

**Final**

# **EUREKA REDEVELOPMENT**

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## *Program Environmental Impact Report*

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*Prepared for:*

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# CHAPTER 1

## INTRODUCTION

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### A. ENVIRONMENTAL REVIEW PROCESS

The project sponsor, the Eureka Redevelopment Agency, proposes to financially merge three Redevelopment Areas into one area and construct project-specific elements that would include a mixed-use development along the waterfront with retail and residential elements, a fish-processing facility and cafe, public open space, and seismic upgrade and façade improvement programs. The City of Eureka, the lead agency for this project, determined that preparation of a Program Environmental Impact Report (PEIR) was needed for the merge of the Redevelopment Area and the project-specific elements because the project may have a significant effect on the environment.

The California Environmental Quality Act (CEQA) requires that before a decision can be made to approve a project with potentially significant environmental effects, an environmental impact report (EIR) must be prepared that fully describes the environmental effects of the project. The EIR is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental consequences of a proposed project, to recommend mitigation measures to lessen or eliminate adverse impacts, and to examine feasible alternatives to the project. The information contained in the EIR is reviewed and considered by the governing agency prior to the ultimate decision to approve, disapprove, or modify the proposed project.

CEQA requires that the lead agency (i.e., the City of Eureka) shall neither approve nor implement a project unless the project's significant environmental effects have been reduced to a less-than-significant level, essentially "eliminating, avoiding, or substantially lessening" the expected impact. If the lead agency approves the project despite residual significant adverse impacts that cannot be mitigated to less-than-significant levels, the agency must state the reasons for its action in writing. This "Statement of Overriding Considerations" must be included in the record of project approval.

As a Program EIR (CEQA Guidelines, Section 15168 and 15180), the programmatic elements of the environmental impact report do not focus on a specific project or projects, but instead present reasonable assumptions about the overall types and levels of activities that the project sponsor could undertake under the proposed Redevelopment Plan. Based on these assumptions, the PEIR describes potential environmental impacts. Where necessary, the analyses in the PEIR are based on conservative assumptions that may tend to overstate project impacts. Additional environmental review may be necessary to assess the environmental impacts of future actions undertaken within the Redevelopment Area. The project-specific elements are analyzed at a site-

specific level of detail in this environmental impact report, and would not require subsequent CEQA compliance.

On July 1, 2004, the City sent a Notice of Preparation (NOP) to governmental agencies, and organizations and persons interested in the project. The NOP requested those agencies with regulatory authority over any aspect of the project to describe that authority and to identify the relevant environmental issues that should be addressed in the PEIR.

The Draft PEIR ~~is now~~was available for public review for a 45-day period, from September 28, 2004, through November 12, 2004. During this time written comments on the adequacy of the Draft PEIR ~~may be~~were submitted to the City of Eureka ~~at the address indicated on the notice~~. Responses to all comments received on the adequacy of the Draft PEIR submitted within the specified review period ~~will be prepared and~~have been included in Chapter 8, Comments and Responses of ~~the~~-this Final PEIR.

The City of Eureka will ~~then~~review and consider ~~the~~-this Final PEIR for certification based on its fulfillment of CEQA requirements. Prior to approval of the project, the City must certify ~~the~~-this Final PEIR and adopt a-the reporting and mitigation monitoring and reporting program for mitigation measures identified in the Final PEIR Chapter 9 of this document in accordance with the requirements of Public Resources Code Section 21081.

## **B. ORGANIZATION OF THE DRAFT PEIR**

This environmental impact report is organized to allow the reader to quickly and logically review a summary of the analysis, review the recommended mitigation measures, and identify the residual environmental impacts after mitigation, if any (see Chapter 2). Those readers who wish to read the ~~Draft~~ PEIR in greater detail are directed to the main body of the document.

The ~~Draft~~ PEIR begins with this Introduction, followed by a Summary, which describes the proposed project, its environmental effects, and alternatives to the project (including the “No Project” alternative). The Summary culminates with Table 2-1, Summary of Environmental Impacts and Mitigation Measures. This table lists each identified environmental impact, mitigation measures identified, and the level of significance following mitigation. The summary table is divided into three sections, identifying significant impacts that cannot be mitigated to a less-than-significant level, significant but mitigable impacts, and less-than-significant impacts.

Following the Summary, the Project Description (Chapter 3) includes the project sponsor’s objectives, a description of the proposed project, construction details, and an outline of the approval process.

Chapter 4 contains a discussion of the setting (existing conditions), the environmental impacts that could result from the proposed project, and the mitigation measures that would reduce or eliminate the adverse impacts identified. The criteria used to assess the significance or adverse environmental effects are identified, and the significance of the impact both prior to and following mitigation(s) is reported.

The ~~Draft~~-PEIR identifies two alternatives to the proposed project in Chapter 5. These alternatives include the No Project Alternative, required by CEQA for all EIRs, and a Reduced Program Alternative that would reduce the size of the proposed project and would mitigate impacts identified for the proposed project.

Chapter 6, Impact Overview, reviews the significant, but mitigable impacts and cumulative impacts identified in Chapter 4 and describes the project's potential for inducing growth. The report authors are listed in Chapter 7. Chapter 8 includes all comment letters and responses to comments as well as a list of any changes made to the text within the document. Chapter 9 presents the mitigation monitoring and reporting program. The Appendices include the Notice of Preparation, a list of cumulative projects, and other background and supporting documents.

# CHAPTER 2

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## SUMMARY

### A. INTRODUCTION

This Program Environmental Impact Report (PEIR) assesses the potential environmental impacts of implementing the City of Eureka Redevelopment Project. This document has been prepared in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines. The City of Eureka is the lead agency for this CEQA Process. Inquiries about the project and the CEQA process should be directed to:

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### B. PROJECT UNDER REVIEW

To better facilitate the elimination of blight by allowing greater flexibility in the expenditure of tax incremental revenues among the three redevelopment areas, the City of Eureka is proposing to financially merge three existing redevelopment areas. The three existing redevelopment areas include Century III Neighborhood Development Program Phase I Urban Renewal Plan (Century III Phase I), Century III Neighborhood Development Program Phase II Urban Renewal Plan (Century III Phase II), and Eureka Tomorrow Redevelopment Plan (Eureka Tomorrow). The City of Eureka Redevelopment Agency (RDA) is responsible for implementing the Redevelopment Plans. The RDA adopted an Implementation Plan (adopted in January 2000) that identifies the goals, objectives, policies, and implementing activities and programs of the RDA. The Implementation Plan includes four activities to implement the goals and objectives of the three redevelopment areas, including (City of Eureka, 1996):

- **Waterfront Revitalization Activities** (Eureka Tomorrow only). The RDA will provide assistance and sponsor activities which will improve, rehabilitate, develop and redevelop the waterfront. These activities include assistance for rehabilitation of existing waterfront properties, the construction and reconstruction of streets, the provision of public improvements to stimulate private investment, assistance for acquisition, the disposition of private properties, the provision of community facilities and improvements to community facilities.

- **Acquisition and Development Assistance.** The RDA will offer assistance for acquisition, assembly and development of properties that are vacant or underutilized and economically or commercially viable and reasonable.
- **RDA Assistance in the Provision of Public Improvements and Infrastructure.** The RDA will assist in the provision of public improvements (e.g., improvement or installation of water and sewer facilities, public spaces, streetscape amenities, etc.) that will enhance residential neighborhoods and existing commercial enterprises, support industrial operations, and stimulate private investment.
- **Street and Road Improvements.** The RDA will assist in upgrading and reconstructing streets, which will lead to improved access to and traffic circulation within the area. These activities will reduce potential hazards and assist in promoting safe neighborhoods and commercial and industrial revitalization.

Near-term (build date of 2007) project-specific redevelopment projects include:

- **Seaport Village.** This development would include the construction of a mixed-use development on the block bounded by the boardwalk to the north, D Street to the east, 1st Street to the south, and C Street to the west. The first (ground) floor of Seaport Village would comprise approximately 13,795 square feet (sf) of retail uses, including a restaurant, and two interim occupancy vacation rental uses. The second floor would include approximately 3,841 sf of office space and up to 10 residential dwelling units for a total of 19,726 sf of residential space. Seaport Village would have approximately 25,000 sf of paved off-street parking (approximately 80 parking spaces), one off-street loading dock, 7,500 sf of landscaping, and approximately 9,900 sf of common space. The project also would require demolition of the historic Buhne Warehouse that is currently located on the project site. The RDA may build a new storage warehouse of the same proportions across the street at the northwest corner of 1st and C Streets, using materials salvaged from the Buhne Warehouse building if feasible.
- **Fisherman’s Work Area and Café.** This project would include construction of a 15,271-sf fish processing building and a 1,626-sf café on the northwest corner of 1st and C Streets. The fish processing building would be a rectangular structure that would be oriented east-west such that the length of the building would run parallel to Humboldt Bay. The height of the proposed facility would not exceed 25 feet. The café would be located in the southeastern corner of the fish processing building.
- **C Street Pedestrian Plaza and Piazza.** The City of Eureka proposes to construct a public pedestrian plaza along the entire 60-foot width of C Street from 1st Street to the boardwalk. This plaza would be approximately 240 feet in length and would be a total of 14,400 sf in area. The project would include the installation of street furniture that would be consistent in number, scale and style as those on the existing boardwalk and F Street pedestrian plaza. The 16,940-sf Piazza would consist of permanent, semi-permanent, and removable facilities for public gatherings. The Piazza would include gas lighting and outdoor heating elements, a permanent stage wired for amplified sound, a receptacle to accommodate an approximately 60 foot by 120 foot removable tent, umbrella stands, and outdoor dining areas.
- **Seismic Upgrade Program.** The Seismic Upgrade Program provides “gap financing” to property owners for the seismic retrofit of “high hazard” unreinforced masonry (URM) structures (as identified by the City) within the financially merged redevelopment area.

- **Façade Improvement Program.** The Façade Improvement Program is designed to assist commercial property owners “to improve the exterior appearance of their buildings in order to visibly enhance key areas within the Main Street district and spur economic revitalization.” Eligible improvements include façade renovation; sign renovation or replacement; wall repair and painting; window replacement or modification; door replacement; handicap accessibility modifications; planter box installation and permanent landscaping; improvements that increase the attractiveness of the building; and decorative lighting.

## C. AREAS OF POTENTIAL CONTROVERSY

In accordance with CEQA, the Notice of Preparation for the PEIR was distributed on July 1, 2004 to public agencies, elected officials, community groups, and other interested parties to solicit comments on environmental issues of concern. Responses received include a letter from the Native American Heritage Commission that recommended that the California Historic Resources Information Center be contacted for a record search of the site to determine if there are any archaeological resources at the project site. In addition, the letter recommended that a file search with the Native American Heritage Commission for Sacred Lands should be conducted to obtain any additional cultural resources information. A response also was received from the Blue Lake Rancheria Wiyot tribe in which they indicated known sites that could contain archaeological resources. These sites are described in the Chapter 4 under the Cultural Resources section. A third letter was received from the Bear River Band of Rohnerville Rancheria in which they stated that the proposed location is one of the Tribes’ aboriginal territories and requested that they be allowed to survey the area as well as be notified of any Native American evidence found. The City of Eureka will keep this correspondence on file for reference during implementation of the various components of the Eureka Redevelopment project.

A response to the NOP also was received from the State Water Quality Control Board (SWQCB) in which they commented that if soils are to be disturbed during construction of the Balloon Track property, the Shoreline property, and the Seaport Village site, sampling and laboratory analysis of the soils would need to occur in order to determine appropriate disposal and/or reuse options. In addition, if construction dewatering takes place during development, the water would need to be contained on-site, sampled and analyzed by a laboratory in order to determine disposal options. They also stated that any construction project that would disturb more than one acre of land would need a construction storm water permit issued by the SWQCB.

## D. IMPACTS AND MITIGATION MEASURES

Table 2-1, presented at the end of this chapter, summarizes the impacts of the proposed project. For each impact considered to be significant, or potentially significant, the table summarizes recommended mitigations. With the implementation of recommended mitigation measures, most significant impacts would be reduced to a level that is less than significant. Below is a summary of the impacts and mitigation measures for significant, but mitigable impacts.

## LAND USE AND PLANNING

The proposed project would have less than significant impacts on land use.

## RECREATION

The proposed project would have less than significant impacts on recreation.

## VISUAL QUALITY

### ***POTENTIALLY SIGNIFICANT BUT MITIGABLE***

The proposed C Street projects as well as future development in the Redevelopment Area could introduce new sources of light and glare into the C Street area and other areas throughout the Redevelopment Area. Mitigation Measures recommended to lessen this impact includes using lighting designed to confine illumination to its specific site in order to minimize light spillage to adjacent offices, commercial and residential uses, public open space and recreational areas. Future development shall shield and orient light sources downward so that they are not directly visible from outside the site.

## POPULATION AND HOUSING

There are no significant impacts to population and housing that would result from the proposed financially merged Redevelopment Area.

## TRANSPORTATION

### ***SIGNIFICANT BUT MITIGABLE***

Construction activities surrounding façade improvements and/or seismic retrofitting would temporarily increase truck traffic and construction worker traffic in the Core Area and would result in temporary transportation impacts. The recommended mitigation measure for this impact is to implement a construction management/traffic control plan that includes, among other things, schedules for delivery of construction materials that avoid peak hours, notifying adjacent property owners of the construction activities, and identification of haul routes that minimize impacts to vehicular traffic, bicyclers, and pedestrians.

Events at the C Street piazza and pedestrian plaza would increase traffic on local and regional roadways and would increase parking demand in the project area. The recommended mitigation measure for this impact includes the cooperation of the event organizers with the City to implement a strategy to manage the higher traffic volumes and increased parking demand.

## AIR QUALITY

### ***SIGNIFICANT BUT MITIGABLE***

Construction and demolition activities could generate fugitive dust, which could result in health and nuisance-type impacts in the immediate vicinity of individual construction sites. Mitigation measures recommended to reduce this impact include conditioning approval of individual development proposals under the redevelopment area, including the project-specific elements, on implementation of an appropriate dust abatement program that is consistent with, but not limited to, the requirements set forth in North Coast Unified Air Quality Management Board Regulation 1, Rule 430, Fugitive Dust.

## NOISE

### ***SIGNIFICANT BUT MITIGABLE IMPACTS***

Development in the redevelopment area and at the C Street project sites would result in temporary noise impacts related to construction activities and the introduction of noise-generating activities to the site. These activities would primarily include those associated with the Fisherman's Work Area and Café Building and with HVAC equipment associated with buildings proposed as part of the C Street Projects. Recommended mitigation measures include the development of a standard set of construction procedures by the City for inclusion in contractor specifications. These procedures would include limiting noise-generating construction activities to specific times, construction equipment shall be minimized by muffling and shielding intakes, locating construction equipment and staging areas as far as possible from sensitive noise receptors, and minimizing unnecessary idling of internal combustion equipment. In addition, if pile driving is required, sonic or vibratory drivers would be used in place of impact pile drivers and pile holes would be pre-drilled to reduce potential noise and vibration impacts.

Implementation of mitigation measures includes limiting truck loading dock activities to between the hours of 7:00 a.m. and 10:00 p.m. to the extent feasible and truck loading dock activities should be shielded from the proposed Seaport Village residential units. In addition, building equipment (such as HVAC equipment) should be located in such a way that the line of sight between the equipment and proposed Seaport Village residential units is effectively blocked.

The C Street projects would introduce noise-sensitive residences into an area with high localized ambient noise levels related to nearby Eureka Co-op operations. Recommended mitigation measures include constructing the residences to comply with noise insulation standards contained in Title 24 of the California Code of Regulations, locating bedrooms away from the Co-op loading dock and other fixed sources of noise, and requiring the project sponsor to prepare a written statement (such as a brochure or letter) that informs prospective buyers of the residential units of the activity at the Co-op loading dock.

Development proposed under the financially merged redevelopment area could result in new noise-sensitive uses in areas where noise levels are unacceptable for such uses. Recommended

mitigation measures include that all development in the proposed financially merged redevelopment area would be constructed to comply with the relevant noise insulation standards contained in Title 24 of the California Code of Regulations; noise insulation for all residential areas and other noise-sensitive uses; project-specific acoustical studies for proposed residential and other noise-sensitive uses to show how the interior and exterior noise standards established by the City would be met, and the project sponsors of commercial, retail, and industrial development would be required to design new development such that HVAC equipment and garbage and loading trucks would be shielded or located away from noise-sensitive uses.

### ***CULTURAL RESOURCE SIGNIFICANT BUT MITIGABLE IMPACTS***

Construction of new facilities in the redevelopment area and at the C Street sites that involve ground-disturbing activities have the potential to adversely affect significant prehistoric and historic archaeological resources and/or buried human remains through damage or destruction of those remains. Recommended mitigation measures include the preparation of a plan specifying the methods and procedures that will be used to identify and evaluate cultural resources that may be present. Other recommended mitigation measures include training workers conducting ground-disturbing activities to recognize archaeological resources, conducting archaeological monitoring, stopping work if archaeological remains are discovered during construction and conducting archaeological data recovery.

Implementation of façade improvements and seismic upgrade programs could affect architectural resources in the redevelopment area. The recommended mitigation measure includes that any alterations to historic buildings or structures shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, 36 CFR 68 (1995).

## **BIOLOGICAL RESOURCES**

### ***SIGNIFICANT BUT MITIGABLE***

Construction activities for several programmatic sites and for the Fisherman's Work Area and Café site could result in substantial adverse impacts on potentially jurisdictional wetlands if they are affected. Recommended mitigation measures include establishing at least a 100-foot buffer from the upland edge of these features. If a 100-foot buffer cannot be established, then a wetland delineation would be completed in accordance with U.S. Army Corps of Engineers and California Coastal Commission guidelines.

Construction activities for the proposed programmatic elements and C Street projects could result in harassment and mortality due to noise on special-status bird species that potentially nest in eucalyptus trees or the riparian habitat west of the tributary to the Eureka Slough. Mitigation measure that would lessen this impact include avoiding construction activities during nesting seasons of the potentially affected birds and conducting surveys for raptors and other nesting birds.

Demolition of existing vacant buildings, including the Buhne Warehouse, could adversely affect Townsend's big-eared bats. Mitigation should include a survey of the vacant buildings by a qualified bat expert. If big-eared bats are identified, demolition would not take place between May and August to avoid the big-eared bats nursery season, unless otherwise approved by the California Department of Fish and Game (CDFG).

Development within the Redevelopment Area has the potential to introduce non-native invasive plant species into the project area. Implementation of a non-native invasive species control program for disturbed areas as a result of construction and landscaping activities would lessen this impact to less than significant.

Construction activities such as excavation, grading, pile-driving, soil stockpiling, and placement of engineered fill at the C Street project sites may indirectly affect special-status aquatic species within Humboldt Bay by transporting soils from the construction sites and depositing soils into the bay. These transported soils may become suspended and cause an increase in turbidity levels. Mitigation would include implementing a stormwater pollution prevention plan.

Construction activities at the C Street project sites could create vibrations that would affect special-status fish species that potentially migrate into Humboldt Bay. Construction activities that cause vibrations shall be restricted to daylight hours and between July 1 and November 30, unless waived by NOAA Fisheries and/or CDFG.

## GEOLOGIC RESOURCES

The proposed project would have less than significant impacts on geologic resources.

## PUBLIC SERVICE, UTILITIES, AND WATER QUALITY

### ***SIGNIFICANT BUT MITIGABLE***

Development of the C Street projects may generate or require flows that would exceed sewer or water supply infrastructure. Recommended mitigation measures associated with this impact include requiring project sponsors to construct or finance water and sewer system upgrades identified by the City of Eureka Public Works as needed to accommodate flows from the proposed project.

## AGRICULTURAL RESOURCES

The proposed project would have less than significant impacts on agricultural resources.

## MINERAL RESOURCES

The proposed project would have less than significant impacts on mineral resources.

## **E. SUMMARY TABLE**

Table 2-1 summarizes the impacts of the proposed project. For each impact considered to be significant, or potentially significant, the table summarizes recommended mitigations.

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>A. <u>Land Use and Planning</u></b>			
<b>A.1:</b> The proposed merge of the redevelopment areas could result in land use changes throughout the redevelopment area that could intensify land uses and activities within the merged redevelopment area, which would result in less than significant impacts on land use and planning.	Less than Significant	None required.	
<b>A.2:</b> The project would result in the change of land uses at the C Street project sites from gravel lots, a vacant warehouse, and a dead-end street to a mixed-use development, a plaza and piazza, and a fish processing facility and café. This would result in an intensification of land uses and activities at the project site, but would not result in any significant land use impacts.	Less than Significant	None required.	
<b>A.3:</b> The proposed merge of the redevelopment areas could result in façade improvements to and/or seismic upgrades of buildings within the Core Area. The façade improvements and/or seismic upgrades are not expected to result in land use changes at the sites proposed for façade improvements and/or seismic upgrades. In addition, façade improvements and/or seismic upgrading is consistent with General Plan policies that seek to protect historic structures and public health and safety. Therefore, façade improvements and/or seismic upgrades would not result in significant land use impacts.	Less than Significant	None required.	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>B. <u>Recreation</u></b>			
<b>B.1:</b> The proposed financial merging of the redevelopment area and cumulative projects could result in an increase in use of the existing neighborhood and community parks or other recreational facilities, but would not result in significant impacts on recreation.	Less than Significant	None required.	
<b>B.2:</b> The proposed C Street projects would introduce a new residential population in the C Street area. This would result in an increase in use of existing parks and recreational facilities. However, the proposed project would not result in significant impacts on recreation.	Less than Significant	None required.	
<b>B.3:</b> The proposed financial merging of the redevelopment area could result in façade improvements and seismic upgrades to buildings within the Core Area. The proposed façade improvements and seismic upgrades are not expected to directly result in the creation of new populations within the redevelopment area. Therefore, these project-specific elements would not result in impacts on the City's recreational resources.	Less than Significant	None required.	
<b>C. <u>Visual Quality</u></b>			
<b>C.1:</b> The proposed merge of the redevelopment areas could alter the existing visual and aesthetic character within the proposed redevelopment area, but would result in less than significant impacts on visual quality.	Less than Significant	None required.	
<b>C.2:</b> The proposed C Street projects would alter the existing visual and aesthetic character of the project sites and the surrounding area, but would not result in significant visual impacts.	Less than Significant	None required.	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>C. <u>Visual Quality</u> (cont.)</b>			
<b>C.3:</b> The proposed façade improvements and seismic upgrades would alter the existing visual and aesthetic character of streets within the Core Area, but would result in less than significant impacts on visual quality.	Less than Significant	None required.	
<b>C.4:</b> Future land uses proposed in the merged redevelopment areas could introduce new sources of light and glare into the C Street area and other areas throughout the redevelopment area.	Potentially Significant	<b>C.4:</b> If future land uses proposed in the redevelopment area include lighting, this lighting shall be designed to confine illumination to its specific site, in order to minimize light spillage to adjacent offices, commercial and residential uses, public open space and recreational areas. Future development shall shield and orient any new light sources downward so that they are not directly visible from outside the site.	Less than Significant
<b>D. <u>Population and Housing</u></b>			
<b>D.1:</b> The proposed merged redevelopment area could result in new jobs and housing stock, which collectively could induce population growth in Eureka or the vicinity, either directly or indirectly. However, this would not result in significant impacts on population and housing.	Less than Significant	None required.	
<b>D.2:</b> The proposed C Street projects could result in new jobs and housing, which could induce population growth in Eureka or the vicinity, either directly or indirectly, but this would not result in significant impacts on population and housing.	Less than Significant	None required.	
<b>D.3:</b> The proposed merge of the redevelopment areas could result in façade improvements to and seismic upgrades of buildings within the Core Area. The proposed merge of the redevelopment areas would result in increased financing opportunities for the façade	Less than Significant	None required.	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>D. <u>Population and Housing</u> (cont.)</b>			
improvement and/or seismic upgrade programs. The façade improvements and/or seismic upgrades are not expected to result in the displacement of any existing housing or business, nor would they introduce any substantial new population to the area. Therefore, the façade improvements and seismic upgrades would not result in any impacts to population and housing.			
<b>E. <u>Transportation</u></b>			
<b>E.1:</b> The merge of the redevelopment areas would result in development activities that would increase traffic on local and regional roadways in the plan area. Traffic impacts of individual projects would be determined during subsequent project-specific environmental reviews.	Potentially Significant	<b>E.1:</b> The City shall require the implementation of measures (e.g., changes to traffic signal timing or installation of new traffic signals), as needed, to address project-specific significant traffic impacts identified during subsequent project-level analyses that would reduce those impacts to a less than significant impact.	Less than Significant
<b>E.2:</b> The project would increase traffic at local intersections in the project vicinity, but this would not result in significant impacts on transportation.	Less than Significant	None required.	
<b>E.3:</b> The project would contribute to increases in traffic on regional roadways in the project vicinity.	Less than Significant	None required.	
<b>E.4:</b> The construction of the C Street Plaza would result in event activities that would increase traffic on local and regional roadways in the area and would increase parking demand in the project area.	Potentially Significant	<b>E.4:</b> Organizers of large scale special events at the C Street plaza shall work with City Staff in a coordinated strategy to manage higher traffic levels and parking demands during major events.	Less than Significant
<b>E.5:</b> The proposed project would increase the demand for parking in the vicinity of the project.	Less than Significant	None required.	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>E. <u>Transportation</u> (cont.)</b>			
<b>E.6:</b> The proposed projects could result in inadequate site access and circulation, access to public transit, bicycle access, or pedestrian access.	Potentially Significant	<p><b>E.6a:</b> The project sponsor(s) shall design vehicular traffic features of project development (e.g., turning radii for service vehicles, project access driveways, and circulation aisles within the parking areas) to meet the design standards set forth by the American Association of State Highway and Transportation Officials (AASHTO) in A Policy on Geometric Design of Highways and Streets, or other design standards deemed appropriate by the City of Eureka.</p> <p><b>E.6b:</b> The project shall distinguish a circulation pattern for the proposed covered aisle by using signage and pavement markings.</p> <p><b>E.6c:</b> The project shall provide an adequate number of bicycle parking spaces in location(s) onsite as determined by the City and in a manner consistent with the City's current practices.</p>	Less than Significant
<b>E.7:</b> The merge of the redevelopment areas could result in façade improvements to, and seismic upgrades of, buildings within the plan area that would result in temporary increases in truck traffic and construction worker traffic.	Potentially Significant	<b>E.7:</b> The program's developer(s) and construction contractor(s) shall develop a construction management/traffic control plan for review and approval by the City. The plan shall include at least items and requirements to reduce, to the maximum extent feasible, traffic congestion during façade renovations and building retrofits and other nearby projects that could be simultaneously under construction.	Less than Significant
<b>E.8:</b> Construction activities at the C Street project sites would result in temporary increases in truck traffic and construction worker traffic.	Potentially Significant	<b>E.8:</b> See Mitigation Measure E.6	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>E. <u>Transportation</u> (cont.)</b>			
<b>E.9:</b> The project would contribute to cumulative increases in traffic at local intersections in the project area in 2020.	Less than Significant	None required.	
<b>E.10:</b> The project would contribute to cumulative increases in traffic on regional roadways in the project vicinity.	Less than Significant	None required.	
<b>F. <u>Air Quality</u></b>			
<b>F.1:</b> Buildout of the proposed Eureka redevelopment area would contribute to cumulative effect of development in the Air Basin, which would result in less than significant impacts on air quality.	Less than Significant	None required.	
<b>F.2:</b> Fugitive dust generated by construction and demolition activities that could occur as a result of the merge of the redevelopment areas could result in health and nuisance-type impacts in the immediate vicinity of individual construction sites.	Significant	<b>F.2a:</b> The City shall require that individual development proposals within the Eureka redevelopment area implement an appropriate dust abatement program that is consistent with, but not limited to, those requirements set forth in NCUAQMD Regulation 1, Rule 430, Fugitive Dust.	Less than Significant
		<b>F.2b:</b> In the case where a specific development proposal within the redevelopment area would entail the demolition or renovation of a building, the project sponsor shall conduct asbestos testing to identify whether asbestos containing materials are present. Where asbestos containing materials are present, the project sponsor shall consult with NCUAQMD staff concerning the specific requirements of NCUAQMD Regulation 1, Rule 390.	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>F. Air Quality (cont.)</b>			
<b>F.3:</b> Fugitive dust generated by construction and demolition activities related to the C Street projects could result in health and nuisance-type impacts in the immediate vicinity of individual construction sites.	Significant	<b>F.3a:</b> See Mitigation Measure F.2a. <b>F.3b:</b> See Mitigation Measure F.2b.	Less than Significant
<b>F.4:</b> The operation of the C Street projects could result in an increase in criteria pollutant emissions, but would not result in significant impacts to air quality.	Less than Significant	None required.	
<b>F.5:</b> The fish processing facility associated with the Fisherman's Work Area could generate objectionable odors, but would not result in significant impacts to air quality.	Less than Significant	None required.	
<b>F.6:</b> The proposed merge of the redevelopment areas could result in façade improvements to and/or seismic upgrades of buildings within the Core Area. Although there would be temporary construction activities associated with façade improvements and/or seismic upgrades, these activities are not expected to generate impacts on air quality. In addition, the existing operations of the buildings after façade improvements and/or seismic upgrades have been conducted are expected to remain the same and would not generate increases in criteria pollutant emissions.	Less than Significant	None required.	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p><b>G. Noise</b></p> <p><b>G.1:</b> Development in the Eureka redevelopment area and related to the C Street projects would result in temporary noise impacts related to construction activities.</p>	Significant	<p><b>G.1a:</b> The City shall develop a standard set of construction procedures for inclusion in contractor specifications. The specific measures to be included shall incorporate the following at a minimum:</p> <ul style="list-style-type: none"> <li>• Limit noise-generating construction activities to 7:00 a.m. to 7:00 p.m. Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturdays, with no noise-generating construction to occur on Sundays or holidays. Construction activities outside of these hours may be allowed by prior approval from the City.</li> <li>• Construction equipment noise shall be minimized during project construction by muffling and shielding intakes on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools.</li> <li>• Fixed construction equipment (e.g., compressors and generators) and construction staging areas shall be located as far as possible from noise-sensitive receptors.</li> <li>• Minimize unnecessary idling of internal combustion equipment.</li> </ul> <p><b>G.1b:</b> If pile driving is required for pier replacement activities or other construction in the redevelopment area or the C Street projects, the City shall incorporate into the contract specifications for those projects the following requirements:</p>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p><b>G. Noise (cont.)</b>  <b>G.1 (cont.)</b></p>		<ul style="list-style-type: none"> <li>• Wherever possible, sonic or vibratory pile drivers will be used lieu of impact pile drivers.</li> <li>• Wherever feasible, pile holes will be pre-drilled to reduce potential noise and vibration impacts.</li> </ul>	
<p><b>G.2:</b> Project-generated vehicle traffic associated with the C Street projects could result in an increase in ambient noise levels on nearby roadways used to access the site.</p>	Less than Significant	None required.	
<p><b>G.3:</b> The C Street projects could introduce noise-sensitive residences to an area with high ambient noise levels depending on the type of future uses that could occur at the former Co-op building.</p>	Significant	<p><b>G.3a:</b> All residential uses proposed as part of the C Street projects should be constructed to comply with the noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix 12A).</p> <p><b>G.3b:</b> To the extent feasible, residential units related to the C Street projects should be configured such that bedrooms are located away from the former Co-op loading dock and other fixed sources of noise.</p> <p><b>G.3c:</b> The project sponsor should prepare a written statement [a letter or small brochure] to be distributed to prospective buyers of the residential units informing them of potential future activity at the Co-op building loading dock. While this mitigation measure would not decrease the noise level at the project site, it would inform potential residents of the intermittent activity that could occur in the future at the former Co-op building loading dock.</p>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>G. Noise (cont.)</b>			
<b>G.4:</b> Development of the proposed C Street Projects would introduce noise-generating activities that could affect the noise environment of existing adjacent land uses and noise-sensitive uses proposed as part of the Seaport Village Project.	Potentially Significant	<p><b>G.4a:</b> Implement Mitigation Measures G.3a and G.3b above.</p> <p><b>G.4b:</b> To the extent feasible, truck loading dock activities should be limited to between the hours of 7:00 a.m. and 10:00 p.m.</p> <p><b>G.4c:</b> To the extent feasible, truck loading dock activities should be shielded from the proposed Seaport Village residential units.</p> <p><b>G.4d:</b> Building equipment (such as HVAC equipment) should be located in such a way that noise from the equipment is effectively blocked from the proposed Seaport Village residential units.</p>	Less than Significant
<b>G.5:</b> Development proposed in the merged redevelopment area could result in new noise-sensitive uses in areas where noise levels are unacceptable for such uses.	Significant	<p><b>G.5a:</b> All development in the proposed merged redevelopment area shall be constructed to comply with the relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix 12A).</p> <p><b>G.5b:</b> The City shall require noise insulation for all residential areas and other noise-sensitive uses proposed within the redevelopment area that would be located in areas that exceed 60 Ldn. Noise insulation shall be such that interior noise levels do not exceed 45 Ldn, as required under Title 24 of the California Code of Regulations and under General Plan Policy 7.G.6.</p>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>G. <u>Noise</u> (cont.)</b>			
<b>G.5 (cont.)</b>		<p><b>G.5c:</b> The City shall require project-specific acoustical studies for proposed residential and other noise-sensitive uses that show how the interior and exterior noise standards (see Tables 4.G-1 and 4.G-3) established by the City of Eureka will be met.</p> <p><b>G.5d:</b> The City shall require that project sponsors of commercial, retail and industrial development associated with the redevelopment area, design these uses such that HVAC equipment and garbage and truck loading/unloading areas are shielded or located away from noise-sensitive uses to avoid conflicts.</p>	
<b>H. <u>Cultural Resources</u></b>			
<b>H.1:</b> The financial merging of the redevelopment areas could result in the construction of new facilities that could involve ground-disturbing activities that have the potential to adversely affect significant prehistoric and historic archaeological resources and/or buried human remains through uncovering damage or destruction of those remains.	Potentially Significant	<b>H.1a:</b> The project sponsor shall prepare a plan specifying the methods and procedures that will be used to identify and evaluate cultural resources that may be present in individual programmatic project locations in the redevelopment area. The procedures specified in the plan shall be implemented, as appropriate, prior to the commencement of construction in individual programmatic project locations in the redevelopment area. The plan shall describe the procedures for cultural resources inventories that shall consist, at a minimum, of a cultural resources records search to be conducted at the North Coastal Information Center of the California Historical Resources Information System, located in Klamath; consultation with the Native American Heritage	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p><b>H. <u>Cultural Resources</u> (cont.)</b>  <b>H.1 (cont.)</b></p>		<p>Commission (NAHC) and with interested Native Americans identified by the NAHC; and, if necessary, a field survey.</p> <p><b>H.1b:</b> Workers involved in ground disturbing activities shall be trained by a professional archaeologist in the recognition of archaeological resources (e.g., historic and prehistoric artifacts typical of the general area), procedures to report such discoveries, and other appropriate protocols to ensure that construction activities avoid or minimize impacts to potentially significant cultural resources. In addition, a Native American representative shall be present to monitor coring activities. If an archaeological artifact or other archaeological remains are discovered on-site during construction, all construction activities shall be halted and a qualified archaeologist shall be summoned within 24 hours to conduct an independent review of the site. If the find is determined to be significant, adequate time and funding shall be devoted to conduct data recovery excavation. Any archaeologically important materials recovered during monitoring or archaeological excavation shall be processed in a laboratory, catalogued and analyzed, with the results presented in an archaeological monitoring or excavation report that meets professional standards.</p>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>H. Cultural Resources (cont.)</b>			
<b>H.2:</b> The financial merging of the redevelopment areas could result in construction of new facilities that have the potential to adversely affect historic architectural resources through changes to the historical setting.	Less than Significant	None required.	
<b>H.3:</b> Implementation of the C Street projects may affect unknown, potentially significant archaeological resources.	Potentially Significant	<b>H.3:</b> Implementation of above Mitigation Measure H.1a and H.1b would reduce this impact to less than significant.	Less than Significant
<b>H.4:</b> Implementation of the C Street projects would result in the demolition of the H.H. Buhne Warehouse. This building is included in the Eureka “Old Town” National Register District; however, it appears that the building is no longer a contributing element to this historic district. The Old Town Historic District is the historic resource to which this analysis must determine an impact has been made, as opposed to the building itself. While the Buhne Warehouse may have at one point been an integrated part of the historic district, demolition of the surrounding buildings has left the Buhne Warehouse isolated from its historic context—it is the only warehouse remaining in this area that once served the commercial/industrial fishing and timber operations on Humboldt Bay. Therefore, contextually, it is a solitary structure that no longer contributes to the historic district. In addition, there are modern buildings and parking lots that separate the Buhne Warehouse from the historic district, thus the building is not visually connected with the Old Town Historic District. Finally, the building itself lacks historical integrity and would not be considered significant as an individual historic resource. However, because the building has previously contributed to a historic district, its demolition is considered potentially significant.	Potentially Significant	<b>H.4:</b> Due to its previous contribution in the historic district, the City would document the H.H. Buhne Warehouse Building according to the Historic American Buildings Survey (HABS) standards.	<u>Less than Significant</u>

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>H. <u>Cultural Resources</u> (cont.)</b>			
<b>H.5:</b> Implementation of the façade improvement and seismic upgrade programs could affect architectural resources in the redevelopment area.	Potentially Significant	<b>H.5:</b> Any alterations to historic buildings or structures shall conform to the Secretary of the Interior’s Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building, 36 CFR 68 (1995). A project that follows this mitigation measure shall reduce impacts to a less than significant level on historic buildings and structures.	Less than Significant
<b>I. <u>Biological Resources</u></b>			
<b>I.1:</b> The merge of the redevelopment areas could result in construction activities for the proposed programmatic elements at Sites D and J (see Figure 3-1 in Chapter 3 of this document) that could result in substantial adverse impacts on potentially jurisdictional wetlands.	Potentially Significant	<b>I.1:</b> Avoid impacts (such as fill) on potentially jurisdictional wetlands and establish at least a 100-foot buffer from the upland edge of these features. If infeasible to avoid, then complete a wetland delineation in accordance with the guidelines of the Corps and California Coastal Commission (CCC) and obtain the appropriate Section 401 water quality certification/waiver from the North Coast Regional Water Quality Control Board, Section 404 wetland permit from the Corp and/or CCC authorization. Compensate for wetland impacts at a ratio as agreed upon by the wetland permitting and authorizing agencies at an appropriate wetland mitigation site as determined during subsequent environment review and agreed upon by wetland permitting and authorizing agencies.	Less than Significant
<b>I.2:</b> The merge of the redevelopment areas could result in construction activities that could result in harassment and mortality due to noise on special-status bird species that potentially nest in riparian habitat west of the tributary to Eureka Slough.	Potentially Significant	<b>I.2:</b> If construction activities, including tree removal, occur during the avian nesting season (March 1–June 30), surveys for raptors and other nesting birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3800) shall be	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>I. <u>Biological Resources</u> (cont.)</b> <b>I.2 (cont.)</b>		<p>conducted by a qualified biologist immediately prior to construction within 500 feet of the construction site (or at a distance determined by the surveying biologist). If no nesting adults or nests are observed within the construction area or within 500 feet of the riparian corridor, then no further mitigation is required. If nests or paired adults are observed, one of the following two options shall be completed to reduce impacts on these species: (1) avoid the nesting area and related habitat by remaining at least 500 feet from raptor nests (other nesting birds require 250-foot buffer zone), or as determined by the surveying biologist (this distance may be modified in consultation with CDFG, depending upon site circumstances); or (2) avoid construction activities until after the nesting season (June 30) or until after the young have fledged.</p>	
<b>I.3:</b> Demolition of abandoned buildings could adversely affect Townsend's big-eared bats.	Significant	<b>I.3:</b> Prior to demolition, a qualified bat expert shall survey the abandoned buildings for the presence of Townsend's big-eared bats.	Less than Significant
<b>I.4:</b> Development within the redevelopment area has potential to introduce non-native invasive plant species into the project area.	Potentially Significant	<b>I.4:</b> Implement a non-native invasive species control program for disturbed areas as a result of construction and landscaping activities. Standard measures could include the following elements: ensure construction-related equipment arrives on-site free of mud or seed-bearing material; use native seeds and straw material to the extent feasible; identify and treat areas of non-native invasive species prior to construction (e.g., topsoil segregation, storage, herbicide treatment); and revegetate with appropriate native species.	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>I. Biological Resources (cont.)</b>			
<b>I.5:</b> Construction activities for the proposed Fisherman's Work Area and Café could result in excavating and filling potentially jurisdictional wetlands.	Significant	<p><b>I.5a:</b> Complete a wetland delineation in accordance with the guidelines of the Corps and CCC. As applicable, obtain the appropriate wetland permits and authorization, including Section 401 water quality certification/waiver from the North Coast Regional Water Quality Control Board, Section 404 Nationwide permit and Section 10 authorization from the Corps, and authorization from the CCC. Implement all conditions contained in these permits and authorizations.</p> <p><b>I.5b:</b> Compensate for wetland impacts at a ratio of 2:1 (or as agreed upon by the wetland permitting and authorizing agencies) by restoring a wetland site within the same watershed as the wetlands affected. Develop and implement a mitigation plan in accordance with the <i>U.S. Army of Engineers' Habitat Mitigation and Monitoring Proposal Guidelines</i>. Develop and implement a five-year mitigation and monitoring program. Applicable performance standards may include, but are not limited to: 80 percent survival rate of restoration plantings; absence of invasive plant species; and, a functioning and self-sustainable wetland system.</p>	Less than Significant
<b>I.6:</b> Construction activities, such as excavation, grading, pile-driving, soil stockpiling, and placement of engineered fill at the proposed C Street projects may indirectly affect special-status aquatic species within Humboldt Bay by transporting soils from the construction sites and depositing soils into the bay.	Potentially Significant	<b>I.6:</b> Implement a Stormwater Pollution Prevention Plan as outlined in Impact K.5 as presented in detail in Section 4.K Public Services, Utilities, and Water Quality.	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>I.7:</b> Construction activities for the project specific elements could result in vibration effects on special-status fish species that potentially migrate in Humboldt Bay.	Potentially Significant	<b>I.7:</b> Restrict construction activities that cause vibration, such as pile driving, to daylight hours and to the period from July 1 and November 30 unless waived by NOAA Fisheries and/or California Department of Fish and Game (CDFG). This period corresponds with the salmonid migrations period, December 1 through June 30.	Less than Significant
<b>I.8:</b> Construction activities for the project level elements could result in harassment and mortality due to noise on special-status bird species that potentially nest in eucalyptus trees on site.	Significant	<b>I.8:</b> Implement Mitigation Measure I.2 would reduce impacts on special-status species.	Less than Significant
<b>I.9:</b> Demolition of the existing Buhne Warehouse and remains of the Lazio building foundations on the site of the proposed Fisherman's Work Area and Café could adversely affect Townsend's big-eared bats.	Significant	<b>I.9:</b> Implement Mitigation Measure I.3 to reduce impacts on Townsend's big-eared bat.	Less than Significant
<b>I.10:</b> The merge of the redevelopment area could result in façade improvements to and/or seismic upgrading of buildings throughout the redevelopment area. Because the façade improvement and/or seismic upgrade programs are not expected to occur in areas with sensitive biological resources, façade improvements and/or seismic upgrades are not expected to result in any adverse impacts on biological resources.	Less than Significant	None required.	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>J. <u>Geologic Resources</u></b>			
<b>J.1:</b> Construction activities associated with program-level projects in the redevelopment area could result in soil erosion and soil disturbance, but this would not result in significant impacts to geologic resources.	Less than Significant	None required.	
<b>J.2:</b> Development of projects in the redevelopment area could expose people or structures to seismic hazards such as ground shaking, liquefaction, or tsunamis. However, this would not result in significant impacts.	Less than Significant	None required.	
<b>J.3:</b> Construction activities associated with the C Street projects could result in soil erosion and soil disturbance, but would result in less than significant impacts on geologic resources.	Less than Significant	None required.	
<b>J.4:</b> Development of the C Street projects could expose people or structures to seismic hazards such as ground shaking, liquefaction, or tsunamis, but would not result in significant impacts.	Less than Significant	None required.	
<b>J.5:</b> Implementation of the Seismic Upgrade Program would strengthen the ability of existing unreinforced masonry structures to withstand seismic ground shaking or liquefaction and would result in less than significant impacts to geologic resources.	Less than Significant	None required.	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b><u>K. Public Services, Utilities, and Water Quality</u></b>			
<b>K.1:</b> Development within the redevelopment area may exceed water or wastewater utility infrastructure, increase solid waste generation, increase school enrollment, or increase the need for services from the City of Eureka's police, fire department, or emergency services, but this is not expected to result in significant impacts to public services.	Less than Significant	None required.	
<b>K.2:</b> Development within the redevelopment area may decrease the quality or increase the volume and rate of stormwater runoff, but this would not result in significant impacts to water quality.	Less than Significant	None required.	
<b>K.3:</b> Development of the C Street projects may generate or require flows that would exceed sewer or water supply infrastructure, respectively.	Potentially Significant	<b>K.3:</b> The project sponsors shall construct or finance water and sewer system upgrades identified by the City of Eureka Public Works as needed to accommodate flows from the proposed project.	Less than Significant
<b>K.4:</b> Development of the C Street projects would increase generation of solid waste, but this would not result in significant impacts to utilities.	Less than Significant	None required.	
<b>K.5:</b> Development of the C Street projects may increase enrollment within City of Eureka schools, but this would result in less than significant impacts to public services.	Less than Significant	None required.	
<b>K.6:</b> Development of the C Street projects would increase the demand for fire protection, police, and emergency medical services to the project site, but this would not result in significant impacts to public services.	Less than Significant	None required.	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>K. <u>Public Services, Utilities, and Water Quality</u> (cont.)</b>			
<b>K.7:</b> Construction activities associated with development of the C Street projects have the potential to adversely affect water quality of Humboldt Bay, but this would result in less than significant impacts on water quality.	Less than Significant	None required.	
<b>K.8:</b> Development of the C Street projects could degrade the quality of stormwater runoff originating from the project site, but this would not result in significant impacts to water quality.	Less than Significant	None required.	
<b>K.9:</b> Development of the C Street projects could increase the volume and rate of stormwater runoff originating from the project area. However, this would result in less than significant impacts to water quality.	Less than Significant	None required.	
<b>K.10:</b> The financial merging of the redevelopment area could result in façade improvements and/or seismic upgrades to several buildings throughout the Core Area. Façade improvements and seismic upgrades are not expected to increase populations or the amount of impervious surfaces that would result in impacts on public services, utilities, and water quality. Therefore, façade improvements and/or seismic upgrades would not have any impacts on public services, utilities, and water quality.	Less than Significant	None required.	
<b>L. <u>Agricultural Resources</u></b>			
None.		N/A	
<b>M. <u>Mineral Resources</u></b>			
None.		N/A	

# CHAPTER 3

## PROJECT DESCRIPTION

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### A. PROJECT OBJECTIVES

This chapter of the Program Environmental Impact Report (PEIR) provides the primary description of the proposed actions. The projects reviewed in this PEIR consist of two components: (1) the financial merging of three redevelopment areas; and (2) specific development plans for a number of near-term projects within the financially merged redevelopment area.

