follow-up procedures. The applicant shall comply with all requirements/regulations of the appropriate agencies with regard to handling, transport and disposal of potential hazardous substances to the satisfaction of the applicable agency.

The proposed project will not affect any emergency response plans. All on-site emergency access and circulation are already developed and function appropriately.

The project site is located within City Limits of Eureka; there are no “wildlands” near the project site and very low likelihood of wildfire in the ERWS. Therefore, there will be no impact as a result of wildland fires.

The project site is approximately 4.4 miles from Murray Field Airport and is located outside the airspace analysis zone identified in the 1993 Airport Land Use Compatibility Plan for Murray Field. The project site is located 1.7 miles southeast of the City owned Samoa airstrip.

Based on the discussion above, and with the precautionary mitigation measure as described below, Staff concludes that the project will not result in any substantial impacts with regards to hazards and hazardous materials.

MITIGATION MEASURE NO 6. During project construction, if there is any evidence that indicates contaminated soils are present on the site, either from visual observations or odors indicative of regulated substances, the applicant shall be responsible for performing soil sample analyses. The findings of the survey shall be submitted, as applicable, to the RWQCB, DTSC, and any other appropriate regulatory agencies. The applicant shall comply at all times with the requirements and regulations of the RWQCB, DTSC, and other agencies with regard to the handling, transport, and disposal of hazardous materials such as contaminated soils to the satisfaction of the applicable agencies.

VIII. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on or off-site?		X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?		X		
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Result in inundation by seiche, tsunami, or mudflow?		X		

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree the proposed project would involve: (a) improvements that would violate standards set for water quality and for discharge of waste water; (b) use of, or interference with ground water such that the amount of flow of groundwater is adversely impacted; (c) drainage improvements that would alter or cause an increase in amount or flow of drainage, or that would affect the free-flow of a stream or river or cause an increase in silt runoff as to cause adverse impact; (d) added runoff from the site that would exceed the capacity of drainage facilities; (e) the creation of polluted runoff or other general

adverse water quality impacts; (f) the placement of housing or other structures within the 100-year flood plain, or other area subject to flooding; (g) development in such a manner or location that it would be adversely affected by seiche, tsunami or mudflow.

DISCUSSION: The project will include minor site grading conducted in accordance with the Best Management Practices prescribed in the Eureka Municipal Code, Uniform Building Code and the regulations of the Regional Water Quality Control Board. The project includes utilizing Low Impact Development (LID) techniques to address stormwater treatment and detention for the upgraded street and parking lot at Truesdale Vista Point. The grading, drainage control, and erosion control will not alter the existing pattern of drainage on the property.

With the minimal site grading, existing of rock slope protection, and the limited increase in stormwater runoff rate from surfacing improvements, the project will not substantially impact the surface water drainage patterns, water quality, nor exceed the capacity of stormwater drainage systems.

The project does not include development that would impact the quality or quantity, rate or flow, and removal, recharge or addition to groundwater supplies.

The only proposed structures are three restroom facilities, which would not impede or redirect flood flows.

Due to the known seismic activity in the Pacific Rim, a tsunami could impact Humboldt Bay. It is expected that the impact of a tsunami on Humboldt Bay would primarily occur along the north and south spits and the King Salmon and Fields Landing areas, which are located directly across from the opening to Humboldt Bay. The Elk River Wildlife Sanctuary is in the tsunami run-up zone, should there be a large event along the fault (1995 report (*Special Study 115*) on the Little Salmon Fault by the Department of Conservation of Mines and Geology). However, the project area is currently used for recreational activity, and planned improvements will not create significant additional risk. With increased use of the project area, mitigation measures should include installing interpretive tsunami hazard warning signs at each trailhead and at paddling site put-ins.

When development is proposed near sensitive habitat areas, protection measures such as Stormwater Pollution Prevention Plans (SWPPPs) or other preventative measures designed to reduce sedimentation and erosion, from grading and other ground disturbing activities, into sensitive areas will be properly implemented and reviewed in the development phases of a project. These measures would involve both temporary and permanent mitigation.

The City of Eureka stormwater policies dictate that new development that would increase storm drainage runoff in a 10-year storm event more than one cfs, are required to provide retention/siltation basins to limit new runoff to prior-to-development flows.

Because of the use of bioretention swales and pervious trail surface, the project does not include development that would substantially impact the quality or quantity, rate or flow, and removal, recharge or addition to groundwater supplies.