The project sponsor's objectives for the proposed project are to:

- Financially merge three redevelopment areas in order to improve financing opportunities for development activities within the financially merged redevelopment area through, for example, incurring debt, conducting project activities, and receiving tax increment revenues;
- Eliminate economic and physical deficiencies and other blighting factors;
- Eliminate economic deterioration and underutilization of property;
- Facilitate coherent development within the project area;
- Strengthen, stimulate, encourage and expedite development including infill development in the project area consistent with the Redevelopment Plans, Redevelopment Implementation Plan and the adopted *General Plan* and Local Coastal Program;
- Encourage the development of new or improved publicly accessible open spaces, including coastal access;
- Promote mixed-use development within the project area;
- Promote arts-related development and activities that create an appealing destination for local residents and tourists that also conforms to the high standard of quality found in the City;
- Facilitate the development of affordable or senior housing;
- Support the protection and preservation of Eureka's cultural, social, and historical resources.
- Facilitate the creation of a mixed-use development containing retail and residential components as well as appropriate waterfront uses, such as a fish processing facility, in Old Town.

## **B. PROJECT LOCATION AND SITE DESCRIPTION**

The project site consists of approximately 1,260 acres within the City of Eureka. The geographic areas within the City known as the Waterfront, Old Town, Downtown, Westside Industrial Area, as well as the core area are all within the proposed financially merged redevelopment area.

Eureka is a city with a population of approximately 26,250 that lies on the north coast of California roughly 280 miles north of San Francisco and 350 miles south of Portland, Oregon (see Figure 3-1). The City is bordered on the west and north by Humboldt Bay and on the east and south by the unincorporated area of Humboldt County.

U.S. Highway 101, the main north-south highway serving the North Coast, bisects Eureka's commercial district with an average daily traffic volume in excess of 30,000 vehicles. Highway 101 at the south end of Eureka is known as Broadway, it transitions to the couplet of 4th and 5th Streets at the north end of town. Highway 299, which intersects Highway 101 approximately 10 miles north of Eureka, is the major east-west highway in the vicinity and intersects with Interstate 5 in Redding.

The financially merged redevelopment area has a diverse mixture of land uses, including commercial/ retail businesses, offices, Victorian residences, visitor-serving facilities, industrial uses and it includes a number of old dilapidated and abandoned potentially historic buildings.

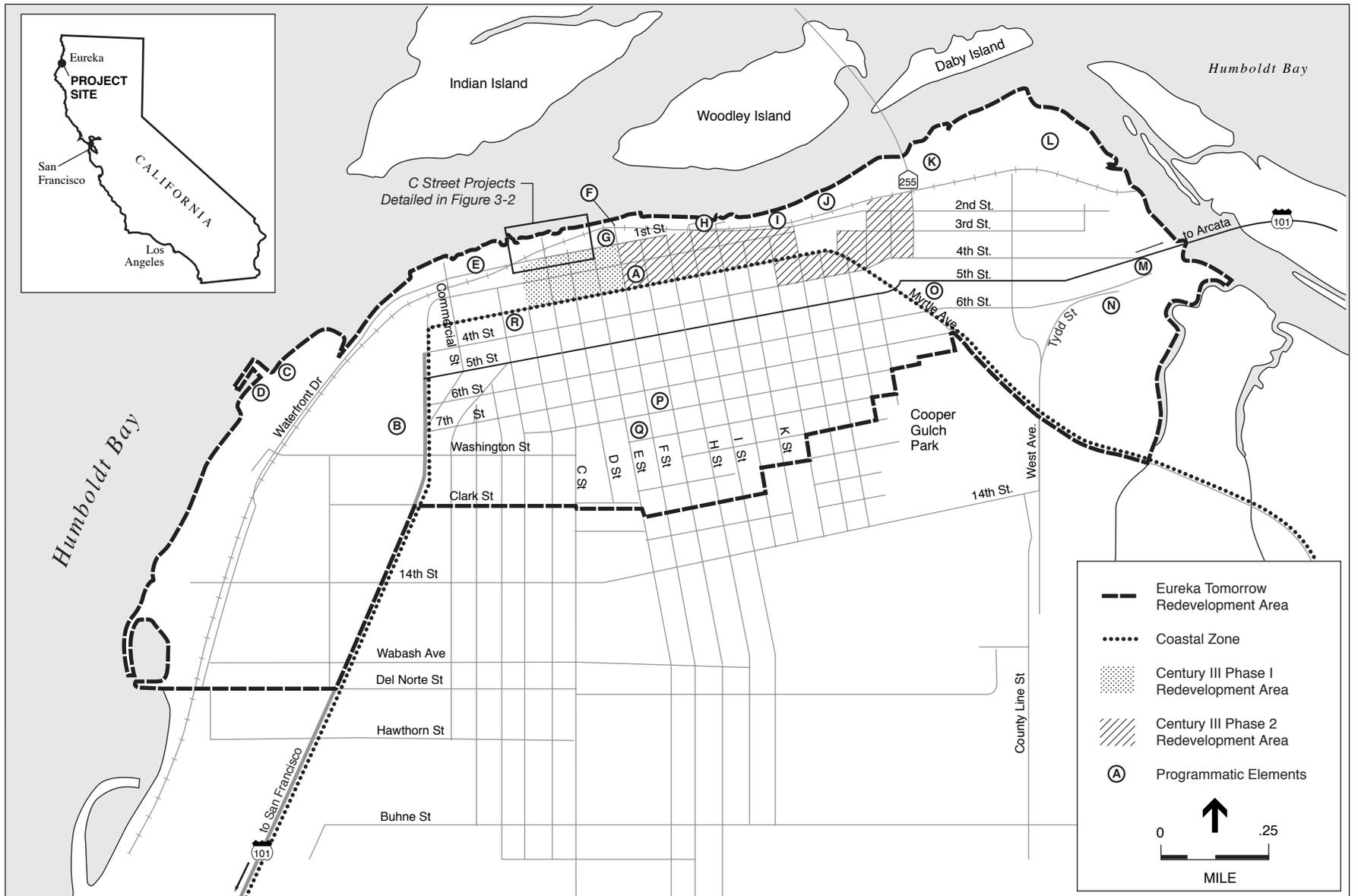
## **C. PROJECT CHARACTERISTICS**

### **REDEVELOPMENT AREA**

To better facilitate the distribution of funds within the redevelopment area, the City of Eureka proposes to financially merge three existing redevelopment areas into one redevelopment area. As shown in Figure 3-1, the three existing redevelopment areas include Century III Neighborhood Development Program Phase I Urban Renewal Plan (Century III Phase I), Century III Neighborhood Development Program Phase II Urban Renewal Plan (Century III Phase II), and Eureka Tomorrow Redevelopment Plan (Eureka Tomorrow). The City of Eureka Redevelopment Agency (RDA) implements the redevelopment plans within the redevelopment areas. The RDA adopted an Implementation Plan (adopted in January 2000) that identifies the goals, objectives, policies, and implementing activities and programs of the RDA. The Implementation Plan includes the following descriptions, goals, and policies of the three existing redevelopment areas.

#### ***CENTURY III NEIGHBORHOOD DEVELOPMENT PROGRAM PHASE I URBAN RENEWAL PLAN***

The Century III Phase I plan was originally adopted on April 18, 1972, and most recently amended on December 6, 1994. The Century III Phase I plan area contains 15.78 acres and encompasses the eight-block area between F and B Streets and 1st and 3rd Streets (see Figure 3-1). This area contains primarily visitor-serving commercial development. The goal of



SOURCE: Environmental Science Associates

Eureka Redevelopment Program EIR / 203423 ■

**Figure 3-1**  
Project Location

this plan is to revitalize the Old Town district of Eureka (City of Eureka, 1996). Specific objectives of this plan include:

- To eliminate economic and physical deficiencies and other blighting factors;
- To eliminate economic deterioration and underutilization of property; and
- To facilitate coherent development among the project areas and encourage arts-related development and activities to create an appealing destination for local residents and tourists.

### ***CENTURY III NEIGHBORHOOD DEVELOPMENT PROGRAM PHASE II URBAN RENEWAL PLAN***

The Century III Phase II plan was adopted on May 1, 1973, and updated on December 6, 1994. The Phase II plan area is adjacent to the Century III Phase I plan area and covers 53.52 acres in an 18-block area that contains much of Eureka’s Core Area (see Figure 3-1). This area contains a mix of commercial development, visitor-serving facilities, and some residential and office uses. The goal of this plan is to revitalize the eastern portion of Old Town and the adjacent districts while preserving the architectural and historical heritage of the area (City of Eureka, 1996). The specific objectives of this plan include:

- To eliminate physical deficiencies and improve the quality of the built environment adjacent to Old Town and the U.S. 101 corridor to conform to the high standard of quality found in the remaining area;
- To strengthen and stimulate commercial activity in the area; and
- To facilitate coherent development among the project areas and encourage arts-related development and activities to create an appealing destination for local residents and tourists.

### ***EUREKA TOMORROW REDEVELOPMENT PLAN***

The Eureka Tomorrow Redevelopment Plan was originally adopted on December 4, 1973, and was amended most recently on December 6, 1994. The plan area covers 1,190 acres and includes Eureka’s Core Area, the Westside Industrial Area, and other adjacent neighborhoods (see Chapter 4.A Land Use). As shown in Figure 3-1, the plan area is roughly bounded on the north by Humboldt Bay, on the west by Del Norte Street, and on the east by Bay Street. The jagged southern boundary is formed by a series of streets, including Del Norte Street, E Street, 12th Street, 11th Street, etc., as shown in Figure 3-1. The goal of this redevelopment plan is to “revitalize Eureka’s core area by enhancing the waterfront for both industrial and recreational purposes, facilitating the development and redevelopment of the industrial areas, preserving and strengthening the residential areas and commercial areas, and improving public space and facilities” (City of Eureka, 1996). The specific objectives include:

- To revitalize the Eureka waterfront and eliminate blighting influences;

- To eliminate physical deficiencies and stimulate redevelopment and development of the industrial areas; and
- To eliminate blighting influences and improve and strengthen residential neighborhoods and supporting commercial areas.

In addition to the goals and objectives stated above, the Implementation Plan includes four activities to implement the goals and objectives of the three redevelopment areas, including (City of Eureka, 1996):

- **Waterfront Revitalization Activities** (Eureka Tomorrow only). The RDA will provide assistance and sponsor activities which will improve, rehabilitate, develop, and redevelop the waterfront. These activities include assistance for rehabilitation of existing waterfront properties, the construction and reconstruction of streets, the provision of public improvements to stimulate private investment, assistance for acquisition, the disposition of private properties, the provision of community facilities and improvements to community facilities.
- **Acquisition and Development Assistance.** The RDA will offer assistance for acquisition, assembly and development of properties that are vacant or underutilized and economically or commercially viable and reasonable.
- **RDA Assistance in the Provision of Public Improvements and Infrastructure.** The RDA will assist in the provision of public improvements (e.g., improvement or installation of water and sewer facilities, public spaces, streetscape amenities, etc.) that will enhance residential neighborhoods and existing commercial enterprises, support industrial operations, and stimulate private investment.
- **Street and Road Improvements.** The RDA will assist in upgrading and reconstructing streets, which will lead to improved access to and traffic circulation within the area. These activities will reduce potential hazards and assist in promoting safe neighborhoods and commercial and industrial revitalization.

### ***REDEVELOPMENT AREA CONSOLIDATION***

Currently, tax increment generated from each of the existing redevelopment areas can only be used within the redevelopment area in which the funds are generated. Thus, a project within the Century III Phase I Redevelopment Area can only be funded by tax increment generated within the Century III Phase I Redevelopment Area. By merging the three separate redevelopment areas into one, as is proposed under this project, the RDA would be able to use any available funds for projects anywhere within the merged redevelopment area. For example, under the proposed merger, revenues generated within the existing Century III Phase I Redevelopment Area could help fund a project in the existing Eureka Tomorrow Redevelopment Area, and vice versa.

Upon merger of the redevelopment areas, the RDA would have improved financing opportunities for funding potential future projects on properties that could include, but may not be limited to (letters correspond to project locations shown on Figure 3-1):

Within Century III Phase II Redevelopment Area

- A. *Carson Block Building* – This privately owned mixed use unreinforced masonry (URM) multi-story building is located at the northeast corner of 3rd and F Streets. Consolidation of the redevelopment areas will provide greater funding opportunities for the reinforcement of the URM building, and possibly the renovation of a performing arts theatre located within the building.

Within Eureka Tomorrow Redevelopment Area

- B. *Balloon Track Property* – This approximately 30-acre site is owned by the Northwest Pacific Railroad and it is the former now abandoned railroad switching yard; it is roughly bounded by the railroad tracks to the west, Broadway to the east, Washington Street to the south and Second/Commercial Streets to the north. Upon transfer of the property from the Railroad to a private owner, the new owner will be required to initiate an amendment to the Local Coastal Program for a change in the property's current zoning and general plan designation of 'Public' in order to facilitate future development. Merging of the redevelopment areas will provide greater funding opportunities for the development of the property with uses consistent with the adopted Local Coastal Program.
- C. *Waterfront Commercial Property* – This vacant site is owned by the RDA and is located between Waterfront Drive and Humboldt Bay, it is across Marina Way from the City's Wharfinger Building and is west of the Balloon Track Property. The financial merging of the redevelopment areas will provide greater funding opportunities for the development of the property with uses consistent with the adopted Local Coastal Program.
- D. *Coastal Dependent Industrial Property* – This vacant site is owned by the RDA and is located adjacent and south of the Waterfront Commercial Property described above. The financial merging of the redevelopment areas will provide greater funding opportunities for the development of the property with coastal dependent industrial uses consistent with the adopted Local Coastal Program.
- E. *Ice House Property* – The Ice House Property is privately owned and is located along 1st Street approximately one block east of Commercial Street. The property is developed with the only ice producer and cold storage facility in the Humboldt Bay region for fisherman. The facility, however, is deteriorating. Merging the redevelopment areas will provide greater funding opportunities for financing the retrofitting or replacement of the ice house and cold storage facility on the same site.
- F. *Dunaway Property* – This privately owned vacant site is located on Humboldt Bay adjacent to the City's Boardwalk between E and F Streets. Merging the redevelopment areas will provide greater funding opportunities for the development of the property with a multi-story mixed-use building containing visitor serving uses on the ground floor and offices and/or residential use on the upper floor(s) consistent with the adopted Local Coastal Program.
- G. *Maxon Property* – This privately owned vacant property is located at the northwest corner of 1st and F Streets adjacent to the F Street Plaza. Financially merging the redevelopment areas will provide greater funding opportunities for the development of the property with a multi-story mixed-use building containing visitor serving uses

on the ground floor and offices and/or residential use on the upper floor(s) consistent with the adopted Local Coastal Program.

- H. *Caito Fisheries Property* – Located along the waterfront between I and J Streets, the site contains several properties. The existing dock is located on City-owned tidelands, the associated building is located on privately owned lands; the entirety of the site is currently occupied by Caito Fisheries. Should the Fisherman’s Work Area be constructed, Caito Fisheries would vacate this site and move to the proposed Fisherman’s Work Area project site leaving this site available for development. Financially merging the redevelopment areas would provide greater funding opportunities for the development of the property consistent with the adopted Local Coastal Program.
- I. *Halverson Performing Arts Park* – This 3.5-acre parcel is located along the waterfront between the northerly projection of L and M Streets adjacent to the City’s Adorni Center. The site is owned by the RDA and is used as a public park with an amphitheatre on an adjacent parcel. Under the redevelopment program, the park would be upgraded to include electricity and water systems as well as other infrastructure, such as a stage.
- J. *Carson Mill Park* – This 5.4-acre site owned by the RDA is located between the northerly projection of M Street and the Highway 255 overpass. Financially merging the redevelopment areas would provide greater funding opportunities for the development of the property with a conference center or other use consistent with the adopted Local Coastal Program.
- K. *RV Park* – This site owned by the RDA is located roughly between Highway 255 and T Street. Financially merging the redevelopment areas would provide greater funding opportunities for the development of the property with an RV park or another use consistent with the adopted Local Coastal Program.
- L. *Shoreline Development Property* – This privately owned property is located on a large plot of land along Eureka’s northeastern waterfront. Financially merging the redevelopment areas would provide greater funding opportunities for the development of this privately owned property with a multi-story mixed-use development containing visitor serving uses on the ground floor and offices and/or residential use on the upper floor(s) or other use consistent with the adopted Local Coastal Program.
- M. *Humboldt Bank* – This privately owned site is located at the eastern terminus of 6th Street adjacent to the Eureka Slough. Financially merging the redevelopment areas would provide greater funding opportunities for the development of this privately owned property with service commercial uses consistent with the adopted Local Coastal Program.
- N. *Tydd Street* – This RDA owned property is located at the eastern terminus of Tydd Street across from the Salvation Army’s Silvercrest Senior Residential Facility. Financially merging the redevelopment areas would provide greater funding opportunities for the development of the property with low and moderate income housing and/or senior housing or other use consistent with the adopted Local Coastal Plan.

- O. *Caltrans Surplus Properties* – This site is owned by Caltrans and is bounded by 5th Street (US Highway 101), S Street, 6th Street and R Street (Myrtle Avenue). As part of a larger Caltrans project the site is being subdivided and will be surplus to private developers. The RDA is currently assisting a non-profit agency with funding for the development of one of the resultant properties. Financially merging the redevelopment areas would provide greater funding opportunities for this development and the future development of the remaining properties consistent with the adopted Local Coastal Program.
- P. *Eureka Inn* – The Eureka Inn is a privately owned historic Tudor Style hotel listed on the National Register of Historic Places. It is located on the block bounded by 7th Street to the north, G Street to the east, 8th Street to the south, and F Street to the west. The property currently stands vacant. Financially merging the redevelopment areas would provide greater funding opportunities for the preservation of this historic resource.
- Q. *Downtowner Motel* – This privately owned property is located on the block bounded by 8th Street to the north, F Street to the east, 9th Street to the south, and E Street to the west. Financially merging the redevelopment areas would provide greater funding opportunities for the adaptive reuse of this privately owned property with low and moderate income housing, senior housing or student housing (for Humboldt State University and College of the Redwoods) or other use consistent with the adopted *General Plan*.
- R. *Big Loaf Bakery Building* – This property is bounded by 3rd and 4th Streets and A and B Streets. The property was developed with an older large-scale bakery building, which has recently been demolished. Financially merging the redevelopment areas would provide greater funding opportunities for the redevelopment of this privately owned property for industrial use or other use consistent with the adopted *General Plan*.

There are no potential future projects anticipated within the Century III Phase II Redevelopment Area at this time.

## PROJECT-SPECIFIC REDEVELOPMENT PROJECTS

### ***SEAPORT VILLAGE***

The City of Eureka and a private developer propose to construct the Seaport Village, a mixed-use development, on an approximately 55,300-square-foot (sf) lot at the northeast corner of C and 1st Streets (see Figure 3-2). The project site is bounded by the boardwalk on the north, D Street on the east, 1st Street on the south, and C Street on the west. The first (ground) floor of Seaport Village would comprise approximately 13,795 sf of retail uses, including a restaurant, and 2 interim occupancy vacation rental uses. The second floor would include approximately 3,841 sf of office space and up to 10 residential dwelling units for a total of 19,726 sf of residential space. Seaport Village would have approximately 25,000 sf of paved off-street parking (approximately 80 parking spaces), 1 off-street loading dock, 7,500 sf of landscaping, and approximately 9,900 sf of common space.

As shown in Figure 3-2, the Seaport Village buildings would be oriented somewhat diagonally across the site with narrow setbacks at the intersections of 1st and C Streets and at D Street and the boardwalk. Design characteristics would be in keeping with the “Victorian Seaport” style (see Figure 3-3). Parking would be located in the southeast portion of the lot, and be screened from views from the boardwalk and Humboldt Bay.

The Seaport Village buildings would frame an outdoor public Piazza that would look out onto Humboldt Bay and provide connectivity among Seaport Village, the proposed C Street pedestrian plaza, and the proposed Fisherman’s work area and café (see below).

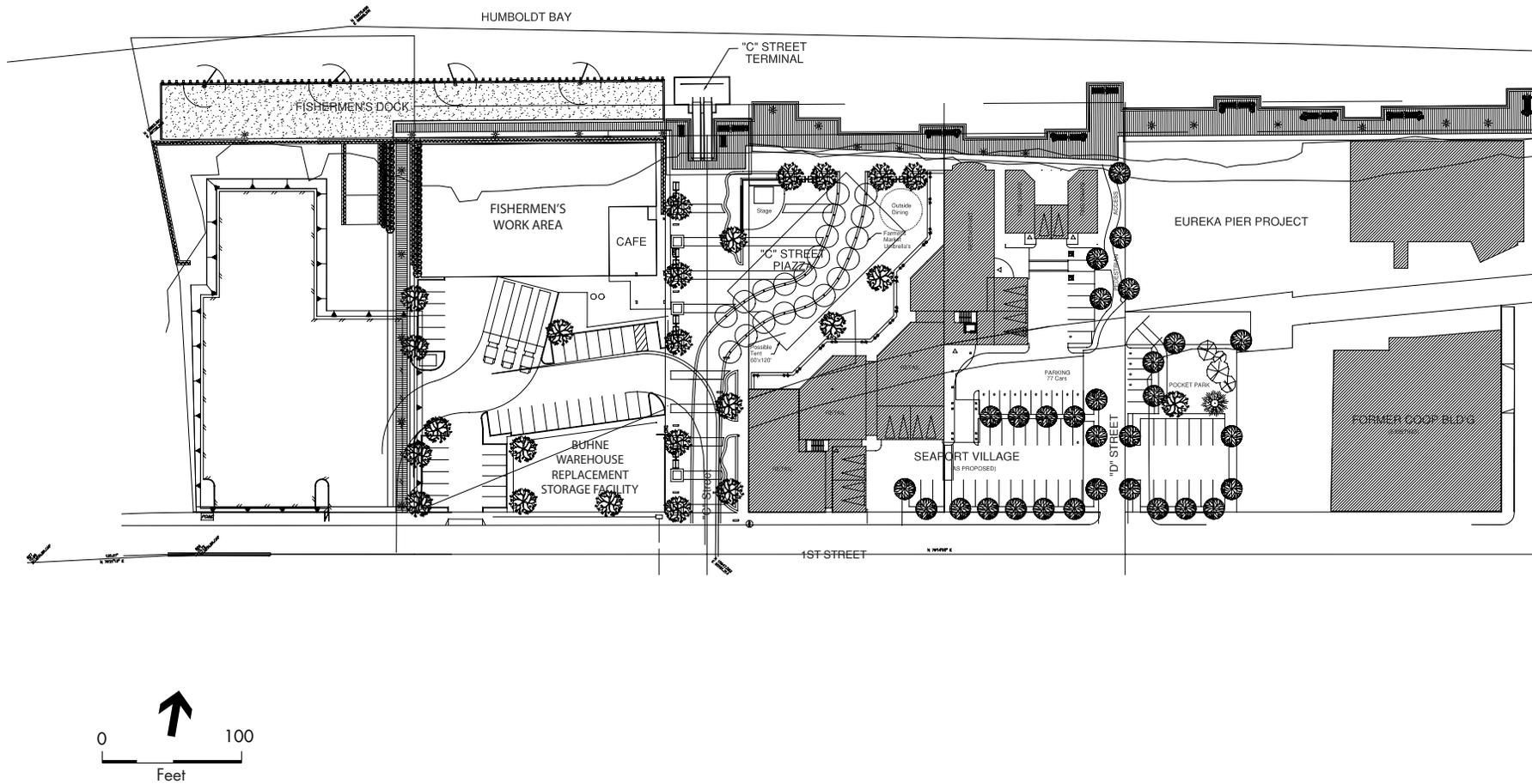
The project also would require demolition of the historic Buhne Warehouse that is currently located on the project site. The City may build a new warehouse of the same proportions across the street at the northwest corner of 1st and C Street, which would use salvaged materials recovered from the Buhne Warehouse building, if feasible. The new warehouse building would be owned by the City and would store items such as the removable umbrellas, tents, holiday decorations, portable heaters, trash receptacles, etc. from the boardwalk, C Street and F Street Plazas, and the Piazza. Prior to dismantling the Buhne Warehouse, the City of Eureka would photo-document the warehouse and salvage reusable materials.

### ***FISHERMAN’S WORK AREA AND CAFÉ***

This project would include construction of a 15,271-sf fish processing building and a 1,626-sf café on the northwest corner of 1st and C Streets, as shown in Figure 3-2. The fish processing building would be a rectangular structure that would be oriented east-west such that the length of the building would run parallel to Humboldt Bay. The building would feature a low-pitched gable roof and would be covered in board and batten or shingle siding to reflect the architectural style of historic fishing-related buildings along Eureka’s waterfront (see Figure 3-4). Posts, cornices, and trim details would reference the Victorian character of the nearby Old Town district. The approximately 25-foot high fish processing facility would have an open floor plan that could be shared by several tenants and divided based on tenants’ needs. The building would house fish off-loading, weighing, and distribution functions.

The café would be located in the southeastern corner of the fish processing building. The café would be designed to focus views to this portion of the building and to draw the public to the café. Design elements would be similar to the fish processing facility.

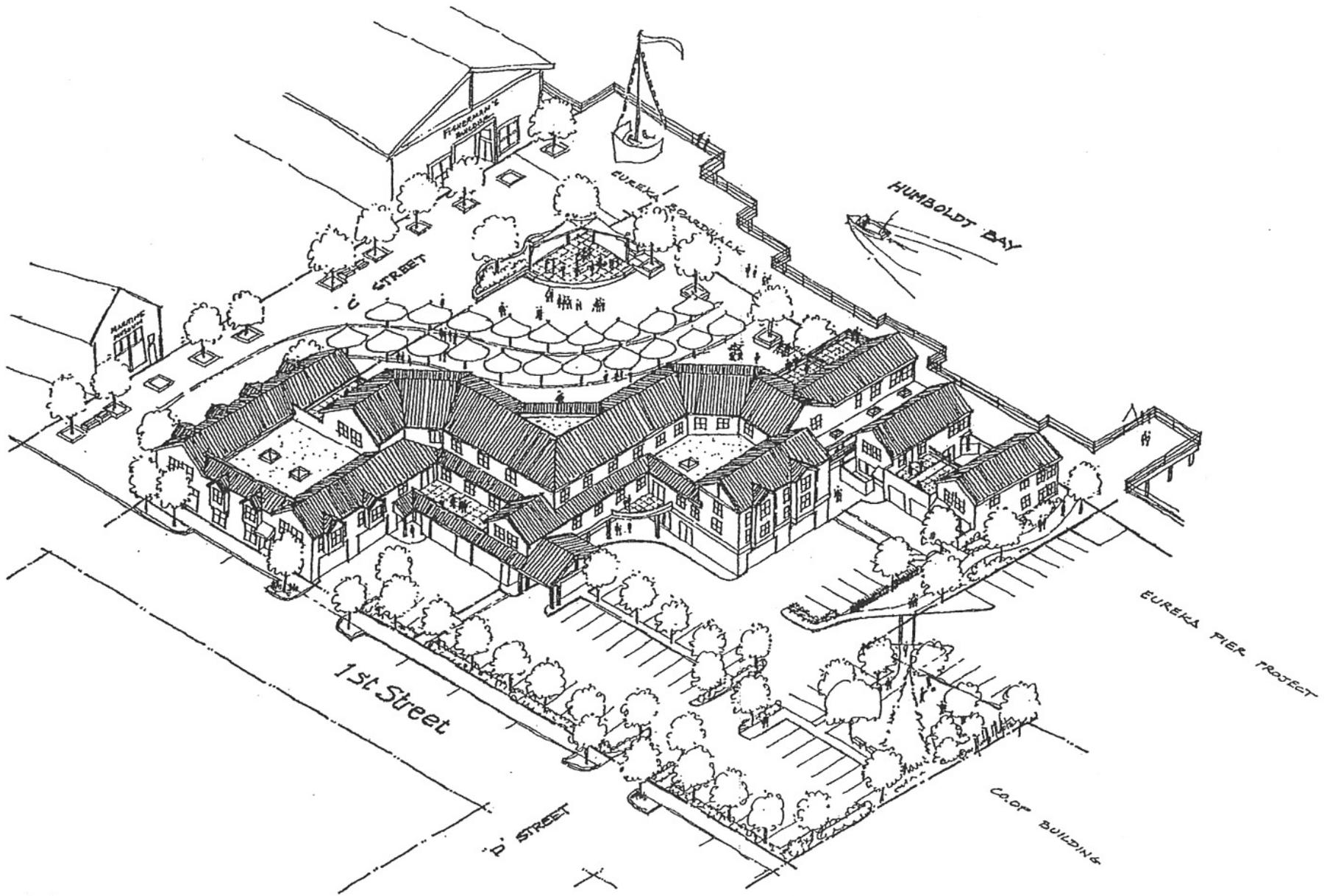
The Fisherman’s Work Area and Café would also contain a parking lot that would provide spaces for approximately 40 vehicles and would be situated on the southern area of the lot. However, the current parcel configuration does not allow enough space for the parking lot due to a triangular-shaped parcel that occupies the southern area of the block. The project sponsor would apply for a lot line adjustment to reconfigure the triangular parcel into a parcel that is more trapezoidal in shape, thus opening up the southeast corner of the block for the parking spaces (see the dashed line on Figure 3-2).



SOURCE: City of Eureka, Philippe Lapotre, and Environmental Science Associates

Eureka Redevelopment Program EIR / 203423 ■

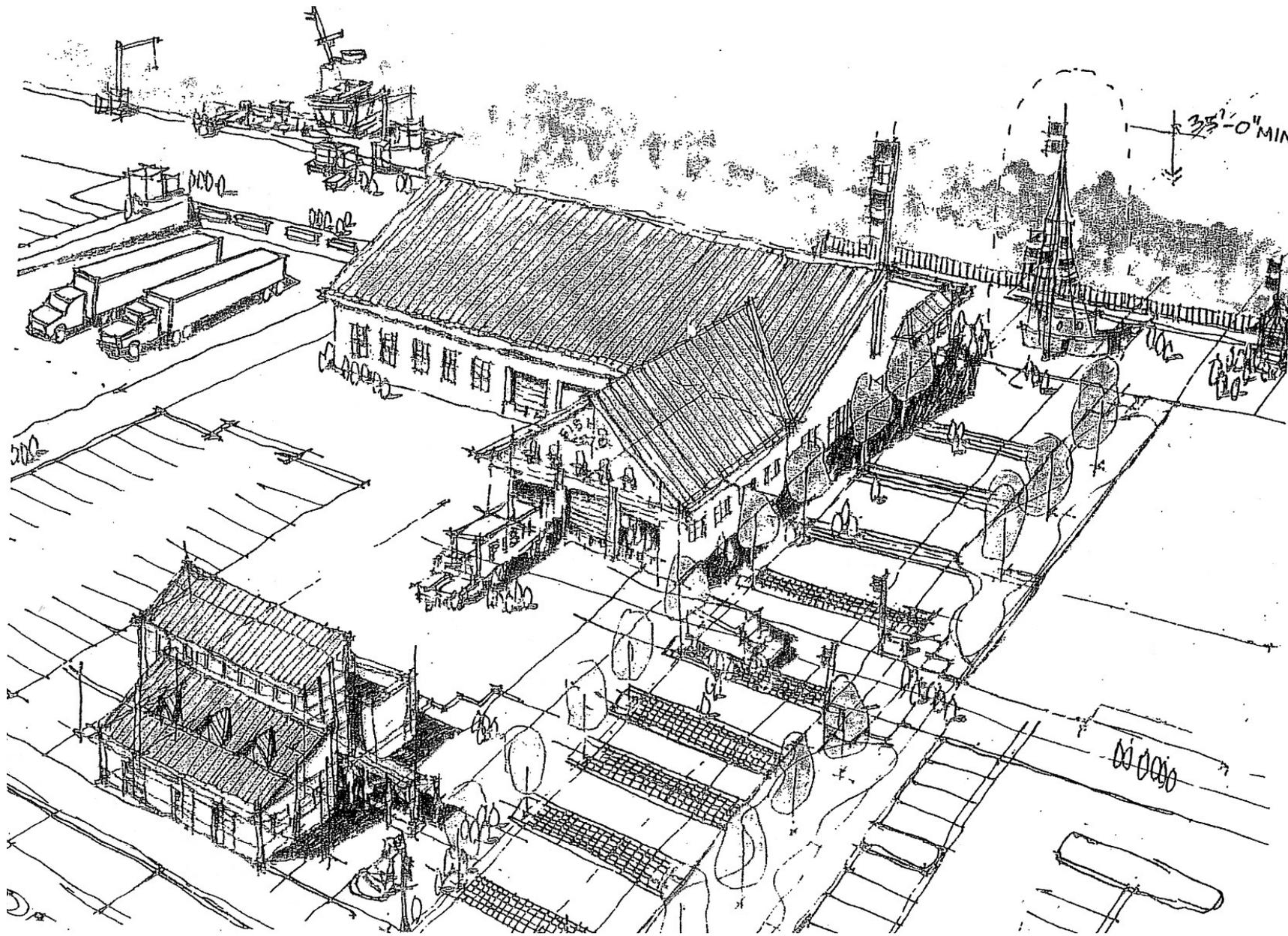
**Figure 3-2**  
Proposed C Street Projects Site Plan



SOURCE: Philippe Lapotre

Eureka Redevelopment Program EIR / 203423 ■

**Figure 3-3**  
Rendering of Seaport Village



SOURCE: Philippe Lapotre

Eureka Redevelopment Program EIR / 203423 ■

**Figure 3-4**

Rendering of Fisherman's Work Area

### ***C STREET PEDESTRIAN PLAZA AND PIAZZA***

The City of Eureka proposes to construct a public pedestrian plaza along the entire 60-foot width of C Street from 1st Street to the boardwalk (see Figure 3-2). This plaza would be approximately 240 feet in length and would be a total of approximately 14,400 sf in area. The project would include the installation of street furniture that would be consistent in number, scale, and style as those on the existing boardwalk and F Street pedestrian plaza (see Figure 3-5). The C Street plaza would be closed to standard vehicular traffic by use of bollards that would be placed ~~at the midblock north of the C Street between intersection with 1st Street and the boardwalk;~~ but The bollards would be open-moved on an as-needed basis for loading/unloading activities in conjunction with the Fisherman’s Work Area, the farmer’s market, and events on C Street plaza or the adjacent piazza. Street furniture along this section of the plaza would be placed far enough apart to allow trucks to enter the C Street plaza. Exterior lighting elements along the boardwalk would include building mounted fixtures.

The approximately 16,940-sf piazza would consist of permanent, semi-permanent, and removable facilities for public gatherings. The piazza could include gas lighting and outdoor heating elements, a permanent stage wired for amplified sound, a receptacle to accommodate an approximately 60-foot by 120-foot removable tent, umbrella stands, and outdoor dining areas.

Potential uses of the piazza could include a weekday Farmer’s Market, an evening Old Town Summer Concert series, a monthly Saturday night Arts Alive venue, an annual one-weekend summer Blues by the Bay venue, an annual one-weekend spring Dixieland Jazz Festival venue, and a 4th of July Old Town celebration venue. Other possible piazza public uses include outdoor theatre or other performing arts, weddings and other private gatherings, and outdoor restaurant seating.

### ***SEISMIC UPGRADE PROGRAM***

The Seismic Upgrade Program provides “gap financing” to property owners for the seismic retrofit of “high-hazard” URM structures (as identified by the City) within the financially merged redevelopment area. Seismically retrofitting a building involves the reinforcement of its structural elements to better withstand the ground motions caused by earthquakes. Structural reinforcement can include anchor ties, reinforced mortar joints, braced frames, bond beams, moment-resisting frames, shear walls, and horizontal diaphragms (Look et al, 1997). Twelve buildings within the redevelopment area are still in need of seismic upgrades:

- 501 3rd Street – Carson Block Building
- 215 F Street
- 325 2nd Street – Six River Brewery
- 213 G Street – H. H. Buhne Building
- 503 2nd Street/123 F Street
- 238-240 E Street – Clarke Museum
- 525 F Street
- 211 5th Street
- 3900 Broadway
- 507 2nd Street
- 426 3rd Street
- Vacant warehouse at the foot of J Street



SOURCE: Environmental Science Associates

Eureka Redevelopment Program EIR / 203423 ■

**Figure 3-5**  
Example of C Street Improvements

### ***FAÇADE IMPROVEMENT PROGRAM***

The Façade Improvement Program is associated with the Eureka Main Street Program. The Façade Improvement Program is designed to assist commercial property owners “to improve the exterior appearance of their buildings in order to visibly enhance key areas within the Main Street district and spur economic revitalization.” Through the Façade Improvement Program, property owners within the boundaries of the Downtown Business District (roughly bounded by Waterfront Drive (i.e., 1st Street) to the north, I Street to the east, 7th and 8th Streets to the south, and A Street to the west) would be eligible for grants to help fund façade improvements. Approved applicants could be reimbursed for 50 percent of the cost of eligible improvements up to \$7,500. Eligible improvements include façade renovation, sign renovation or replacement, wall repair and painting, window replacement or modification, door replacement, handicap accessibility modifications, planter box installation and permanent landscaping, improvements that increase the attractiveness of the building, and decorative lighting. All façade renovations would be conducted in accordance with the Secretary of Interior’s Standards for the Treatment of Historic Properties, including avoidance of harmful techniques (e.g., sandblasting or use of harsh chemicals) that would damage the exterior fabric of the façade. Currently, three buildings are undergoing façade improvements. These buildings include: the Eureka Theatre at 512 F Street, the Brothers Building at 425 Snug Alley, and Becker/Binnie Building at 712 7th Street. Those façade improvements that require a discretionary permit are subject to CEQA. All projects consistent with the Secretary of the Interior’s Standards would be eligible for a Class 31 exemption from CEQA.

### ***CONSTRUCTION INFORMATION***

Construction in the merged redevelopment area and ongoing historic façade improvements would continue through 2020. The C Street projects (Fisherman’s Work Area and Café, Seaport Village, C Street improvements, Buhne Warehouse, etc.) and the seismic retrofit effort would be completed by 2007. Construction of the C Street projects would last approximately one year and would be limited to daylight hours during Monday through Friday (or off-hours with prior City approval). Construction of the C Street projects would require a crew of 5 to 15 full-time equivalent employees. Construction equipment would include pile drivers, back hoes, asphalt rollers, vibratory rollers, compactors, bull dozers, excavators, loaders, dumptrucks, water trucks, pick-up trucks, generators, jackhammers, cranes, graders, paving machines, and concrete trucks. In addition, the C Street projects would require approximately 10,000 cubic yards of fill.

### **D. APPROVAL PROCESS**

The proposed project would require the certification of this PEIR. Approval of the financial merging of the redevelopment areas would require that the existing redevelopment plans be amended. The amended plans would require approval from the Eureka City Council.

The Project-Specific Redevelopment Projects described and analyzed in the PEIR could require coastal development permits, site plan review and architectural review, conditional use permits for the residential and office uses of the Seaport Village, lot line adjustments, and other permits from the City of Eureka.

Other approvals may be required from the following agencies:

- U.S. Army Corps of Engineers
- National Oceanic and Atmospheric Administration (NOAA) Fisheries
- U.S. Environmental Protection Agency
- California Coastal Commission
- California Department of Fish and Game
- North Coast Regional Water Quality Control Board
- North Coast Unified Air Quality Management District
- Humboldt Bay Harbor Recreation and Conservation District

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## REFERENCES – Project Description

City of Eureka Redevelopment Agency, *Eureka Redevelopment Plan Amendment DEIR*, September 9, 1996.

City of Eureka Community Development Department, City of Eureka Draft Historic Preservation Plan, June 2004.

Look, David; Terry Wong, and Sylvia Rose Augustus, “The Seismic Retrofit of Historic Buildings, Keeping Preservation in the Forefront.” *National Park Service Preservation Briefs*, October 1997.

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# CHAPTER 4

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## ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

### A. LAND USE AND PLANNING

This section analyzes the impacts that the proposed project could have on existing land uses in the area, and the consistency of the proposed project on local land use designations and zoning.

#### SETTING

##### *EXISTING LAND USES*

##### **Redevelopment Areas**

##### *Century III Phase I and Phase II Redevelopment Areas*

The Century III Phase I and Phase II areas comprise portions of Eureka's Historic Old Town and Downtown districts. Land uses consist mainly of visitor-serving uses, such as restaurants, museums, and specialty shopping destinations including antique stores, art galleries, bookstores, and clothing boutiques. The areas also contain some residential and office uses, including a mixed-use development that contains offices, residential, and retail uses along the south side of 1st Street between D and E Streets. Eureka's Historic Old Town and Downtown is characterized by Victorian-style commercial and residential buildings that generally range from two to four stories in height. These buildings are brightly painted and are usually decorated with features typical of the Victorian style such as arched or corniced fenestration, varying rooflines, and façade details such as pilasters and decorative panels.

##### *Eureka Tomorrow Redevelopment Area*

Because the Eureka Tomorrow Redevelopment Area covers such a large area (1,190 acres) and includes the entire Core Area and Westside Industrial Area, land uses vary considerably throughout the area. The area west of Highway 101 and Commercial Street, known as the Westside Industrial Area, is dominated by industrial uses, including fish processing facilities, distribution and warehouse operations, and lumber yards. This area also contains the 30-acre abandoned railroad balloon track. In addition, a Costco retail store was recently developed in this area on the block bounded by Octavia Street, 15th Street, Short Street, and Wabash Avenue.

Commercial uses within Eureka Tomorrow are generally concentrated in the area between 3rd and 7th Streets and C and West Streets, which includes the Highway 101 corridor. Most of

this commercial area is dominated by visitor-serving uses such as hotels and restaurants and uses that serve the through-traffic traveling along Highway 101, including convenience stores, gas stations, and other auto-related uses. A Target retail store is also currently under construction in the area with a planned opening date of October, 2004. A number of single-family and multi-family structures are also mixed in with the visitor-serving, auto-related and commercial uses. Residential uses, however, are generally concentrated in the southern portion of Eureka Tomorrow and in the area north of 4th and east of P Streets.