The existing and proposed use is, and shall be, connected to the City's water supply system. Based on review of the Flood Insurance Rate Map prepared by the Federal Emergency Agency, the proposed development area is outside the 100-year flood plain (***FIRM Panel 060062-0005 June 17, 1986***). Therefore, the proposed project will not impede or redirect flood flows nor

expose people or structure to flooding.

Based on the discussion above, and with the mitigation measures described below, the project will not result in a substantial impact regarding hydrology and water quality.

MITIGATION MEASURE NO. 7 To mitigate the potential for increased stormwater flows being directed onto adjoining properties or environmentally sensitive habitat areas, Redwood Community Action Agency, prior to building/grading permit approval, shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Eureka Public Works Stormwater Division and include LID techniques (permeable pavements/surfacing, green roofs, bioretention and or vegetated swales) that will infiltrate stormwater on-site so that post development hydrology mimics pre-development. Said Plan and LID techniques shall be approved to the satisfaction of the North Coast Regional Water Quality Control Board, California Coastal Commission, Building, Planning, Engineering, and Public Works Departments. Said drainage plan features/measures shall be constructed to the satisfaction of the aforementioned Departments, prior to opening the trail to public use.

MITIGATION MEASURE NO. 8 To mitigate the potential for stormwater to carry additional pollutants from the proposed parking lot areas, LID treatments such as bioretention swales, vegetated swales and permeable pavements will provide treatment of parking lot runoff. Good housekeeping practices will include maintenance and cleaning of the parking areas a regular basis. No debris, soil, silt, sand, bard, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen material from construction operations shall be allowed to enter or be placed where it can enter any portion of the drainage system of the City of Eureka. All applicable erosion control measures and BMPs will be implemented during all phases of construction.

MITIGATION MEASURE NO. 9 To inform the general public of the potential of tsunami run-up inundating the trail area, each trailhead location shall have signage informing the public of what actions to take in the event of seismic activity. Said signage shall be posted to the satisfaction of the City of Eureka and prior to the trail being open to the general public.

IX. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree the proposed project would (a) divide an established community or conflict with existing land uses within the project's vicinity, such as agriculture resources; (b) conflict with the Eureka General/Coastal Plans

designation, policies, and zoning ordinances regarding commercial, public, and quasi-public facilities; (c) conflict with applicable environmental plans and protection measures enforced by regulatory agencies that have jurisdiction over the project, such as habitat conservation plans or a natural community conservation plan.

DISCUSSION: The project site is located along the Elk River estuary and Humboldt Bay shoreline. The Elk River Wildlife Sanctuary is zoned Natural Resources and designated by the General Plan as Natural Resources, which permits conditional uses including pedestrian access; educational/scientific study (by permit from management agency); and restoration and enhancement for fish and wildlife habitat values. The northern portion of the project area is zoned MC–Coastal Dependent Industrial and designated by the General Plan as [CDI] Coastal-Dependent Industrial Districts; conditional uses include access support facilities and boat launching and berthing facilities.

The project is within the Coastal Zone and therefore subject to applicable coastal zone regulations. The project does not conflict with the Local Coastal Plan, or any applicable habitat conservation plan or natural community conservation plan, specifically the 1982 Elk River Wildlife Area [Sanctuary] Management Plan).

Based on the above discussion, the proposed project is consistent with conditionally permitted uses, zoning, and general plan designations in which it is located. Therefore, the project will not divide the community and will not result in an adverse impact to land use and planning.

City plans for access improvements in the project area focus on the Truesdale Vista Point. The proposed project is consistent with the General Plan and Capital Improvement Program (CIP), and expands on the City's current Vista Point plans to connect public access facilities with the Elk River Wildlife Sanctuary, to the south. The City identified recreational improvements to this area as a priority in the 1999 General Plan:

Policy 5.B.1: c. Establish scenic vista points at numerous locations along the waterfront, including construction of a public access vista point at the foot of Truesdale.

Policy 5.B.7: The City shall establish a coordinated continuous public access system throughout its Coastal Zone, consisting of pedestrian walkways, nature walks, and bikeways with necessary support facilities, as described in Table 5-2.

Excerpts from General Plan Table 5-2:

For the Elk River Wildlife Area: Public access ways shall be implemented by the City in consultation with the Department of Fish and Game...

At the foot of Truesdale a scenic vista point shall be developed on the shoreline to complement the existing vertical access at the street end. Access support facilities shall include a small parking area, bicycle racks, and trash receptacles.

Along the waterfront between Truesdale and Hilfiker Lane, a continuous waterfront trail shall be dedicated and developed in conjunction with future development in order to connect the vertical access ways at the two street ends.