The waterfront area of Eureka Tomorrow that is adjacent to Old Town features a recently constructed boardwalk. The boardwalk currently extends from roughly G Street to the eastern edge of C Street and has been improved with a wide walkway, gaslamp-style lighting, a railing, planters, and benches. The lots lining the boardwalk are underutilized vacant lots (see C Street projects setting below). Between roughly G and J Streets, the waterfront is occupied by a few warehouses and fishing related uses. The Adorni Recreation Center is located on the waterfront at L Street. Vacant land, improved only with footpaths and the temporary Humboldt State University Crew building, occupies the waterfront between M Street and the State Highway 255 bridge. Caltrans is temporarily occupying the land east of the bridge as staging area for the equipment they are using for seismic retrofitting of the bridge. East of the Caltrans staging area is the Eureka Boiler Works Retail Steel and Fabrication site.

## **Project-Level Sites**

### ***Project Site Land Uses***

The Seaport Village site is bounded by C Street on the west, the boardwalk on the north, the D Street pedestrian path on the east, and 1st Street on the south. The eastern side of the Seaport Village site is currently a vacant gravel lot that is used as parking for visitors to the boardwalk. The western side of the site is occupied by the vacant Buhne Warehouse, which is now sits largely vacant except for providing some storage space for the owners. The Buhne Warehouse fronts C Street and is situated diagonally on the lot mid-block between 1st Street and the boardwalk. The trapezoidal structure has a low-pitched gable roof and is sided with corrugated metal. A portion of the Seaport Village lot that is adjacent to Buhne Warehouse has been fenced in and is used for storing timber. A fence lines the north side of the Seaport Village lot and separates the site from the boardwalk. Concrete blockades separate the site from C Street. The site contains no vegetation other than some grass and weeds that have sprouted along the edges of the gravel lot.

The Fisherman's Work Area and Café site is bounded by the Fisherman's Terminal area (a paved open storage area) on the west, Humboldt Bay to the north, C Street on the east, and, basically, 1st Street to the south. The site is essentially divided into two portions, which are separated by a fence. The southern portion of the site contains a paved lot, small grassy areas, and three eucalyptus trees. The northern portion of the site contains the remnants of the foundation of the Old Lazio's restaurant that was destroyed by fire. Also, to the north of the property is a deteriorating wharf. Although not part of the proposed projects described in this Program EIR (PEIR), the wharf would be replaced with the Phase II of the boardwalk, which has been permitted and all mitigation completed. A fence separates the site from the wharf.

The C Street Pedestrian Plaza and Piazza site comprises ~~the northern half of C Street mid-block~~ between 1st Street and the boardwalk and a portion of the Seaport Village lot. The piazza would be located on the portion of the Seaport Village lot now occupied partially by the Buhne Warehouse and partially by a gravel lot. The portion of C Street that would comprise the pedestrian plaza is currently a paved street that terminates at the bay and is the launch site for the Madaket, an historical vessel that offers bay cruises. Because it is not a through-street, the section of C Street between 1st Street and the boardwalk is generally used for parking.

The buildings that are subject to the Seismic Upgrade and Façade Improvement Programs are located in Historic Old Town and Historic Downtown. The sites are occupied by historic buildings that currently contain commercial, office, residential, or industrial uses.

### ***Land Uses in the Vicinity of the Project-Level Sites***

The C Street projects comprise the Seaport Village, Fisherman’s Work Area and Café, and the C Street Pedestrian Plaza and Piazza. Land uses in the vicinity of the C Street projects include a mix of waterfront commercial and industrial facilities. West of the Fisherman’s Work Area is a storage yard and warehouse. Uses east of the project site include the former food Co-op building, McClellan Spring Water, and associated private parking lots. To the south, across 1st Street, is a mix of office and residential uses, restaurants and bars, and art studios. City public parking lots are located on the corners of 1st and C Streets and 1st and D Streets.

## ***GENERAL PLAN DESIGNATIONS***

### **Redevelopment Areas**

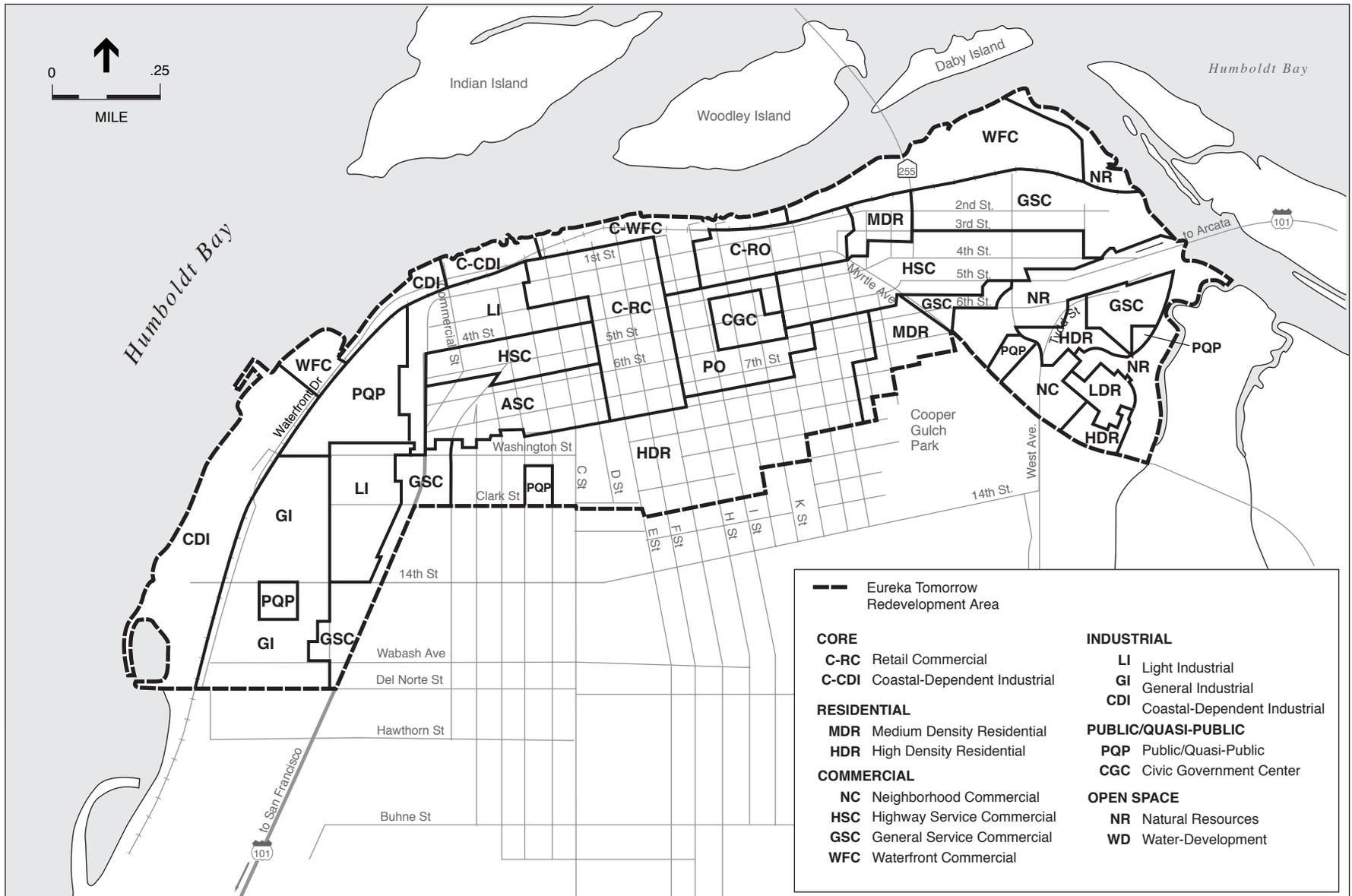
#### ***Century III Phase I***

The *General Plan* Land Use designation for the Century III Phase I Redevelopment Area is Core Retail Commercial (C –RC). The primary intent of the C-RC designation is to promote intensive retail commercial uses and to maintain the compactness of the retail area in the Core Area (see Figure 4.A-1). The designation emphasizes visitor-serving retail uses near the waterfront, and local-serving retail uses in the rest of the area (i.e., south of 3rd Street). Primary uses of in the C-RC plan designation are retail commercial (local and visitor), restaurants and bars, theaters, and museums and art galleries on the ground floor. Offices, multi-family residential, hotels and bed-and-breakfast inns, and artist live-work spaces are listed as primary uses on upper floors, and secondary uses if on the ground floor.

#### ***Century III Phase II***

The *General Plan* Land Use Designations for the Century III Phase II Redevelopment Area includes the C-RC designation discussed above as well as Core Residential Office (C-RO), Medium Density Residential (MDR), and Highway Service Commercial (HSC).

- **Core Residential Office (C-RO)**. The primary focus of the C-RO designation is on providing residential uses (including hotels and bed and breakfast inns) and low-intensity professional office uses, principally in converted residential buildings. Primary uses



SOURCE: City of Eureka General Plan; Environmental Science Associates

**Figure 4.A-1**  
General Plan Land Use Designations

include hotels and bed-and-breakfast inns, single-family residential, and multi-unit residential on the ground floor and upper floors; with offices and visitor retail on upper floors only. Visitor-serving retail, restaurants, and professional offices on the ground floor, and restaurants on the upper floors are secondary uses.

- Medium Density Residential (MDR). The *General Plan*'s MDR Land Use designation provides for lower-intensity multi-family residential uses that will not significantly change the predominantly low-density residential character of their surroundings. The permitted residential density is between 8.1 and 18.0 dwelling units per net acre and the assumed number of persons per dwelling unit is 1.5.
- Highway Services Commercial (HSC). The HSC designation provides for retail uses that are oriented primarily to traffic on Highway 101, such as hotels, motels, service stations, and restaurants.

### ***Eureka Tomorrow Redevelopment Area***

The Eureka Tomorrow Redevelopment Area consists of the following Land Use designations:

- Core Waterfront Commercial (C-WFC). This Land Use designation provides for a variety of primary commercial uses to promote coastal-related establishments catering to visitors, including markets, boat landings, fishing-related activities, restaurants, and tourist accommodations.
- Waterfront Commercial (WFC). This Land Use designation is similar to the C-WFC designation except that it is not within Eureka's Core Area; and, multiple-unit residential uses and ancillary offices are permitted on the upper floors of the multi-story buildings as a primary use.
- Core Retail Commercial (C-RC). The primary intent of the C-RC designation is to promote intensive retail commercial uses and to maintain the compactness of the retail area in the Core Area. The designation emphasizes visitor-serving retail uses near the waterfront, and local-serving retail uses in the rest of the area (i.e., south of 3rd Street).
- Core Residential-Office (C-RO). The primary focus of this designation is on providing residential uses (including hotels and bed and breakfast inns) and low-intensity professional office uses, principally in converted residential buildings.
- Core Coastal-Dependent Industrial (C-CDI). This Land Use designation is intended to reserve and protect land adjacent to Humboldt Bay for coastal-dependent and coastal-related industrial uses. The primary intent of this designation is to encourage fisheries-related industrial uses west of C Street.
- Coastal-Dependent Industrial (CDI). This Land Use designation has the same function as the C-CDI designation except that it is not restricted to Eureka's Core Area.
- General Industrial (GI). This Land Use designation provides for intensive industrial development, including manufacturing, processing and assembly uses.

- Public/Quasi-public (PQP). The PQP Land Use designation provides for institutional uses such as schools, hospitals, libraries, government offices and courts, churches, meeting-halls, cemeteries, mausoleums, and public or institutional laboratories.
- Professional Office (PO). The PO designation provides for professional and administrative offices and medical offices and clinics. Multiple-unit residential uses are permitted as secondary uses on upper floors of multi-story buildings.
- Civic Government Center (CGC). The General Plan's CGC Land Use designation is intended to provide for high-intensity public and private institutional uses to downtown Eureka's role as the regional center for government facilities and services.
- Light Industrial (LI). The LI designation provides for lower-intensity industrial development that has minimal affects on nearby commercial and residential uses. These include light manufacturing, warehouses, industrial parks, and research and development operations.
- Automotive Service Commercial (ASC). This Land Use designation provides for retail, wholesale, and service uses involving automobiles, appliances, and other large consumer goods.
- Highway Service Commercial (HSC). See Century III Phase II discussion, above.
- High Density Residential (HDR). The HDR designation is intended to provide higher-density multi-family residential uses in areas close to employment areas. The permitted residential density is between 18.0 and 30.0 dwelling units per net acre and the assumed number of persons per dwelling unit is 1.5.
- Neighborhood Commercial (NC). The NC designation provides for retail stores, offices, and personal service businesses that are intended primarily for residents of the immediate area, including neighborhood shopping centers of limited size and in locations that minimize adverse impact on adjoining residential uses.
- General Service Commercial (GSC). The GSC designation provides for land-extensive retail uses, warehouses, and wholesale commercial uses.
- Low-Density Residential (LDR). The LDR designation provides for suburban density single-family, detached homes. The permitted residential density is between 4.1 and 8.0 dwelling units per acre and the assumed number of people per dwelling unit is 2.7.
- Natural Resources (NR). The NR designation provides for the protection, enhancement, and restoration of environmentally-sensitive habitat areas and for resource dependent uses, consistent with the continuance of such habitat areas.
- Medium Density Residential (MDR). See discussion under Century III Phase II, above.

### **Project-Level Sites**

The General Plan Land Use designations for the project specific sites are C-WFC for the Seaport Village and C-CDI for the Fisherman's Work Area and Café and the C Street improvements. General Plan Land Use designations for the seismic retrofitting and the façade improvement program would generally be within the C-RC or C-RO designations.

### ***ZONING CLASSIFICATIONS***

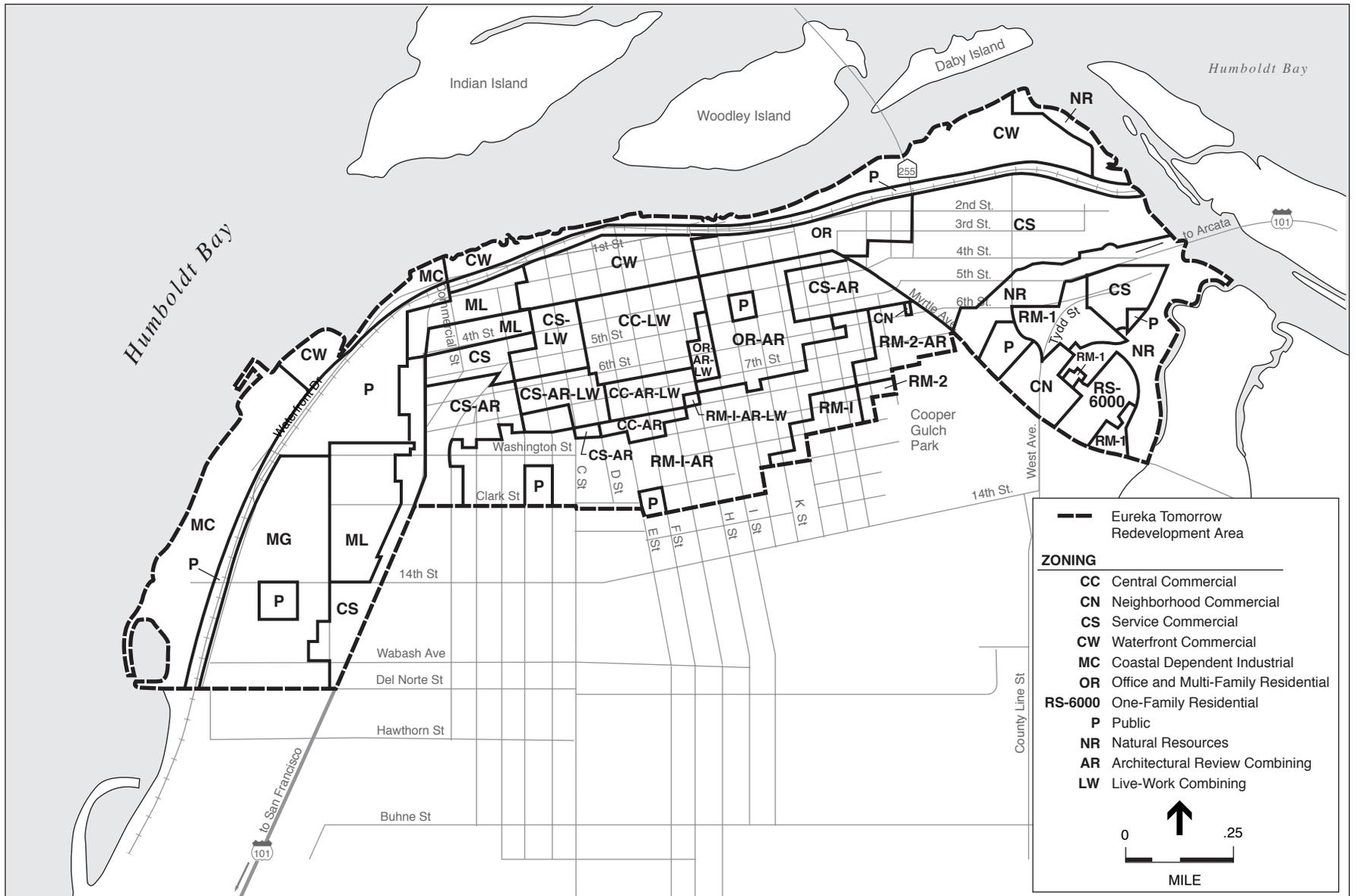
#### **Redevelopment Areas**

Zoning classifications found throughout the redevelopment area are listed below with their purposes outlined according to Chapters 155, Zoning Regulations, and 156, Coastal Zoning Regulations, of the Eureka Municipal Code (City of Eureka, 1966) (see Figure 4.A-2).

#### ***Commercial Zoning***

Commercial zoning districts found in the redevelopment area are listed below with their purposes, as defined under Section 155.076 of the Municipal Code include:

- Neighborhood Commercial (CN):
  - To provide appropriately located areas for retail stores, offices, and personal service establishments patronized primarily by residents of the immediate area; and,
  - To permit the development of neighborhood shopping centers of limited size and in locations shown on the Eureka Area General Plan according to standards that minimize adverse impact on adjoining residential uses.
- Central Commercial (CC):
  - To maintain compactness and encourage more intensive development in the county's principal business district; and,
  - To maximize the efficiency of the central district by limiting or prohibiting uses that break the continuity of commercial frontage or are incompatible with an attractive pedestrian shopping area.
- Service Commercial (CS):
  - To provide appropriately located areas for commercial uses having features that are incompatible with the purposes of the other commercial districts;
  - To permit additional development in mixed commercial areas containing both retail stores and commercial services; and,
  - To allow a wider choice of location for certain industrial uses that do not have an adverse impact on commercial services.



SOURCE: SOURCE: City of Eureka; Environmental Science Associates

Eureka Redevelopment Program EIR / 203423 ■

**Figure 4.A-2**  
Zoning Districts

Some properties within the redevelopment area also have Architectural Review Combining (AR) and/or Live Work Combining (LW) overlay districts (Sections 155.058 and 155.059 of the Municipal Code, respectively). The purposes of the AR overlay include:

- To preserve the historical character of certain areas as major tourist attractions reflecting the economic, social, cultural, and architectural heritage of the city;
- To ensure orderly and harmonious development in the vicinity of certain public sites and buildings;
- To ensure the continuation of high standards of development that have been established in certain portions of the city; and,
- To ensure that high standards of development will be maintained for certain uses that are to be permitted in certain locations on the condition that prescribed development standards be met.

Purposes of the Live Work Combining Districts include:

- To provide a district which would be combined only within the Eureka Business Improvement District boundaries in order to concentrate live work use within the business district in the city which is best suited to accommodate such use. Characteristics of the district important to the placement of live work use include, but are not limited to, access to transit, pedestrian orientation, and a substantial number of significant structures available for the use. It is the intent of this district to not be used indiscriminately but to reflect the importance of the live work use as part of a business district;
- To assist in implementation of the city's adopted housing element by increasing the type and variety of housing units available to the city's residents;
- To promote the revitalization of the Downtown Core Area, as described by the Eureka Business Improvement District (EBID) boundaries (which are co-terminus with the boundaries of the Eureka Main Street Program and the Cultural Arts Resource District) by encouraging the establishment of a stable residential community which is integrated with the business community;
- To establish parameters for a healthy living environment for the residents who wish to reside within commercial and industrial environments;
- To provide for maximum compatibility of the live work space with the existing land uses in the area;
- To encourage the conservation, and adaptive re-use of historic structures by increasing the number and variety of mixed uses which may co-locate within a structure; and,
- To encourage and enhance the economic viability of seismic retrofitting of unreinforced masonry (URM) structures by increasing the number and variety of mixed uses which may be co-located within the URM structures.

***Commercial Zoning (within Coastal Zone)***

In addition, to the commercial districts defined in Section 155.076 of the Eureka Municipal Code, the redevelopment area contains commercial districts in the coastal zone, including the Coastal Waterfront Commercial District (CW), the Neighborhood Commercial District (CN), and Service Commercial District (CS). Sections 156.072 through 156.073, which regulate commercial zoning districts within the coastal zone, outline the purposes of these districts, Purposes of the CW district include:

- To encourage, protect and maintain coastal-dependent and coastal-related uses;;
- To encourage development of recreational and visitor-serving uses;
- To provide appropriately located areas for retail stores, offices, service establishments, amusement establishments, and wholesale businesses offering commodities and services required by residents of the City and its surrounding market area;
- To provide opportunities for retail stores, offices, service establishments, amusement establishments, and wholesale businesses to concentrate for the convenience of the public and in mutually beneficial relationships to each other;
- To provide space for community facilities and institutions that appropriately may be located in commercial areas;
- To provide adequate space to meet the needs of modern commercial development, including off-street parking and truck loading areas;
- To minimize traffic congestion and to avoid the overloading of utilities by preventing the construction of buildings of excessive size in relation to the amount of land around them;
- To protect commercial properties from noise, odor, dust, dirt, smoke, vibration, heat, glare, heavy truck traffic, and other objectionable influences incidental to industrial uses;
- To protect commercial properties from fire, explosion, noxious fumes, and other hazards;
- To encourage upgrading of the use of strategically located sites between the central business district and Humboldt Bay by creating an environment suitable for the establishments catering to tourists; and
- To protect and maintain certain industrial uses that require waterfront locations.

Purposes of the CN district includes the first seven purposes of the CW district as well as two additional purposes:

- To provide appropriately located areas for retail stores, offices and personal service establishments patronized primarily by residents of the immediate area; and
- To permit the development of neighborhood shopping centers of limited size and in locations shown on the Eureka Area General Plan according to standards that minimize adverse impact on adjoining residential uses.

The CS district includes the first five and the seventh purposes of the CW and CN districts (omits the sixth purpose) as well as two additional purposes:

- To permit additional development in mixed commercial areas containing both retail stores and commercial services; and
- To allow a wider choice of location for certain industrial uses that do not have an adverse impact on commercial services.

### ***Residential Zoning***

Residential zoning classifications found within the redevelopment area include One-Family Residential Districts (RS-6000), and Multi-Family Residential (RM-1000 and RM-2500) Districts. The general purposes of the RS zoning district, as outlined according to Section 155.052, of the Eureka Municipal Code, include:

- To reserve appropriately located areas for family living at reasonable population densities consistent with sound standards of public health and safety;
- To ensure adequate light, air, privacy, and open space for each dwelling;
- To protect one-family dwellings from the lack of privacy associated with multi-family dwellings;
- To provide space for semi-public facilities needed to complement urban residential areas and for institutions that require a residential environment;
- To minimize traffic congestion and to avoid the overloading of utilities by preventing the construction of buildings of excessive size in relation to the land around them;
- To preserve the natural beauty of hillsides and avoid slide and drainage problems by encouraging retention of natural vegetation and discouraging mass grading;
- To provide necessary space for the off-street parking of automobiles and, where appropriate, for the off-street loading of trucks;
- To protect residential properties from the hazards, noise, and congestion created by commercial and industrial traffic;
- To protect residential properties from noise, illumination, unsightliness, odors, dust, dirt, smoke, vibration, heat, glare, and other objectionable influences; and,
- To protect residential properties from fire, explosion, noxious fumes, and other hazards.

The purposes of the Multi-Family Residential Districts (RM-2500 and RM-1000) are listed in Section 155.053 of the Eureka Municipal Code. Many of the purposes of the RM district are similar to the RS district purposes and include:

- To reserve appropriately located areas for family living in a variety types of dwellings at a reasonable range of population densities consistent with sound standards of public health and safety;

- To preserve as many as possible of the desirable characteristics of the One-Family Residential District while permitting higher population densities;
- To ensure adequate light, air, privacy, and open space for each dwelling unit;
- To provide space for semi-public facilities needed to complement urban residential areas and space for institutions that require a residential environment;
- To minimize traffic congestion and to avoid the overloading of utilities by preventing the construction of buildings of excessive size in relation to the land around them;
- To provide necessary space for the off-street parking of automobiles and, where appropriate, for the off-street loading of trucks;
- To protect residential properties from the hazards, noise, and congestion created by commercial and industrial traffic;
- To protect residential properties from noise, illumination, unsightliness, odors, dust, dirt, smoke, vibration, heat, glare, and other objectionable influences; and,
- To protect residential properties from fire, explosion, noxious fumes, and other hazards.

Purposes that apply specifically to the RM-2500 districts include:

- To permit the replacement of obsolete single-family dwellings with duplexes and multi-family dwellings that will not significantly change the predominant low-density residential character of their surroundings;
- To provide a multi-family district that will have sufficient open space to encourage the construction of dwelling units large enough to be suitable for family living; and,
- To provide multi-family district suitable for the development of cluster housing and town houses or row houses on large sites.

Purposes that apply specifically to the RM-1000 districts include:

- To permit higher densities in areas close to employment areas where single-family dwellings are expected to be progressively replaced by multi-family dwellings; and,
- To provide an opportunity for trailer parks to locate in a residential development.

### ***Residential Zoning (within Coastal Zone)***

The redevelopment area also contains One-Family Residential Districts (RS) that are within the coastal zone, which are outlined in Section 156.069 of the Eureka Municipal Code. The purposes listed in Section 156.069 match those of Section 155.052, but include the additional purpose of reserving appropriately sized lots for family living at reasonable population densities in areas with limited public service.

The zoning regulations that apply to RM districts within the coastal zone are listed in Section 156.070 and are the same as those under Section 155.053.

### ***Mixed-Use Zoning***

The redevelopment area also contains the Office and Multi-Family Residential District (OR). Section 155.054 of the Municipal Code defines the purposes of this district as follows:

- To provide opportunities for offices of a semi-commercial character to locate outside commercial districts;
- To provide space for semi-public facilities and institutions which appropriately may be located in office and multi-family dwelling districts;
- To provide adequate space to meet the needs of modern offices, including the off-street parking of automobiles and, where appropriate, the off-street loading of trucks;
- To minimize traffic congestion and to avoid the overloading of utilities by preventing the construction of buildings of excessive size in relation to the amount of land around them;
- To protect offices and multi-family dwellings from noise, disturbance, traffic hazards, safety hazards, and other objectionable influences incidental to certain commercial uses; and
- To protect offices and multi-family dwellings from fire, explosion, noxious fumes, and other hazards.

Some of the OR districts within the redevelopment area are also subject to the AR and LW overlays, described above.

### ***Industrial Zoning (within Coastal Zone)***

Manufacturing zoning classifications found within the redevelopment area are within the coastal zone (with a small portion of the ML district located outside of the coastal zone) and are defined according to Sections 155.095 through 155.103 and 156.076 through 156.078 of the Municipal Code. They include:

- Coastal Dependent Industrial Districts (MC). MC Districts allow water-dependent uses such as boat repair and ship building, commercial fishing facilities, docks and wharves, marine services, marine oil terminals, seafood processing, and water borne carrier import and export facilities. Purposes of this zoning classification include:
  - To reserve and protect parcels adjacent to the sea for coastal-dependent and coastal-related uses;
  - To provide for coastal-dependent energy and industrial uses;
  - To provide development standards which will ensure that potential environmental damage will be avoided, minimized or mitigated;
  - To protect areas appropriate for industrial uses from intrusion by dwellings and other inharmonious uses;

- To protect residential and commercial properties and to protect nuisance-free, nonhazardous industrial uses from noise, odor, insect nuisance, dust, dirt, smoke, vibration, heat and cold, glare, truck and rail traffic, and other objectionable influences, and from fire, explosion, noxious fumes, radiation, and other hazards incidental to certain industrial uses;
  - To provide opportunities for certain types of industrial plants to concentrate in mutually beneficial relationships to each other;
  - To provide adequate space to meet the needs of modern industrial developments, including off-street parking and truck loading areas and landscaping;
  - To provide sufficient open space around industrial structures to protect them from the hazard of fire and to minimize the impact of industrial plants on nearby residential and agricultural districts; and,
  - To minimize traffic congestion and to avoid the overloading of utilities by preventing the construction of buildings of excessive size in relation to the amount of land around them.
- Limited Industrial District (ML). Allowable uses range widely, but generally include manufacturing and assembling plants for a variety of products including paints, textiles, cosmetics, pharmaceuticals, ceramics, electronics, medical equipment, hardware, food products and bottling plants. Purposes of this zoning classification include:
    - To reserve appropriately located areas for industrial plants and related activities;
    - To protect areas appropriate for industrial uses from intrusion by dwellings and other inharmonious uses;
    - To protect residential and commercial properties and to protect nuisance-free, nonhazardous industrial uses from noise, odor, insect nuisance, dust, dirt, smoke, vibration, heat and cold, glare, truck and rail traffic, and other objectionable influences, and from fire, explosion, noxious fumes, radiation, and other hazards incidental to certain industrial uses;
    - To provide opportunities for certain types of industrial plants to concentrate in mutually beneficial relationship with each other;
    - To provide adequate space to meet the needs of modern industrial developments, including off-street parking and truck loading areas and landscaping;
    - To provide sufficient open space around industrial structures to protect them from the hazard of fire and to minimize the impact of industrial plants on nearby residential and agricultural districts;
    - To minimize traffic congestion and to avoid the overloading of utilities by preventing the construction of buildings of excessive size in relation to the amount of land around them;

- To provide locations for industries that can operate in close proximity to commercial and residential uses within minimum mutual adverse impacts; and,
  - To protect light industrial and related uses from nuisances associated with heavy industrial uses.
- **General Industrial Districts (MG).** Like under ML Districts, uses vary widely, but can include, among other uses, aircraft manufacturing, vehicle manufacturing, boiler works, distilleries and breweries, carpet and rug manufacturing, electronics manufacturing, food production, glass production, leather and fur furnishings, and steel products manufacturing. Purposes of this zoning classification include the first seven purposes under the ML zoning district as well as one additional purpose:
    - To provide locations where industries that are incompatible with most other land uses can operate with minimum restriction and with minimum adverse effect on other uses.

Finally, there are several areas throughout the redevelopment area that contain the Public District (P) zoning classification, small areas of which are scattered throughout the redevelopment area. The purpose of the P zoning district is to provide a procedure for the orderly establishment of public facilities, expansion of their operations, or changes in the use of lands owned by governmental agencies (Section 155.056 of the Municipal Code).

### **Project-Level Sites**

The C Street project sites are within the CW zoning classification. In addition to the purpose of the district outlined above, Section 156.072 establishes permitted uses and conditional uses allowed in the district. Permitted uses listed in Section 156.072(c) that are applicable to the project-level development include visitor-serving uses such as restaurants and bars, and establishments that offer retail sales and services to visitors. Project-level specific uses listed in Section 156.072(D) conditional uses, that are allowed upon securing of a conditional uses include residential uses permitted under Multi-Family Residential Districts (RM), provided the residential units are located above the ground floor of commercial structures, offices, and other retail establishments not catering to visitors. Parking facilities, including required off-street parking facilities, located on a site separated from the use which the facilities serve, are conditional uses allowed with a use permit.

Most properties that would be eligible for seismic upgrades and/or façade improvements are located under CC and CW zoning classifications.

## ***REGULATORY FRAMEWORK***

### **Waterfront Revitalization Program**

The City of Eureka's Waterfront Revitalization Program prioritizes 32 projects designed to revitalize the waterfront. The highest priority projects are those that enhance or improve commercial, recreational, and tourism on the Eureka inner channel. This priority includes projects such as reconstructing dilapidated docks, developing a fisherman's work area and retail

fish market, rehabilitating the existing small boat basin, and constructing a public berthing facility in the Eureka Inner channel (Eureka Harbor Commission, 1993).

### **Humboldt Bay Master Plan**

Jurisdictional authority of the Humboldt Bay Harbor, Recreation and Conservation District (District) for the implementation of the Master Plan is limited to Humboldt Bay up to the mean higher high water level, except for Indian, Woodley, and Daby Islands where the District jurisdiction is up to the mean high water level (Humboldt Bay Harbor, Recreation and Conservation District, 1976). The Harbor District has Permit authority for dredging and filling operations in the Eureka Channel.

### **Eureka General Plan**

The regulatory mechanisms for determining appropriate land uses within the redevelopment area and for the C Street projects stem from the policies contained in the *General Plan* and include the following (General Plan policies marked with an \* are designed to meet the requirements of the California Coastal Act of 1976):

Policy 1.A.1: The City shall encourage infilling of vacant urban land and reuse of underutilized urban land within the Planning Area as its first priority of accommodating demand for growth.

\* Policy 1.A.3: The City shall continue to work with the Humboldt Bay Harbor, Recreation, and Conservation District to implement the projects described in the *Eureka Waterfront Revitalization Program* and listed below:

- a) Establishment of a comprehensive wetland management program that includes all of Eureka's restored and natural wetland areas.
- b) Implementation of the PALCO Marsh Enhancement Plan.
- c) Construction of a public access vista point at the foot of Truesdale Street.
- d) Reconstruction of the Landing dock at the foot of C Street.
- e) Design and construction of a public berthing facility in the Inner Reach near Adorni Center.
- f) Development of a multi-use building between C and F Streets to house a Fisherman's-Farmer's Market and retail stores.
- g) Development of Fisherman's Parcel for fishing fleet activities.
- h) Rehabilitation of the existing small boat basin, dredging and expansion of the Humboldt Yacht Club, and development of a fishing industry support facility.

Policy 1.B.1: The City shall promote the development of a compact Core Area of concentrated commercial, residential, fishing-related, civic, cultural, and recreational

activities by unifying parts of the three historical central “districts” (i.e., Old Town, Downtown and the Waterfront).

Policy 1.B.2: The City shall actively encourage, support, and provide incentives, where feasible, for the types of development it prefers in the Core Area, including the following:

- a. Mixed-use projects
- b. Housing in upper stories of buildings
- c. Professional offices in upper stories of buildings
- d. Projects that reinforce viable existing uses, such as fisheries
- e. Projects that reinforce the identity of the Core Area

Policy 1.B.9: The City shall encourage economic investment in buildings, ranging from modest signage improvements and new paint, to major façade improvements, remodels, and new buildings.

Policy 1.B.11: The City shall encourage and provide incentives, where feasible, for retrofit and rehabilitation of unreinforced masonry buildings in the Core Area that pose an earthquake risk.

\* Policy 1.D.1: The City shall retain the historic waterfront building scale, building form, and general character in waterfront revitalization and development as a means of creating a “Victorian Seaport” identity for the waterfront area. New buildings developed along the waterfront north of 1st Street/Waterfront Drive should not exceed three stories or 50 feet in height.

\* Policy 1.D.3: The City shall promote the continued operation of existing fisheries and fisheries-related industry throughout the Core Area waterfront.

\* Policy 1.D.4: The City shall encourage expansion of the fisheries industry west of C Street in the Core Area.

\* Policy 1.D.5: The City shall expand and enhance opportunities for recreational and visitor-serving uses and activities along the waterfront, including visitor accommodations, boating facilities, water transportation, fishing, and other similar attractions.

Policy 1.E.1: The City shall actively encourage, support, and provide incentives, where feasible, for locating visitor-serving development, particularly hotels and bed and breakfast inns, in the Core Area. Visitor-serving development should be concentrated primarily along the waterfront, 2nd Street, and the north end of F Street.

\* Policy 1.E.3: Where recreation and visitor-serving uses are integrated with coastal-dependent uses, the City shall ensure that the recreation or visitor-serving uses are secondary to and compatible with the coastal-dependent uses. To the extent feasible and permitted pursuant to other applicable law, fish processing facilities should incorporate educational and tourist activities and facilities such as tours, fish markets or shops, restaurants and other attractions that support the fishing industry.

Policy 1.F.1: The City shall promote expansion of housing stock on the upper floors of multi-story buildings in the Core Area through rehabilitation, conversion, and infill.

Policy 1.I.2: The City shall aggressively support façade improvements for buildings in the Core Area, including provision of incentives. F Street and 2nd Street should have the highest priority for façade improvements.

Policy 1.L.2: The City shall promote high quality design, visual attractiveness, proper location, adequate sites, sufficient off-street parking, and a convenient circulation system for commercially-designated areas of the city.

\* Policy 1.L.11: The City shall protect, and where feasible, upgrade facilities serving the commercial fishing and recreational boating industries. Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. New recreational boating facilities shall, to the maximum extent feasible, be designed and located so as not to interfere with the needs of the commercial fishing industry.

\* Policy 1.M.2: The City shall promote development and upgrading of the Westside Industrial Area to accommodate industrial growth and the relocation of industry from unsuitable sites and areas.

\* Policy 1.M.3: The City shall support the retention of existing and establishment of new fishing facilities and related uses in the area north of the railroad tracks between Commercial Street and C Street in the Core Area. The City shall encourage new development in the area that reinforces the essentially industrial character of the area and reduces potential land use conflicts and speculative inflation of land values.

## SIGNIFICANCE CRITERIA

This section addresses potential project impacts on land use in the project area. The impact significance criteria used here are based on guidance provided by CEQA regarding what constitutes a significant environmental effect (Guidelines section 15065, 15126, and Appendix G). For the projects in this PEIR, the projects would have a significant impact on land use if it would:

- Have one or more effects on the environment that would make it incompatible with existing or designated land uses in the area or land use policies;
- Conflict with adopted environmental plans and goals of the community where it is located;
- Disrupt or divide the physical arrangement of an established community; or
- Conflict with established recreational, educational, religious, or scientific uses of the area.

An impact would be considered significant if the PEIR determines it would meet or exceed the significance criteria listed above. For example, land use policies and land use designations in a general plan can be related to the goals of protecting physical conditions or protecting people from physical impacts. Conflicts with land use policies, then, could result in significant environmental impacts if people or physical conditions were significantly affected.

## PROJECT IMPACTS AND MITIGATION MEASURES

**Impact A.1: The proposed financial merging of the redevelopment areas could result in land use changes throughout the redevelopment area that could intensify land uses and activities. (Less than Significant)**

The proposed merging of the redevelopment areas could result in changes in land uses at several of the programmatic element project sites. These land uses changes would mostly involve new development on currently vacant or underutilized parcels and would be consistent with the policies of the General Plan, Zoning Ordinance, and Local Coastal Program.

**Mitigation:** None required.

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**Impact A.2: The project would result in the change of land uses at the C Street project sites from gravel lots, a vacant warehouse, and a dead-end street to a mixed-use development, a plaza and piazza, and a fish processing facility and café. This would result in an intensification of land uses and activities at the project site. (Less than Significant)**

The proposed C Street projects would be consistent with the policies of the General Plan regarding designated land uses in the Core Area and along the waterfront. The projects would promote development along the waterfront of visitor-serving uses and fishing-related uses, they would encourage infill in the Core Area, and promote development of underutilized lots along the waterfront and in the Waterfront Industrial Area.

The changes in land uses at the C Street project sites would be the result of the demolition of the Buhne Warehouse and construction of the Seaport Village, the Fisherman's Work Area and Café, and the C Street Plaza and Piazza. Upon occupancy of these facilities, an intensification of land use would result at the project site. The type of land uses associated with the proposed project would be similar to other land uses in the project site vicinity (e.g., visitor-serving retail, residential, and fishing-related uses). Therefore, this change in land use would be compatible with the adjacent land uses in the Core Area of Eureka and would complement these land uses. Changes in activities (i.e., traffic and parking) may result in physical impacts that are discussed in subsequent sections of this document.

In addition, the development of the Fisherman's Work Area and Café would require a lot line adjustment in order to accommodate the parking lot and potential construction of a warehouse using salvaged material (to the extent feasible) from the Buhne Warehouse. This lot line adjustment would reconfigure the lot adjacent to the project site from a triangular lot to one that is trapezoidal in shape and increase the 1st Street frontage for the Fisherman's Work Area property. The lot line adjustment would not result in the displacement of an existing business as the lot is currently vacant and would not inhibit the lot from future uses that would be allowed according to its zoning classification and General Plan designation. Therefore, this lot line adjustment would not result in a significant land use impact.

**Mitigation:** None required.

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**Impact A.3: The proposed financial merging of the redevelopment areas could result in façade improvements to and/or seismic upgrades of buildings within the Core Area. (Less than Significant)**

The proposed merging of the redevelopment areas could result in increased funding opportunities that could be used for façade improvements and/or seismic upgrades to existing buildings in the Core Area. The façade improvements and/or seismic upgrades are not expected to result in land use changes at the sites proposed for façade improvements and/or seismic upgrades. In addition, façade improvements and/or seismic upgrading is consistent with General Plan policies that seek to protect historic structures and public health and safety. Therefore, façade improvements and/or seismic upgrades would not result in significant land use impacts.

**Mitigation:** None required.

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## REFERENCES – Land Use and Planning

- City of Eureka, *City of Eureka General Plan Background Report*, Public Review Draft, January 1994.
- City of Eureka, *City of Eureka General Plan Policy Document*, Adopted February 1997, amended through February 1999.
- City of Eureka, Municipal Code, Article 9, Chapter 5, 1966.
- Eureka Harbor Commission, *Waterfront Revitalization Program*, June 1993.
- Humboldt Bay Harbor, Recreation and Conservation District, *Humboldt Bay Master Plan, Ordinance No. 7*, 1976.

## **B. RECREATION**

This section analyzes the impacts that the proposed project would have on existing recreational resources in the area and whether the proposed project would lead to increased use of existing recreation facilities and parks such that those facilities could experience physical deterioration.

### **SETTING**

#### ***REGIONAL***

The City of Eureka is located along California's North Coast and, as such, is located near several national, state, and local parks. These include Redwood National Park, Six Rivers National Forest, Humboldt Bay National Wildlife Refuge, Patrick's Point State Park, and Humboldt Redwoods State Park. These are considered regional parks, which the City of Eureka describes as areas of natural beauty used for picnicking, boating, fishing, swimming, camping, and trail use. Regional parks serve populations that can reach the facility within one-hour of driving time (City of Eureka, 1994).

#### ***CITY OF EUREKA***

Eureka contains approximately 148 acres of neighborhood and community parks. According to the *General Plan*, a neighborhood park is one that serves the needs of residents living within one-half to three-quarters of a mile from the park, and range from one to five acres in size. A neighborhood park is designed to serve a population of between 3,000 and 8,000. Park improvements are usually oriented toward the recreational needs of children and typically include tot lots, children's play structures, and unlighted sports fields and/or courts. According to the standards established by the *General Plan*, a neighborhood park should be located near the center of a neighborhood and accessible from a collector street. In addition, the park should have a ratio of park space to population of 1 acre per 1,000 persons.

A community park generally serves the needs of residents living within three-quarters to two miles of the park, and ranges from 30 to 50 acres in size and serves a population of 8,000 to 20,000. Park improvements are oriented to all age groups and include large landscaped areas, restrooms, lighted sports fields, and specialized equipment and resources not found in neighborhood parks. They may also include community centers and swimming pools. The *General Plan* stipulates that community parks should be located near the boundaries of residential areas and accessible from arterial streets. An acceptable park space ratio is 3 acres per 1,000 inhabitants. Table 4.B-1 lists Eureka's city parks.

The City also contains a variety of other recreational resources, including golf courses, the Adorni Recreation Center (a gymnasium with weight rooms, an aerobics/dance room, and arts and crafts room), various youth centers, the Elk River Wildlife Area, the Del Norte Street Pier, the Woodley Island Marina boat ramps, marshes, and plazas. The Sequoia Park Zoo is also located within the City limits. The Zoo, which has existed since 1907, is located on approximately five acres near the 65-acre Sequoia Park, also within City limits. The Sequoia Park is dominated by redwood-

**TABLE 4.B-1  
EXISTING RECREATIONAL RESOURCES IN EUREKA**

<b>Park/Location</b>	<b>Amenities</b>	<b>Size (Acreage)</b>
Ross Park Bounded by 10th and 11th Streets and M and N Streets	Playground, basketball court, restrooms, a recreation building, turf area, and formal seating.	1.44
Hammond Park Bounded by 14th and 15th Streets and E and F Streets	Playground, restrooms, a recreation building, turf area, two tennis courts, a basketball court, and picnic benches	1.39
20-30 Park Bounded by California and Union Streets and Carson and Creighton Streets	Playground, restrooms, a recreation building, turf area, a volleyball/basketball court, and picnic benches	2.83
Carson Park Bounded by H and I Streets and Carson and Buhne Streets	Playground, restrooms, a recreation building, turf area (including two unlighted ballfields), a basketball court, and picnic benches	3.22
Highland Park Northwest corner of Highland Avenue and Glen Street	Playground, restrooms, recreation building, turf area, an unlighted ballfield, four tennis courts, a basketball court, picnic benches with barbeques	3.41
Cooper Gulch Northeastern part of Eureka, southwest of Myrtle Avenue and 7th Street	Playground, handicapped accessible restrooms, a recreation building, turf area, two lighted ballfields, picnic benches and barbeques, trails and unimproved areas	33
Sequoia Park and Zoo Located on W Street between Madrone and Glatt Streets	Playgrounds, restrooms, turf area, a formal flower garden, picnic benches with barbeques, cookshack, trails, gazebo, a duck pond, natural areas (first and second growth riparian areas). The zoo contains paddock exhibits and off-exhibit holding areas as well as developed exhibits and staff facilities	77
Lamoreaux Park Waterfront Drive	Mostly unimproved, but has picnic benches and access to the waterfront	0.15
West Plaza On the waterfront at the foot of J Street	Turf area and formal seating	0.60
Sacco Amphitheater (East Plaza) On the waterfront at the foot of L Street	Lighted amphitheater with formal seating and picnic benches	0.94
Hartman/Kennedy Ball Park Located between W and Dolbeer Streets	Two lighted ballfields, restrooms, horseshoe pits, formal seating, and a snackbar	4.90
Jacobs/Haney Ball Park Bounded by Union and Summer Streets and Creighton and Carson Streets	Restrooms, turf areas (including one unlighted ballfield), formal seating, and a snackbar	2.35
Clara May Berry Park Corner of P and 3rd Streets	Playground and picnic areas feature nautical theme, tot lot, and sand-filled play area.	1.0
Lundbar Hills Park 4708 Frederick Street	Open turf grass area	1.5

**TABLE 4.B-1 (Continued)**  
**EXISTING RECREATIONAL RESOURCES IN EUREKA**

<b>Park/Location</b>	<b>Amenities</b>	<b>Size (Acreage)</b>
Halvorsen Park 1201 Waterfront Drive	Open turf grass area	3.5
F Street Plaza Between 1st Street and Humboldt Bay	Brick plaza with benches leading down to the bay	.6
Boardwalk	Lines waterfront from C to G Streets providing a promenade along Humboldt Bay, connects with F Street Plaza	.5
Eureka Public Marina, #1 Marina Way	Wharfinger Building, two boat launch ramps, 140 boat mooring slips, and parking areas	3 – land 7 – water
<b>Total Acreage:</b>		<b>148.33</b>

SOURCES: City of Eureka *General Plan* Background Report, 1994; Tom Coyle, 2004

forest and includes a duck pond, wetlands, and other natural resource areas unique to the north-coast. The Park offers recreational opportunities for the public that consists of picnicking, hiking, playgrounds, and special event venues. The Zoo is the only accredited zoo in a redwood forest. In addition to the national and state parks, there are also various recreational resources outside the Eureka city limits, including the Redwood Acres Fairgrounds, baseball fields, and off-road vehicle areas.

### ***REGULATORY FRAMEWORK***

The regulatory mechanisms for oversight of recreation resources in the City stem from policies contained in the *General Plan* and include the following:

**Policy 1.D.2:** Except for safety reasons in industrial operations, the City shall ensure public access along the full length of the shoreline within the Core Area through development of multiple access points such as walkways, paths, docks, and piers.

**Policy 1.D.5:** The City shall expand and enhance opportunities for recreational and visitor-serving uses and activities along the waterfront, including visitor accommodations, boating facilities, water transportation, fishing, and other similar attractions.

**Policy 1.G.1:** The City shall provide a coordinated and unified system of plazas, squares, parks, and public-ways (including street trees and streetscape) that promotes pedestrian vitality in the Core Area.

Policy 1.N.5: The City shall ensure that sufficient area is provided for parks and open-space in all of Eureka's residential neighborhoods and shall plan for such uses as new residential development occurs.

## SIGNIFICANCE CRITERIA

According to Appendix G of the CEQA *Guidelines*, a project may be deemed to have a significant impact on the recreational resources if it would:

- 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.
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.
- Result in substantial adverse physical impacts or physically altered government facilities to accommodate the project (i.e., in order to maintain acceptable service ratios, response times, or other performance objectives), for parks.

## PROJECT IMPACTS AND MITIGATION MEASURES

### **Impact B.1: The proposed financial merging of the redevelopment area and cumulative projects could result in an increase in use of the existing neighborhood and community parks or other recreational facilities. (Less than Significant)**

Existing conditions suggest ample open space resources in Eureka. With an existing population of 26,250 inhabitants and approximately 148 acres of recreational space, the ratio of park space to population in Eureka is approximately 5.6 acres per 1,000 inhabitants. The recommended standard for regional park space is 15 to 20 acres per 1,000 inhabitants. Because there are thousands of acres of regional parks within a one-hour driving radius around Eureka, the City exceeds the recommended regional standards (City of Eureka, 1994).

The proposed merging of the redevelopment area could result in the construction of additional housing units in Eureka that could result in an increased population. The State of California Department of Finance estimates that by the year 2020, the anticipated year for full build-out of projects in the redevelopment area, Eureka's population will be approximately 28,000 (see Section 4.D, Population and Housing). Even without the addition of new park space, the ratio of park space to population in Eureka in 2020 would be approximately 5.3 acres per 1,000 residents. This ratio would still meet Eureka's standards of 3 acres per 1,000 residents for community park space. In addition, the project would include the proposed addition of the approximately 16,940 square foot piazza, which would function as a recreation area. It is possible that some of the projects that could be developed under the merged redevelopment area could put an additional strain on neighborhood recreational resources and could require the addition of new neighborhood park space in Eureka. Any impacts and their appropriate mitigation measures would be addressed during subsequent environmental reviews that would occur when specific project plans are developed for the programmatic elements identified under the redevelopment area.

**Mitigation:** None required.

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**Impact B.2: The proposed C Street projects would introduce a new residential population in the C Street area. This would result in an increase in use of existing parks and recreational facilities. (Less than Significant)**

The proposed C Street projects would introduce approximately 10 new residential units and would thus lead to an increase in residential population in the area by approximately 23 people (based on an average household size of 2.26 persons, see Section 4.D, Population and Housing). As explained above, the City's existing park space would adequately meet the recreational needs of this new population. Therefore, the C Street projects would not result in a significant impact on recreational resources.

**Mitigation:** None required.

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**Impact B.3: The proposed financial merging of the redevelopment area could result in façade improvements and/or seismic upgrades to buildings within the Core Area. (Less than Significant)**

The proposed façade improvements and seismic upgrades are not expected to result in the creation of new residential populations within the redevelopment area. Therefore, these project-specific elements would not result in impacts on the City's recreational resources.

**Mitigation:** None required.

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## REFERENCES – Recreation

City of Eureka, *City of Eureka General Plan Background Report*, Public Review Draft, January 1994.

City of Eureka, *City of Eureka General Plan Policy Document*, Adopted February 1997, amended through February 1999.

Coyle, Tom, City of Eureka Parks Director, July 6, 2004.

## C. VISUAL QUALITY

This section analyzes the impacts of the proposed project on the visual quality of the project area, and whether the proposed project would degrade the existing visual character of the area or introduce a new source of substantial light or glare.

### SETTING

#### *EXISTING VISUAL CHARACTER*

The existing visual character of the project site is determined by the attributes (color, form, texture) of specific site features and by the patterns that the features have assumed as a result of natural and/or cultural processes. Evaluation of potential project impacts on the existing visual character of the project site requires analysis of the type and degree of change in visual attributes and patterns that would result from the implementation of the proposed projects. Because perceptions of changes in the physical characteristics of a site may differ with respect to issues of importance and value, visual analysis methods may incorporate measures of viewer sensitivity as well as measures of the attributes and patterns of site features.

#### **Redevelopment Areas**

##### *Century III Phase I and Phase II Redevelopment Areas*

The aesthetic character of Eureka's Old Town and Historic Downtown, which comprise these two redevelopment areas, is defined mainly by commercial Victorian architecture, particularly along 2nd and 3rd Streets between C and L Streets. The brightly painted buildings are generally two- to four-stories tall and contain decorative elements typical of the Victorian style, including bracketed cornices and tall Italianate windows crowned with hoods or pediments (see Figure 4.C-1, View 1). Although rooflines are generally flat, several of the buildings in the area also contain pedimented or parapeted gabled roofs. The Victorian buildings frame wide streets with narrow setbacks. Sidewalk amenities include trees, benches, and gaslamp-style light posts. Commercial development on 3rd Street is less dense than 2nd Street and the architecture is not as highly stylized. The buildings still contain some Victorian detailing, such as bracketed cornices, are generally two-stories tall, and have larger massing than the 2nd Street buildings.

The Century III Phase II Redevelopment Area, east of L Street, becomes more industrial and is defined by large warehouse structures with aluminum standing seam gabled roofs and metal siding. Building orientation and lot sizes become irregular in this area, as opposed to the consistent lot sizes and building orientations of the adjacent Old Town streets.

East of I Street, 2nd and 3rd Streets are dominated by residential buildings that reflect the Victorian character of their 2nd Street commercial counterparts, including bracketed cornices and hooded windows. The houses are often adorned with bay windows, steeply pitched gabled roofs, and tall chimneys. They generally range from one- to two-stories in height, with a few three-story houses (see View 2, Figure 4.C-1). The quiet character of the streets in the residential portions of 2nd and



View 1: View of Eureka's Old Town 2nd and H Streets Looking West



View 2: Residential Buildings at M and 3rd Streets

3rd Streets is established by wide streets with wide setbacks. The streets also contain more vegetation than the adjacent commercial district, including larger trees, shrubs, and grassy lawns.

### ***Eureka Tomorrow Redevelopment Area***

The western portion of the redevelopment area (west of Highway 101 and Commercial Street and north of Del Norte Street) comprises mainly of industrial uses. The area is dominated by large, low-rise warehouse buildings, the majority of which have rectangular floor plans, gabled roofs, and contain white or light grey metal siding. The area also contains several large fish processing plants that are several stories in height and contain irregular massing. Another major use in the area includes large storage yards, particularly on the properties once occupied by the railroads. These uses are characterized by large open, fenced yards that contain storage containers, trailers, boats, among other items. The streets that serve this part of Eureka are wide to allow for the truck traffic that serves the industrial uses. The streets have little vegetation and narrow setbacks.

The northern waterfront between C and M Streets does not have the heavy concentration of industrial uses typical of the western waterfront. Several lots along the waterfront are sparsely developed (see the Project-specific Redevelopment Projects section below). Other sites contain low-rise warehouses with flat or low-pitched gabled roofs. Buildings on the south side of 1st Street, which contain a mix of uses, are generally two-stories in height and have been designed to respect the Victorian architecture of Old Town (see View 3, Figure 4.C-2). These features include regular fenestration patterns, the use of brick or wooden siding, and similar building heights. The boardwalk, which has recently been constructed, is characterized by its wide, concrete walkways that have been stamped with a brick pattern, railings, benches and other features that reference Eureka's maritime history.

The area east of M Street contains a mix of industrial uses along with recreational uses. This portion of the Eureka Tomorrow Redevelopment Area lies north of Waterfront Drive and is dominated by wide open spaces that stretch to the Highway 255 bridge and are interspersed with some warehouses and light industrial uses. A boathouse used by the Humboldt State Crew is located directly west of the Highway 255 overpass. The boathouse is a typical warehouse, i.e., a one-story building with an open floor plan and a low-pitched gabled roof. It stands alone with no other development on this section of the waterfront and is surrounded by the grassy fields. This structure is temporary and would be removed to make way for new proposals under the redevelopment area.

East of the bridge the area becomes more industrial with large gravel lots for a Caltrans staging yard and the warehouse-style buildings of the Eureka Boiler Works company. The area in general is scarcely developed. The land north of the boiler works establishment juts north away from Waterfront Drive and there is a large expanse of land that separates Waterfront Drive from the waterfront, which is currently not publicly accessible. The Blue Ox Mill Works, also surrounded by an open grassy field, sits along the waterfront at a considerable distance from the boiler works establishment. Overall, Waterfront Drive, east of M Street, has a quiet, underutilized character due to the large open fields with light recreational uses, light traffic on the street, and the small industrial uses in the area.



View 3: View of 1st Street, Looking East from C Street



View 4: View of Highway 101 Corridor - 4th and C Streets, Looking West

The area roughly bounded by 1st and 4th Streets and R and X Streets contains a mix of multi-family and single-family residential buildings and auto repair shops. The multi-family residential buildings are generally small-scale, one-story buildings with only a few units each. The single-family homes are also small single-story structures. The auto repair shops consist of the typical warehouse-style buildings. The streets are narrow with little vegetation and narrow setbacks. In addition, a large Target retail store is currently under construction in this area. The Eureka Slough lies directly east of this area.

In Eureka, 4th and 5th Streets comprise the Highway 101 corridor. These streets are dominated by visitor-serving commercial uses, such as hotels, restaurants, and gas stations. The architecture along the Highway 101 corridor varies considerably along the corridor and there is no uniform design scheme or setbacks (see View 4, Figure 4.C-2). Buildings range in height from one story to as tall as four stories in some places. Large hotels dominate 4th and 5th Streets east and west of the Historic Downtown. The hotels along these streets reflect standard modern hotel design for small or suburban towns. The hotels are generally two-stories tall with low-pitched gabled roofs or flat roofs and are usually separated from the road by parking lots. They contain wooden or vinyl siding and have rectilinear massing with facades that are dominated by exterior stairways and walkways on all levels. Restaurants and gas stations along 4th and 5th Streets tend to be single-story establishments with little historical character. The dense development and heavy traffic lend a very busy character to 4th and 5th Streets.

Roughly between E and G Street, the architecture along 4th and 5th Streets changes to reflect the Victorian character of Eureka's historic downtown. The buildings in this area are taller and much larger in massing than the other buildings along this corridor. The buildings front the streets and have narrow setbacks, which contributes to their greater dominance along these streets. They also contain the architectural detailing that is typical of Old Town buildings.

The central southern portion of the Eureka Tomorrow Redevelopment Area contains mostly low-rise, multi-family houses of a variety of styles, ranging from Victorian to Craftsman to contemporary. The area also includes smatterings of commercial and institutional buildings as well. These buildings are generally low-rise as well. The streets in this area tend to be wide enough to allow parking along the street with enough space for traffic to pass through in both directions. Landscaping is typical of residential neighborhoods and comprises trees, shrubs, and grassy lawns.

## **Project-Level Sites**

### ***C Street Projects***

The Seaport Village project site consists of a large gravel lot currently used for parking and the Buhne Warehouse, which is a large trapezoidal building clad with rusting green metal siding and low-pitched gabled roof (see View 5, Figure 4.C-3). The Buhne Warehouse also has a fenced side yard to the north that is being used as storage space. The project site currently does not contain any visually significant features. Views of the project site are restricted to the immediate area along C and 1st Streets and along the boardwalk. Limited views of the project site are



View 5: Seaport Village Project Site with Buhne Warehouse in the Background - from Boardwalk Looking Southwest



View 6: Fisherman's Work Area and Cafe Project Site - from 1st and C Streets, Looking North

available from Woodley Island and Indian Island. Views of the project site are also available from Humboldt Bay during boat tours. The site itself provides views of Humboldt Bay.

The Fisherman's Work Area and Café project site consists mostly of an undeveloped vacant parcel and a dilapidated dock (see View 6, Figure 4.C-3). Vegetation on the project site is scarce, except for one large and two small eucalyptus trees that are clustered near the southeast corner. Like the Seaport Village project site, the Fisherman's Work Area and Café project site does not contain any visually significant features. Views of this site are available from the immediate area surrounding 1st and C Streets and the bay. The site provides views of Humboldt Bay.

The proposed C Street Piazza would be located on the northwest corner of the Seaport Village project site (see View 7, Figure 4.C-4). The majority of this space comprises a gravel lot and part of the location of the existing Buhne Warehouse. The C Street Plaza would be at the mid-block between 1st Street and the boardwalk. The site currently contains a street paved with asphalt and a concrete sidewalk, and is generally used for parking. This site does not contain any visually significant elements, although it does afford views of Humboldt Bay.

### ***Seismic Upgrade Program and Façade Improvement Program***

The buildings that are eligible for the seismic upgrade and/or façade improvement programs are located throughout the Historic Old Town and Downtown. The visual character of this area is described under the redevelopment areas above.

## ***PUBLIC VIEWS OF THE PROPOSED PROJECTS***

### **Redevelopment Areas**

Generally speaking, public views of the programmatic project elements would be limited to the streets immediately surrounding the individual elements due to topographical and structural visual barriers. Few of the sites are visible from long-range views. Some of the programmatic elements that are more prominently visible and would be visible from long-range views include the projects along the waterfront that may be visible from Woodley and Indian Islands as well as the adjacent streets and the Balloon Track property, which is a large section of land visible along the Highway 101 corridor (see site B, Figure 3-1 in Chapter 3).

### **Project-Specific Projects**

#### ***C Street Projects***

Short-range public views of the C Street projects (Seaport Village, Fisherman's Work Area and Café, and the C Street Plaza and Piazza) are available from various points along 1st Street (see View 8 and 9, Figure 4.C-5), along C Street, and from the boardwalk. Long-range views of the project site are also available from Woodley and Indian Islands (see View 10, Figure 4.C-6).



View 7: C Street Plaza and Piazza Project Site with Buhne Warehouse at Right; 1st and C Streets, Looking North



View 8: View of Seaport Village Project Site from First Street, Looking Northwest



View 9: View of Fisherman's Work Area Project Site from First Street, Looking Northeast



View 10: C Street Project Sites from Woodley Island Marina - Buhne Warehouse at Left, and Icehouse at Right

### ***Seismic Retrofit and Façade Improvement Programs***

Short-range views of buildings under the Seismic Retrofit Program and Façade Improvement Program are visible from local streets. These buildings are located throughout the Historic Old Town and Downtown. The public views of this area are described under the redevelopment areas above.

### ***REGULATORY FRAMEWORK***

The regulatory mechanisms for oversight of visual resources in the City stem from policies contained in the *General Plan* and include the following:

Policy 1.H.1: The City shall promote unobstructed view corridors to the waterfront from public streets and other public spaces through careful building siting and effective street tree maintenance.

Policy 1.H.4: The City shall establish landmark features (e.g., buildings, sculptures) at the terminus of key Core Area streets, most importantly at the west end of 2nd Street (B Street) and at the foot of F Street.

Policy 1.I.2: The City shall aggressively support façade improvements for buildings in the Core Area, including provision of incentives. F Street and 2nd Street should have the highest priority for façade improvements.

Policy 1.I.5: The City shall encourage that new buildings in the Core Area be compatible with the surrounding building scale, character, and materials. In no event shall a new building exceed 75 feet in height. The City shall require that façades on new buildings in the Core Area are a minimum of 18 to 20 feet tall, including decorative front cornices.

Policy 1.I.8: The City shall maintain the historic pattern of building siting in the Core Area by requiring that buildings be built to the street property and side lines and, by retaining the building scale and cadence created by historic parcel dimensions, even where lot consolidation is necessary to create economically viable development.

Policy 1.I.9: The City shall promote the creation of a strong and appealing retail environment by requiring the use of transparent commercial storefronts (i.e., windows and doors) and continuous and compatible building façades. Conversely, the City shall prohibit the creation of blank walls and discontinuity in building façades.

Policy 1.I.10: The City shall enhance the pedestrian environment through streetscape elements such as attractive planter boxes; comfortable seating that discourages domination by a single social group; attractive and functional lighting and street signs; attractive trash receptacles; clean, secure, and convenient public restrooms; and convenient parking.

### **SIGNIFICANCE CRITERIA**

The CEQA *Guidelines* state that scenic quality is part of the resource base. According to the CEQA *Guidelines*, significant effects on the environment include substantial or potentially substantial adverse changes in objects having aesthetic significance, and substantial or potentially

substantial demonstrable negative aesthetic effects. The CEQA *Guidelines* (Appendix G) contain the following criteria for identifying aesthetic impacts:

- Have a substantial adverse affect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

## PROJECT IMPACTS AND MITIGATION MEASURES

### **Impact C.1: The proposed financial merging of the redevelopment areas could alter the existing visual and aesthetic character within the proposed redevelopment area. (Less than Significant)**

Visual changes throughout the redevelopment area would vary depending on the building plans that are produced when specific project proposals arise. Although the merging of the redevelopment area would result in aesthetic changes throughout Eureka, these changes are not expected to be considered significant or adverse. In most cases, project-specific and programmatic redevelopment projects could transform blighted sites or sites with low visual quality to sites of increased aesthetic value, by replacing deteriorating, underutilized buildings with active uses. Future development of residential, commercial, industrial or mixed-use development as proposed under the project would not visually conflict with the existing uses in the area, as the new development would be similar in scale and form to the existing development and would comply with the various policies governing new development, including the *General Plan* policies, Local Coastal Program policies, and other urban design controls.

**Mitigation:** None required.

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### **Impact C.2: The proposed C Street projects would alter the existing visual and aesthetic character of the project sites and the surrounding area. (Less than Significant)**

The proposed C Street projects would alter the visual character of the project sites from primarily underutilized lots with deteriorating structures to mixed-use developments that would accommodate visitor-serving retail, residential, and fishing-related uses. The visual character of the project area would not only be altered by changes in land use, but also by the architectural and landscaping design of the proposed projects-individually and collectively, and an increase in human activity in the project area. The proposed projects would be characterized by an architectural style in keeping with the character of Eureka's waterfront history and Old Town district by using a Victorian

Seaport architectural design. The proposed C Street projects would create stronger visual connections between the sites and the Old Town district and with the boardwalk. The proposed projects would not block any significant scenic vistas. Therefore, the C Street projects would not result in a significant impact on the visual quality of the project site and surrounding area.

**Mitigation:** None required.

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**Impact C.3: The proposed façade improvements and seismic upgrades would alter the existing visual and aesthetic character of streets within the Core Area. (Less than Significant)**

The Façade Improvement Program would result in a positive aesthetic change to the Historic Downtown and Old Town districts by improving the appearance of buildings that have deteriorating facades. These improvements would include new paint and other repaired or new furnishings that would brighten the buildings and would contribute to and not detract from the vitality of the Historic Old Town and Downtown.

The seismic upgrades are not expected to result in changes to the external elements of URM buildings and would therefore not result in any visual quality impacts.

**Mitigation:** None required.

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**Impact C.4: Future land uses proposed in the merged redevelopment areas could introduce new sources of light and glare into the C Street area and other areas throughout the redevelopment area. (Potentially Significant)**

Future uses in the C Street area include new retail, residential, and fishing-related uses as well as new public gathering space and parking areas. Future land uses under the programmatic elements of the redevelopment area could also include mixed-use development and new residential development. The lighting from these developments could increase light and glare to surrounding areas. Mitigation is included below to ensure that light and glare effects resulting from the future uses envisioned by the proposed redevelopment area would be less than significant.

**Mitigation Measure C.4: If future land uses proposed in the redevelopment area include lighting, this lighting shall be designed to confine illumination to its specific site, in order to minimize light spillage to adjacent offices, commercial and residential uses, public open space and recreational areas. Future development shall shield and orient any new light sources downward so that they are not directly visible from outside the site.**

**Significance after Mitigation:** Less than Significant.

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## REFERENCES – Visual Quality

City of Eureka, *City of Eureka General Plan Policy Document*, Adopted February 1997, amended through February 1999.

## D. POPULATION AND HOUSING

### INTRODUCTION

This section describes anticipated increases in the resident and employee population and number of households in the City of Eureka from 2000 to 2020 as a result of the proposed financial merging of the redevelopment areas, and analyzes the number of dwelling units that would be required to adequately house this population increase. The 2004 City of Eureka *General Plan* Housing Element, California Department of Finance, and 2000 U.S. Census data are the main sources providing the background information needed for an analysis of the impact of the proposed project on housing demand.

### SETTING

#### *POPULATION*

According to the U.S. Census, the City of Eureka had a population of 27,025 in 1990. The 2000 Census data reports Eureka's population to be 26,128, indicating 3.2 percent decrease in population. The California Department of Finance (DOF) estimated that Eureka's population in 2000 would be approximately 27,500. In a report dated March 2002, the DOF issued revised population data that reported a population decrease in Eureka between 1993 and 1994 from 27,400 to 27,100 (DOF, 2002). The report indicates that in 1995, Eureka experienced slight population growth to 27,150, but records another drop in 1996 with a steady decrease in population until 2000 when the U.S. Census reported Eureka's population to be 26,128. A report issued by DOF in May 2004 estimates Eureka's current population at 26,250 (DOF, 2004).

According to the Background Report for the *General Plan*, population growth in Eureka and Humboldt County has been historically slow and lags considerably compared to the state as a whole (City of Eureka, 1994). The Background Report states that for the period between 1980 and 1993, the average growth rate for the state was slightly over 2.2 percent, while the growth rate for Humboldt County and Eureka was approximately 1 percent. However, the population information in the Background Report only extends through 1993. The recent population data from the DOF indicate that Eureka still falls below the state average in population growth. A May 2004 DOF report indicates that Eureka's population has grown 0.47 percent since 2000, with an average annual growth rate of 0.23 percent (DOF, 2004). Humboldt County, however, has had a growth rate of 2.8 percent since 2000, and an average annual growth rate of 0.68 percent. Most of this growth has occurred in Fortuna.

DOF estimates that by the year 2020, Humboldt County will have a population of approximately 139,518. On average, Eureka comprises approximately 20 percent of Humboldt County's population. Assuming this trend remains consistent, it can be estimated that Eureka's population in the year 2020 would be approximately 27,904.

## ***EMPLOYMENT***

As of 2000, the total number of jobs in Eureka was estimated to be approximately 10,694. According to the Economic Conditions and Fiscal Considerations chapter of the *General Plan* Background Report, the period between 1975 and 1991 saw major shifts in employment trends in Humboldt County. Manufacturing jobs, which accounted for 22.7 percent of the County's total employment in 1975, declined to 13.1 percent of the work force by 1991 (City of Eureka, 1994). Retail and service jobs, on the other hand, showed a significant increase. The share of retail employment climbed from 15.9 percent in 1975 to 21 percent in 1991, and service jobs increased from 16.4 percent to 23.4 percent.

According to the *General Plan's* Final Housing Element, employment characteristics in Eureka have continued to follow employment trends similar to Humboldt County (City of Eureka, 2004). Manufacturing employment continued to decline between 1990 and 2000 from 1,378 jobs to 597 jobs (a 130 percent decrease). In contrast, educational, health, and social service jobs increased 21 percent from 2,101 to 2,662; the arts, entertainment, recreation, accommodation, and food services sector increased 84 percent from 188 jobs in 1990 to 1,179 jobs in 2000; and public administration jobs increased 22 percent from 477 to 613. However, retail trade jobs, which had been experiencing growth in the previous decades, declined from 2,381 jobs in 1990 to 1,507 jobs in 2000—an 37 percent decrease. Job growth through 2020 is predicted for the wholesale/retail segment, fire, and services and government sectors. Manufacturing jobs are expected to decrease as are transportation and utility sector jobs. Farming, mining and construction are expected to remain at current levels.

The median household income for the City of Eureka in 2000 was \$25,849, which is lower than the \$31,226 median household income identified for Humboldt County. Eureka households earning less than \$25,000 annually decreased from 62 percent of all households in 1990 to 49 percent in 2000. Households earning over \$50,000 annually have increased since 1990 when 14 percent of households earned this amount compared to 23 percent in 2000 (City of Eureka, 2004).

## ***HOUSING***

Similar to Eureka's population, the 2000 U.S. Census data reports a decrease in Eureka's housing stock from 11,137 units to 10,942 units between 1990 and 2000. Of the 10,942 units, single-family housing comprised approximately 66 percent of Eureka's housing stock and multi-family homes about 33 percent of Eureka's housing stock. The City has projected that between January 2001 and July 2008, the City will need to add 351 additional housing units in order to meet housing needs, which are broken down by income groups. Very low income groups represent 25 percent of housing needs, low income groups represent 16 percent, moderate income groups represent 17 percent, and above moderate income groups represent 42 percent of housing stock needs.

Housing costs in Eureka are below the average housing costs for California as a whole, but have been increasing recently. According to the Humboldt Association of Realtors, the median sales price of housing in Eureka as of June 2003 was \$175,000 and the 2000 U.S. Census data reported the median value of housing in Eureka to be \$114,000 (City of Eureka, 2004). In contrast, the median sales price for California in 2000 was at \$211,500. Similarly, the costs of rental units are lower than the California average. According to U.S. Census data, the median contract rent in Eureka was \$495 in 2000.

Eureka has determined that, through development of vacant lots and appropriate zoning, it can accommodate enough housing to meet the needs of all income groups in Eureka. The City has defined a series of Implementation Programs in the *General Plan* Housing Element to meet Eureka's housing needs, particularly for low-income, seniors citizens, or other special needs groups. The policies described below emphasize Eureka's commitment to providing more multi-family developments in the multiple family zones (RM-2500 and RM-1000) to meet the housing needs of low- and moderate-income families.

## REGULATORY FRAMEWORK

### ***CITY OF EUREKA GENERAL PLAN FINAL HOUSING ELEMENT***

The regulatory mechanisms for oversight of housing in the City stem from policies contained in the *General Plan*. The following apply to the proposed project:

1.A.3: City to inventory County and City owned property within the City limits and encourage their sale to facilitate the development of housing where appropriate.

1.A.8: The City shall promote and facilitate residential infill development on existing vacant residentially zoned sites.

1.A.9: The City shall promote the expeditious residential development of existing vacant residentially zoned lots owned by the City, the Redevelopment Agency, Caltrans, or other public agencies.

1.A.12: The City shall promote and facilitate higher density residential developments (e.g., town homes, apartments, condominiums, efficiency units, and single room occupancy units) in Downtown and Old Town.

1.A.13: The City shall promote and facilitate development of new upper-story multi-family residential units in Downtown and Old Town.

1.A.15: In accordance with the requirements of state law, the City shall require, where feasible, the provision of units affordable to low- and moderate-income households or the payment of in-lieu fees in connection with residential developments in the coastal zone.

1.C.9: The City shall encourage and promote the retention, rehabilitation, and maintenance of historic structures in the City.

### ***GOVERNMENT CODE SECTION 65588***

The State of California requires every city and county in the State to include a housing element in its *General Plan*. Housing elements are prepared approximately every five years, following timetables set forth in the law. The housing element must address housing opportunities for low- and moderate-income levels on a local and regional level.

Each local government shall review its housing element as frequently as appropriate to evaluate all of the following:

- 1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal.
- 2) The effectiveness of the housing element in attainment of the community's housing goals and objectives.
- 3) The progress of the City in implementation of the housing element.

[Government Code Section 65588(a)-(b)]

State law also requires an analysis of the needs of special housing groups, including the homeless, and requires each city and county to identify sites suitable for emergency shelters and transitional housing.

In addition, Government Code Section 65588(d) identifies coastal zone requirements for housing elements. According to state law, the conversion or demolition of existing residential dwelling units within the Coastal Zone occupied by persons and families of low or moderate income shall not be authorized unless provision has been made for the replacement of those units (Government Code Section 65590). In addition, according to State law, the conversion or demolition of any residential structure for purposes of a non-residential use that is not coastal dependent shall not be authorized unless the City determines the residential use is no longer feasible. If the City makes this finding and allows conversion or demolition of any residential structure, it must require replacement of any dwelling units occupied by persons of low- or moderate-income.

### **SIGNIFICANCE CRITERIA**

According to Appendix G of the CEQA *Guidelines*, a project may be deemed to have a significant impact on the environment if it would:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- Displace substantial numbers of existing housing, necessitating construction of replacement housing elsewhere; and
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

## PROJECT IMPACTS AND MITIGATION MEASURES

### **Impact D.1: The proposed merged redevelopment area could result in new jobs and housing stock, which collectively could induce population growth in Eureka or the vicinity, either directly or indirectly. (Less than Significant)**

In addition to the project-specific C Street elements of the proposed redevelopment area, projects in Eureka that would be completed in the near-term include four projects:

- Multiple Assistance Center. Conversion of an existing building at 139 Y Street into a facility that would provide housing and job training for approximately 75 homeless persons. This project is currently under construction.
- Humboldt Transit Authority Expansion. Renovation and expansion of the existing transit facility at 133 V Street to accommodate bus storage and maintenance and an employee parking lot. The 1.2-acre site contained a mobile home park, RVs, a storage facility, and a commercial wholesale flooring business, all of which have been demolished to make room for the expansion. The site also contains two single-family homes that are historic resources that would be relocated as part of the project.
- Blue Ox Millworks. Construction of a Victorian Craftsman Village—a 12-acre historical educational park and tourist attraction that would be tied-in with the old fishing village located on the margins of the Eureka Slough.
- Myrtle Avenue Affordable Housing. Development of 20 low-income housing units at Myrtle Avenue and 7th Street.

Although the cumulative projects, along with the proposed merged redevelopment area, would create new job and housing opportunities, it is not expected that these opportunities would result in substantial population growth in Eureka.

**Mitigation:** None required.

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### **Impact D.2: The proposed C Street projects could result in new jobs and housing, which could induce population growth in Eureka or the vicinity, either directly or indirectly. (Less than Significant)**

The proposed C Street projects would not result in the displacement of any existing housing or a substantial number of people. Although these projects would result in the creation of new jobs and housing, the number of jobs and housing units would not be substantial enough to induce “substantial population growth in the area.”

The programmatic elements of the proposed merged redevelopment area could result in the development of new businesses or housing based on zoning and other land use controls at the sites. As outlined in Chapter 3, Project Description, the programmatic elements would not result in the displacement of a substantial amount of existing housing or a substantial number of people.

Generally, the lots proposed for improvement under the merged redevelopment area are either vacant or underutilized, and could be developed with new residential, commercial or industrial uses.

The DOF has estimated that by the year 2020, the estimated year of full build-out for the programmatic elements in the redevelopment area, Eureka's population would be approximately 28,000 people. The 2000 U.S. Census reports that the average household size in Eureka is 2.26 persons per household. Based on an estimated increase in population by 1,750 persons over the existing population of 26,250 and an average household size of 2.26, this would create demand for approximately 774 housing units. The financial merging of the redevelopment area would help meet this housing demand by providing increased opportunity for financing residential developments, particularly for low-income residents, senior citizens, and other special needs groups.

Because there are currently no specific proposals to indicate how the programmatic sites would be used, nor any specific development plans that would indicate the size of development or number of housing units, it is not possible to determine the extent of impacts on population and housing associated with the programmatic elements. Specific impacts would be determined during subsequent environmental reviews for future projects. In addition, the City of Eureka *General Plan* accounts for new population growth and projects sufficient housing requirements to meet future needs. It is not expected that the programmatic elements would generate substantial population growth at a rate that Eureka would be unable to accommodate any new future population growth.

**Mitigation:** None required.

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**Impact D.3: The proposed financial merging of the redevelopment areas could result in façade improvements to and/or seismic upgrades of buildings within the Core Area. (Less than Significant)**

The proposed merging of the redevelopment areas would result in increased financing opportunities for the façade improvement and/or seismic upgrade programs. The façade improvements and/or seismic upgrades are not expected to result in the displacement of any existing housing or business, nor would they introduce any substantial new population to the area. Therefore, the façade improvements and seismic upgrades would not result in any impacts to population and housing.

**Mitigation:** None required.

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## REFERENCES – Population and Housing

City of Eureka, *City of Eureka General Plan Background Report*, Public Review Draft, January 1994.

City of Eureka, *City of Eureka General Plan Final Housing Element*, Adopted May 2004.

State of California, Department of Finance, *Revised Historical City, County, and State Population Estimates, 1991-2000, with 1990 and 2000 Census Counts*, March 2002.

State of California, Department of Finance, *E-4 Population Estimates for Cities, Counties, and the State, 2001-2004, with 2000 DRU Benchmark*, May 2004.

U.S. Department of Commerce, U.S. Census Bureau, 2000 U.S. Census, <http://www.census.gov>, accessed June 22, 2004.

## E. TRANSPORTATION AND CIRCULATION

This section provides an analysis of existing and future transportation and circulation operations within the financially merged redevelopment area with a focus on the proposed Seaport Village and Fishermen's Work Area and Café projects. Existing and future level of service (LOS) analysis is provided for study intersections that would be most affected by the proposed projects located at 1st and C Streets. Potential impacts of the financial merger and façade/seismic renovation on roadways in the redevelopment plan area were also evaluated.

### SETTING

#### ***ROADWAY NETWORK***

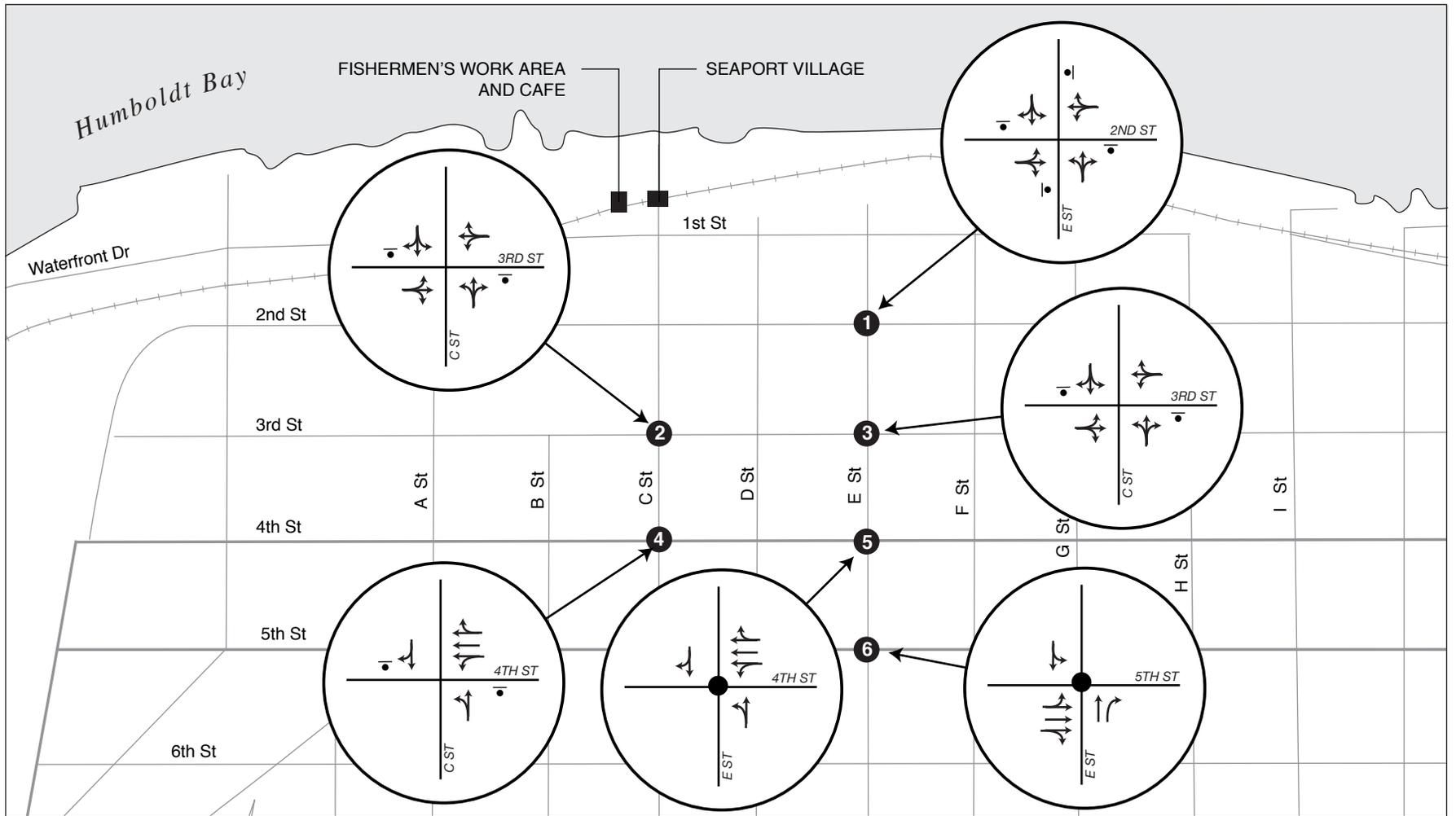
The proposed project site locations and surrounding roadway network are presented in Figure 4.E-1. Regional access to the plan area is provided by U.S. 101 (4th Street and 5th Street), while local access is provided via 1<sup>st</sup> Street, 2nd Street, 3rd Street, C Street, E Street, F Street, and Waterfront Drive. Descriptions of these roadway facilities are presented below:

*4th Street (U.S. 101 southbound)* is a three-lane, one-way street in the westbound direction that forms a one-way couplet with 5th Street. The 4th Street/5th Street couplet begins just west of the Eureka Slough Bridge where U.S. 101 changes from a highway to two one-way arterial streets. In addition, 4th Street is southbound U.S. 101, which is oriented in an east-west alignment through the plan area. On-street parking is permitted in the project vicinity, and intersections are signalized at major cross-streets. The speed limit is posted at 30 miles per hour.

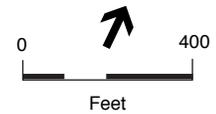
*5th Street (U.S. 101 northbound)* is a three-lane one-way in the eastbound direction, which forms a one-way couplet with 4th Street, as described above. On-street parking is permitted in the project vicinity, and intersections are signalized at major cross-streets. The speed limit is posted at 30 miles per hour.

Streets with letter designations (e.g., C, D, E, and F) have a north-south orientation; numbered streets (e.g., 1st, 2nd, 3rd) have an east-west orientation. C Street terminates at Humboldt Bay and is controlled with stop signs at 1st and 3rd Streets. D and F Streets terminate at 1st Street, with F Street becoming a pedestrian plaza with access to the boardwalk. E Street terminates at Humboldt Bay. Traffic along D, E, and F Streets, at intersections with 1st, 2nd, and 3rd Streets, is controlled with stop signs. At 1st Street, there is an in-pavement rail-line within the paved right-of-way. In Old Town, 2nd Street has brick treatments and architectural features that function as traffic calming devices and pedestrian enhancements.

First Street and Waterfront Drive provide access along the waterfront. The roadways are two-lanes and are controlled at major intersections with stop signs. First Street becomes Waterfront Drive west of C Street.



- Stop Sign
- Signal



**Figure 4.E-1**  
Project Area Roadway Network

Traffic in the Old Town area is predominantly passenger vehicles. Geometrics constraints, due to the brick treatments, limit heavy trucks in Old Town. The prima facie speed limit in the Old Town business district is 25 miles per hour, and on-street parking is permitted.

### ***EXISTING TRANSIT SERVICE***

Existing transit service in the plan area is provided by the Humboldt Transit Authority, which provides regional service (Redwood Transit System) and local service (Eureka Transit Service). Transit service provided in the plan area is illustrated in Figure 4.E-2 and is described below:

The Redwood Transit System (RTS) provides regional bus service in the plan area and has several scheduled stops in Eureka (RTS, 2004). RTS operates northbound and southbound routes and stops in the plan area. RTS connects with Eureka Transit Service at 4th and H Streets for the southbound route and 5th and H Streets for the northbound route. On weekdays service is provided between 5:44 a.m. and 10:46 p.m., with approximately 30- to 60-minute headways in Eureka. Saturday service operates between 8:30 a.m. and 7:27 p.m., with approximately 30- to 90-minute headways.

The Eureka Transit Service (ETS) operates five local bus routes on weekdays and two routes on Saturdays (ETS, 2003). The main transfer station for ETS is located in the plan area at 3rd and H Streets. The five routes that provide 60-minute headway service in the plan area on the weekdays include:

*Red Route* begins service at 3rd and H Streets and ends service at 14th Street and West Avenue. The Red Route operates between 7:00 a.m. and 6:27 p.m.

*Blue Route* begins and ends its service at F and Harris Streets. The Blue Route operates between 7:07 a.m. and 6:04 p.m.