The brief Truesdale Vista Point 2001-2006 CIP project description includes 25,000 ft² of parking, traffic barriers and picnic tables as a future priority.

The City is currently proposing extension of Waterfront Drive to Hilfiker Lane. This roadway would be located on the east side of the railroad corridor, and would not conflict with the proposed project. Between Del Norte Street and Truesdale Street, a Class I multi-use trail is planned to

accompany the proposed roadway. This trail should connect to the trail recommended herein at the Truesdale Vista Point.

Regarding habitat and conservation plan compatibility, the Draft Element in no way encourages development incursion into Environmentally Sensitive Habitat Areas (ESHA) or other biologically sensitive areas within the City of Eureka.

Based on the above discussion, the project will not result in an adverse impact to land use and planning.

X. MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree the proposed project would interfere with the extraction of commodity materials or otherwise cause any short-term or long-term decrease in the availability of mineral resources that would otherwise be available for construction or other consumptive uses.

DISCUSSION: Mineral resources used in connection with the development of those associated with construction and landscaping. Although there are no surface mining operations within the Eureka City limits, the County supports a significant number of river and quarry mining operations that extract over one million cubic yards of material annually. These mining operations support the construction industry of Northern California. There is no doubt that the limited amount of mineral resources needed for the trail improvements within the City will have no substantial adverse impact on the local mineral resources or reserves. Therefore, based on the above, the proposed project will not result in the loss of availability of a State or locally known mineral resource.

XI. NOISE. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Expose persons to or generate excessive ground borne vibration or ground borne noise levels?			X	
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
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THRESHOLDS OF SIGNIFICANCE: This Initial Study considers whether the proposed project would produce: (a) sound-pressure levels contrary to the City of Eureka noise standards; (b) long-term ground vibrations and low-frequency sound that would interfere with normal activities and which is not currently present in the project area; (c) a substantial increase in ambient short-term or long-term sound-pressure levels; (d) changes in noise levels that are related to operations, not construction-related, which will be perceived as increased ambient or background noise in the project area.

DISCUSSION: Noise does not travel well, it has no staying power beyond that of its source, and it does not accumulate in the environment. Nonetheless, prolonged noise exposure is a serious threat to human health, resulting in high stress levels and impaired hearing. Generally, noise is a level of sound or a particular sound that a specific receiver does not want to hear. Whether a sound is considered a noise depends on the source of the sound, the loudness relative to the background noise, the time of day, the surroundings, and the listener. The difference in people’s reactions to different noises or sounds is explained by the perceived noisiness, or how undesirable the sound is to the people in the vicinity of the source. An unwanted sound may be extremely irritating although it is not unreasonably loud. The areas most vulnerable to the harmful effects of sound are residential locations, particularly at night.

The City of Eureka’s adopted General Plan specifies standards for non-transportation and transportation noise sources. The goal of the General Plan with regard to noise exposure is to protect Eureka residents from the harmful and annoying effects of exposure to excessive noise. For non-transportation related noise, the maximum allowable noise at the property line of lands designated for noise-sensitive uses cannot exceed 65dB (nighttime) to 70dB (daytime).

The highest possible noise levels associated with the project may result from the temporary, sporadic and relatively short term use of machinery, power tools, and hammering during the construction limited to the duration of the individual project. Under the Noise Element of the adopted General Plan, general construction noise is considered acceptable because such noise, although loud and often annoying, is of limited duration and intensity. Therefore, the project will not generate noise in excess of established standards.

Ground borne noise that may be associated with the construction of accessory buildings (restrooms) or the improvement of trail surfaces could occur during the “groundbreaking” or initial earthmoving undertakings of a construction project. However, any such noises can be considered “normal” and not “excessive” or “substantial.”

Changes in ambient noise levels resulting from the individual components of the construction project would be temporary, sporadic, and limited to the duration of the individual projects. Therefore, ambient noise levels within a construction project’s vicinity will not be permanently increased.

The project site is approximately 4.4 miles from Murray Field Airport and is located outside the airspace analysis zone identified in the 1993 Airport Land Use Compatibility Plan for Murray Field. The project site is located 1.7 miles southeast of the City owned Samoa airstrip.

Based on the discussion above, the proposed project will not result in the production of

unacceptable noise levels.

XII. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and/or businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree the proposed project would result in, or contribute to, population growth, displacement of housing units, demolition or removal of existing housing units, or any project-related displacement of people from occupied housing.