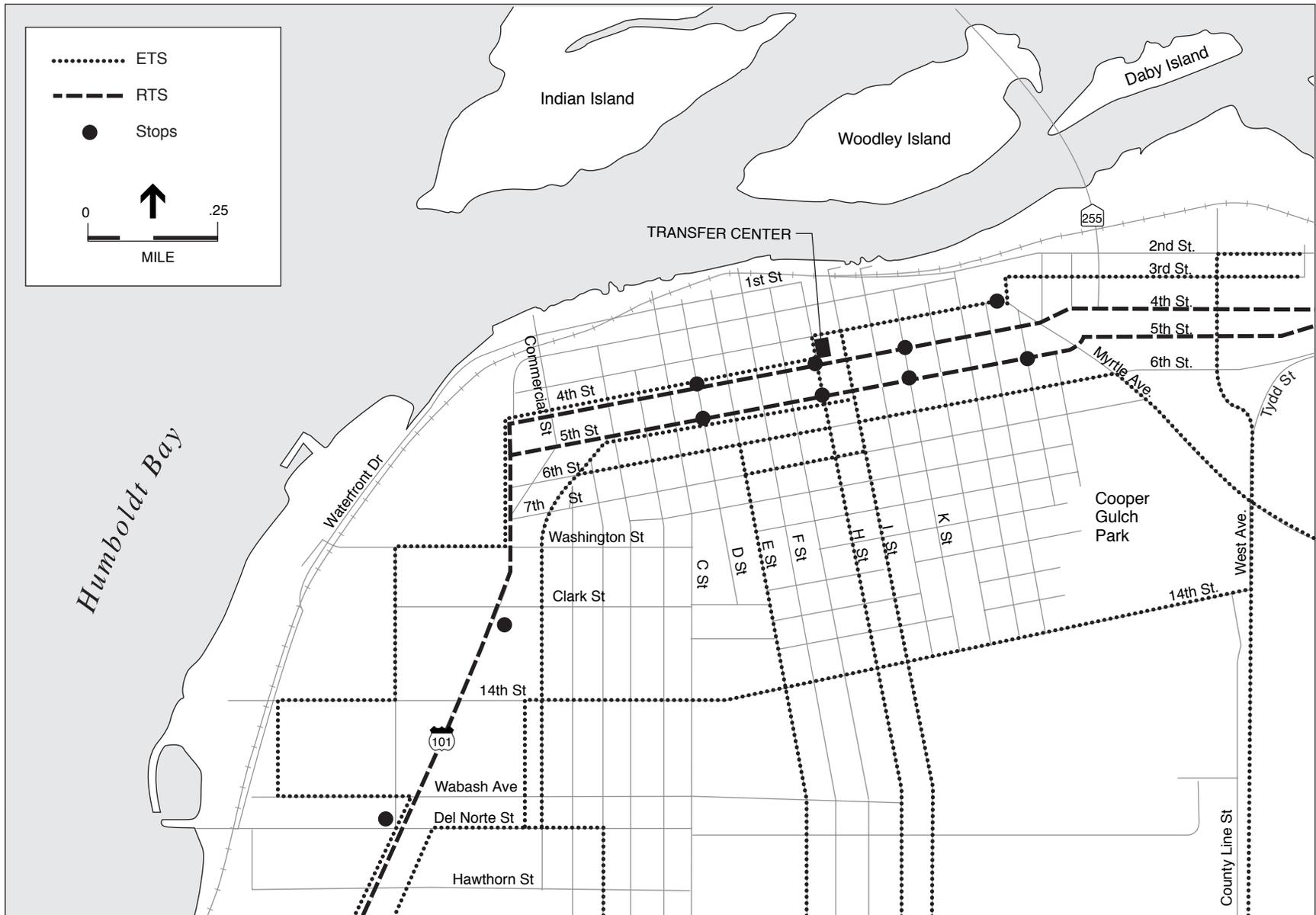
*Green Route* begins service at Mazanita and H Streets, and ends service at the Bayshore Mall. The Green Route operates between 6:10 a.m. and 6:36 p.m.

*Gold Route* begins service at Allard and Utah Streets, and ends service at 3rd and H Streets. The Gold Route operates between 6:15 a.m. and 7:00 p.m.

*Purple Route* begins service at the Bayshore Mall, and ends service at 3rd and H Streets. The Purple Route operates between 6:39 a.m. and 6:00 p.m.

Saturday service is provided between 10:00 a.m. and 5:00 p.m. Service is provided by the *Rainbow Route* and the *Saturday Gold Route* with 60-minute headways that begin and end at 3rd and H Streets.

The closest transit stop to the C Street project sites is approximately four blocks away at 4th and D Streets on the Red Route. Other transit lines stop at 3rd and H Streets, roughly six blocks from the C Street project sites. All the transit routes operate throughout the redevelopment area.



SOURCE: Environmental Science Associates

Eureka Redevelopment Program EIR / 203423 ■

**Figure 4.E-2**  
Transit Facilities

## ***PEDESTRIAN AND BICYCLE FACILITIES***

Pedestrian facilities are comprised of sidewalks, crosswalks, and pedestrian signals. The developed plan area currently contains pedestrian facilities along local roadways and at major intersections. Old Town has brick crosswalks and intersection blubouts.<sup>1</sup> The waterfront has a pedestrian boardwalk that extends between C and G Streets.

Bicycle facilities are comprised of bike paths, bike lanes, and bike routes. Bike paths are paved trails that are separated from the roadways. Bike lanes are lanes on roadways that are designated for use by bicycles by striping, pavement legends, and signs. Bike routes are roadways that are designated for bicycle use with signs. Within the plan area, there are bike routes on 1st Street beginning at G Street and following Waterfront Drive just past Washington Street, along **Pine California** Street, and a portion of 6th and 7th Streets. Bicycle lanes are striped on Waterfront Drive between K and T Streets, and on the one-way couplets of 6th and 7th Streets. A bicycle path exists along the waterfront between Front and N Streets. Bicycle facilities in the plan area are shown on Figure 4.E-3.

## ***EXISTING LEVELS OF SERVICE***

Six study intersections that would be most affected by project traffic were selected for analysis (the locations of these intersections are illustrated on Figure 4.E-1):

1. 2nd Street and E Street, two-way stop controlled
2. 3rd Street and C Street, two-way stop controlled
3. 3rd Street and E Street, two-way stop controlled
4. 4th Street and C Street, two-way stop controlled\*
5. 4th Street and E Street, signalized\*
6. 5th Street and E Street, signalized\*

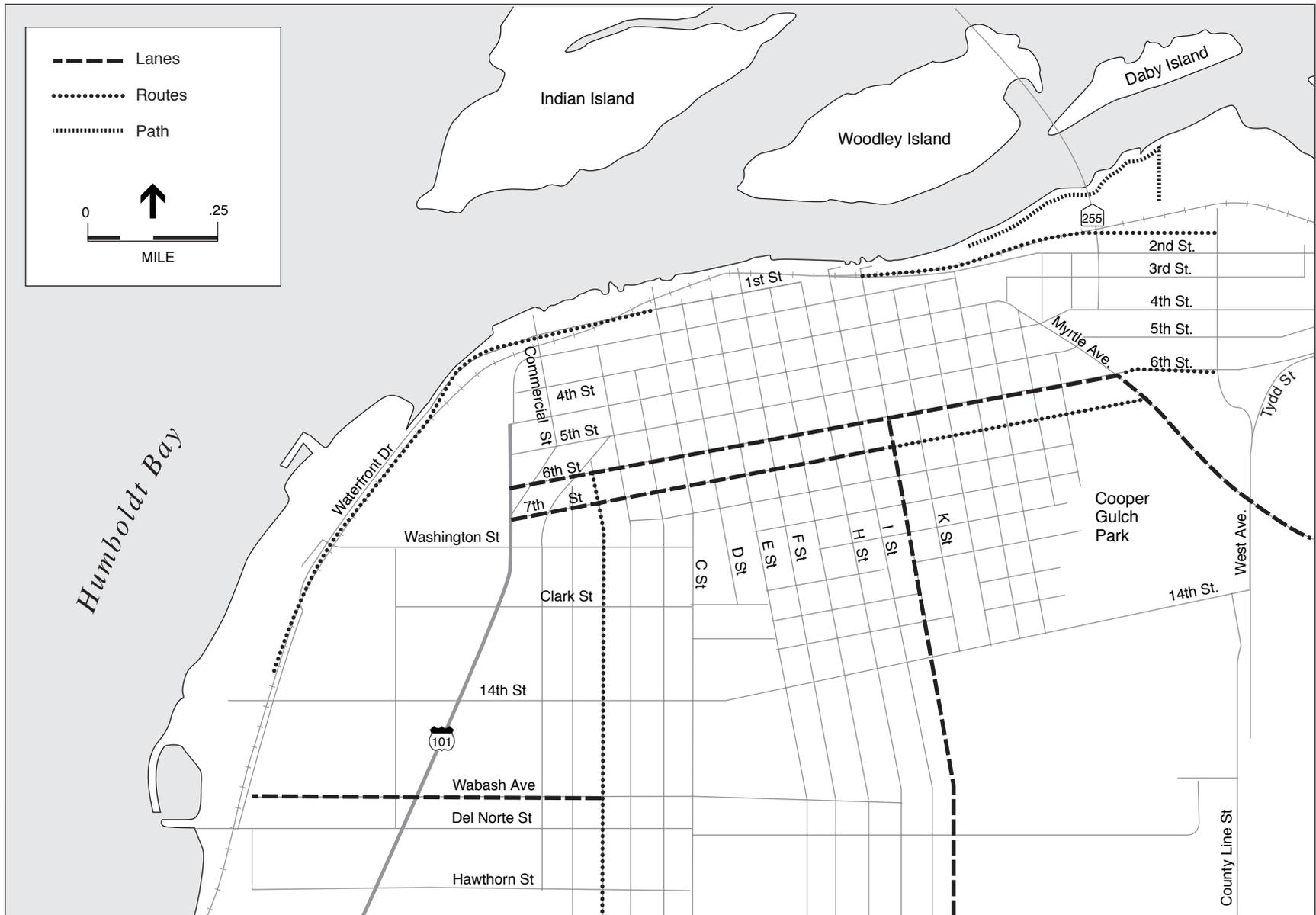
\*Caltrans maintained intersection

The study intersections were analyzed during weekday p.m. peak-hour traffic conditions. Weekday p.m. peak conditions typically occur during the evening commute period (4:00 p.m. to 6:00 p.m.). Manual turning movement counts were conducted in July 2004 at the study intersections. Intersection operations were evaluated for one hour during the p.m. peak period when the highest traffic volumes were measured. The existing p.m. peak-hour traffic volumes at the study intersections are shown on Figure 4.E-4.

The operations of roadway facilities are described with the term level of service. Level of service (LOS) is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, as the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents “at-capacity” operations. When volumes exceed capacity, stop-and-go conditions result, and operations are

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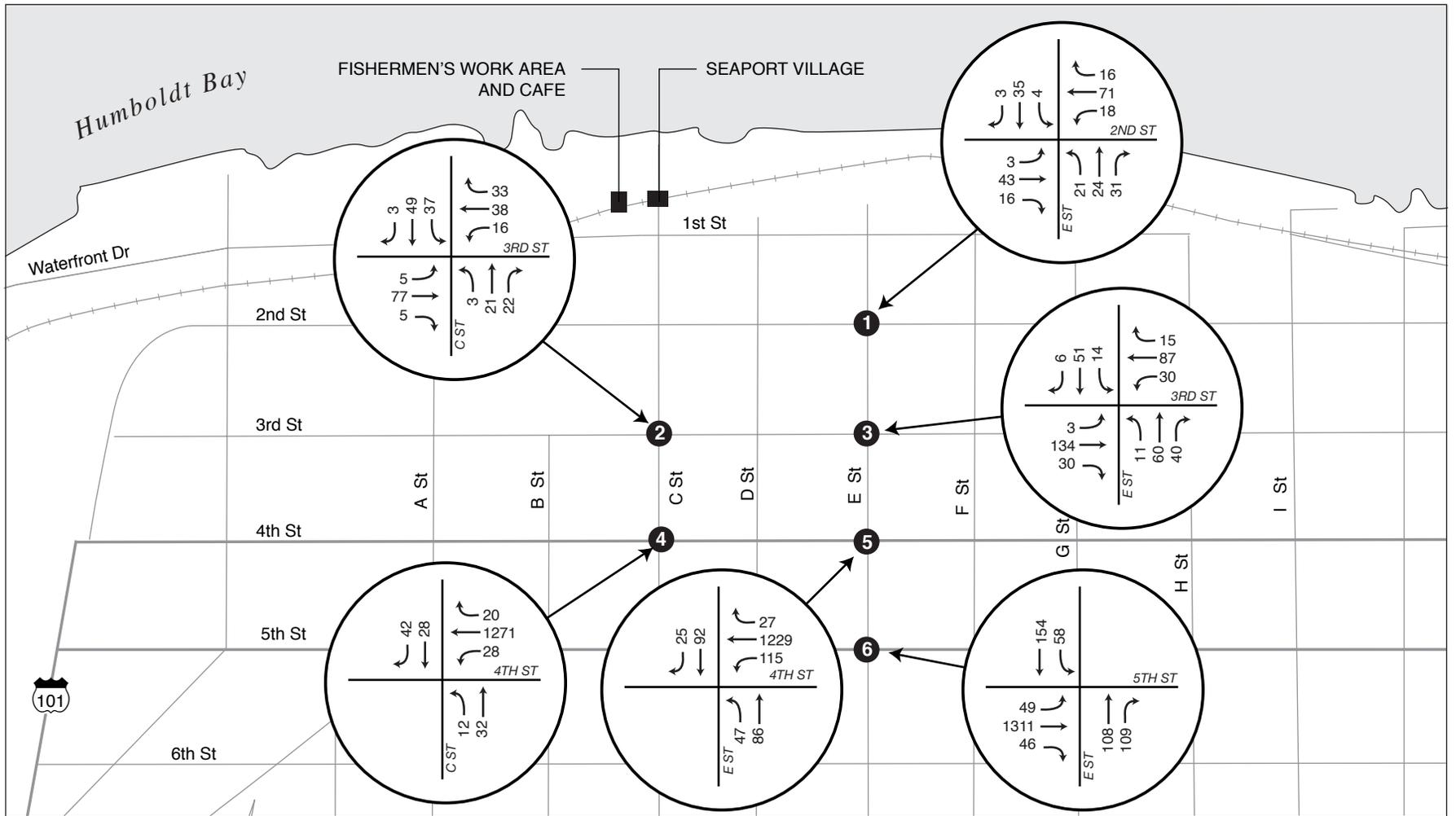
<sup>1</sup> A curb extension that narrows the intersection so vehicles have to slow down to make the turn and pedestrians have a shorter distance to cross a roadway.



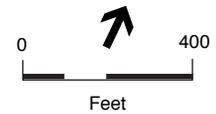
SOURCE: Environmental Science Associates

Eureka Redevelopment Program EIR / 203423 ■

**Figure 4.E-3**  
Bicycle Facilities



PM peak hour counts conducted Wednesday 7/7/04 between 4:00 pm and 6:00 pm



**Figure 4.E-4**  
Existing Peak-Hour Traffic Volumes

designated as LOS F. The level of service standard (i.e., minimum acceptable operations) for the City of Eureka is LOS C. On Caltrans maintained roadways (i.e., the U.S. 101 corridor), the level of service standard is LOS D.

**Level of Service Calculation Method**

The level of service calculation methodology for intersections is dependent on the type of traffic control device, traffic signals or stop signs. The level of service methodology bases a signalized intersection’s operation on the average control delay threshold calculated using methods described in Chapter 16 of the *2000 Highway Capacity Manual* (Transportation Research Board). The average delay for signalized intersections is calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in Table 4.E-1.

**TABLE 4.E-1  
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

Level of Service	Average Control Delay Per Vehicle (Seconds)	Description
A	≤ 10.0	Operations with very low delay occurring with favorable progression and/or short cycle length.
B	10.1 to 20.0	Operations with low delay occurring with good progression and/or short cycle lengths.
C	20.1 to 35.0	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.
D	35.1 to 55.0	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.
E	55.1 to 80.0	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.
F	> 80.0	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.

SOURCE: Transportation Research Board, 2000 *Highway Capacity Manual*.

Intersection level of service calculations were conducted at the unsignalized intersections using the methodologies for two-way stop-controlled (TWSC) intersections contained in Chapter 17 of the *2000 Highway Capacity Manual* (HCM). The LOS rating is based on the control delay for the stop-controlled movement expressed in seconds per vehicle. Control delay includes initial

deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 4.E-2 presents the range of average control delay that corresponds to each LOS designation. The control delay was calculated using the TRAFFIX analysis software.

**TABLE 4.E-2  
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS**

Level of Service	Average Control Delay Per Vehicle (Seconds)	Description
A	≤ 10.0	Little or no delay
B	10.1 to 15.0	Short Traffic delays
C	15.1 to 25.0	Average traffic delays
D	25.1 to 35.0	Long traffic delays
E	35.1 to 50.0	Very long traffic delays
F	> 50.0	Extreme traffic delays with intersection capacity exceeded

SOURCE: Transportation Research Board, 2000 *Highway Capacity Manual*.

The existing p.m. peak-hour levels of service at the six study intersections are shown in Table 4.E-3. All study intersections currently operate at acceptable levels of service, with each operating at LOS C, except 4th and C Streets, which as part of the U.S. 101 corridor operates at an acceptable LOS D. The traffic count data and level of service calculations are contained in Appendix D.

**TABLE 4.E-3  
EXISTING INTERSECTION LEVELS OF SERVICE (LOS)**

Intersection	Control Type	P.M. Peak	
		Delay <sup>b</sup>	LOS
2nd Street and E Street	TWSC	1.7	A
3rd Street and C Street	TWSC	10.7	B
3rd Street and E Street	TWSC	12.0	B
4th Street and C Street	TWSC	30.8	D
4th Street and E Street	Signal	7.8	A
5th Street and E Street	Signal	11.4	B

<sup>a</sup> Represents worst-case controlled movement delay for two-way stop (TWSC) intersections; and overall intersection delay for signalized intersections.

SOURCE: ESA (2004), using TRAFFIX and the 2000 *Highway Capacity Manual* operations analysis methodology.

## **REGULATORY FRAMEWORK**

### **Eureka General Plan**

The following are a list of *Eureka General Plan* transportation policies applicable to the plan area and proposed projects:

Goal 3.A: To provide for the planning and development of the city's roadway system, ensure safe and efficient movement of people and goods, and provide sufficient access to new development.

Goal 3.D: To encourage and facilitate walking throughout the city.

Goal 3.G: To support water transportation needs of commercial fishing and recreational boating operations.

Goal 3.H: To create a circulation and parking system that serves the diverse needs of the Core Area occupants and visitors.

Policy 3.A.2: The City shall endeavor to manage its street and highway system so as to maintain Level of Service C operation on all roadway segments, except for any portion of U.S. 101, where Level of Service D shall be acceptable.

Policy 3.A.4: The City shall employ methods approved by the California Vehicle Code and Traffic Manual to establish speed limits.

Policy 3.A.6: The City shall require all new land development projects to contribute a fair share of the cost of any street and highway improvements that can be assigned to the traffic generating attributes of the new or intensified uses. Any project that is expected to generate more than 50 trips per peak hour shall be required to submit a traffic analysis prior to approval. Any project that is anticipated to generate significant traffic impacts will be required to mitigate such impacts.

Policy 3.A.12: The City shall endeavor to implement traffic control and eliminate uncontrolled intersections that have created traffic conflicts and led to traffic accidents.

Policy 3.A.14: The City shall require all new or intensified development projects to provide sufficient off-street parking supply so as to conserve the existing on-street supply, particularly in the commercial, medical services commercial, industrial, and higher density residential areas, except in the Core Area as specified under Goal 3.H in this document. In cases where off-street parking is required, the City will encourage joint-use parking arrangements.

Policy 3.B.5: Where appropriate, the City shall require new development to dedicate easements and provide sheltered public stops for transits patron access.

Policy 3.D.2: The City shall develop a bicycle/pedestrian trail along the waterfront extending from the I-255 Bridge to Del Norte Street. The trail should be developed according to a theme that recognizes and integrates the unique features of Eureka's waterfront.

Policy 3.D.3: The City shall ensure that pedestrian walkways are separated, safe, and protected from automobile traffic.

Policy 3.D.4: The City shall promote the linkage of sidewalks and walkways with bike and pedestrian trails leading to and through outdoor recreational areas such as parks and schools, as well as commercial areas.

Policy 3.G.3: The City shall participate in the reconstruction of the Landing dock near the foot of C Street.

Policy 3.H.3: The City shall work with Core Area business and property owners to develop a parking management program to balance the long and short-term parking needs of residents, employees, business patrons, and tourists.

## SIGNIFICANCE CRITERIA

For the purposes of this EIR (and consistent with Appendix G of the CEQA *Guidelines*), the project would be considered to result in a significant traffic and circulation impact if it would:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips or congestion at intersections).
- Substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Result in inadequate parking capacity.
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

In Eureka, significant traffic impacts at the study intersections are defined to occur when the addition of project traffic causes operations to deteriorate from an acceptable level (LOS C or better) under existing conditions to an unacceptable level (LOS D or worse), except at Caltrans-maintained study intersections (e.g., 4th and C Streets), where the threshold of significance would be an acceptable level (LOS D or better) to deteriorate to an unacceptable level (LOS E or worse). If the level of service at the intersection is operating unacceptably under existing conditions, and the addition of project trips causes the average delay to increase by five or more seconds, the project would be considered to have a significant traffic impact at that intersection.

## PROJECT IMPACTS AND MITIGATION MEASURES

### **Impact E.1: The merging of the redevelopment areas would result in development activities that would increase traffic on local and regional roadways in the plan area. (Potentially Significant)**

There is a potential for various types and sizes of development to occur as part of the merging of the redevelopment area (such as retail, residential, office, industrial, etc.), but those developments are not yet defined. The above-cited types of land uses each have different trip generation characteristics and circulation patterns associated with them, and while the unknown developments would result in increases in traffic volumes in the plan area, it is likely that trips associated with any use would follow patterns similar to those that currently exist in the area. As a result of the higher volumes, some intersections could experience increased congestion, which could result in a potentially significant impact. The trips generated by projects under the program would be assessed under subsequent environmental documents as the projects are defined and submitted to the City for approval. As part of those assessments, the City would identify mitigation measures (e.g., changes to traffic signal timing or installation of new traffic signals), as needed, to reduce impacts to a less than significant level. Reliance on the project-specific analysis and identification of project mitigation measures permits a program-level determination of a less-than-significant impact after mitigation.

**Mitigation Measure E.1: The City shall require the implementation of measures (e.g., changes to traffic signal timing or installation of new traffic signals), as needed, to address project-specific significant traffic impacts identified during subsequent project-level analyses that would reduce those impacts to a less than significant impact.**

**Significance after Mitigation:** Less than Significant.

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### **Impact E.2: The project would increase traffic at local intersections in the project vicinity. (Less than Significant)**

#### **Trip Generation**

The vehicle trip generation for the proposed project is presented in Table 4.E-4.<sup>2</sup> Vehicle trip generation for the proposed Seaport Village and Fishermen’s Work Area and Café was estimated using published rates from ITE *Trip Generation* 7th edition (2003). The proposed Seaport Village consists of roughly 10,760 square feet of retail, 3,840 square feet of office, 10 dwelling units, and 3,040 square feet of restaurant. The proposed Fishermen’s Work Area and Cafe consists of roughly 1,630 square feet of restaurant and 15,270 square feet of industrial.

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<sup>2</sup> “Project” for the purpose of this section refers to both the Seaport Village and Fishermen’s Work Area and Café.

**TABLE 4.E-4  
PROJECT TRIP GENERATION**

Land Use <sup>a</sup>	PM Peak Hour Trips			Daily Trips		
	In	Out	Total	In	Out	Total
<i>Seaport Village</i>						
Retail (ITE 814) 10,759 sq. ft.	30	24	54	239	239	478
Office (ITE 710) 3,841 sq. ft.	1	5	6	21	21	42
Residential (ITE 220) 10 units	4	2	6	34	34	68
Restaurant (ITE 931) 3,036 sq. ft.	15	7	23	136	136	272
<i>Less 5 percent<sup>b</sup></i>	2	2	5	22	22	44
<b>Subtotal</b>	<b>48</b>	<b>36</b>	<b>84</b>	<b>408</b>	<b>408</b>	<b>816</b>
<i>Fishermen's Work Area</i>						
Restaurant (ITE 931) 1,626 sq. ft.	8	4	12	73	73	146
Industrial (ITE 110) 15,271 sq. ft.	2	13	15	53	53	106
<b>Subtotal</b>	<b>10</b>	<b>17</b>	<b>27</b>	<b>126</b>	<b>126</b>	<b>252</b>
<b>Total New Trips</b>	<b>58</b>	<b>53</b>	<b>111</b>	<b>534</b>	<b>534</b>	<b>1,068</b>

<sup>a</sup> Rates based on square footage were calculated per 1,000 square feet of development. The commercial land use was based on Specialty Retail.

<sup>b</sup> A five percent reduction was taken into account for vehicle trips that would be contained entirely within the plan area due to the complementary land uses at the Seaport Village.

SOURCE: ESA (2004), based on ITE *Trip Generation*, 7th edition

A five percent reduction was taken into account for vehicle trips that would be contained entirely within the plan area due to the complementary land uses at the Seaport Village. In order to be conservative, the five percent reduction was not taken for the Fishermen's Work Area because the connection between the land uses is not as evident. The trip generation worksheets are contained in Appendix D.

The proposed projects combined would generate approximately 1,068 daily trips and 111 weekday p.m. peak-hour trips (58inbound and 53 outbound).

### **Trip Distribution and Assignment**

The vehicle trip distribution pattern for the proposed mixed use project was estimated based in part on the locations of complementary land uses, primarily residential neighborhoods. The major directions of approach and departure for the project included 65 percent of trips being distributed to northbound U.S. 101 and streets serving areas of Eureka south of U.S. 101, and 35 percent of trips being distributed to southbound U.S. 101.

The trips generated by the project were assigned to the roadway system based on the directions of approach and departure discussed above. Vehicular access to the proposed project would be from full-access driveways off 1st Street and C Street. Figure 4.E-5 illustrates the traffic volumes at the study intersections under project conditions. The results of the LOS analysis for the project are summarized in Table 4.E-5. With the addition of project-generated traffic to existing volumes, all of the study intersections are projected to continue to operate at acceptable levels of service.

**TABLE 4.E-5  
EXISTING, EXISTING PLUS PROJECT, CUMULATIVE, AND  
CUMULATIVE PLUS PROJECT LEVELS OF SERVICE (LOS) CONDITIONS**

Intersection	Control	Existing		Existing Plus Project		Cumulative		Cumulative Plus Project	
		Delay <sup>a</sup>	LOS	Delay <sup>a</sup>	LOS	Delay <sup>a</sup>	LOS	Delay <sup>a</sup>	LOS
2nd and E Streets	TWSC	10.3	A	10.4	A	10.7	A	10.9	A
3rd and C Streets	TWSC	10.7	B	11.0	B	11.4	B	11.8	B
3rd and E Streets	TWSC	12.0	B	12.4	B	13.4	B	13.9	B
4th and C Streets	TWSC	30.8	D	32.2	D	61.9	F	66.3	F
4th and E Streets	Signal	7.8	A	8.6	A	8.3	A	9.1	A
5th and E Streets	Signal	11.4	B	12.1	B	12.2	B	12.9	B

<sup>a</sup> Represents worst-case controlled movement delay for two-way stop (TWSC) intersections; and overall intersection delay for signalized intersections.

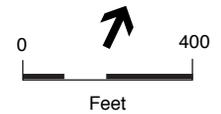
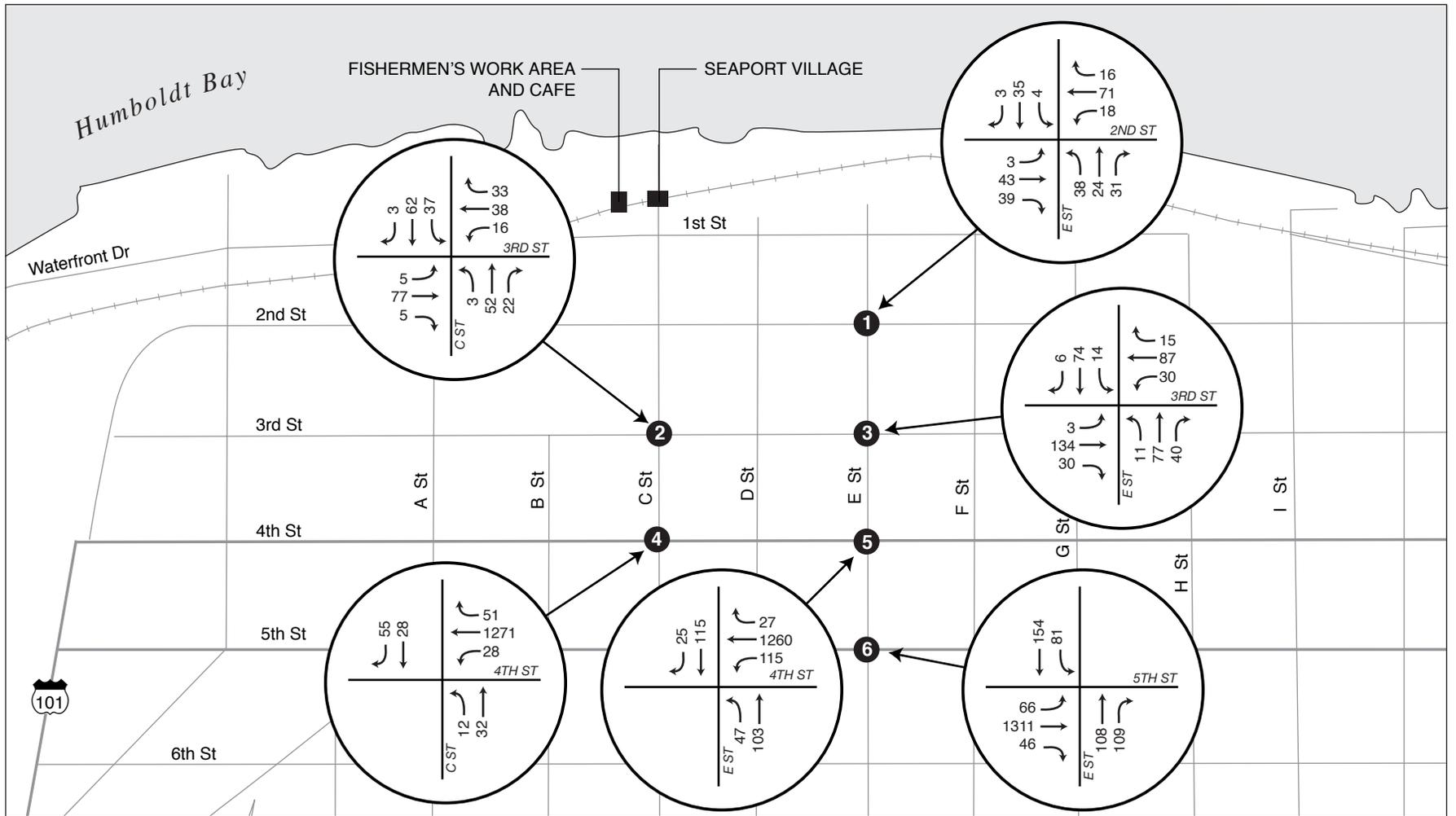
SOURCE: ESA (2004), using TRAFFIX and the 2000 *Highway Capacity Manual* operations analysis methodology.

**Mitigation:** None required.

**Impact E.3: The project would contribute to increases in traffic on regional roadways in the project vicinity. (Less than Significant)**

As described under Impact E.2, the trips generated by the project were assigned to the roadway system based on the directions of approach and departure discussed under trip distribution. As shown in Table 4.E-5, with the addition of project-generated traffic, the study intersections on 4th and 5th Streets (U.S. 101) are projected to continue to operate at acceptable levels of service, and therefore, the effect of the project on this regional roadway under project conditions would be less than significant.

**Mitigation:** None required.



SOURCE: Environmental Science Associates

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**Figure 4.E-5**  
Project Peak-Hour Traffic Volumes

**Impact E.4: The construction of the C Street Plaza would result in event activities that would increase traffic on local and regional roadways in the area and would increase parking demand in the project area. (Potentially Significant)**

The proposed public pedestrian plaza on C Street, between First Street and the waterfront, would include facilities for public gatherings. The potential uses of the plaza would include, but are not limited to, a weekday Farmer's Market, an evening Old Town Summer Concert series, a monthly Saturday night Arts Alive venue, an annual one-weekend summer Blues by the Bay venue, an annual one-weekend spring Dixieland Jazz Festival venue, and a 4th of July Old Town celebration venue. These activities would increase traffic on local and regional roadways and would increase parking demand in Old Town. Some of these proposed events at C Street plaza (i.e., Blues by the Bay and 4th of July Old Town) currently take place in Old Town. C Street plaza would be an added venue location. The City would include the C Street plaza venue in a coordinated strategy to manage higher traffic levels and parking demands during major events already sponsored in Old Town.

Smaller and non-peak period events (i.e., performing arts, weddings, and other private gatherings) would potentially create congestion and increase parking demand in Old Town, but to a lesser extent than large-scaled events. These events would be temporary, and therefore, would not result in any long-term foreseeable degradation in operating conditions on roadways and parking in Old Town.

**Mitigation Measure E.4: Organizers of large scale special events at the C Street plaza shall work with City Staff in a coordinated strategy to manage higher traffic levels and parking demands during major events.**

**Significance after Mitigation:** Less than Significant.

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**Impact E.5: The proposed project would increase the demand for parking in the vicinity of the project. (Less than Significant)**

***Seaport Village***

When a project proposes more than one use on a site, the City of Eureka requires the number of parking spaces provided to equal the sum of the requirements for each individual use. For the proposed land uses for Seaport Village, the City requires one parking space for each dwelling unit, one space for every 300 square feet for office and retail uses, and one space for every 200 square feet for restaurant uses. The project as proposed would be required to have 74 off-street parking spaces.

ITE *Parking Generation* (1987) indicates that the average peak parking demand rate for the proposed uses for the Seaport Village would be about 1.04 spaces per residential unit, 3.23 spaces per 1,000 square feet of retail, 2.79 spaces per 1,000 square feet of office, and 9.08 per

1,000 square feet of restaurant. Thus, the average peak demand for the project would be about 85 parking spaces.

Combining the estimated peak parking demand for the individual land uses does not take into account the concept of shared parking. Shared parking is defined as parking spaces that can be used to serve two or more individual land uses without conflict or encroachment (ULI, 1983). Because peak demand for residential parking occurs during the overnight period, and peak demand for office parking typically occurs during the midday period, it is likely that there would be a degree of automatic (“voluntary”) sharing of onsite parking spaces, unless such sharing was prohibited either physically or by regulation (signs, pavement markings and/or lease arrangements). For example, a user of the project’s office space could use a parking space during the day, and a project resident could use that same parking space during the evening/night when the office space would be vacant.

Onsite parking supply for the Seaport Village is proposed to be 77 onsite spaces, which would comply with City requirements. Even though the project would not meet the sum of peak parking demands for each individual land use, the project’s effect would be less than significant because shared parking is expected to occur.

### ***Fishermen’s Work Area and Café***

The proposed Fishermen’s Work Area and Café would be required to provide one space for every 1,000 square feet of industrial space and one space for every 200 square feet of restaurant. Thus, the project would be required to provide 24 off-street parking spaces.

ITE *Parking Generation* (1987) indicates that the average peak parking demand rate for the proposed uses for the Fishermen’s Work Area and Café would be about 1.55 spaces per 1,000 square feet of industrial use and 9.08 per 1,000 square feet of restaurant. Thus, the average peak demand for the project would be about 39 parking spaces. The onsite parking supply for the Fishermen’s Work Area and Café is proposed to be 40 onsite spaces; therefore, the project’s effect would be less than significant.

**Mitigation:** None required.

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### **Impact E.6: The proposed projects could result in inadequate site access and circulation, access to public transit, bicycle access, or pedestrian access. (Potentially Significant)**

#### ***Site Access and Circulation***

**Seaport Village.** The conceptual site layout shows the Seaport Village project with site access provided by two full-access driveway from 1st Street. The primary driveway would be approximately 25 feet wide, located roughly 85 feet from the intersection of 1st and C Streets. The secondary driveway would be approximately 21 feet wide, aligned with the intersection of 1st and D Streets. The proposed designs of the site driveways are sufficient for two-way traffic

and are adequate to accommodate all required automobile turning movements into and out of the project sites. Parking aisles serve two-way traffic flow, except for the proposed covered valet aisle, which should be marked with an arrow to distinguish the circulation pattern in that aisle.

**Fishermen's Work Area and Café.** The Fishermen's Work Area and Café would provide two full-access driveways, the primary driveway from 1st Street and the secondary driveway from C Street. The proposed primary entrance would be approximately 24 feet in width. The secondary driveway that would support tractor-trailer truck movements would be roughly 34 feet in width. The C Street entrance should not pose any operational problems since it is a secondary driveway, which would have little or no traffic during peak event time.

The Fishermen's Work Area and Café parking lot has been designed so that a tractor-trailer truck can efficiently maneuver from 1st Street into designated loading areas adjacent to the Fishermen's Building. Upon removal of the bollards at the intersection of C and 1st Streets, trucks would enter the site via the C Street driveway, and then pull passed their designated parking space sufficiently to back into them. The trucks would exit via the 1st Street driveway.

The proposed design of the project driveways are sufficient for two-way traffic and are adequate to accommodate all required automobile turning movements into and out of the project sites. The throat lengths of the remaining driveways are sufficient to allow incoming vehicles to queue onsite without affecting traffic operation on the adjacent streets.

### ***Bicycle Access***

The project could generate bicycle traffic, and should provide both short-term and long-term parking for bicycles. Secure racks should be located near project entrances. At this time, the project does not include provision for bicycle parking.

### ***Pedestrian Access***

The conceptual site design allows for good pedestrian access and onsite circulation. Sidewalks are found along the local roadways in the project vicinity. The project is centered on the C Street Pedestrian Plaza, which includes bollards to separate vehicle traffic from pedestrian-only areas. The plaza connects to the existing boardwalk along the northern boundary of the project. Striped handicap/pedestrian walkways are provided from the project entrances to handicap parking stalls and to the 1st Street sidewalk. Additionally, there is a dedicated pedestrian walkway to the boardwalk through the Seaport Village project parking lot.

**Mitigation Measure E.6a: The project sponsor(s) shall design vehicular traffic features of project development (e.g., turning radii for service vehicles, project access driveways, and circulation aisles within the parking areas) to meet the design standards set forth by the American Association of State Highway and Transportation Officials (AASHTO) in *A Policy on Geometric Design of Highways and Streets*, or other design standards deemed appropriate by the City of Eureka.**

**Mitigation Measure E.6b: The project shall distinguish a circulation pattern for the proposed covered aisle by using signage and pavement markings.**

**Mitigation Measure E.6c: The project shall provide an adequate number of bicycle parking spaces in location(s) onsite as determined by the City and in a manner consistent with the City's current practices.**

**Significance after Mitigation:** Less than Significant

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**Impact E.7: The merging of the redevelopment areas could result in façade improvements to, and seismic upgrades of, buildings within the plan area that would result in temporary increases in truck traffic and construction worker traffic. (Potentially Significant)**

The proposed merging of the redevelopment area could result in increased financing opportunities for façade improvements and seismic upgrades of building throughout the plan area. Construction activities would occur intermittently at different sites throughout the proposed merged redevelopment area, although the related impacts at any one location would be temporary. The overall redevelopment area financial merger and development would continue through 2020. Individual projects proposed for façade improvements and seismic upgrade would generate off-site traffic which would include the initial delivery of construction vehicles and equipment to the project site(s), the daily arrival and departure of construction workers, and the delivery of materials throughout the construction period and removal of construction debris.

Construction-generated traffic would be temporary, and therefore, would not result in any long-term degradation in operating conditions on roadways in the redevelopment area. The impact of construction-related traffic would be a temporary and intermittent lessening of the capacities of plan area streets because of the slower movements and larger turning radii of construction trucks compared to passenger vehicles. Given the proximity of regional roadways (i.e., U.S. 101), construction trucks would have relatively direct routes, and most construction traffic would be dispersed throughout the day. The temporary increase in traffic volumes would not significantly disrupt daily traffic flow on plan area roadways, but truck movements during peak traffic hours could have an adverse effect on traffic flow in the plan area. As such, the impact is considered to be a potentially significant impact.

**Mitigation Measure E.7: The program's developer(s) and construction contractor(s) shall develop a construction management/traffic control plan for review and approval by the City. The plan shall include at least the following items and requirements to reduce, to the maximum extent feasible, traffic congestion during façade renovations and building retrofits and other nearby projects that could be simultaneously under construction:**

- **A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.**

- **Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicle, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the plan area.**
- **Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur.**
- **Provisions for accommodation of bicycle flow, particularly along First Street and Waterfront Drive.**
- **Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project sponsor.**

**Significance after Mitigation:** Less than Significant.

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**Impact E.8: Construction activities at the C Street project sites would result in temporary increases in truck traffic and construction worker traffic. (Potentially Significant)**

Construction activities for the proposed project that would generate off-site traffic which would include the initial delivery of construction vehicles and equipment to the project site, the daily arrival and departure of construction workers, and the delivery of materials throughout the construction period and removal of construction debris. Deliveries would include shipments of concrete, lumber, and other building materials for onsite structures, utilities (e.g., plumbing equipment and electrical supplies) and paving and landscaping materials.

Construction-generated traffic would be temporary, and therefore, would not result in any long-term degradation in operating conditions on roadways in the project locale. The impact of construction-related traffic would be a temporary and intermittent lessening of the capacities of plan area streets because of the slower movements and larger turning radii of construction trucks compared to passenger vehicles. However, given the proximity of the plan area to regional roadways (i.e., U.S. 101), construction trucks would have relatively direct routes. Most construction traffic would be dispersed throughout the day. Thus, the temporary increase would not significantly disrupt daily traffic flow on the plan area roadways.

Although the impact would be less-than-significant, truck movements could have an adverse effect on traffic flow in the plan area. As such, the impact is considered to be a potentially significant impact.

**Mitigation Measure E.8: See Mitigation Measure E.7.**

**Significance after Mitigation:** Less than Significant.

### **Cumulative Conditions at Study Intersections (Year 2020)**

Cumulative volumes were estimated by expanding existing p.m. peak-hour traffic volumes from 2004 to 2020 by applying a 1.4-percent annual growth rate, or a growth factor of 1.25. The estimated volumes at the study intersections under cumulative conditions (without the project) are shown on Figure 4.E-6.

Peak-hour levels of service at the study intersections for cumulative conditions are summarized in Table 4.E-5, page 4.E-14. Under cumulative conditions, all but one of the study intersections is projected to continue to operate at acceptable levels of service. The intersection of 4th and C Streets is projected to operate at an unacceptable level of service during the evening peak hour scenarios.<sup>3</sup> The level of service calculations are contained in Appendix D.

#### **Impact E.9: The project would contribute to cumulative increases in traffic at local intersections in the project area in 2020. (Less than Significant)**

The trips generated by the project were assigned to the roadway system based on the directions of approach and departure discussed under Impact E.2. Figure 4.E-7 illustrates the traffic volumes at the study intersections under cumulative plus the project. The results of the LOS analysis for the project are summarized in Table 4.E-5. With the addition of project-generated traffic, all but one of the study intersections is projected to continue to operate at an acceptable level of service. The intersections of 4th and C Streets is projected to operate at unacceptable levels of service during the evening peak hour scenario.<sup>2</sup> However, the project-generated traffic would add less than five seconds to the average intersection delay (i.e., below the threshold of significance). The project would have a less than significant impact under cumulative conditions.

**Mitigation:** None required.

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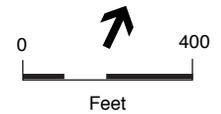
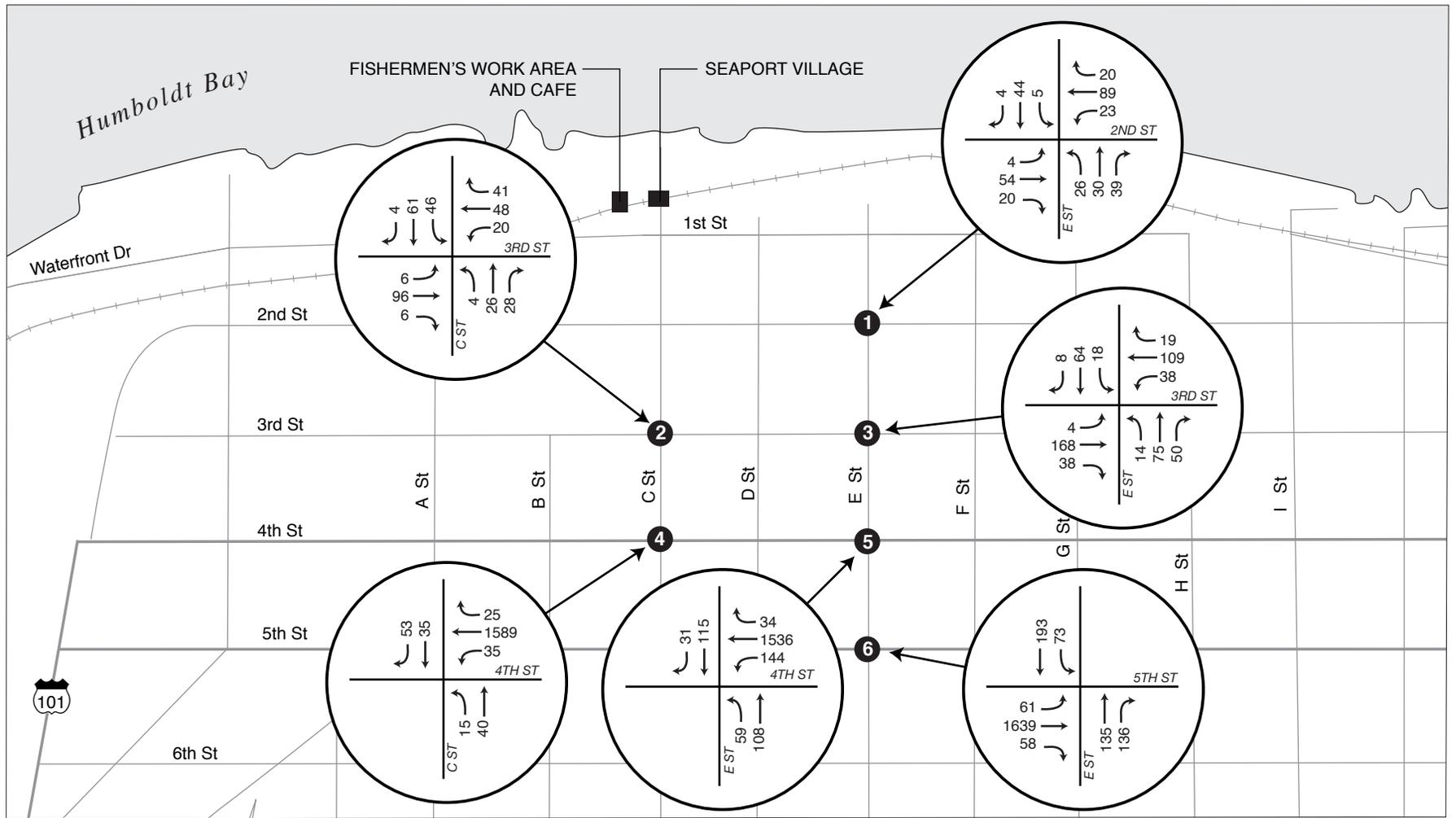
#### **Impact E.10: The project would contribute to cumulative increases in traffic on regional roadways in the project vicinity. (Less than Significant)**

As described under Impact E.6, the trips generated by the project were assigned to the roadway system based on the directions of approach and departure discussed under trip distribution. As shown in Table 4.E-5, with the addition of project-generated traffic, one of the study intersections on the U.S. 101 corridor (4th and C Streets) is projected to continue to operate at unacceptable levels of service.<sup>2</sup> However, the project-generated traffic would add less than five seconds to the average intersection delay (i.e., below the threshold of significance). The project would have a less than significant impact under cumulative conditions.

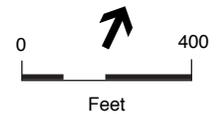
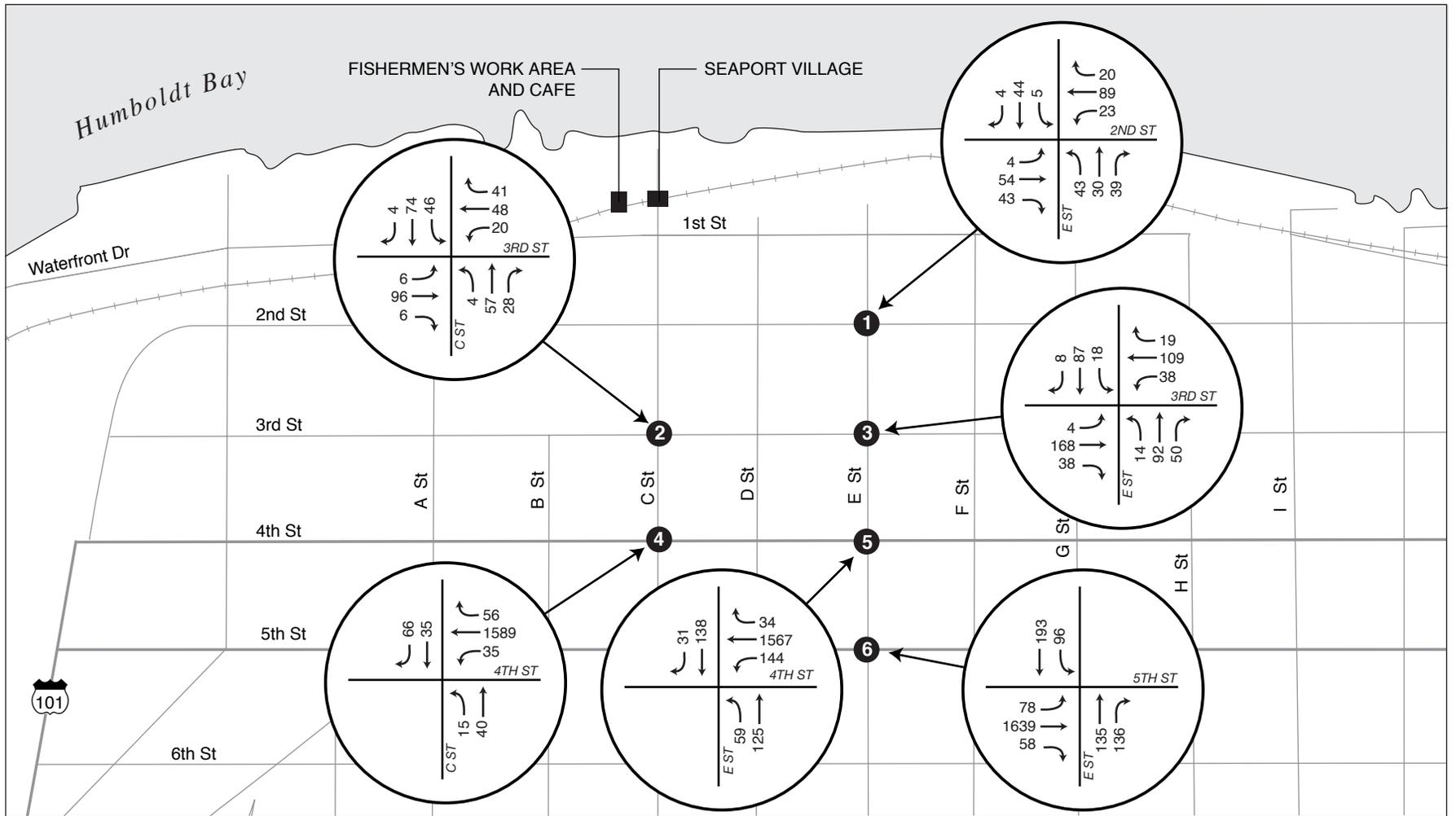
**Mitigation:** None required.

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<sup>2</sup> It should be noted that the intersection of 4th and C Streets is a two-way stop controlled intersection, thus only the minor street (C Street) is operating at an unacceptable level of service. 4th Street, which represents the high volume through movement, is not delayed because it is not controlled. Vehicles on C Street must wait for a gap in 4th Street vehicles in order to complete their movement, which is what causes the unacceptable delay.



**Figure 4.E-6**  
Cumulative Peak-Hour Traffic Volumes



SOURCE: Environmental Science Associates

Eureka Redevelopment Program EIR / 203423 ■

**Figure 4.E-7**  
 Cumulative Plus Project  
 Peak-Hour Traffic Volumes

## REFERENCES – Transportation and Circulation

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## **F. AIR QUALITY**

This section analyzes the impacts of the proposed project on air quality in the project area.

### **SETTING**

#### ***CLIMATE AND METEOROLOGY***

The primary factors that determine air quality are the locations of air pollutant sources and the amounts of pollutants emitted. However, meteorological and topographical conditions also are important. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants.

The project site is located in Eureka, which lies within the North Coast Air Basin. The average temperature in Eureka is between 48 and 50 degrees in winter and between 55 and 57 degrees in summer. The predominant winds in Eureka are from the north-northwest at an average speed of 8 to 10 miles per hour (California Air Resources Board, 1984). Due to the location along the coast and the relatively low temperatures, the potential for the buildup of pollutants in Eureka is low.

#### ***AIR QUALITY REGULATORY CONTEXT***

Regulation of air quality is achieved through implementation of national and state ambient air quality (concentration) standards and enforcement of emissions limits for individual sources of air pollutants. The federal Clean Air Act required the U.S. Environmental Protection Agency (EPA) to identify National Ambient Air Quality Standards (national standards) to protect public health and welfare. National standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur oxide, suspended particulate matter (PM-10), and lead. These pollutants are called “criteria” air pollutants because the corresponding ambient standards satisfy criteria specified under the Clean Air Act. The State of California has established its own ambient air quality standards (state standards) which are generally more stringent than their national counterparts. Table 4.F-1 presents both sets of ambient air quality standards (i.e., national and state) and provides a brief discussion of the related health effects and principal sources for each pollutant.

The federal Clean Air Act required the EPA to designate Air Basins, or portions thereof, as either “attainment” or “nonattainment” for each criteria air pollutant, based on whether or not the national standards have been achieved. The California Clean Air Act, patterned after the federal Clean Air Act, also required that areas be designated as “attainment” or “nonattainment”, but with respect to the state standards rather than the national standards. The North Coast Air Basin is currently designated as “nonattainment” for the state PM-10 standard. The Air Basin is designated as “attainment” or “unclassified” with respect to the other state and national ambient air quality standards, except in the very southern portion of the Air Basin in Sonoma County, where the Air Basin is designated a nonattainment-transitional area for the state ozone standard.

**TABLE 4.F-1  
STATE AND NATIONAL CRITERIA AIR POLLUTANT  
STANDARDS, EFFECTS, AND SOURCES**

<b>Pollutant</b>	<b>Averaging Time</b>	<b>State Standard</b>	<b>National Standard</b>	<b>Pollutant Health and Atmospheric Effects</b>	<b>Major Pollutant Sources</b>
<b>Ozone</b>	1 hour	0.09 ppm	0.12 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases (ROG) and nitrogen oxides (NO <sub>x</sub> ) react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial / industrial mobile equipment.
	8 hours	---	0.08 ppm		
<b>Carbon Monoxide</b>	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
<b>Nitrogen Dioxide</b>	1 hour	0.25 ppm	---	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Avg.	---	0.053 ppm		
<b>Sulfur Dioxide</b>	1 hour	0.25 ppm	---	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.5 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Avg.	---	0.03 ppm		
<b>Respirable Particulate Matter (PM-10)</b>	24 hours	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Avg.	20 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>		
<b>Fine Particulate Matter (PM-2.5)</b>	24 hours	---	65 µg/m <sup>3</sup>	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO <sub>x</sub> , sulfur oxides, and organics.
	Annual Avg.	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>		
<b>Lead</b>	Monthly Ave.	1.5 µg/m <sup>3</sup>	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurologic dysfunction.	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	---	1.5 µg/m <sup>3</sup>		

NOTE: ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter.

SOURCE: California Air Resources Board, available at <http://www.arb.ca.gov/aqs/aaqs2.pdf>, June 12, 2003.

Unclassified is defined by the 1990 Clean Air Act Amendments as any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant.

### ***REGULATORY FRAMEWORK***

The California Air Resources Board (CARB), California's state air quality management agency, regulates mobile emissions sources and oversees the activities of Air Pollution Control Districts and Air Quality Management Districts. CARB indirectly regulates local air quality by having established state ambient air quality standards and vehicle emission standards, by conducting research activities, and by planning and coordinating activities.

The North Coast Unified Air Quality Management District (NCUAQMD) is the regional agency empowered to regulate air pollution emissions from stationary sources in the northern portion of the North Coast Air Basin. The Northern Sonoma County Air Pollution Control District (APCD) regulates air quality in the Sonoma County portion of the Air Basin. NCUAQMD regulates air quality through its permit authority over most types of stationary emissions and through its planning and review activities. NCUAQMD operates air quality monitoring stations that provide information on ambient concentrations of criteria air pollutants.

To address the Air Basin's nonattainment status with respect to PM-10, the NCUAQMD prepared a draft PM-10 air quality plan identifying cost-effective control measures which can be implemented to bring ambient PM-10 levels down to the California standards. The Plan control strategies include transportation control measures (public transit, ridesharing, vehicle buy-back program, traffic flow improvement, bicycle incentives, etc.), land use measures to reduce reliance on automobiles, open burning measures, and wood-burning measures (NCUAQMD, 1995).

The regulatory mechanisms for oversight of air quality in the City of Eureka stem from policies contained in the *General Plan* and include the following (City of Eureka, 1997):

Policy 6.E.2: The City shall support the North Coast Unified Air Quality Management District in its development of improved ambient air quality monitoring capabilities and the establishment of standards, thresholds, and rules to more adequately address the air quality impacts of new development.

Policy 6.E.3: The City shall require project-level environmental review to include identification of potential air quality impacts and designation of design and other appropriate mitigation measures or offset fees to reduce impacts. The City shall work with project proponents and other agencies in identifying, ensuring the implementation of, and monitoring the success of mitigation measures.

Policy 6.E.4: The City shall submit development proposals to the North Coast Unified Air Quality Management District for review and comment in compliance with CEQA prior to consideration by the Planning Commission and/or City Council.

Policy 6.E.5: In reviewing project applications with the potential for creating air quality impacts, the City shall consider alternatives or amendments that reduce emissions of air pollutants.

### ***EXISTING AIR QUALITY***

NCUAQMD's air quality monitoring stations provide information on ambient concentrations of criteria air pollutants. Table 4.F-2 is a five-year summary of the highest annual criteria air pollutant concentrations. The ozone data shown in Table 4.F-2 are a compilation of data from all of the monitoring stations in the Air Basin (Ukiah, Willits and Healdsburg) since ozone is a regional pollutant and is not monitored within Humboldt County. Pollutant data for PM-10 was collected at the Eureka air quality monitoring station located at 6th and I Streets in Eureka. In Table 4.F-2, air pollutant concentrations are compared with the state and national standards.

#### **Ozone**

Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>). ROG and NO<sub>x</sub> are referred to as precursors to ozone. Significant ozone production generally requires about three hours in a stable atmosphere with strong sunlight. Ozone is a regional air pollutant because its precursors are transported and diffused by wind concurrently with ozone production, and high ozone concentrations can occur miles away from the source of the precursors. Motor vehicles are generally the major source of ozone precursors.

Short-term exposure to ozone can result in injury and damage to the lung, decreases in pulmonary function, and impairment of immune mechanisms. These changes have been implicated in the development of chronic lung disease as the result of long-term exposure. Symptoms of ozone irritation include shortness of breath, chest pain when inhaling deeply, wheezing, and coughing. In addition, effects on vegetation have been documented at concentrations below the standards. On-road motor vehicles contribute approximately 35 to 55 percent of the ROG and NO<sub>x</sub> emitted in the North Coast Air Basin (CARB, 1997). As shown in Table 4.F-2, the state and national ozone standards have not been exceeded at any monitoring station in the Air Basin in the past four years. The ozone standards were exceeded in 1999 at the monitoring station located in Healdsburg in the very southern part of the Air Basin.

#### **Particulate Matter (PM-10)**

PM-10 consists of particulate matter 10 microns (a micron is one one-millionth of a meter) or less in diameter, which can be inhaled and cause adverse health effects. Particulate matter in the atmosphere result from many kinds of dust- and fume-producing industrial and agricultural operations, combustion, and atmospheric photochemical reactions. Agricultural activities, such as tilling, disking and field burning, are major sources of particulate matter in rural areas, while vehicle/equipment travel, and demolition and construction activities are major sources of particulate matter in urban areas. Natural sources of particulate matter include wind erosion from

**TABLE 4.F-2**  
**AIR QUALITY DATA SUMMARY FOR THE PROJECT AREA, 1999-2003**

Pollutant	State Std.	National Std.	Pollutant Concentration by Year <sup>a</sup>				
			1999	2000	2001	2002	2003
<i>Basinwide Summary</i>							
<i>Ozone</i>							
Highest 1-hour average, ppm <sup>b</sup>	0.09	0.12	<b>0.10</b>	0.09	0.09	0.09	0.09
Days over State Std.			4	0	0	0	0
Days over National Std.			0	0	0	0	0
Highest 8-hour average, ppm <sup>b</sup>	NA	0.08	<b>0.09</b>	0.08	0.07	0.07	0.08
Days over National Std.			2	0	0	0	0
<i>Eureka Station</i>							
<i>Respirable Particulate Matter (PM-10)</i>							
Highest 24-hour average (State/National), µg/m <sup>3</sup> <sup>b,c</sup>	50	150	<b>60/57</b>	<b>53/51</b>	<b>67/64</b>	38/36	<b>57/54</b>
Estimated Days over State Std. <sup>d</sup>			13	6	13	0	6
Estimated Days over National Std. <sup>d</sup>			0	0	0	0	0
Highest annual arithmetic mean (State/National), µg/m <sup>3</sup> <sup>b,c</sup>	20	50	20/19	<b>22/21</b>	<b>21/21</b>	NA/19	NA/NA

NOTE: **Bold** values are in excess of applicable standard. NA = Not Available.

- <sup>a</sup> PM-10 data were collected at the monitoring station at the Eureka Health Department located at 6th and I Streets in Eureka; ozone data is from all monitoring stations in the Air Basin.
- <sup>b</sup> ppm, parts per million; µg/m<sup>3</sup>, micrograms per cubic meter.
- <sup>c</sup> State and national statistics may differ for the following reasons: 1) State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods; 2) State statistics are based on local conditions, whereas national statistics are based on standard conditions; and 3) State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.
- <sup>d</sup> PM-10 measurements are collected every six days. Estimated days mathematically estimates how many days concentrations would be greater than the level of the standard had each day been monitored.

SOURCE: California Air Resources Board, Air Quality Data Statistics 1999-2003; <http://www.arb.ca.gov/adam>.

exposed surfaces. Particulate concentrations near residential sources generally are higher during the winter, when more fireplaces are in use and meteorological conditions prevent the dispersion of directly emitted contaminants. Very small particles of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulate matter can also damage materials and reduce visibility. In the City of Eureka, paved road dust, unpaved road dust, and residential fuel combustion account for roughly 70 percent of the PM-10 emitted (NCUAQMD, 1995). As shown in Table 4.F-2, the State 24-hour PM-10 standard has been violated several times each year over the past five years, except in 2002, at the Eureka monitoring station.

### ***SENSITIVE RECEPTORS***

Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because infants and children, the elderly, and people with health afflictions, especially respiratory ailments, are more susceptible than the general public. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Industrial and commercial districts are less sensitive to poor air quality because exposure periods are shorter and workers in these districts are, in general, the healthier segment of the public.

The redevelopment area includes a mix of industrial, commercial, parks, medical facilities, and residential uses many of which are considered sensitive to air quality.

### **SIGNIFICANCE CRITERIA**

According to Appendix G of the CEQA *Guidelines*, a project may be deemed to have a significant adverse impact on the environment if it would:

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable national or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations;
- Conflict with or obstruct implementation of the applicable air quality plan; or
- Create objectionable odors affecting a substantial number of people.

The CEQA *Guidelines* also indicate that any significance criteria established by the local air quality management district may be relied upon to address the types of impacts listed above.

The definition of what is a “substantial contribution” to an existing or projected air quality violation is often defined by local air quality management districts. According to the NCUAQMD, the District has not established formal significance thresholds for assessment of air emissions relative to CEQA. However, project emissions may be compared to the New Source Review thresholds in District Rule 130 for a general estimate of the project’s contribution to air quality impacts. According to Rule 130, the thresholds of significance are 100 tons per year of CO, 40 tons per year of NO<sub>x</sub>, 49 tons per year of VOCs (Volatile Organic Compounds are essentially the same as ROG), and 16 tons per year of PM-10.

Air quality impacts would result both from construction activities and project operation. Construction activities have a temporary air quality effect during the construction period, while operational emissions would continue to affect air quality throughout the lifetime of the project.

Construction activities would consist mainly of dust generated during earthwork and other construction activities, exhaust emissions from construction-related equipment and vehicles, and relatively minor emissions of ROG from paints and architectural coatings. Over the long-term, the primary pollutants would be vehicular emissions from project-related traffic and emission from on-site area sources.

## PROJECT IMPACTS AND MITIGATION MEASURES

### **Impact F.1: Buildout of the proposed Eureka redevelopment area would contribute to cumulative effect of development in the Air Basin. (Less than Significant)**

The project includes the financial merge of three redevelopment plan areas into a 1,260 acre area in the City of Eureka. Like those elements evaluated at a project level of detail in this PEIR, development of the remainder of the proposed Eureka redevelopment area would affect air quality over the long-term from related vehicle trips, on-site area sources, and possibly stationary sources associated with industrial developments. Individual development proposals would be subject to subsequent project-level CEQA review as plans are developed. Projects including stationary emissions sources would be subject to subsequent NCUAQMD permitting.

The redevelopment area includes infill development that promotes mixed-used development within the project area consistent with the Implementation Plan, the adopted *General Plan*, and the Local Coastal Program. The policies contained in the *General Plan* address sources of potential air pollutants, and implementing policies will protect most aspects of air quality in the local airshed. Any population growth in the Eureka redevelopment area would be consistent with these plans. The redevelopment area would convert underutilized land within an urban area into productive uses. Development under the *General Plan* could occur regardless of implementation of the merged redevelopment area, though possibly at a slower pace without the funding mechanisms enabled by the project. Development under the redevelopment area would not increase vehicle miles traveled and associated air pollutant emissions and, as such, there wouldn't be an increase in emissions beyond that already included in the *General Plan*. The effects of development under the *General Plan* would not be aggravated by the merger of the redevelopment areas, so the impacts would not be considered significant.

The Air Basin is an attainment area for all criteria air pollutants, except PM-10. Development of the redevelopment area would not significantly change trip distribution patterns in the project area, would not significantly increase vehicular traffic beyond what is envisioned in the *General Plan*, and would not affect regional PM-10 concentrations. Because the project is consistent with the City's existing *General Plan* and other local development plans, the project is considered to have a less-than-significant impact on regional air quality. For these reasons, the project is not expected to impact the Air Basin's ability to maintain attainment of criteria air pollutant standards and would not impede its ability to achieve attainment of the state PM-10 standards.

**Mitigation:** None required.

**Impact F.2: Fugitive dust generated by construction and demolition activities that could occur as a result of the merging of the redevelopment areas could result in health and nuisance-type impacts in the immediate vicinity of individual construction sites. (Significant)**

Construction activities would occur intermittently at different sites throughout the proposed merged Eureka redevelopment area, although the related impacts at any one location would be temporary. The overall redevelopment area merge and development, and ongoing historic facade improvements, would continue through 2020. Construction of individual projects proposed as part of the redevelopment area merge could generate substantial amounts of “fugitive” dust.<sup>1</sup>

Fugitive dust emissions would vary day to day, depending on the level and type of activity, silt content of the soil, and the prevailing weather. Sources of fugitive dust during construction would include vehicle movement over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces. Demolition of buildings constructed prior to 1980 often involves building materials containing asbestos. Airborne asbestos fibers pose a serious health threat. The demolition, renovation, or removal of asbestos-containing building materials is subject to the limitations of NCUAQMD, Regulation 1, Rule 390.

Fugitive dust from construction activities includes large-sized particulates that typically fall out of the air within several hundred feet of construction sites, as well as fine particulates. The larger-sized particulates would pose nuisance concerns such as reduced visibility and soiling of exposed surfaces. Fine particulates (e.g., PM-10 and PM-2.5) would be associated with adverse health effects. Background concentrations in the City of Eureka often exceed the state ambient PM-10 standard (see Table 4.F-2), and construction activities under the proposed redevelopment area and specific development projects in the near-term would add to those concentrations, particularly in the immediate vicinity of individual construction sites. Without mitigation, the local contribution from construction, while temporary, could be substantial. Taking into account the potential for adverse nuisance and health effects, this impact would be significant.

Construction equipment, on-road heavy-duty trucks, and construction-worker commute vehicles would also generate ozone precursor emissions. Emissions from construction-worker commute trips would be minor compared to the emissions generated by construction equipment. Construction activities are also a minor source of organic gas emissions. The evaporation of solvents in architectural coatings (paints, varnishes, primers and other surface coatings) into the atmosphere and could contribute to regional ozone loading. Also, asphalt paving is a source of ROG for a short time after its application. Criteria pollutants of ROG and NO<sub>x</sub> from these emissions sources would incrementally add to regional atmospheric loading of ozone precursors during project construction. However, emissions from these sources are not expected to impede maintenance of ozone standards in the Air Basin.

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<sup>1</sup> “Fugitive” dust emissions refer to pollutants emitted to the atmosphere without passing through a stack or exhaust pipe.

**Mitigation Measure F.2a: The City shall require that individual development proposals within the Eureka redevelopment area implement an appropriate dust abatement program that is consistent with, but not limited to, those requirements set forth in NCUAQMD Regulation 1, Rule 430, Fugitive Dust, as noted below.**

The City shall require construction contractors to:

- Water all active construction areas at least twice daily to the extent necessary.
- Cover open bodied trucks when used for transporting materials (e.g., soil, sand, and other loose materials) likely to give rise to airborne dust.
- Apply asphalt, oil, water or suitable chemicals on unpaved roads, parking areas, staging areas, materials stockpiles, and other surfaces at construction sites which can give rise to airborne dust.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites so as to maintain them in a clean condition.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets so as to maintain them in a clean condition.
- Limit traffic speeds on unpaved roads to 15 miles per hour (mph).
- Install sandbags or other erosion-control measures to prevent silt runoff to public roadways.

**Mitigation Measure F.2b: In the case where a specific development proposal within the redevelopment area would entail the demolition or renovation of a building, the project sponsor shall conduct asbestos testing to identify whether asbestos containing materials are present. Where asbestos containing materials are present, the project sponsor shall consult with NCUAQMD staff concerning the specific requirements of NCUAQMD Regulation 1, Rule 390.**

**Significance after Mitigation:** Less than Significant.

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**Impact F.3: Fugitive dust generated by construction and demolition activities related to the C Street projects would result in health and nuisance-type impacts in the immediate vicinity of individual construction sites. (Significant)**

As described above under Impact F.2, construction and demolition activities related to the proposed C Street projects would result in similar impacts as described above under Impact F.2.

**Mitigation Measure F.3a: See Mitigation Measure F.2a.**

**Mitigation Measure F.3b: See Mitigation Measure F.2b.**

**Significance after Mitigation:** Less than Significant.

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**Impact F.4: The operation of the C Street projects would result in an increase in criteria pollutant emissions. (Less than Significant)**

Once built and occupied, the C Street projects would affect air quality over the long-term from related vehicle trips and on-site area sources. The C Street projects would generate approximately 1,098 new daily vehicle trips.

Exhaust emissions and PM-10 emissions from tire wear, brake wear, and entrained road dust emissions related to passenger vehicle trips to and from the area where these projects would be located were calculated using the URBEMIS2002 for Windows (Version 7.4.2) program of the California Air Resources Board. Examples of area sources at the project site could include natural gas combustion for space and water heating, woodburning stove and fireplace use, landscaping equipment, and consumer product use. It is anticipated that these project elements could be fully operational as early as 2007. Table 4.F-3 summarizes emissions estimates from these sources for the C Street projects in 2007 and compares them with NCUAQMD Rule 130 significance threshold emission levels recommended for use in evaluating project-level impacts. The emissions estimates for the Fisherman's Work Area do not take into account emissions from large refrigeration units or other stationary source equipment, if required. These sources would not be significant sources of criteria air pollutant emissions, but could incrementally add to the emissions shown in Table 4.F-3. As indicated in Table 4.F-3, project-related area source and motor vehicle emissions in the near-term would be well below significance threshold emissions levels for each of the criteria air pollutants. Therefore, this impact would be less than significant.

**Mitigation:** None required.

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**Impact F.5: The fish processing facility associated with the Fisherman's Work Area could generate objectionable odors. (Less than Significant)**

Fish processing facilities that include fish canning and byproduct manufacturing could be a significant sources of objectionable odors. However, the fish processing activities associated with the Fisherman's Work Area do not include these types of activities. The Fisherman's Work Area building would rather serve as a consolidation facility, where fish off-loading and loading activities, weighing, and refrigeration activities would be housed. The fish brought to the facility would already be placed on ice while at sea. Fish processing activities (such as canning and byproduct manufacturing) would occur at off-site facilities such as the facility located about three blocks from the Fisherman's Work Area site on Humboldt Bay. This project would enable the consolidation of several small fish loading facilities into this one main facility. There have been no registered odor complaints filed with the City regarding these types of fish loading/processing

**TABLE 4.F-3  
ESTIMATED EMISSIONS ASSOCIATED WITH THE OPERATION OF THE  
C STREET PROJECTS, YEAR 2007**

Pollutant	Emissions (tons per year) <sup>a</sup>			Significance Thresholds <sup>c</sup>
	Area Sources	Motor Vehicles	Total <sup>b</sup>	
<i>Fisherman's Work Area and Café</i>				
Carbon Monoxide (CO)	0.2	5.2	5.4	100
Reactive Organic Gases (ROG)	<0.1	0.4	0.4	49
Nitrogen Oxides (NOx)	0.2	0.7	0.9	40
Particulate Matter (PM-10)	<0.1	0.6	0.6	16
<i>Seaport Village</i>				
Carbon Monoxide (CO)	1.6	16.6	18.2	100
Reactive Organic Gases (ROG)	0.7	1.3	2.0	49
Nitrogen Oxides (NOx)	0.1	2.4	2.5	40
Particulate Matter (PM-10)	0.2	1.8	2.0	16
<i>Combined Total</i>				
Carbon Monoxide (CO)	1.7	21.8	23.5	100
Reactive Organic Gases (ROG)	0.7	1.8	2.5	49
Nitrogen Oxides (NOx)	0.2	3.1	3.4	40
Particulate Matter (PM-10)	0.2	2.3	2.5	16

NOTE: Values shown in **bold** type exceed the applicable significance criteria.

<sup>a</sup> Area source and motor vehicle emissions estimates were prepared using the URBEMIS 2002 for Windows (Version 7.4.2) model. Wintertime and summertime temperatures used in the modeling effort were 50 and 60 degrees Fahrenheit, respectively.

<sup>b</sup> Numbers may not sum due to rounding.

<sup>c</sup> Significance standards contained in NCUAQMD Rule 130, in tons per year.

SOURCE: Environmental Science Associates, 2004

areas throughout the City. Because the types of fish handling practices that are proposed at the Fisherman's Work Area building have not historically been associated with objectionable odors and given that the types of fish processing activities associated with objectionable odors would not occur at the site, the project would not be expected to result in the generation of objectionable odors that would pose nuisance impacts at nearby sensitive receptor locations.

**Mitigation:** None required.

**Impact F.6: The proposed financial merge of the redevelopment areas could result in façade improvements to and/or seismic upgrades of buildings within the Core Area. (Less than Significant)**

The proposed merge of the redevelopment area could result in increased financing opportunities for façade improvements and/or seismic upgrades of buildings throughout the Core Area. Although there would be temporary construction activities associated with façade improvements and/or seismic upgrades, these activities are not expected to generate impacts on air quality. In addition, the existing operations of the buildings after façade improvements and/or seismic upgrades have been conducted are expected to remain the same and would not generate increases in criteria pollutant emissions.

**Mitigation:** None required.

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REFERENCES – Air Quality

California Air Resources Board (CARB), *California Surface Wind Climatology*, June 1984.

California Air Resources Board (CARB), Air Quality Data Statistics 1999-2003;  
<http://www.arb.ca.gov/adam>.

California Air Resources Board (CARB), *Draft Emission Inventory 1995*, March 1997

City of Eureka, *Eureka General Plan Policy Document, Part II*, February 1997.

North Coast Unified Air Quality Management District, *Particulate Matter (PM10) Attainment Plan*, May 11, 1995.

## G. NOISE

### SETTING

#### ***INTRODUCTION TO NOISE PRINCIPLES AND DESCRIPTORS***

Environmental noise is usually measured in A-weighted decibels (dBA).<sup>1</sup> Some representative noise sources and their corresponding noise levels (in dBA) are shown in Figure 4.G-1.

Environmental noise typically fluctuates over time, and different types of noise descriptors are used to account for this variability. Typical noise descriptors include the energy-equivalent noise level (Leq), the day-night average noise level (Ldn), and the Community Noise Equivalent Level (CNEL).<sup>2</sup> With regard to increases in A-weighted noise levels, it is widely accepted that the average person can barely perceive noise level changes of 3 dBA, while a change in noise levels of 5 dBA is a readily perceptible increase in noise levels and the minimum required increase for a change in community reaction (Caltrans, 1998). An increase of 10 dBA is perceived as a doubling of loudness.

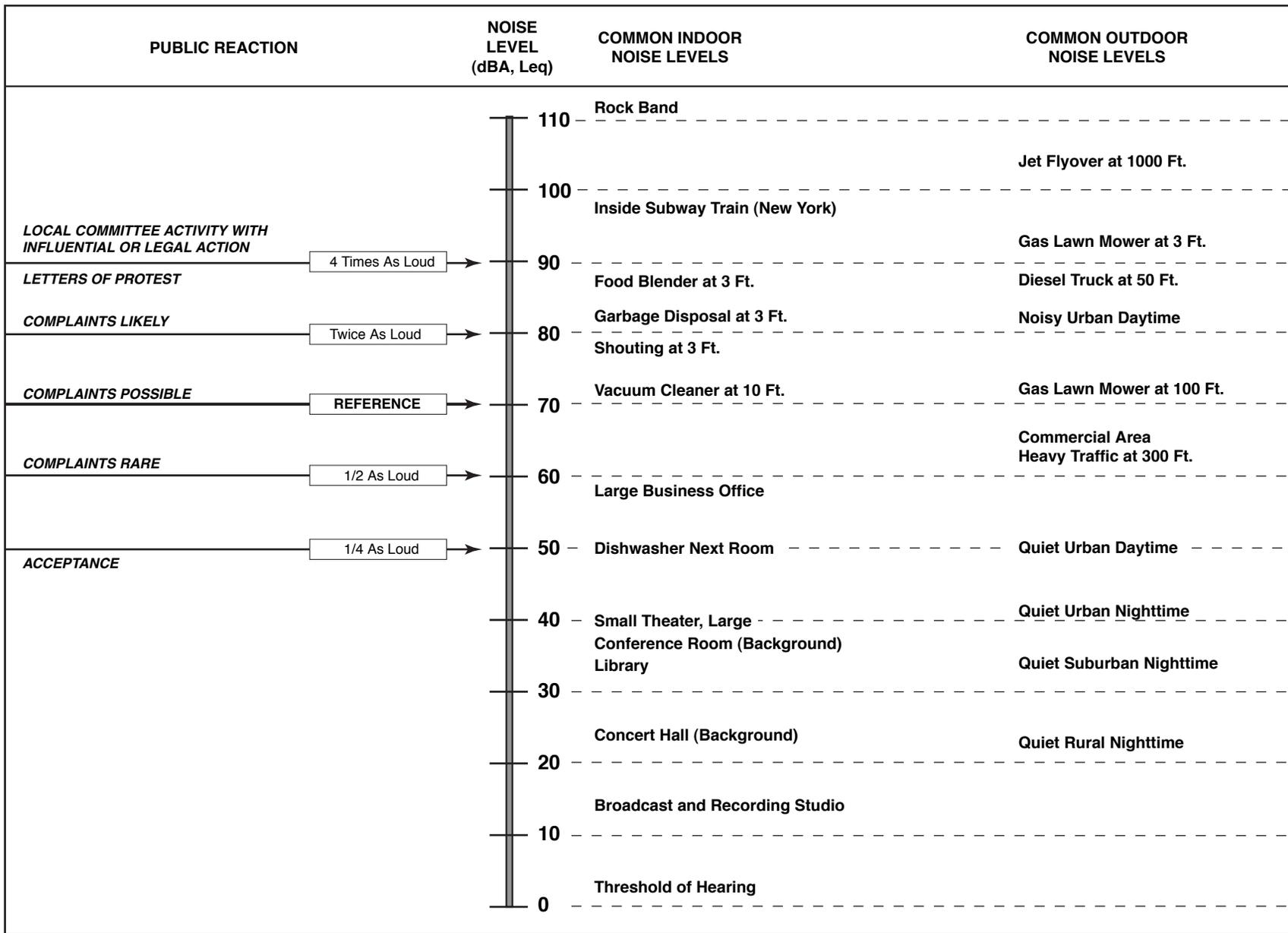
#### ***REGULATORY FRAMEWORK***

Local noise issues are regulated by implementation of Title 24 (for hotels and new residential developments), implementation of *General Plan* policies, and by enforcement of Noise Ordinance standards.

Title 24, Part 2 of the California Code of Regulations contains requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings intended to limit the extent of noise transmitted into habitable spaces. These requirements are collectively known as the California Noise Insulation Standards. For limiting noise transmitted from exterior sources, the Standards set forth an interior standard of 45 Ldn in any habitable room with all doors and windows closed, and require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard (where such units are proposed in areas subject to transportation noise levels greater than 60 Ldn). Title 24 standards are enforced through the building permit application process in Eureka, as in most jurisdictions.

<sup>1</sup> A decibel (dBA) is a logarithmic unit of sound energy intensity. Sound waves exert a sound pressure (commonly called “sound level”), measured in decibels. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response of the typical human ear at commonly-encountered noise levels. The highest dBA recorded in a given period of time is known as the maximum noise level (Lmax). All of the noise levels reported herein are “A-weighted” unless stated otherwise.

<sup>2</sup> Leq, the energy equivalent noise level (or “average” noise level), is the equivalent steady-state continuous noise level which, in a stated period of time, contains the same acoustic energy as the time-varying sound level actually measured during the same period. Ldn, the day-night average noise level, is a weighted 24-hour average noise level. With the Ldn descriptor, noise levels between 10:00 p.m. and 7:00 a.m. are adjusted upward by ten dBA to take into account the greater annoyance of nighttime noise as compared to daytime noise. The Community Noise Equivalent Level (CNEL) is similar to the Ldn, except that it includes an approximate five-dBA adjustment to evening noise (7:00 p.m. to 10:00 p.m.) in addition to the ten-dBA adjustment for nighttime noise.



SOURCE: Caltrans Transportation Laboratory Noise Manual, 1982; and Modification by Environmental Science Associates

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**Figure 4.G.1**  
Noise Sources and Effects on People

Noise is regulated in the City of Eureka through implementation of policies contained in the Eureka *General Plan* Policy Document. The Eureka *General Plan* Policy Document identifies compatible noise environments for different types of land uses in the City with respect to transportation noise (City of Eureka, 1997). Table 4.G-1 shows the standards that apply to the various types of land uses in the Redevelopment Plan Area.

**TABLE 4.G-1  
FEASIBILITY OF DEVELOPMENTS  
WITH RESPECT TO TRANSPORTATION NOISE**

Land Use Category	Community Noise Exposure, Ldn		
	Feasible <sup>a</sup>	Probably Feasible <sup>b</sup>	Usually Not Feasible <sup>c</sup>
Residential, Theaters, Auditoriums, Music Halls, Meeting Halls, Churches	up to 60	60 to 70	above 70
Transient Lodging – Hotels, Motels	up to 60	60 to 75	above 75
Schools, Libraries, Museums, Hospitals, Nursing Homes, Child Care Facilities	up to 60	60 to 75	above 75
Playgrounds, Neighborhood Parks	up to 70	70 to 75	above 75
Office Buildings, Retail Commercial	up to 65	65 to 75	above 75
Industrial, Manufacturing, Utilities	up to 70	above 70	--
Golf Courses, Outdoor Spectator Sports	up to 70	70 to 80	above 80

<sup>a</sup> Specified land use is satisfactory. No noise mitigation measures are required.

<sup>b</sup> Use should be permitted only after careful study and inclusion of protective measures as needed to satisfy the policies of the *General Plan*.

<sup>c</sup> Development is usually not feasible in accordance with the goals and policies of the noise section of the *General Plan*.

SOURCE: City of Eureka, *Eureka General Plan Policy Document, Part II*, 1997.

The Eureka *General Plan* Policy Document also contains noise level performance standards for new projects affected by or including non-transportation sources, as shown in Table 4.G-2. Non-transportation sources include industrial operations, HVAC units, and loading docks. For daytime hours (between 7:00 a.m. and 10:00 p.m.), the hourly Leq should not exceed 50 dBA, and the Lmax should not exceed 70 dBA. For nighttime hours (between 10:00 p.m. and 7:00 a.m.), the hourly Leq should not exceed 45 dBA, and the Lmax should not exceed 65 dBA. These standards do not apply to residential units established in conjunction with industrial or commercial uses.

**TABLE 4.G-2  
NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AFFECTED BY  
OR INCLUDING NON-TRANSPORTATION NOISE SOURCES**

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly Leq	50	45
Maximum Level (Lmax)	70	65

Note: Each of the noise levels specified above shall be lowered by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

SOURCE: City of Eureka, *Eureka General Plan Policy Document, Part II, 1997.*

The *General Plan* Policy Document also includes the following policies to regulate noise that would apply to the financially merged Redevelopment Plan Area and specific redevelopment projects evaluated in this PEIR:

Policy 7.G.1: The City shall prohibit new development of noise-sensitive uses where the noise level due to non-transportation noise sources will exceed the noise standards of Table 7-1 of the *General Plan* [described above as Table 4.G-2] as measured immediately within the property line of the new development, unless effective noise mitigation measures have been incorporated into the development design to achieve the standards specified in Table 7-1.

Policy 7.G.2: The City shall require that noise created by new proposed non-transportation sources be mitigated so as not to exceed the noise level standards of Table 7-1 of the *General Plan* as measured immediately within the property line of lands designated for noise-sensitive uses, as listed in Table 7-1.

Policy 7.G.3: The City shall not subject existing dwellings and new single-family dwellings to the standards presented in Table 7-1. As a consequence, such dwellings may be constructed in areas where noise levels exceed these standards and it shall not be the responsibility of the City to ensure that such dwellings meet these standards or the noise standards imposed by lending agencies (e.g., HUD and Cal Vet). If homes are located and constructed in accordance with the policies of this section, it is expected that the resulting exterior and interior noise levels will conform to the standards of such agencies.

Policy 7.G.4: Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 7-1 of the *General Plan* at existing or planned noise-sensitive uses, the City shall require an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design. The acoustical analysis shall meet the following requirements:

- a. It shall be the financial responsibility of the applicant.
- b. It shall be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
- c. It shall include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.
- d. It shall include estimates of existing and projected cumulative (20 years) noise levels in terms of Ldn or CNEL and/or the standards of Table 7-1, and compare those levels to the policies of this *General Plan*.
- e. It shall recommend appropriate mitigation to achieve compliance with the policies and standards of this *General Plan*, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

Policy 7.G.5: The City shall evaluate the general feasibility of proposed projects with respect to existing and future transportation noise levels shown in Figure 7-1 [described as Table 4.G-1 above].

Policy 7.G.6: The City shall prohibit new development of noise-sensitive land uses in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in Table 7-2 [see Table 4.G-3 below], unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in Table 7-2 of the *General Plan*.

Policy 7.G.7: The City shall ensure that noise created by new transportation noise sources is mitigated so as not to exceed the levels specified in Table 7-2 of the *General Plan* at outdoor activity areas or interior spaces of existing noise-sensitive land uses.

Policy 7.H.1: Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table 7-2 of the *General Plan* or the performance standards of Table 7-1 of the *General Plan*, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy 7.H.2: Where noise mitigation measures are required to achieve the standards of Tables 7-1 and 7-2 of the *General Plan*, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.

**TABLE 4.G-3  
MAXIMUM ALLOWABLE NOISE EXPOSURE FOR  
TRANSPORTATION NOISE SOURCES**

Land Use	Outdoor Activity Areas <sup>a</sup>	Interior Spaces	
	Ldn	Ldn	Leq <sup>b</sup>
Residential	60 <sup>c</sup>	45	--
Transient Lodging	60 <sup>c</sup>	45	--
Hospitals, Nursing Homes	60 <sup>c</sup>	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60 <sup>c</sup>	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

<sup>a</sup> Where the location of the outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 Ldn shall be applied at the building façade, in addition to a 60 Ldn criterion at the outdoor activity area.

<sup>b</sup> As determined for a typical worst-case hour during periods of use.

<sup>c</sup> Where it is not feasible to reduce noise in outdoor activity areas to 60 Ldn or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

SOURCE: City of Eureka, *Eureka General Plan Policy Document, Part II, 1997*.