DISCUSSION: Eureka was ‘founded’ in 1850 and incorporated in 1856. The 1860 population was approximately 615. By 1920 Eureka had a population of roughly 12,500. According to the City of Eureka’s first General Plan, adopted in 1965, the population of Eureka in 1950 had grown to 23,058 and in 1960 it was 28,137. Between 2000 and 2008, the City population increased by 0.2%, (60 persons) from 26,097 to 26,157 according to the California Department of Finance, Demographic Research Unit.

The above statistical data illustrates that Eureka’s population growth has been constant, and in some periods static, regardless of the economic and population trends in the rest of the country. Therefore, it would take a remarkable project to induce ‘substantial’ population growth or decline, in Eureka.

The number of housing units in Eureka decreased from 11,781 in 1990 to 11,594 in the year 2000 according to the U.S. Census. The Census Bureau 2007 American Community Survey estimated that Eureka’s housing stock would rise to 12,077 units. The predicted number was qualified with a margin of error of ± 290 . Community Development staff has confirmed this rise with a current estimate of Eureka Housing stock at or around 11,984. This number was derived from Building Department records from 2000 to February of 2009. Almost one-third of Eureka’s housing stock is multi-family housing, a mix that has remained constant since 1980.

No housing will be displaced and no growth inducement will result from the project. Therefore, Staff finds that the project will not result in substantial adverse impacts regarding population and housing.

XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree the proposed project would result in any changes in existing fire or police protection service levels, or a perceived need for such changes, as well as any substantial changes in the need for, or use of, schools, parks, or other public facilities.

DISCUSSION: Public services are currently available to the project site. The area is currently patrolled by City Police and State Department of Fish and Game Wardens. The proposed project will facilitate improved foot access on trails and vehicle access on maintenance roads and parking areas for law enforcement and emergency services personnel. The project is not expected to substantially increase the need for patrols by local law enforcement or emergency services. The project may have a beneficial effect on reducing the need for patrol by encouraging more public use and decreasing unwanted uses of the area.

The proposed project will enhance parks and recreation options within the City of Eureka. Development of the project will require an incremental increase in the need for public services due to the increase in use of the property. However, the project will not require services beyond the capacity of the service providers. Based on the above, it is not expected that the project will result in an adverse impact on public services.

XIV. RECREATION. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree any aspect of the proposed project would be related to demand for recreational facilities or increase use of existing recreational areas such that those areas are physically degraded, including secondary effects such as degradation through over-use of environmentally sensitive areas.

DISCUSSION: The City of Eureka currently maintains thirteen City-owned parks comprising 136 acres. City parks currently offer sufficient recreational opportunities for the population. The Elk River Wildlife Sanctuary is not designated within the City park system, and increased use of the project area is not expected to contribute to the physical deterioration or overuse of the City's

existing recreational facilities.

The proposed project is expected to increase the use of an existing recreational and wildlife area by facilitating access to the area and by developing basic recreational support facilities. The proposed project is designed to accommodate the intended increase in demand without causing or accelerating substantial physical deterioration of the facility. One possible outcome is that trail development and improvement will focus use that currently is more widespread. This would decrease more widespread impacts of the project area.

The project components – such as removal of potentially hazardous shoreline debris, removal of invasive plant species, improved public access, interpretive facilities, and enhancement of native habitat – will have beneficial physical effects on the environment. The recreational facilities will not have an adverse physical effect on the environment (refer to Biological Resources as well as Hydrology and Water Quality, above).

XV. TRANSPORTATION/TRAFFIC. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?			X	
d) Substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree, if any, the proposed project would be associated with (a) changes in traffic, circulation, or other changes that might be perceived as adverse, including traffic effects resulting from temporary construction-related changes; (b) any project-related changes in levels-of-service on County or State highways; (c) project-associated travel restrictions that would prevent emergency vehicles from reaching the locations where they were needed.

DISCUSSION: The project is expected to increase recreational use levels at the project area, which would result in additional traffic. Roadway access to the site is via Truesdale Street, Hilfiker Lane, and Pound Road west of Broadway/State Route 101, which are used for existing public access activities at all three locations. These streets currently accommodate traffic to the site and are used below capacity. Caltrans District 1 was given the opportunity to comment on the project. On June

30, 2010, Alyson Hunter, Associate Transportation Planner stated that Caltrans' interest in the project was limited to a future maintenance agreement with the City regarding the Herrick Park and Ride segment of the trail. Furthermore, Caltrans had no issue with the proposed project's effect on Trusedale- and Hilfiker-Broadway intersections.

The proposed project will improve emergency access to the area by providing resurfacing on the existing maintenance roadway/trail, upgraded vehicular access control at trailhead parking areas, railroad crossing improvements, and a multi-use trail corridor that will facilitate longitudinal coastal access on foot or bicycle.