### ***EXISTING NOISE ENVIRONMENT***

The major sources of noise in the City of Eureka include traffic on major roadways and highways, airports, and industrial activities and fixed noise sources. Information from the background report for the *General Plan* and other environmental documents prepared in the Redevelopment Plan Area were used to characterize the existing noise environment. While some of this information is dated, it serves as an indicator of locations where noise may be a concern for the siting of noise-sensitive uses.

#### **Aircraft Noise**

##### ***Murray Field Airport***

Murray Field is a public use airport operated by Humboldt County located within the City of Eureka limits just east of Eureka Slough. The Airport primarily serves single-engine and small twin-engine planes. Just over 100 aircraft are based at the Airport and there are currently on

average 179 flights per day. The Airport is approximately one and a half miles from the easternmost boundary of the merged Redevelopment Plan Area, and as such, does not influence the noise environment within the project area.

### ***Eureka Municipal Airport***

The Eureka Municipal Airport, located on the Samoa Peninsula, is a public use airport operated by the City of Eureka. The Airport primarily serves single-engine and small twin-engine planes. About 20 aircraft are based at the Airport and there are currently on average 96 flights per week. The Airport is about one and a half miles from the closest boundary of the merged Redevelopment Plan Area. Given the proximity of the Airport to the project area and the limited number of flights related to the facility, noise associated with aircraft using the Airport do not influence the noise environment within the project area.

### **Traffic-Related Noise**

Roadway traffic noise is the primary noise source in the Redevelopment Plan Area. State Route (SR) 101 and major arterials dominate the noise environment. Local collector streets also contribute to the noise environment at locations throughout the area.

### **Fixed Noise Sources**

#### ***Schmidbauer Lumber Inc.***

Schmidbauer Lumber Inc. is located along Washington Street and borders 14th Street on the south, Koster Street on the east, and Railroad Avenue on the west. The primary sources of noise at the lumber yard include conveyors, blowers, forklifts, back-up beepers, and banging of materials and equipment. Based on noise measurements collected in support of the *General Plan*, the distance to the worst case 50 Leq contour is approximately 630 feet from the lumber mill (City of Eureka, 1994).

#### ***Pacific Choice Seafood Company***

The Pacific Choice Seafood Company is located along Waterfront Drive at 1 Commercial Street. The main sources of noise at the plant include three large cooling fans facing Waterfront Drive and truck traffic moving to and from the site. The majority of truck traffic occurs during daytime hours. Based on measurements collected in support of the *General Plan*, noise levels associated with the fans produce a steady-state noise level of 60 dBA at 50 feet. The distance to the 50 Leq contour is approximately 160 feet (City of Eureka, 1994).

#### ***Other Fixed Sources***

In addition to the above industrial sites located within the Redevelopment Plan Area, the *General Plan* also describes noise from tire and muffler shops and metal fabricating shops at various locations throughout the City as contributing to the ambient noise environment. The location of average hourly noise contours for tire and muffler shops varies based on the location of the equipment, the degree to which the noise is shielded by adjacent building facades, and the

frequency of use. With respect to metal fabrication shops the worst case location of a 50 Leq contour is roughly 450 feet from the site (City of Eureka, 1994).

### ***NOISE LEVELS IN THE VICINITY OF THE C STREET PROJECTS***

Noise measurement data taken in support of previous environmental documents is used to further characterize noise conditions in the vicinity of the C Street projects evaluated at a project-level of detail in this PEIR. Short-term measurements were taken at two locations along 1st Street, and a 24-hour noise measurement was taken adjacent to D Street near the eastern end of the C Street projects area (see Figure 4.G-2). Noise levels in the area of the C Street projects are influenced by local traffic and activity at the site of the former Eureka Co-op on 1st Street. Results of the noise measurements are shown in Table 4.G-4 and described below.

**TABLE 4.G-4  
NOISE LEVELS IN THE VICINITY OF THE C STREET PROJECTS**

Location <sup>a</sup>	Time Period <sup>b</sup>	Noise Levels (dBA)		Noise Sources
		Leq	Lmax	
A	4:01 – 4: 17 p.m.	52 – 60	76	Traffic along 1st and E Streets; Truck generator at former Co-op
B	4:22 – 4: 36 p.m.	57 – 60	69	Truck generator at former Co-op
C	24-hour	69 (Ldn)	96	Truck generator at former Co-op

<sup>a</sup> Noise measurement locations correspond to those illustrated in Figure 4.G-2.

<sup>b</sup> Short-term measurements were collected on a Wednesday, in two-minute intervals.

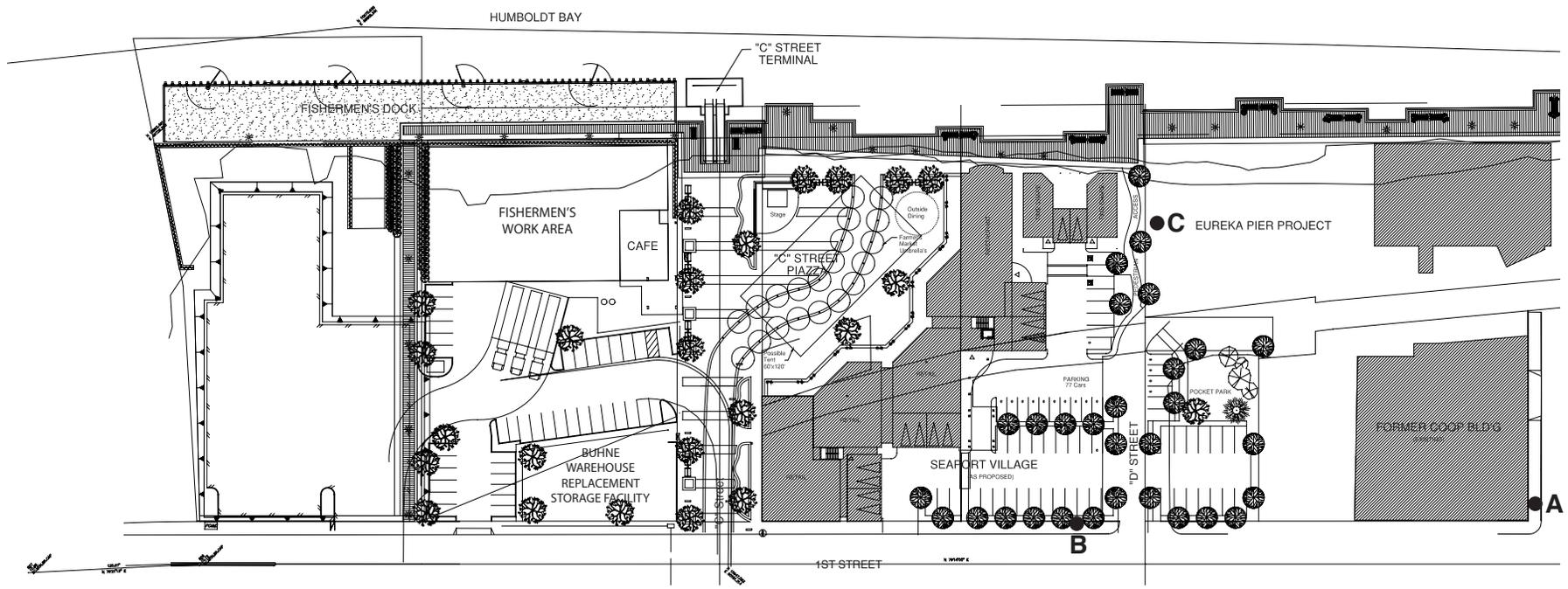
SOURCE: Environmental Science Associates

#### **Location A: Intersection of 1st and E Streets**

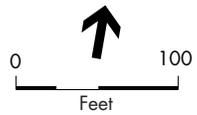
This measurement was taken across from the former Globe Imports, now Graystone Jewelry on E Street. The meter was placed on a tripod on the sidewalk of E Street, approximately 50 feet from the centerline of 1st Street. Noise sources at this location were primarily vehicle traffic accessing the parking lot to the south of Graystone Jewelry.

#### **Location B: Intersection of 1st and D Streets**

This measurement was taken along 1st Street near the intersection of D Street. The meter was placed on a tripod on the sidewalk of 1st Street, approximately 50 feet from the centerline of the roadway.



● A Noise Measurement Locations



SOURCE: City of Eureka, Philippe Lapotre, and Environmental Science Associates

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**Figure 4.G-2**  
Noise Measurement Locations

### **Location C: Eastern End of the C Street Projects Area**

This measurement was taken along the property line near the eastern end of the area that defines the C Street projects, near the former Co-op building. At the time the meter was deployed, an 18-wheel truck trailer was at the loading dock of the former Eureka Co-op, and a generator mounted on the trailer was running, presumably for a refrigeration unit. Judging from the noise measurement data, the generator appeared to have run through the early morning hours and stopped sometime early in the 5:00 a.m. hour. It appears that activity at the loading dock of the former Eureka Co-op can greatly influence the ambient noise level at this location. For the 24-hour noise measurement period, the Ldn was 69 dBA. Without the generator activity, the Ldn would be approximately 60 dBA.

### ***SENSITIVE RECEPTORS***

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial and industrial land uses.

The merged Redevelopment Plan Area includes a mix of industrial, commercial, parks, medical facilities, and residential uses many of which are considered to be noise-sensitive uses.

### **SIGNIFICANCE CRITERIA**

Based on Appendix G of the *CEQA Guidelines*, a project may be deemed to have a significant effect on the environment if it would result in:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project or;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- 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; and
- 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.

With regard to increases in A-weighted noise level, it is widely accepted that the average person can barely perceive noise level changes of 3 dBA, while a change in noise levels of 5 dBA is a readily perceptible increase in noise levels and the minimum required increase for a change in community reaction (Caltrans, 1998). A project that would cause an increase of 5 dBA or more in the ambient noise level of adjoining areas would have a significant impact.

Temporary impacts during construction would be considered significant if they would be substantially greater than existing noise levels, would substantially interfere with affected land uses, would continue for a substantial period, or would affect noise-sensitive uses at night. For the assessment of temporary construction impacts, “substantially greater” means more than five dBA (hourly Leq or Ldn).

To assess long-term changes in the ambient noise environment, violation of the policies contained in the General Plan Draft Final Policy Document would be considered a significant impact. For residential uses, the Policy Document identifies a transportation-related noise environment of 60 Ldn or less as feasible or acceptable without consideration of noise reduction features (see Tables 4.G-1 and 4.G-3). For less noise-sensitive office, restaurant and retail uses, an exterior noise environment of 65 Ldn or less is acceptable.

The project area is not located within an airport land uses plan referral area or within two miles of a private airstrip. While the project area is within about one and half miles of two public use airports (Murray Field and the Eureka Municipal Airport), both airports have few daily flights and do not substantially contribute to or influence the noise environment in the Redevelopment Plan Area. For these reasons, the last two criteria listed are not discussed further in this PEIR.

## PROJECT IMPACTS AND MITIGATION MEASURES

### **Impact G.1: Development in the Eureka redevelopment area and related to the C Street project sites would result in temporary noise impacts related to construction activities. (Significant)**

Construction preparation activities would involve excavation, grading, earth movement, batch-dropping operations, and vehicle travel to and from the individual construction sites. Construction activities such as foundation laying, building construction, and finishing operations also would generate noise. Construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. In addition, certain types of construction equipment generate impulsive noises (such as pile driving), which can be particularly annoying. Table 4.G-5 shows typical noise levels during different construction stages. Table 4.G-6 shows typical noise levels produced by various types of construction equipment. Standard demolition activities use equipment similar to that used for construction activities and would have similar, but shorter duration, noise impacts.

Noise-sensitive uses, including residences, are located throughout the merged Eureka redevelopment area and would be subjected to noise from construction and demolition activities associated with projects proposed under the redevelopment effort. The distances required to

**TABLE 4.G-5  
TYPICAL CONSTRUCTION NOISE LEVELS**

Construction Phase	Noise Level at 50 feet (Leq) <sup>a</sup>	Approximate Distance (in feet) to Reduce Noise to Given Level (Leq) <sup>b</sup>		
		60	65	70
Ground Clearing	84	790	450	250
Excavation	89	1,400	800	450
Foundations	78	400	220	130
Erection	87	1,120	630	200
Finishing	89	1,400	800	450

<sup>a</sup> Average noise levels 50 feet from the noisiest source and 200 feet from the rest of the equipment associated with a given construction phase. Noise levels correspond to office building, hotel, hospital, school, and public works construction.

<sup>b</sup> Calculations assume a 6-dBA reduction for each doubling of distance from the noise source and do not take into account other noise attenuating features such as topography, intervening barriers, and ground surfaces.

SOURCE: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Building Operations, Building Equipment, and Home Appliances*, December 1971.

**TABLE 4.G-6  
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS**

Equipment	Noise Level at 50 feet (Leq)
Backhoes <sup>a</sup>	71-95
Dozers	74-93
Trucks	70-96
Pumps	69-80
Generators	69-82
Compressors	68-95
Pile Drivers	95-101

<sup>a</sup> Backhoes are a common type of excavator.

SOURCE: *Handbook of Noise Control*, Cyril M. Harns, 1979; *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, U.S. Environmental Protection Agency, 1971.

achieve noise levels of 60, 65, and 70 dBA during various construction stages are presented in Table 4.G-5. The duration of the construction period would differ for individual projects in the redevelopment area, depending on the extent of land use change, and the extent to which the change would involve new construction rather than reuse of existing structures.

Construction activities associated with the C Street projects and the remainder of the redevelopment area would generate intermittent noise throughout the life of the project (2020). The effect of construction noise would depend upon how much noise would be generated by the equipment, the distance between construction activities and the nearest noise-sensitive uses, the existing noise levels at those uses, and the time of day in which construction activities would occur. Although construction activities would likely occur only during daytime hours, construction noise would still be considered disruptive to residents and local businesses.

Because the potential exists for construction activities to raise ambient noise levels substantially (by 5 dBA or more) above existing ambient noise levels at nearby sensitive receptor locations to the extent that such activities could be disruptive, and such activities could occur during noise-sensitive hours of the day if not controlled, construction noise would be considered a short-term potentially significant impact of the project.

**Mitigation Measure G.1a: The City shall develop a standard set of construction procedures for inclusion in contractor specifications. The specific measures to be included shall incorporate the following at a minimum:**

- **Limit noise-generating construction activities to 7:00 a.m. to 7:00 p.m. Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturdays, with no noise-generating construction to occur on Sundays or holidays. Construction activities outside of these hours may be allowed by prior approval from the City.**
- **Construction equipment noise shall be minimized during project construction by muffling and shielding intakes on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools.**
- **Fixed construction equipment (e.g., compressors and generators) and construction staging areas shall be located as far as possible from noise-sensitive receptors.**
- **Minimize unnecessary idling of internal combustion equipment.**

**Mitigation Measure G.1b: If pile driving is required for pier replacement activities or other construction in the redevelopment area or the C Street projects, the City shall incorporate into the contract specifications for those projects the following requirements:**

- **Wherever possible, sonic or vibratory pile drivers will be used lieu of impact pile drivers.**
- **Wherever feasible, pile holes will be pre-drilled to reduce potential noise and vibration impacts.**

**Significance after Mitigation:** Less than Significant.

**Impact G.2: Project-generated vehicle traffic associated with the C Street projects could result in an increase in ambient noise levels on nearby roadways used to access the site. (Less than Significant)**

Based on the traffic analysis prepared for this PEIR, the proposed C Street projects would be expected to generate approximately 1,096 new daily vehicle trips. These trips would be distributed over the local street network and could affect roadside noise levels at sensitive receptor locations.

To assess the impact of traffic from the C Street projects on roadside noise levels, noise level projections were made using the Federal Highway Administration (FHWA) Noise Prediction Model for the roadway segments that would experience the greatest increase in traffic volumes based on the traffic analysis. Table 4.G-7 shows the estimated noise levels along these segments under existing, existing plus project, and cumulative project and no project conditions in 2020. Estimated noise levels shown in Table 4.G-7 correspond to a distance of approximately 50 feet from the centerline of the applicable roadway segment.

**TABLE 4.G-7  
EXISTING AND PROJECTED PEAK-HOUR TRAFFIC NOISE LEVELS**

Roadway Segment <sup>a</sup>	Peak-Hour Noise Levels, Leq <sup>b</sup>			
	Existing (2004)	Existing Plus Project (2004)	Cumulative No Project (2020)	Cumulative Plus Project (2025)
C Street (south of 2nd Street)	58.0	59.2	59.0	60.0
C Street (south of 3rd Street)	57.2	58.6	58.2	59.3
4th Street (east of C Street)	67.5	67.7	68.5	68.6
2nd Street (west of E Street)	58.3	59.4	59.3	60.1
E Street (south of 2nd Street)	58.1	59.2	59.1	60.0

<sup>a</sup> Noise levels were calculated using the FHWA traffic noise prediction model for weekday p.m. peak-hour conditions. Noise levels were calculated at 50 feet from the centerline of the roadway.

<sup>b</sup> The analysis assumes the average vehicle speed on each of the roadway segments to be 35 mph. A vehicle mix consisting of 97 percent automobiles, 2 percent medium trucks, and 1 percent heavy trucks was also used for the various roadway segments.

SOURCE: Environmental Science Associates

In areas where the noise environment is dominated by traffic, the peak-hour Leq is generally equivalent to the Ldn at that location. Thus, the noise levels estimates shown in Table 4.G-7 can be used to evaluate the 24-hour noise environment in terms of Ldn, the descriptor used to determine the noise-land use compatibility guidelines contained in the City's General Plan.

Project-generated traffic would not cause noise levels to significantly increase (by 5 dBA or more) from existing conditions. As shown in Table 4.G-7, the project alone would increase noise

levels by less than 2 dBA along modeled roadway segments. The highest project-related noise increase would occur along the segment of C Street south of 3rd Street. The increase in noise levels would 1.4 dBA, which would not be detectable. Cumulative long-range traffic in combination with the project would also affect roadside noise at most by 2.1 dBA, which would be minor. For these reasons, the project would not result in any cumulatively considerable increases in noise levels for residents or other noise-sensitive land uses on modeled roadway segments, since the project itself and in combination with cumulative development would not have a substantial incremental effect on roadside noise levels. The increase in roadside noise levels from the implementation of the C Street projects would be a less-than-significant impact.

**Mitigation:** None required.

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**Impact G.3: The C Street projects could introduce noise-sensitive residences to an area with high ambient noise levels depending on the type of future uses that could occur at the former Co-op building. (Significant)**

Based on long-term noise measurements collected at the eastern end of the area that defines the C Street projects, the ambient noise level at the project site could be as high as 69 Ldn. These measurements were taken when the former Co-op building was occupied and operational. Activity at the loading dock of the former Eureka Co-op was the primary source of noise at the project site during the monitoring period. Noise generated by activity at the loading dock is characterized by intermittent noise events of short duration. When there was no activity at the loading dock, noise levels near the eastern end of the C Streets Projects area were low because there are no other major sources of noise in the vicinity. The noise exposure of proposed residential units associated with the Seaport Village Project would depend upon the orientation of the units. If the residential units have no windows, doors or other openings facing the former Co-op building and loading dock area, the noise levels generated by loading dock activity would not affect noise levels experienced by residences. If the residential units have windows facing the former Co-op building loading dock, activities at the loading dock associated with future uses of the building *could* affect residences if a similar type of businesses were to relocate to the building. At this time, the future use of the building is unknown, but past uses (Co-Op, mead wine bottler, and a water bottling operation) used this area for loading and shipping.

Short-term noise measurement data collected at sites along 1st Street (see Figure 4.G-2) show that noise from local traffic would produce an acceptable noise environment for the residences. That is, the peak-hour Leq along 1st Street would be at or below 60 dBA, and in areas where the noise environment is dominated by traffic, the peak-hour Leq is roughly equivalent to the Ldn at that location.

**Mitigation Measure G.3a: All residential uses proposed as part of the C Street projects should be constructed to comply with the noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix 12A).**

**Mitigation Measure G.3b:** To the extent feasible, residential units related to the C Street projects should be configured such that bedrooms are located away from the former Co-op loading dock and other fixed sources of noise.

**Mitigation Measure G.3c:** The project sponsor should prepare a written statement [a letter or small brochure] to be distributed to prospective buyers of the residential units informing them of potential future activity at the Co-op building loading dock. While this mitigation measure would not decrease the noise level at the project site, it would inform potential residents of the intermittent activity that could occur in the future at the former Co-op building loading dock.

**Significance after Mitigation:** Less than Significant.

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**Impact G.4: Development of the proposed C Street Projects would introduce noise-generating activities that could affect the noise environment of existing adjacent land uses and noise-sensitive uses proposed as part of the Seaport Village Project. (Potentially Significant)**

The C Street Projects would introduce noise-generating activities to the site. These activities would primarily include those associated with the Fisherman's Work Area and Café Building and with HVAC equipment associated with buildings proposed as part of the C Street Projects. The types of noise-generating activities at the Fisherman's Work Area and Café Building would include such activities as off-loading fish, fish processing, and packing and shipping activities. Fish processing and packing activities would occur within the proposed building and would not be expected to affect off-site receptors or noise-sensitive uses associated with the Seaport Village Project. The configuration of the Fisherman's Work Area building would also partially shield receptors from fish off-loading that would occur within the fisherman's dock area. Shipping and truck loading/unloading activities would occur on the south side of the building in a portion of the proposed parking lot. The shipping hours and number of truck loads that would enter or leave the site on a daily basis are unknown at this time.

Off-site uses to the south and west that could be exposed to noise from loading and shipping activities are limited to commercial waterfront uses; uses that are not generally considered to be sensitive to noise.

Proposed residential units associated with the Seaport Village Project could be affected by noise from these activities depending upon the orientation of the units and the level and type of these activities. Truck loading/unloading activities at other commercial/industrial type uses observed at a distance of 50 feet have ranged from between 69 and 84 dBA, depending on the type of truck activity (e.g., truck idling, acceleration, etc.) and truck type. These observations were made of both light and heavy-duty delivery trucks and tractor trailers. Idling trucks were at the lower end of the measured range, while trucks starting up and accelerating away from the facility resulted in noise levels in the upper range. Second-floor residential units associated with the Seaport Village

Project could be located as close as 150 feet from the truck loading/unloading area. At this distance, exterior noise levels would attenuate to between 55 and 65 dBA. At these levels, loading activities would not be expected to exceed the daytime or nighttime Lmax standards established in the Eureka *General Plan* Policy Document. Also, because these activities would be intermittent they would not be expected to exceed the City's hourly Leq standards. These activities could cause noise levels to exceed the City's recommended noise standard of 60 Ldn.

The location and shielding of HVAC equipment associated with the C Street Project buildings is unknown. Typical building equipment and their respective noise ranges at 3 feet include: unit heaters – 45 to 80 Leq; boilers and rooftop air conditioning units – 70 to 90 Leq; and self-contained air conditioning units – 55 to 95 Leq (U.S. EPA, 1971). At these levels, noise from this equipment could exceed the City's Lmax and hourly Leq noise standards for non-transportation sources at Seaport Village residential units. By effectively blocking the line of sight of noise-generating building equipment (e.g., HVAC equipment) from proposed residential units, the City's standards could be met and this impact could be mitigated to a less-than-significant level.

Implementation of mitigation measures identified below would ensure that potential noise conflicts related to loading dock activities and building equipment use would be reduced to a less-than-significant level.

**Mitigation Measure G.4a: Implement Mitigation Measures G.3a and G.3b above.**

**Mitigation Measure G.4b: To the extent feasible, truck loading dock activities should be limited to between the hours of 7:00 a.m. and 10:00 p.m.**

**Mitigation Measure G.4c: To the extent feasible, truck loading dock activities should be shielded from the proposed Seaport Village residential units.**

**Mitigation Measure G.4d: Building equipment (such as HVAC equipment) should be located in such a way that noise from the equipment is effectively blocked from the proposed Seaport Village residential units.**

**Significance after Mitigation:** Less than Significant.

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**Impact G.5: Development proposed in the merged redevelopment area could result in new noise-sensitive uses in areas where noise levels are unacceptable for such uses. (Significant)**

The merging of the redevelopment area could result in the construction of a number of noise-sensitive land uses, including recreational areas, transient lodging/hotel uses, senior housing, and residential uses in several locations. Development of these noise-sensitive uses could occur where the ambient noise environment would be unacceptable for such uses, primarily due to noise on heavily traveled arterial streets or SR 101, or in close proximity to known fixed sources of noise.

General Plan noise/land use compatibility standards consider the development of noise-sensitive uses, including residential areas, to be “feasible” or acceptable in areas where the exterior noise levels is less than 60 Ldn (see Tables 4.G-1 and 4.G-3). In such areas, no special noise insulation is required. Areas where noise levels are up to 70 Ldn are considered to be “probably feasible” or conditionally acceptable for residential uses, and may require special noise insulation features. For other noise-sensitive uses (such as transient lodging, schools, churches, etc), a noise environment of up to 75 Ldn is conditionally acceptable. Generally, in areas where the background noise level is above these levels, residential or other noise-sensitive uses are considered normally unacceptable, even with noise insulation.

Because the proposed merging of the redevelopment area could locate residents and/or other noise-sensitive land uses in areas that exceed the “feasible” compatibility criteria, this would be a potentially significant impact. However, with proper noise insulation, this impact could be mitigated to a less-than-significant impact.

**Mitigation Measure G.5a: All development in the proposed merged redevelopment area shall be constructed to comply with the relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix 12A).**

**Mitigation Measure G.5b: The City shall require noise insulation for all residential areas and other noise-sensitive uses proposed within the redevelopment area that would be located in areas that exceed 60 Ldn. Noise insulation shall be such that interior noise levels do not exceed 45 Ldn, as required under Title 24 of the California Code of Regulations and under General Plan Policy 7.G.6.**

**Mitigation Measure G.5c: The City shall require project-specific acoustical studies for proposed residential and other noise-sensitive uses that show how the interior and exterior noise standards (see Tables 4.G-1 and 4.G-3) established by the City of Eureka will be met.**

**Mitigation Measures G.5d: The City shall require that project sponsors of commercial, retail and industrial development associated with the redevelopment area, design these uses such that HVAC equipment and garbage and truck loading/unloading areas are shielded or located away from noise-sensitive uses to avoid conflicts.**

**Significance after Mitigation:** Less than Significant.

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## REFERENCES – Noise

Caltrans, *Traffic Noise Analysis Protocol for New Highway Construction and Highway Reconstruction Projects*, 1998.

City of Eureka, *City of Eureka General Plan, Background Report, Public Review Draft*, January 1994.

City of Eureka, *Eureka General Plan Policy Document, Part II*, February 1997.

Harns, Cyril M., *Handbook of Noise Control*, 1979.

U.S. Environmental Protection Agency, *Noise from Construction Equipment and Building Operations, Building Equipment, and Home Appliances*, December 1971.

## H. CULTURAL RESOURCES

This section describes the existing cultural resources within the Eureka redevelopment area and its regional vicinity. Information used in preparation of this section is based on review of previously conducted inventories of the City of Eureka, namely the Background Report for the City of Eureka *General Plan* (1994). No pedestrian-level surveys or architectural evaluations were conducted for this analysis.

Subsequent environmental assessments will be necessary for programmatic elements, particularly sites within the City of Eureka archaeological sensitivity zone, to determine the site-specific impacts of individual development projects on cultural resources.

### SETTING

#### *PREHISTORIC SETTING*

The City of Eureka lies within the Northwest Coast cultural area of Northwest California. The area is dominated by rugged mountains and redwood forests that rise abruptly from the ocean. This region differs culturally from the Eel and Russian river subregions to the south, and has a greater similarity to the cultural areas of Oregon, Washington, and British Columbia. From 4,500 B.P. (before the present) to 2,800 B.P., the cultural practices in the vicinity of Eureka are thought to have involved the hunting of deer and elk, augmented by the gathering of acorns and other edible seeds by small, highly mobile family groups. Prehistoric settlement was principally along lagoons and river mouths, the major rivers (including the Mad and Trinity rivers), and high ridgetops, among which people moved as various resources became seasonally available.

Although a limited level of evidence indicates the initial occupation of Humboldt County began during the Lower Archaic (between ~6,000 and 3,000 B.C. or the Borax Lake Pattern), a few sites have indicated that greater levels of human habitation began around 500 B.C. Namely, the St. George site (CA-DNo-11), which represents one of the most highly stratified sites of this period (Moratto, 1984). This possible Karok site was dated at 2,310 B.P. and was suggestive of an inland hunter gatherer society that under-utilized riverine and maritime resources.

Emerging from this inland-focused strategy, probably the most comprehensive view of the Humboldt Bay prehistoric cultures comes from the *Gunther Pattern*, a tradition well documented by L.L. Loud's (1918) reconnaissance of Humboldt Bay and the lower reaches of the Mad and Eel Rivers. Loud's excavation at CA-Hum-67 yielded the most representative inventory of artifacts attributable to the *Gunther Pattern*, which demonstrated influences from the larger, established Northwest cultures to the north. The *Gunther Pattern* (beginning around A.D. 500) exhibited a greater reliance on maritime resources, evidenced by the assemblages of harpoon points, woodworking tools, and stone net sinkers (Moratto, 1984). This pattern is further indication that the Yurok and Wiyot were late arrivals to the region, bringing with them riverine and maritime technology that quickly diffused throughout the Northwest Coast region.

## ***HISTORIC SETTING***

The first documented European contact in the region was made by the Don Bruno de Hezeta expedition in 1775 near Trinidad. However, Spanish colonization this far north was thwarted by the presence of Russian settlements and outposts extending south from Alaska, and inadequate funding. As such, none of the towns, presidios, missions, or ranchos that characterize much of coastal California were established in this region.

In 1850, the geographical area of Trinity County included Humboldt, Trinity, and Del Norte Counties. Humboldt County was established in 1853. The discovery of Humboldt Bay occurred in 1849 by a land expedition led by Dr. Josiah Gregg (Maschner, 2000). The bay itself was named in honor of the German naturalist and explorer, Baron Alexander von Humboldt.

The settlement of California initially exploded with the Gold Rush beginning in 1848. With the construction of the transcontinental railroad in 1869, Humboldt Bay provided a shorter route to the northern mines and resulted in the founding of a number of towns around the bay. Conflict resulting from Euro-American intrusion in the study area resulted in retaliatory killings by both Native Americans and Euro-American settlers, and prompted the establishment of Fort Humboldt in 1853. In general, the economy of the area has been dependent on mining, the export of lumber and wood products, and on commercial fishing.

## ***REDEVELOPMENT AREA***

### **Prehistoric**

As discussed above, the areas lining Humboldt Bay were attractive locales for prehistoric peoples. The area that represents the redevelopment area constitutes elements of the landform that provided access to Humboldt Bay and its resources. Despite being developed today, much of the food processing and village sites identified by Loud (1918) were found along the edge of the marsh up to the bay waters, especially in areas not subject to tidal influence. Indian Island (i.e., Gunther Island), however, represented the most well preserved evidence of Wiyot settlement.

### **Historic**

The areas that represent the proposed financial merging of redevelopment areas contain a multitude of neighborhoods and communities that evoke Eureka's breadth of architectural styles and commercial development. For example, the Eureka Old Town Historic District includes 215 buildings within a 24-block area between C and N Streets and between the waterfront and 3rd Streets. Of these, 161 are considered contributors to the district and are now listed on the National Register of Historic Places. Table 4.H-1 lists the properties within the City of Eureka currently listed on the National Register of Historic Places.

The Local Register of Historic Places for the City of Eureka also recognizes numerous additional buildings and structures that have local significance.

**TABLE 4.H-1  
NATIONAL REGISTER OF HISTORIC PLACES LISTING, CITY OF EUREKA**

Resource name	Address	City	Listed
Bank of Eureka Building	240 E St.	Eureka	1982-04-12
Carnegie Free Library	636 F St.	Eureka	1986-01-23
Clark, William S., House	1406 C St.	Eureka	1988-01-14
Eureka Historic District	Roughly, 1st, 2nd, and 3rd Streets, between C and N Streets	Eureka	1991-10-15
Eureka Inn	7th and F Streets	Eureka	1982-02-11
First and F Street Building	112 F Street	Eureka	1974-07-12
Gunther Island Site 67	Address Restricted	Eureka	1966-10-15
Humboldt Bay Woolen Mill	1400 Broadway	Eureka	1982-06-25
Janssen, E., Building	422 1st Street	Eureka	1973-07-16
McDonald, D. C., Building	108 F Street	Eureka	1982-11-17
McFarlan, George, House	1410 2nd Street	Eureka	1978-11-15
Odd Fellows Hall	123 F Street	Eureka	1978-05-03
Ricks, Thomas F., House	730 H Street	Eureka	1992-10-02
Simpson--Vance House	904 G Street	Eureka	1986-07-17
Tsahpek	Address Restricted	Eureka	1972-12-05
U.S. Post Office and Courthouse	5th and H Streets	Eureka	1983-02-10
Washington School	1910 California Street	Eureka	2002-04-12

### ***PROJECT-LEVEL SITES***

#### **C Street Projects**

The project site is located in the “Old Town” Historic District of Eureka, which is listed on the National Register of Historic Places. The “Old Town” Historic District is significant under Criteria A and C<sup>1</sup> of the California Register of Historic Resources as well, because the buildings within this area represent the economic and residential development of Eureka (Eureka Heritage Society, 1990).

<sup>1</sup> The California Register of Historic Resources has four criteria for listing on the Register, which are similar to the criteria for listing on the National Register of Historic Places. A property that meets Criterion A is associated with events or patterns of events that have made a significant contribution to the broad patterns of the history and cultural heritage of California and the United States. A property that meets Criterion C embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

The Eureka Heritage Society (1990) recorded four structures built during the period of significance (1849-1945) on the north side of 1st Street between C and D Streets. These buildings have been demolished since their recordation. These were:

- 201 1st Street – A two-story corner building.
- 225 1st Street, Scandia Hotel – Greek revival, two-story building
- 233 1st Street, L’Tosca Hotel – Greek Revival, two-story building
- 100 C Street, Warehouse – Structural steel frame building

The Scandia Hotel and the remaining buildings were found to lack integrity to “allow retention and rehabilitation” to their original historic levels (P.S. Preservation Services, 1997: 8).

The last remaining structure on the project site is the abandoned H.H. Buhne Warehouse. The H.H. Buhne Warehouse was built circa 1910 to 1920, and was used by the H.H. Buhne Company as an implement warehouse. According to P.S. Preservation (1997: 4), the Buhne warehouse retains “sufficient historic material for the building to retain its historic integrity.” The Buhne Warehouse is a contributing element of the Eureka “Old Town” National Register of Historic Places District, and is therefore also considered to be a significant resource under CEQA criteria.

## **RESULTS**

### **Prehistoric Resources**

The record search conducted for the purposes of the *General Plan* revealed that 47 archaeological sites have been identified within the City of Eureka boundaries. Using these results, the City identified an area of the greatest sensitivity for archaeological resources (City of Eureka, 1994), which includes the project-specific sites and the merged redevelopment area. The sensitivity zone was delineated predominately along the banks of Humboldt and Arcata Bays. Although the record search revealed that no subsurface resources are known to exist at the proposed project-specific sites, the C Street projects are within the boundaries of greatest sensitivity. Therefore, there is a high probability that previously unknown subsurface resources exist at the C Street project sites.

### **Historic Resources**

A number of buildings had originally stood on the land that represents the Seaport Village and Fisherman’s Work Area, although these have largely been removed. As mentioned above, the buildings that lined the north side of 1st Street between C and D Streets were recorded as contributors to the “Old Town” District in 1990. However, since that time, the Scandia Hotel and the L’Tosca Hotel, were demolished. The H.H. Buhne Warehouse is the only remaining structure on the project area. It was built circa 1910 to 1920, and was used by the H.H. Buhne Company as an implement warehouse. According to P.S. Preservation (1997: 4), the Buhne Warehouse retains “sufficient historic material for the building to retain its historic integrity.” The Buhne Warehouse is a contributing element of the Eureka “Old Town” National Register of Historic Places District and is therefore considered to be a significant resource under CEQA criteria.

## NATIVE AMERICAN CONSULTATION

The Native American Heritage Commission (NAHC) was contacted on June 15, 2004 in order to request a database search for sacred lands or other cultural properties of significance to local Native Americans. The sacred lands survey failed to indicate the presence of cultural resources in the project area. The NAHC provided a list of Native American contacts that may have further knowledge of the project area with respect to cultural resources and potential impacts to those resources that could occur as a result of the proposed project. Each person or organization listed on the NAHC list was contacted by letter requesting information about locations of importance to Native Americans. A response was received from Paul Angell of the Blue Lake Rancheria stating that numerous sites of special importance are within the redevelopment project area. These sites were included within the *General Plan's* archaeological sensitivity zone. It was further requested that the Blue Lake Rancheria be kept informed regarding future developments on this project.

Another response was received from Edwin Smith, Cultural Liaison, of the Bear River Band of Rohnerville Rancheria in which he noted several areas of archaeological sensitivity to the Bear River Band.

Ms. Marnie Atkins, the Cultural Director of the Table Bluff Reservation Wiyot Tribe, was also contacted by letter on July 15, 2004 and asked to provide any pertinent information concerning cultural resources that may be located at the locations of potential future projects. Ms. Atkins responded by letter on August 17, 2004. She requested additional information on potential future projects, inquired if additional studies will be conducted, and stated that the Tribe would like to reserve the opportunity to conduct monitoring at selected locations during ground-disturbing activities.

A response to Ms. Atkins requests and comments was provided to her through e-mail correspondence on August 25, 2004 indicating that the exact nature of potential future projects included in the Programmatic Elements has not been defined and that mitigation measures have been identified that would require additional studies and monitoring as appropriate.

## REGULATORY FRAMEWORK

### ***CALIFORNIA ENVIRONMENTAL QUALITY ACT***

According to the CEQA *Guidelines* (Section 15064.5[a][3]), generally a resource shall be considered "historically significant" if the resource meets the criteria for listing on the California Register of Historic Resources (Public Resources Code SS5024.1 Title CCR, Section 4852). When a project will impact an archeological site, it needs to be determined whether the site is an historical resource, which is defined as any site which:

- (a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and
- (b) Meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, a resource included in a local register of historical resources, as defined by Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant.

CEQA also requires lead agencies to consider whether projects will impact "unique archaeological resources." Public Resources Code section 21083.2, subdivision (g), states that "'unique archaeological resource' means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- (a) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- (b) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- (c) Is directly associated with a scientifically recognized important prehistoric or historic event or person."

### ***CITY OF EUREKA GENERAL PLAN***

The following City of Eureka *General Plan* policies on cultural resources are relevant to the project:

Policy 5.E.1: The City shall designate historic districts for the restoration and preservation of those areas, buildings and sites in Eureka that are of historic, cultural, and/or architectural significance.

Policy 5.F.1: The City shall solicit the cooperation of the owners of cultural resources, encourage those owners to treat these resources as assets rather than liabilities, and encourage the support of the general public for the preservation and enhancement of these resources.

Policy 5.F.2: The City shall solicit the views of the Native American Heritage Commission and/or the local Native American community in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance.

Policy 5.F.4: The City shall use, where feasible, incentive programs to assist private property owners in preserving and enhancing cultural resources.

Policy 5.F.5: The City shall require that discretionary development projects identify and protect from damage, destruction, and abuse, important historical, archaeological, and cultural sites and their contributing environment. Such assessments shall be incorporated into a Citywide cultural resources data base.

Policy 5.F.6: The City shall require that the discretionary development projects are designed to avoid potential impacts to significance cultural resources whenever feasible. Unavoidable impacts, whenever feasible, shall be reduced to a less than significant level and/or shall be mitigated by extracting maximum recoverable data. Determinations of impacts, significance, and mitigation shall be made by qualified archaeological or historical consultants, depending on the type of resource in question.

Policy 5.F.7: The City shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts.

## SIGNIFICANCE CRITERIA

A cultural resource impact would be considered significant if the project would result in any of the following, according to Appendix G of the CEQA *Guidelines*:

- Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;
- Disturb any human remains, including those interred outside of formal cemeteries; or
- Cause a substantial adverse change in the significance of a historic resource, as defined in Section 15064.5

CEQA Section 21084.1 states that “a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” CEQA defines substantial adverse change in the significance of a resource as the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource is materially impaired (CEQA *Guidelines* 15064.5(b)(1)). The significance of an historical resource is considered to be materially impaired when a project demolishes or materially alters in an adverse manner those characteristics that convey its historical significance and that justify its inclusion on an historical resource list (CEQA *Guidelines* 15064.5(b)(2)).

## PROJECT IMPACTS AND MITIGATION MEASURES

**Impact H.1: The merging of the redevelopment areas could result in the construction of new facilities that could involve ground-disturbing activities that have the potential to adversely affect significant prehistoric and historic archaeological resources and/or buried**

**human remains through uncovering damage or destruction of those remains. (Potentially Significant)**

Archaeological remains and human remains could be inadvertently unearthed during ground-disturbing activities such as grading, trenching, or use of staging areas. Demolition or substantial damage to significant archaeological resources or human burials is a significant impact. To reduce this impact to a less-than-significant level, implement Mitigation Measures H.1a and H.1b.

**Mitigation Measure H.1a: The project sponsor shall prepare a plan specifying the methods and procedures that will be used to identify and evaluate cultural resources that may be present in individual programmatic project locations in the redevelopment area. The procedures specified in the plan shall be implemented, as appropriate, prior to the commencement of construction in individual programmatic project locations in the redevelopment area. The plan shall describe the procedures for cultural resources inventories that shall consist, at a minimum, of a cultural resources records search to be conducted at the North Coastal Information Center of the California Historical Resources Information System, located in Klamath; consultation with the Native American Heritage Commission (NAHC) and with interested Native Americans identified by the NAHC; and, if necessary, a field survey.**

**Mitigation Measure H.1b: Workers involved in ground disturbing activities shall be trained by a professional archaeologist in the recognition of archaeological resources (e.g., historic and prehistoric artifacts typical of the general area), procedures to report such discoveries, and other appropriate protocols to ensure that construction activities avoid or minimize impacts to potentially significant cultural resources. In addition, a Native American representative shall be present to monitor coring activities. If an archaeological artifact or other archaeological remains are discovered on-site during construction, all construction activities shall be halted and a qualified archaeologist shall be summoned within 24 hours to conduct an independent review of the site. If the find is determined to be significant, adequate time and funding shall be devoted to conduct data recovery excavation. Any archaeologically important materials recovered during monitoring or archaeological excavation shall be processed in a laboratory, catalogued and analyzed, with the results presented in an archaeological monitoring or excavation report that meets professional standards.**

If mitigation is required, preservation in place is the preferred manner of mitigating impacts to archaeological sites. This may be accomplished (but not limited to) 1) planning construction to avoid archeological sites; 2) incorporation of sites within parks, greenspace, or other open space; 3) covering the archaeological sites with a layer of chemically stable soil before building parking lots, or similar facilities on the site; or 4) deeding the site into a permanent conservation easement.

When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Data recovery shall not be required for an historical resource if the lead agency determines that testing or studies already completed have adequately recovered the

scientifically consequential information, provided that information is documented in the EIR and the studies are deposited with the California Historical Resources Information System's Northwest Information Center.

**Significance after Mitigation:** Less than Significant.

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**Impact H.2: The merging of the redevelopment areas could result in construction of new facilities that have the potential to adversely affect historic architectural resources through changes to the historical setting. (Less than Significant)**

Construction of new facilities could result in impacts on historic architectural resources. Historic architectural resources may be affected through significant changes in the historical setting of buildings. If alterations cause significant changes to the attributes that convey the significance of the property, this is considered a significant impact. However, the City would require that any new development being proposed adjacent to an historic district or an individual historic resource undergo a design review by the City's Design Review Committee. The Design Review Committee would require that the design of proposed developments in the redevelopment area be harmonious with surrounding historic resources. Therefore, new development in the redevelopment area would result in a less than significant impact on historic architectural resources.

**Mitigation:** None required.

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**Impact H.3: Implementation of the C Street projects may affect unknown, potentially significant archaeological resources. (Potentially Significant)**

Development that may occur as a result of the C Street projects (e.g., Seaport Village, Fisherman's Work Area and Café, and C Street Plaza and Piazza) could result in a potentially significant impact to cultural resources. Cultural resources, whether prehistoric or historic, are physical manifestations of cultural activity. As such, they constitute an important non-renewable resource, which has the potential of increasing our understanding of older or extinct cultures.

Archaeological sites usually consist of both surface and subsurface components with evidence beneath the surface often much more extensive than that visible above. The project area currently consists of mostly built environment; therefore, the possibility of finding surface indicators of prehistoric sites is low, while the likelihood of the existence of subsurface deposits of cultural material is still high, especially at depths below 100 centimeters. The project area is a highly sensitive area for prehistoric occupation and there remains a possibility that previously unknown significant deposits may be encountered during development of currently open areas or during the demolition of existing buildings.

Excavation, trenching for foundations, pipe and cable installation, landscaping, and other earth disturbing activities associated with development could result in adverse impacts to archaeological resources.