The project will increase parking capacity for coastal access in the project area, including the provision of ADA-compliant spaces. The project will not impact air traffic. The project is consistent with current City General Plan and Regional Transportation Plan policies supporting alternative transportation and will help implement such policies by providing improved and expanded non-motorized public facilities.

Based on the above, staff concludes that the project will not have a significant adverse impact on transportation or traffic.

XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have insufficient water supplies available to serve the project from existing entitlements and resources (i.e., new or expanded entitlements are needed)?				X
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Violate any Federal, State, and local statutes and regulations related to solid waste?			X	

THRESHOLDS OF SIGNIFICANCE: This Initial Study considers to what degree the proposed project would be related to: (a) a substantial demand for water supplies affecting existing entitlements and resources; (b) increase in runoff intensity that exacerbates drainage conditions and changes; and (c) insufficient provision for solid waste disposal.

DISCUSSION The City of Eureka completed construction of a new wastewater treatment facility in 1984 that serves Eureka and the surrounding area. According to the Regional Water Quality Control Board (RWQCB), Eureka's wastewater treatment plant is at about 82% of its permitted dry

weather capacity of 5.24 million gallons per day. It was estimated by the City Engineer that the City has the capacity to serve approximately 2,000 equivalent dwelling units or EDU's. Current treatment plant capacity is sufficient to accommodate Eureka's growth at its current rate of growth (i.e., the growth rate experienced between 2000 and 2009) for the foreseeable future. It is estimated, by the City Engineer, that at the current growth rate, the wastewater treatment plant will not reach capacity until the year 2030.

The Truesdale Vista Point and Hilfiker/ trailhead parking areas are proposed to have public restroom facilities. The Truesdale Vista Point facility is proposed to be a one- or two-room flush toilet facility. This facility will be connected to the Truesdale Street neighborhood wastewater gravity line. (Development of a restroom facility at Truesdale Vista Point is consistent with the City's Capital Improvement Plan.) The existing Hilfiker parking area is proposed to have a one-room flush toilet facility. The project would not have a significant impact on the wastewater system capacity.

The proposed multi-use trail between Truesdale and Hilfiker will parallel and then cross the wastewater transmission line that is below the surface approximately three feet. Construction activities will be planned around the clear delineation of this infrastructure to assure there are no impacts to the transmission line (will pothole to verify depth).

New LID drainage techniques are included for improvements to Truesdale Street, including development of the vista point parking area.

The Humboldt Bay Municipal Water District currently supplies approximately 40 MGD, but is capable of providing up to 75 MGD. With ample supply available, the project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The solid waste provider is the Humboldt Waste Management Authority (HWMA). The HWMA has formulated a joint powers agreement with the County and the most of the incorporated Cities within the County for the disposal of waste. The HWMA has contracted with ECDC Environmental to ship solid waste produced in the County to State licensed land fills located outside of Humboldt County. Currently solid waste is trucked to Anderson, California And Medford, Oregon to a triple lined State licensed landfill.

Based on the above Staff concludes that the project will not result in any significant adverse impacts to utilities and service systems.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).				X
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				X
<p>DISCUSSION: The project's impacts will not add appreciably to any existing or foreseeable future significant cumulative impact, such as species endangerment, wetland loss, or air quality degradation. Incremental impacts, if any, will be negligible and undetectable. No growth-related cumulative impacts are peculiar to this proposed project. This project is not contingent on or otherwise related to the development of additional facilities or any other project. The project fosters in-fill development dependent on existing infrastructure. As discussed herein, the project will have no increased impact on fish or wildlife, will not add to any cumulatively considerable impacts, and no mitigation measures are recommended to reduce the potential impacts to human beings, either directly or indirectly, to a level that is considered less than significant.</p>				

EARLIER ANALYSES

Earlier Analyses Used.

- b) **Impacts Adequately Addressed.** The following effects from the above checklist were within the scope of and adequately analyzed in the document(s) listed above, pursuant to applicable legal standards.
N/A
- c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Incorporated," the following are mitigation measures that were incorporated or refined from the document(s) described above.
N/A

SOURCE/REFERENCE LIST: The following documents were used in the preparation of this Initial Study. The documents are available for review at the Community Development Department, 3rd floor, City Hall, during regular business hours.

- a) Eureka Municipal Code
- b) Adopted Eureka General Plan and Certified Local Coastal Plan, as applicable
- c) Project File(s) for the project for which this Initial Study was prepared.

Elk River Trail MND

The Cultural Resources Survey has been withheld for confidentiality reasons.