**Mitigation Measure H.3: Implementation of above Mitigation Measure H.1a and H.1b would reduce this impact to less than significant.**

**Significance after Mitigation:** Less than Significant

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**Impact H.4: Implementation of the C Street projects would result in the demolition of the H.H. Buhne Warehouse. (~~Less than~~ Potentially Significant)**

The development proposed would require the demolition of the H.H. Buhne Warehouse Building, located at 100 C Street. This building is included in the Eureka “Old Town” National Register District; however, it appears that the building is no longer a contributing element to this historic district. While the Buhne Warehouse may have at one point been an integrated part of the historic district, demolition of the surrounding buildings has left the Buhne Warehouse isolated from its historic context—it is the only warehouse remaining in this area that once served the commercial/industrial fishing and timber operations on Humboldt Bay. Therefore, contextually, it is a solitary structure that no longer contributes to the historic district. In addition, there are modern buildings and parking lots that separate the Buhne Warehouse from the historic district. Thus, the building is not visually connected with the Old Town Historic District. Finally, the building itself lacks historical integrity and would not be considered significant as an individual historic resource. However, because the building has previously contributed to a historic district, its demolition is considered potentially significant.

**Mitigation Measure H.4: Due to its previous contribution in the historic district, the City would document the H.H. Buhne Warehouse Building according to the Historic American Buildings Survey (HABS) standards.**

**Significance after Mitigation:** Less than Significant

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**Impact H.5: Implementation of the façade improvement and seismic upgrade programs could affect architectural resources in the redevelopment area. (Potentially Significant)**

The façade improvement would contribute to the protection of architectural resources by providing funds for various repairs to historic resources throughout the Historic Old Town and Downtown areas. However, if the façade improvements are not done according to the Secretary of the Interior’s Standards, this could adversely affect the historic resources of Old Town.

The seismic upgrade program would also protect architectural resources by providing stronger structural elements that would reduce damage from seismic activity. Neither the façade improvement program nor the seismic upgrade program are expected to result in adverse impacts to architectural resources.

**Mitigation Measure H.5: Follow the Secretary of the Interior’s Standards for the Treatment of Historic Properties.**

Any alterations to historic buildings or structures shall conform to the *Secretary of the Interior’s Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building*, 36 CFR 68 (1995). A project that follows this mitigation measure shall reduce impacts to a less than significant level on historic buildings and structures.

**Significance after Mitigation:** Less than Significant.

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REFERENCES – Cultural Resources

City of Eureka, *National Register of Historic Places Registration Form. “Old Town” Historic District*. NPS Form 10-900, 1990.

City of Eureka, *City of Eureka General Plan: Background Report*. Prepared by Mintier & Associates, et al, 1994.

Loud, L.L., *Ethnogeography and Archaeology of Wiyot Territory*. University of California Publications in American Archaeology and Ethnology, 14(3): 221-436, 1918.

Marschner, J., *California: A Snapshot in Time 1850*. Coleman Ranch Press: Sacramento, CA, 2000.

Moratto, M.J., *California Archaeology*. Smithsonian Press: San Diego, CA, 1984.

P.S. Preservation Services, *Historical Fabric Report: Scandia Hotel, H.H. Buhne Warehouse, Our Corner Saloon, Fisherman’s Building, Eureka, California*. Prepared for the City of Eureka, 1997.

## I. BIOLOGICAL RESOURCES

This section describes the existing biological resources within the Eureka redevelopment area and its regional vicinity. Information used in preparation of this section is from field observations in October 2003 and May 2004, the California Natural Diversity Database (CDFG, 2004), and California Native Plant Society Electronic Inventory (CNPS, 2003). Documents of previous projects (City of Eureka, 1998; 2002) within the project area were reviewed as well as applicable federal, state and local regulations relating to biological resources. Habitat quality and species distribution were considered in evaluating the likelihood of special status species occurring in the project area. No protocol-level special status species surveys or formal wetland delineation were conducted for this project.

Subsequent environmental assessments will be necessary for programmatic elements, particularly sites within the Coastal Zone, to determine the site-specific impacts of individual development projects on biological resources.

### SETTING

The project area is located along Humboldt Bay within the central western area of Humboldt County. Humboldt Bay consists of two bays, South Bay and Arcata Bay. A narrow peninsula separates Humboldt Bay from the Pacific Ocean. Specifically, the project area is located along the southern portion of Arcata Bay. Indian Island, Woodley Island and Daby Island are north of the project area within Humboldt Bay. Cool, wet winters and cool summers with frequent fog and wind characterize the coastal climate of the bay. Natural communities occurring along Humboldt Bay include beach, coastal prairie, marine and estuarine wetlands and coniferous forests. Several creeks, such as Elk River and Freshwater Creek flow into Humboldt Bay and are subject to daily tidal fluctuations. Intertidal mudflat and salt marsh wetlands occur along the shore of Humboldt Bay and provide habitat for over 100 species of birds associated with marine and estuarine wetlands. Great blue heron (*Ardea herodias*), willet (*Catoptrophorus semipalmatus*), marbled godwit (*Limosa fedoa*) and herring gull (*Larus argentata*) are dominant and common predators in estuarine tidal flats. The narrow and rocky shoreline provides limited shorebird feeding opportunities. The bay serves as a migration corridor for commonly occurring surfperch and flatfish as well as special-status adult and juvenile Chinook salmon (*Oncorhynchus tshawytscha*) and coho salmon (*Oncorhynchus kisutch*). Eelgrass provides food and cover for migrating juvenile and adult Chinook salmon and coho salmon, and nursery habitat for dungeness crab (*Cancer magister*) and pacific herring (*Clupea harengus pallasi*).

Shipping channels serving the shoreline community of Humboldt Bay follow deep-water corridors. These channels are dredged and maintained by the U.S. Army Corps of Engineers (Corps). The Eureka and Samoa Channels split from the North Bay Channel approximately 18,500 feet inland from the Pacific Ocean. The Eureka Channel serves the Eureka waterfront and consists of two segments: the outer reach, a 3,000-foot long channel with a design depth of 35 feet, and the Inner Reach, a 6,700-foot long channel with a design depth of 26 feet.

## **REDEVELOPMENT AREA**

### **Vegetation**

Sites within the redevelopment area are located within highly disturbed areas. These sites support primarily ruderal vegetation (non-native annual plant species that rapidly colonize disturbed areas), ornamental landscaping vegetation and/or existing development. Adjacent plant communities include willow riparian along Eureka Slough within 200 feet of site N, and eelgrass along the rocky shore of the bay within 100 feet of sites F, G, H, I, J, K and L (see Figure 3-1 in Chapter 3).

Dominant plant species observed in ruderal vegetation include fennel (*Foeniculum vulgare*), English plantain (*Plantago lanceolata*), black mustard (*Brassica nigra*) and wild oat (*Avena barbata*). Sites supporting ruderal vegetation include B, C, D, F, G, J, K, L, N, and O (see Figure 3-1 in Chapter 3).

Ornamental landscaping consist of non-native plant species, including lawn grass, eucalyptus and cypress trees, and shrubs. Ornamental vegetation is used to enhance the character of the built environment. Developed areas support unnatural structures such as buildings and pavement. Sites supporting ornamental vegetation and/or development include A, E, H, I, M, P, Q and R (see Figure 3-1 in Chapter 3).

### **Wildlife**

The project area offers limited wildlife habitat use due to the disturbed nature of the upland sites. The sites lack habitat values necessary to support the structural and species diversity of common reptile, amphibian and mammal species.

The upland portion of the project area provides limited habitat and cover for birds and gulls, though the adjacent waterfront area may provide roosting (resting) habitat for double-crested cormorant (*Phalacrocorax auritus*), horned grebe (*Podiceps auritus*), western grebe (*Aechmophorus occidentalis*), red-breasted merganser (*Mergus serrator*) and several species of gulls. Additionally, some shorebirds may use the roof of warehouse buildings as a temporary roost.

Riparian areas provide perching, nesting and foraging habitat for avian insectivores and raptors. Urban areas tend to attract wildlife species that inured to humans, such as corvids (e.g., crows and ravens), rock dove (*Columba livia*), European starling (*Sturnus vulgaris*) and house mouse (*Mus musculus*).

### **Special-status Species**

A total of 38 special status species were considered in the evaluation of species that potentially occur within the redevelopment area. Nineteen special-status plant species and ten special-status animal species were included in the evaluation based on the results from California Natural Diversity Database (CNDDDB) (see Appendix C). In addition to the species listed in Appendix C,

birds protected under the Migratory Bird Treaty Act, California Fish and Game Code Section 3503 and the following nine special-status species were also considered:

- **tidewater goby** (*Eucyclogobius newberryi*), a federal endangered and state species of special concern;
- **coho salmon, Southern Oregon/Northern California ESU** (*Oncorhynchus kisutch*), a federal threatened and state candidate;
- **steelhead trout, Northern California ESU** (*Oncorhynchus mykiss irideus*), a federal threatened species;
- **summer-run steelhead trout** (*Oncorhynchus mykiss irideus*), a state species of special concern;
- **Chinook salmon, California coastal ESU** (*Oncorhynchus tshawytscha*), a federal threatened species;
- **California brown pelican** (*Pelecanus occidentalis californicus*), a federal and state endangered species;
- **Raptors**, including red-tailed hawk (*Buteo jamaicensis*) and red-shouldered hawk (*Buteo lineatus*), protected by Section 3503.5 of the Fish and Game Code;
- **American peregrine falcon** (*Falco peregrinus anatum*), a federal species of concern and state endangered species; and
- **Townsend's big-eared bat** (*Plecotus townsendii*), a federal species of concern and state species of special concern).

Of the total number of species evaluated for the redevelopment area, three species potentially breed at the sites. These species include Townsend's big-eared bat, great blue heron, and red-tailed hawk. Species expected to occur as transient or migrating species within the project vicinity include great egret, black-crowned night heron and snowy egret, California brown pelican, American peregrine falcon, and Southern Oregon/Northern California ESU coho salmon (coho salmon) and California coastal ESU Chinook salmon (Chinook salmon).

Townsend's big-eared bat, a state species of special concern, may use abandoned warehouses and buildings, such as the vacant warehouse at the foot of J Street, for roosting within the redevelopment area. Willow riparian habitat at Eureka Slough and associated tributary provides nesting and foraging habitat for migratory birds and raptors.

California brown pelican and American peregrine falcon have been observed foraging within the project area, though these species are not expected to nest near the site (ESA, 1998). Pelican rookeries are recorded across the channel on Indian Island, which is part of the Humboldt Bay National Wildlife Refuge.

Eelgrass beds within the project site provide limited habitat for juvenile anadromous fish, including Chinook and coho salmon. The value of eelgrass beds in general as salmonid rearing habitat is dependent on several factors, including biological habitat complexity, water turbidity, temperature, and food abundance. Due to the disturbed nature of the Eureka Slough in the project area and the abundance of high quality habitat in nearby marshes, it is expected that project site functions primarily as a fish migration passage and not as rearing habitat.

## **Wetlands**

The area used for dock facilities and boat mooring within the project area includes rocky intertidal habitat, mudflat habitat and northern coastal salt marsh. The rocky intertidal zone is characterized by imported concrete riprap, asphalt slabs and fill. This zone supports a sparse coverage of sea algae (*Enteromorpha* sp.) and cordgrass (*Spartina* sp.). Mudflats occur below the rocky intertidal zone and support a sparse distribution of eelgrass (*Zostera marina*).

Eelgrass beds associated with tidal flats are considered special habitats by California Department of Fish and Game (CDFG) and are subject to jurisdiction by the Corps as special aquatic sites under Section 404 of the Clean Water Act.

Low-lying depressions are present at sites D and J within the Coastal Zone (see Figure 3-1 in Chapter 3). The depression at site D is isolated and may have been created artificially. The depression extends about 100 feet and is approximately 5 feet wide. Water was observed within the depression along with hydrophytic plants. Site J supports several isolated circular depressions with mint (*Mentha* sp.). These depressions may qualify as coastal wetlands and be subject to the wetland protection policies of the Coastal Act. Because these depressions appear isolated and to lack hydrologic connections to other waters of the U.S., they may not qualify as wetlands under Section 404 of the Clean Water Act. These wetlands may be considered Environmental Sensitive Habitat Areas (ESHAs) if they meet the criteria.

## ***PROJECT-LEVEL SITES***

### **Vegetation**

#### ***C Street Projects***

The Seaport Village site is highly disturbed and supports a gravel lot with ruderal vegetation.

The site of the Fisherman's Work Area and Café is highly disturbed. It supports a gravel lot with ruderal vegetation, disturbed northern coastal salt marsh and several eucalyptus trees. Two disturbed northern coastal salt marshes, characterized by pickleweed (*Salicornia virginica*) and cordgrass (*Spartina* sp.), are present within the open areas of the dilapidated structures. Several eucalyptus trees are present on the southeast corner of the site.

The site of the C Street Plaza and Piazza is highly disturbed and supports a gravel lot with ruderal vegetation.

### ***Seismic Upgrade Program and Façade Improvement Program***

Some buildings proposed for seismic upgrade and/or façade improvement support ornamental landscaping vegetation.

## **Wildlife**

### ***C Street Projects***

As described for the redevelopment area, the Seaport Village, Fisherman’s Work Area and Café, and C Street Pedestrian Plaza and Piazza project sites offer limited wildlife habitat use due to the disturbed nature of the sites. Refer to the redevelopment area section above for a discussion of wildlife use at these sites.

### ***Seismic Upgrade Program and Façade Improvement Program***

Wildlife use of urban areas is limited to species that are inured to humans, such as corvids (e.g., crows and ravens), rock dove, European starling and house mouse. These species may occupy developed areas.

## **Special-status Species**

### ***C Street Projects***

Townsend’s big-eared bat may breed in the Buhne Warehouse at the proposed site of the Seaport Village. No other special-status animal species potentially breed or nest at this site due to the lack of suitable habitat. Special-status bird species may occur as transient species at this site. No aquatic habitat is present on the site to support special-status fish species, including coho salmon, steelhead trout, Chinook salmon and tidewater goby. These species are known to occur within Humboldt Bay outside this project site.

No suitable habitat is present at this site to support special-status plant species as identified in Appendix C. With the exception of maple-leaved checkerbloom, these species require wetland habitats.

Special-status animal species that potentially breed at the proposed site of the Fisherman’s Work Area and Café include red-tailed hawk, great blue heron and Townsend’s big-eared bat. These bird species may nest in the eucalyptus trees on site. Other special-status bird species may occur as transient species. Townsend’s big-eared bat may roost in the remains of the Lazio Building foundation.

No special-status plant species as identified in Appendix C are likely to occur at this site. The existing wetland habitat is highly disturbed and may preclude establishment of the special-status plant species. No suitable habitat is present to support maple-leaved checkerbloom, which occurs in broadleaved upland forest, coastal prairie, coastal scrub, and North Coast coniferous forest.

No suitable habitat is present at the site of the C Street Plaza and Piazza to support special-status plant and animal species.

### ***Seismic Upgrade Program and Façade Improvement Program***

No suitable habitat is present at these sites to support special-status plant and animal species. With the exception of maple-leaved checkerbloom, these species require wetland habitats.

### **Wetlands**

#### ***C Street Projects***

No wetland habitat is present at the proposed site of the Seaport Village.

Two degraded salt marsh wetlands (approximately 0.02 acres and 0.05 acres) are present within the open areas of the dilapidated structures at the site of the proposed Fisherman's Work Area and Café. These wetlands are subject to the ebb and flow of tide and support obligate wetland plants.

These wetlands may qualify as coastal wetlands and be subject to the wetland protection policies of the Coastal Act. Additionally, they may qualify as wetlands under Section 10 of the Rivers and Harbors Act, and Sections 401 and 404 of the Clean Water Act.

No wetland habitat is present at the proposed site of the C Street Pedestrian Plaza and Piazza.

### ***Seismic Upgrade Program and Façade Improvement Program***

No wetland habitat is present at the sites proposed for seismic upgrades or façade improvements.

## **REGULATORY FRAMEWORK**

### ***REGULATION OF SPECIAL STATUS SPECIES***

#### **Federal Endangered Species Act**

Under the Federal Endangered Species Act (FESA), the Secretary of the Interior and the Secretary of Commerce have joint authority to list a species as threatened or endangered (16 United States Code [USC] 1533[c]). Pursuant to the requirements of FESA, a federal agency reviewing a proposed project within its jurisdiction must determine whether any federally listed, threatened, or endangered species, or species proposed for federal listing may be present in the project area and determine whether the proposed project will have a potentially significant impact on such species. In addition, the federal agency is required to determine whether the project is likely to jeopardize the continued existence of any species proposed to be listed under FESA or result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 USC 1536[3], [4]). Substantial adverse project impacts on these species or their habitats would be considered potentially significant in this Program Environmental Impact Report (PEIR).

Procedures for addressing federal-listed species follow two principal pathways, both of which require consultation with the U.S. Fish and Wildlife Service (USFWS), which administers the Act for all terrestrial species, or the National Oceanic and Atmospheric Administration (NOAA Fisheries), which administers the Act for all fish species. The first pathway (FESA, Section 10(a) Incidental Take Permit) is set up for situations where a non-federal government entity (or where no federal nexus exists) must resolve potential adverse impacts to species protected under the Act. The second pathway (FESA, Section 7 Consultation) and involves projects with a federal connection or requirement; typically these are projects where a federal lead agency is sponsoring or permitting the proposed project. For example, a permit from the Corps may be required if a project will result in wetland impacts. In these instances, the federal lead agency (e.g., the Corps) initiates and coordinates the following steps: informal consultation with USFWS to establish a list of target species; preparation of biological assessment assessing potential for the project to adversely affect listed species; coordination between state and federal biological resource agencies to assess impacts/proposed mitigation; and development of appropriate mitigation for all significant impacts on federally listed species.

The FESA administrating agency ultimately issues a final Biological Opinion on whether the project will affect a federally listed species. A Section 10(a) Endangered Species Incidental Take Permit would be necessary when the “taking” or harming of a species is incidental to the lawful operation of a project.

The USFWS also publishes a list of candidate species. Species on this list receive “special attention” from federal agencies during environmental review, although they are not otherwise protected under FESA. Candidate species are taxa for which the USFWS has sufficient biological information to support a proposal to list as Endangered or Threatened. In addition, the USFWS maintains a list of species of concern. Federal species of concern receive no legal protection under FESA but may meet California Environmental Quality Act (CEQA) criteria for being considered rare or endangered (see below).

### **California Endangered Species Act**

Section 2080 of the California Fish and Game Code prohibits the taking of plants and animals listed under the authority of the California Endangered Species Act of 1984 (CESA). Under the California Endangered Species Act (CESA), CDFG maintains a list of threatened species and endangered species (California Fish and Game Code 2070). The CDFG maintains a list of candidate species that are species that the CDFG has formally noticed as being under review for addition to either the list of endangered species or the list of threatened species. The CDFG also maintains lists of “species of special concern” which serve as “watch lists.” Pursuant to the requirements of CESA, an agency reviewing a project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the project area and determine whether the proposed project will have a potentially significant impact on such species.

### **Other Statutes, Codes, and Policies Affording Limited Species Protection**

The federal Migratory Bird Treaty Act (16 U.S.C., Sec. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Birds of Prey are protected in California under the State Fish and Game Code Section 3503.5, which states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “taking” by the CDFG. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact.

The legal framework and authority for the state’s program to conserve plants are woven from various legislative sources, including CESA, the California Native Plant Protection Act (Fish and Game Code Section 1900 – 1913), CEQA *Guidelines*, and the Natural Communities Conservation Planning Act.

The Native Plant Protection Act of 1977 (Fish and Game Code Section 1900 et seq.) gives the CDFG authority to designate State Endangered, Threatened, and Rare plants and provides specific protection measures for identified populations. Sensitive plant and animal species that would qualify for listing but are not currently listed are afforded protection under CEQA. The CEQA *Guidelines*, Section 15065 (“Mandatory Findings of Significance”) requires that a reduction in numbers of a rare or endangered species be considered a significant effect. CEQA *Guidelines* Section 15380 (“Rare or endangered species”) provides for assessment of unlisted species as rare or endangered under CEQA if the species can be shown to meet the criteria for listing.

California Native Plant Society (CNPS) maintains a list of special status plant species based on collected scientific information. Designation of these species by CNPS has no legal status or protection under federal or state endangered species legislation. CNPS designations are defined as List 1A (plants presumed extinct); List 1B (plants rare, threatened, or endangered in California and elsewhere); List 2 (plants rare, threatened, or endangered in California, but more numerous elsewhere); List 3 (plants about which more information is needed – a review list); and List 4 (plants of limited distribution - a watch list). In general, plants appearing on CNPS List 1A, 1B or 2 meet the criteria of Section 15380 of the CEQA *Guidelines*; thus, substantial adverse effects to these species would be considered significant. Additionally, plants constituting CNPS List 1A, 1B or 2 meet the definitions of California Department Fish and Game Code Section 1901 (Native Plant Protection Act) or Sections 2062 and 2067 (California Endangered Species Act).

## City of Eureka Coastal Zoning Regulations

The following local regulation (City of Eureka, 2004) is applicable to special-status species.

- Functional capacity, the ability of the wetland or estuary to be self-sustaining and to maintain natural species diversity. In order to establish that the functional capacity is being maintained, all of the following must be demonstrated:
  - (a) That presently occurring plant and animal populations in the ecosystem will not be altered in a manner that would impair the long-term stability of the ecosystem, such as, natural species diversity, abundance and composition are essentially unchanged as a result of the project; and
  - (b) That a species that is rare or endangered will not be significantly adversely affected;

## REGULATION OF WETLANDS

### Federal Regulations

#### *U.S. Army Corps of Engineers*

Wetlands and other waters, e.g., rivers, streams and natural ponds, are a subset of “waters of the U.S.” and receive protection under Section 404 of the Clean Water Act. The regulations and policies of various federal agencies (e.g., Corps, U.S.D.A, Natural Resource Conservation Service [NRCS], U.S. Environmental Protection Agency [EPA], USFWS, National Oceanic and Atmospheric Administration [NOAA Fisheries]) mandate that the filling of wetlands be avoided to the extent possible. The Corps has primary federal responsibility for administering regulations that concern waters of the U.S. In this regard, the Corps acts under two statutory authorities, the Rivers and Harbors Act (Sections 9 and 10), which governs specified activities in “navigable waters,” and the Clean Water Act (Section 404), which governs specified activities in “waters of the United States,” including wetlands. Navigable waters of the United States are defined as those waters that are a subject to the ebb and flow of the tide or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. EPA has the ultimate authority for designating dredge and fill material disposal sites and can veto the Corp’s issuance of a permit to fill jurisdictional waters of the U.S.

The term “waters of the U.S. “ as defined in Code of Federal Regulations (33 CFR 328.3[a]; 40 CFR 230.3[s]) includes: (1) All waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; (2) All interstate waters including interstate wetlands; (3) All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mud flats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce including any such waters which are or could be used by interstate or foreign travelers for recreational or other purposes; or from which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or which are used or could be used for industrial purposes by industries in interstate commerce; (4) All impoundments of waters otherwise defined as waters of the United States

under the definition; (5) Tributaries of waters identified in paragraphs (1) through (4); (6) Territorial seas; and (7) Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (1) through (6). The Corps requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the United States.<sup>1</sup>

### ***Regional Water Quality Control Board***

The Regional Water Quality Control Board (RWQCB), North Coast Region, regulates waters of the state under the Porter-Cologne Act. Under Section 401 of the Clean Water Act, the RWQCB has review authority of Section 404 permits.

## **State Regulations**

### ***California Department of Fish and Game***

Under Sections 1600 - 1616 of the California Fish and Game Code, CDFG regulates activities that would substantially divert, obstruct the natural flow, or substantially change of rivers, streams and lakes. The limits of CDFG jurisdiction are defined in Section 1602 of the California Fish and Game Code as, “bed, channel, or bank of any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake....”

### ***California Coastal Commission***

The California Coastal Act defines wetlands as, “... lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens” (Public Resources Code Section 30121). The California Coastal Commission (CCC) relies upon this definition to identify wetlands. The CCC’s Wetlands Guideline explains that “in cases where wetlands may not be readily identifiable, the CCC will also rely on the presence of hydrophytes and/or the presence of hydric soils. Thus, under CCC practice, the hydrological conditions necessary to establish a wetland, if not otherwise apparent, may be determined by the presence of either hydrophytic vegetation or hydric soils. The CCC’s jurisdiction includes not only wetlands within the Coastal Zone, but also an additional 100-foot buffer extending from the upland edge of the wetland.

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<sup>1</sup> Based on the Supreme Court ruling (SWANCC) concerning the Clean Water Act jurisdiction over isolated waters (January 9, 2001), non-navigable, isolated, intrastate waters based solely on the use of such waters by migratory birds are no longer defined as waters of the United States. Jurisdiction of non-navigable, isolated, intrastate waters may be possible if their use, degradation, or destruction could affect other waters of the United States, or interstate or foreign commerce. Jurisdiction over such other waters should be analyzed on a case-by-case basis. Impoundments of waters, tributaries of waters, and wetlands adjacent to waters should be analyzed on a case-by-case basis.

Applicants for a Section 404 permit to fill or alter a wetland must prepare a certification of consistency with the California Coastal Management Program, and the CCC must concur in the certification before the Section 404 permit can be issued.<sup>2</sup> In all of its actions affecting wetlands, the CCC acts upon consultation and advice from the CDFG.

The policies of the Coastal Act strictly limit development within wetlands, allowing only incidental public service uses (e.g., pipelines), restoration and resource-dependent activities, aquaculture, certain coastal-dependent industrial facilities, and, in wetlands which do not qualify as ESHAs, extraction of minerals (e.g., sand) (Public Resource Code Section 30233).

The Coastal Act defines “environmentally sensitive areas” (equivalent with ESHA) as “any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments” (PRC Section 30107.5). The CCC generally treats wetlands, streams, riparian habitats, and open coastal waters as ESHAs, although exceptions may exist where the definition of ESHA is not satisfied. An ESHA may also be found in upland areas.

ESHAs are protected against any significant disruption of habitat values, and only uses dependent on such resources are allowed within such areas” (PRC Section 30240).

### **Local Regulations**

The following City of Eureka *General Plan* policies and goals (City of Eureka, 1999) are applicable to the Eureka redevelopment area and the project-specific elements.

### ***Section 6: Natural Resources, Aquatic Resources and Marine, Wetland, and Riparian Habitat***

Goal 6.A. To protect and enhance the natural qualities of the Eureka area’s aquatic resources and to preserve the area’s valuable marine, wetland, and riparian habitat.

*Policy 6.A.3:* The City shall maintain and, where feasible, restore biological productivity and the quality of coastal waters, streams, wetlands, and estuaries appropriate to maintain optimum populations of marine organisms and for the protection of human health through, among other means, minimizing adverse effects of wastewater and stormwater discharges and entrainment, controlling the quantity and quality of runoff, preventing depletion of groundwater supplies and substantial interferences with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

*Policy 6.A.6:* The City declares the following to be environmentally sensitive habitat areas within the Coastal Zone:

- a. Rivers, creeks, sloughs, gulches and associated riparian habitats, including, but not limited to Eureka Slough, Fay Slough, Cut-off Slough, Freshwater Slough, Cooper

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<sup>2</sup> This “federal consistency” authority is granted to the Coastal Commission under Section 1456 of the federal Coastal Zone Management Act (16 USC § 1451 *et seq.*)

Slough, Second Slough, Third Slough, Martin Slough, Ryan Slough, Swain Slough, and Elk River.

- b. Wetlands and estuaries, including that portion of Humboldt Bay within the City's jurisdiction, riparian areas, and vegetated dunes.
- c. Indian Island, Daby Island, and the Woodley Island wildlife area.
- d. Other unique habitat areas, such as waterbird rookeries, and habitat for all rare or endangered species on state or federal lists.
- e. Grazed or farmed wetlands (i.e., diked former tidelands).

*Policy 6.A.7:* Within the Coastal Zone, the City shall ensure that environmentally sensitive habitat areas are protected against any significant disruption or habitat values, and that only uses dependent on such resources shall be allowed within such areas. The City shall require that development in areas adjacent to environmentally sensitive habitat areas be sited and designed to prevent impacts which would significantly degrade such areas, and be compatible with the continuance of such habitat areas.

*Policy 6.A.19:* The City shall require establishment of a buffer for permitted development adjacent to all environmentally sensitive areas. The minimum width of a buffer shall be 100 feet, unless the applicant for the development demonstrates on the basis of site specific information, the type and size of the proposed development, and/or proposed mitigation (such as planting of vegetation that will protect the resources of the habitat area. As necessary to protect the environmentally sensitive habitat area, the City may require a buffer greater than 100 feet. The buffer shall be measured horizontally from the edge of the environmentally sensitive area nearest the proposed development to the edge of the development nearest to the environmentally sensitive habitat area. Maps and supplemental information submitted as part of the application shall be used to specifically define these boundaries.

## SIGNIFICANCE CRITERIA

To determine the level of significance of an identified impact, the criteria outlined in the CEQA *Guidelines* were used. The following is a discussion of the approaches to, and definitions of, significance of impacts to biological resources, drawn from several distinct CEQA *Guidelines* sections.

- CEQA *Guidelines* Section 15065 directs lead agencies to find that a project may have a significant effect on the environment if it has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish and 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 an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory.
- CEQA *Guidelines* Section 15380 provides that a plant or animal species, even if not on one of the official lists, may be treated as "rare or endangered" if, for example, it is likely to become endangered in the foreseeable future.

- CEQA *Guidelines* Section 15382 (Significant Effect on the Environment) provides additional criteria to assess significant impacts to biological resources due to the proposed project: "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

According to the CEQA *Guidelines*, the programmatic projects proposed for redevelopment area and the individual projects would result in significant impacts on biological resources if it would:

- 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 CDFG or USFWS.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or USFWS.
- 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.
- 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.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

## PROJECT IMPACTS AND MITIGATION MEASURES

**Impact I.1: The merging of the redevelopment areas could result in construction activities for the proposed programmatic elements at Sites D and J that could result in substantial adverse impacts on potentially jurisdictional wetlands if they are affected. (Potentially Significant)**

Sites D and J (see Figure 3-1 in Chapter 3) support potentially jurisdictional wetlands subject to the wetland protection policies of the California Coastal Act and may be considered ESHAs. These wetlands could be filled for industrial uses at Site D and a conference center (or other uses) at Site J. Proposed uses within wetlands at Site D would be consistent with the City of Eureka's Coastal Zoning Regulations and Local Coastal Program (LCP). However, the proposed use at Site J may not be consistent with these regulations, since it may not meet the criteria of one of the permitted uses in wetlands.

Wetlands on these sites require further analysis and consultation with the CCC and the Corps to determine their jurisdictional status, as well as subsequent environmental review to determine project-specific impacts. Implementation of Mitigation Measure I.1 would reduce impacts on potentially jurisdictional wetlands to less than significant at the program level.

**Mitigation Measure I.1: Avoid impacts on potentially jurisdictional wetlands and establish at least a 100-foot buffer from the upland edge of these features. If infeasible to avoid, then complete a wetland delineation in accordance with the guidelines of the Corps and CCC and obtain the appropriate Section 401 water quality certification/waiver from the North Coast Regional Water Quality Control Board, Section 404 wetland permit from the Corp and/or CCC authorization. Compensate for wetland impacts at a ratio as agreed upon by the wetland permitting and authorizing agencies at an appropriate wetland mitigation site as determined during subsequent environment review and agreed upon by wetland permitting and authorizing agencies.**

**Significance after Mitigation:** Less than Significant.

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**Impact I.2: The merging of the redevelopment areas could result in construction activities that could result in harassment and mortality due to noise on special-status bird species that potentially nest in riparian habitat west of the tributary to Eureka Slough. (Potentially Significant)**

Special-status raptors and other avian species may nest in riparian habitat along a tributary to Eureka Slough within 100 feet of Site N (see Figure 3-1 in Chapter 3). Proposed development could result in direct harassment or mortality of raptors (such as red-tailed hawk, red-shoulder hawk) and other nesting avian species protected under the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503 and/or 3503.5. Construction noise could result in nest abandonment and/or mortality of young. Implementation of Mitigation Measure I.2 would reduce impacts on special-status avian species to less than significant at the program level.

Construction activities would involve pile driving in upland areas outside of aquatic resources, which would generate noise and ground vibration. The noise levels resulting from pile driving would temporarily affect shorebirds and raptors that use Humboldt Bay and the riparian habitat of the tributary to Eureka Slough. Bird species may flee the disturbed area, but would likely re-occupy natural habitats in the area when noise levels are reduced.

**Mitigation Measure I.2: If construction activities, including tree removal, occur during the avian nesting season (March 1–June 30), surveys for raptors and other nesting birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3800) shall be conducted by a qualified biologist immediately prior to construction within 500 feet of the construction site (or at a distance determined by the surveying biologist). If no nesting adults or nests are observed within the construction area or within 500 feet of the riparian corridor, then no further mitigation is required. If nests or paired adults are observed, one of the following two options shall be completed to reduce impacts on these species: (1) avoid the nesting area and related habitat**

by remaining at least 500 feet from raptor nests (other nesting birds require 250-foot buffer zone), or as determined by the surveying biologist (this distance may be modified in consultation with CDFG, depending upon site circumstances); or (2) avoid construction activities until after the nesting season (June 30) or until after the young have fledged.

**Significance after Mitigation:** Less than Significant.

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**Impact I.3: Demolition of the existing abandoned buildings could adversely affect Townsend's big-eared bats. (Significant)**

The project site is within the range of Townsend's big-eared bat, a California and federal Species of Special Concern. Abandoned buildings provide habitat for this species. Significant impacts to the Townsend's western big-eared bat may include mortality of individuals and removal of winter and/or nursery roosting habitat. Implementation of Mitigation Measure I.5 would reduce impacts on Townsend's big-eared bat to less than significant at the program level.

**Mitigation Measure I.3: Prior to demolition, a qualified bat expert shall survey all abandoned buildings accordingly.**

- If demolition of the abandoned building must occur between May 1 and August 31, a bat expert will conduct bat survey(s). If no Townsend's big-eared bats are found during the survey(s), no additional mitigation is required. If building demolition is initiated between September 1 and April 31, no mitigation would be required.
- If Townsend's western big-eared bat is identified May through August, demolition will not take place until the end of the nursery season in August, unless otherwise approved by the CDFG.

**Significance after Mitigation:** Less than Significant.

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**Impact I.4: Development within the redevelopment area has potential to introduce non-native invasive plant species into the project area. (Potentially Significant)**

Project development has the potential to introduce or promote the spread of non-native plant species in the City of Eureka. The spread of non-native plants throughout California has had a dramatic affect on the natural landscape. Construction and grading effects could create favorable conditions for introducing and spreading non-native invasive plant species. Construction equipment, vehicles, earth materials, and straw bales may cause the inadvertent introduction or spread of non-native species. Invasive plant species can form monocultures and displace native plant species, and as a result can adversely affect natural areas that support native ecosystems. The use non-native, non-invasive species for landscaping, i.e., species that do not spread rapidly outside of domestication, would not be considered a significant impact.

Incorporation of mitigation measures described above will reduce potential impacts to less-than-significant levels.

**Mitigation Measure I.4: Implement a non-native invasive species control program for disturbed areas as a result of construction and landscaping activities. Standard measures could include the following elements: ensure construction-related equipment arrives on-site free of mud or seed-bearing material; use native seeds and straw material to the extent feasible; identify and treat areas of non-native invasive species prior to construction (e.g., topsoil segregation, storage, herbicide treatment); and revegetate with appropriate native species.**

- Prohibit the use of the following non-native invasive plants in any new development or redevelopment:

Pampas grass ( <i>Cortaderia jubata</i> , <i>C. selloana</i> )	Mattress vine ( <i>Muehlenbeckia complexa</i> )
Tree-of-heaven ( <i>Ailanthus altissima</i> )	Tree tobacco ( <i>Nicotiana glauca</i> )
Giant reed ( <i>Arundo donax</i> )	Fountain grass ( <i>Pennisetum setaceum</i> )
Bamboo ( <i>Bambusa</i> spp., <i>et al</i> )	Pyracantha ( <i>Pyracantha angustifolia</i> )
Cotoneaster ( <i>Cotoneaster pannosa</i> )	Castor bean ( <i>Ricinus communis</i> )
French broom ( <i>Genista monspessulana</i> = <i>Cytisus monspessulanus</i> )	Black locust ( <i>Robinia pseudoacacia</i> )
Scotch broom ( <i>Cytisus scoparius</i> )	German ivy ( <i>Delairia odorata</i> = <i>Senecio mikianoides</i> )
Blue gum ( <i>Eucalyptus globulus</i> )	Spanish broom ( <i>Spartium junceum</i> )
English ivy ( <i>Hedera helix</i> )	Tamarisk ( <i>Tamarix</i> spp.)
Fig-marigold family members ( <i>Conicosia</i> , <i>Carpobrotus</i> and <i>Mesembryanthemum</i> )	Gorse ( <i>Ulex europaeus</i> )
Tall fescue ( <i>Festuca arundinacea</i> )	Periwinkle ( <i>Vinca major</i> )
	Purple fountain grass ( <i>Pennisetum setaceum</i> )

- Landscaping on the site shall conform to the Eureka Street Tree Management Plan and Design Guidelines Manual.

**Significance after Mitigation:** Less than Significant.

**Impact I.5: Construction activities for the proposed Fisherman’s Work Area and Café would result in excavating and filling potentially jurisdictional wetlands. (Significant)**

The proposed site of the Fisherman’s Work Area and Café supports approximately 0.07 acres of potentially jurisdictional wetlands (disturbed northern coastal salt marsh) subject to the wetland protection policies of the California Coastal Act, Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. These wetlands may meet the definition of an ESHA. These wetlands would be excavated and filled for proposed development, which would be consistent with the City of Eureka’s Coastal Zoning Regulations and LCP.

Implementation of Mitigation Measure I.5a and I.5b would reduce impacts on potentially jurisdictional wetlands to less than significant levels.

**Mitigation Measure I.5a: Complete a wetland delineation in accordance with the guidelines of the Corps and CCC. As applicable, obtain the appropriate wetland permits and authorization, including Section 401 water quality certification/waiver from the North Coast Regional Water Quality Control Board, Section 404 Nationwide permit and Section 10 authorization from the Corps, and authorization from the CCC. Implement all conditions contained in these permits and authorizations.**

**Mitigation Measure I.5b: Compensate for wetland impacts at a ratio of 2:1 (or as agreed upon by the wetland permitting and authorizing agencies) by restoring a wetland site within the same watershed as the wetlands affected. Develop and implement a mitigation plan in accordance with the *U.S. Army of Engineers' Habitat Mitigation and Monitoring Proposal Guidelines*. Develop and implement a five-year mitigation and monitoring program. Applicable performance standards may include, but is not limited to: 80 percent survival rate of restoration plantings; absence of invasive plant species; and a functioning, and self-sustainable wetland system.**

**Significance after Mitigation:** Less than Significant.

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**Impact I.6: Construction activities, such as excavation, grading, pile-driving, soil stockpiling, and placement of engineered fill, at the proposed C Street projects may indirectly affect special-status aquatic species within Humboldt Bay by transporting soils from the construction sites and depositing soils into the bay. (Potentially Significant)**

Construction of proposed developments would involve earthmoving activities such as excavation, grading, pile-driving, soil stockpiling, and placement of engineered fill. Project construction and grading would occur within less than 100 feet of Humboldt Bay. Special status aquatic species, including migrating adult and juvenile salmonid species, are most likely present in Humboldt Bay. Although the raised boardwalk would contain the project sites somewhat, construction activities may indirectly affect these species by soils transporting from the site and depositing into the bay. Transported soil may become suspended and cause an increase in turbidity levels. Effects on special-status aquatic species could include smothering of eggs, clogged air passages, and suffocation. Refer to Section 4.K Public Services, Utilities, and Water Quality for a discussion of effects on waterways.

Implementation of the standard water quality protection measures presented in Section 4.K Public Services, Utilities, Water Quality, and the measures stated below would reduce impacts on special status aquatic species.

**Mitigation Measure I.6: Implement a Stormwater Pollution Prevention Plan as outlined in Impact K.7, as presented in detail in Section 4.K Public Services, Utilities, and Water Quality.**

**Significance after Mitigation at Project Level:** Less than Significant.

**Impact I.7: Construction activities for the project specific elements could result in vibration effects on special-status fish species that potentially migrate in Humboldt Bay. (Potentially Significant)**

Humboldt Bay serves as a migration corridor for commonly occurring surfperch and flatfish as well as special-status adult and juvenile Chinook salmon and coho salmon. Vibration effects due to construction activities, such as pile driving, on special-status fish species, including out-migrating smolt fish species would be minimized by completing construction activities that cause vibration during the daylight hours. In the absence of this condition, vibration could cause special-status out-migrating smolt fish species to move away from the protection of the shoreline into deeper water during the nighttime hours, where they would be susceptible to predation. With implementation of restricting vibrating construction activities to the daylight hours, impacts on special-status fish species due to vibration effects would be less than significant.

**Mitigation Measure I.7: Restrict construction activities that cause vibration, such as pile driving, to daylight hours as well as between July 1 and November 30 unless waived by NOAA Fisheries and/or CDFG. This period corresponds with the salmonid migrations period, December 1 through June 30.**

**Significance after Mitigation:** Less than Significant.

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**Impact I.8: Construction activities for the project level elements could result in harassment and mortality due to noise on special-status bird species that potentially nest in eucalyptus trees on site. (Significant)**

Special-status animal species that potentially breed at the C Street projects site include red-tailed hawk and great blue heron. These bird species may nest in the eucalyptus trees on site. Proposed development could result in direct harassment or mortality of raptors (such as red-tailed hawk) and other nesting avian species protected under the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503 and/or 3503.5. Construction noise could result in nest abandonment and/or mortality of young. Implementation of Mitigation Measure I.3 would reduce impacts on special-status avian species to less than significant at the program level.

Construction activities for the project specific elements would involve pile driving in upland areas outside of aquatic resources, which would generate noise and ground vibration. The noise levels resulting from pile driving would temporarily affect shorebirds and raptors that use Humboldt Bay and the tributary to Eureka Slough. Bird species may flee the disturbed area, but would likely re-occupy natural habitats in the area when noise levels are reduced.

**Mitigation Measure I.8: Implement Mitigation Measure I.3 would reduce impacts on special-status species.**

**Significance after Mitigation:** Less than Significant.

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**Impact I.9: Demolition of the existing Buhne Warehouse and remains of the Lazio building on the site of the proposed Fisherman's Work Area and Café could adversely affect Townsend's big-eared bats. (Significant)**

Impacts on Townsend's big-eared bat are the same as discussed for the programmatic elements. Refer to Impact I.4 above.

**Mitigation Measure I.9: Implement Mitigation Measure I.4 to reduce impacts on Townsend's big-eared bat.**

**Significance after Mitigation:** Less than Significant.

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**Impact I.10: The merging of the redevelopment area could result in façade improvements to and/or seismic upgrading of buildings throughout the redevelopment area. (Less than Significant)**

Because the façade improvement and/or seismic upgrade programs are not expected to occur in areas with sensitive biological resources, façade improvements and/or seismic upgrades are not expected to result in any adverse impacts on biological resources.

**Mitigation:** None required.

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## REFERENCES – Biological Resources

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City of Eureka, *City of Eureka General Plan: Policy Document*, Adopted 1997 and Amended February 1999.

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Sawyer, J.O. and T. Keeler-Wolf, *A Manual of California Vegetation*, California Native Plant Society, Sacramento, 471 pp., 1995.

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## J. GEOLOGIC RESOURCES

### SETTING

The City of Eureka lies within the geologic region of California referred to as the Coast Ranges geomorphic province.<sup>1</sup> Discontinuous northwest-trending mountain ranges, ridges, and intervening valleys composed of ancient seafloor rocks characterize this province. The Franciscan Assemblage is the principal rock complex within the Coast Ranges and is composed of marine sedimentary and volcanic rocks. The Franciscan Assemblage in this region of California is Jurassic- to Cretaceous-age (approximately 65 to 150 million years old) and consists primarily of greenstone (altered volcanic rocks), basalt, chert (ancient silica-rich ocean deposits), and sandstone that originated as ancient seafloor sediments. The project-specific sites, including the Seaport Village, Fisherman's Work Area and Café, and C Street Pedestrian Plaza and Piazza, are located along the shoreline of Humboldt Bay and the Pacific Ocean, and are underlain by Quaternary-age (11,000 years ago to the present) alluvial deposits north and west of Highway 101, while areas south and to the east are largely underlain by Pleistocene-age (11,000 to 1.6 million years ago) non-marine deposits of the Hookton Formation, consisting of fluvial gravels, sands and clay (CGS, 1978, City of Eureka, 1994).

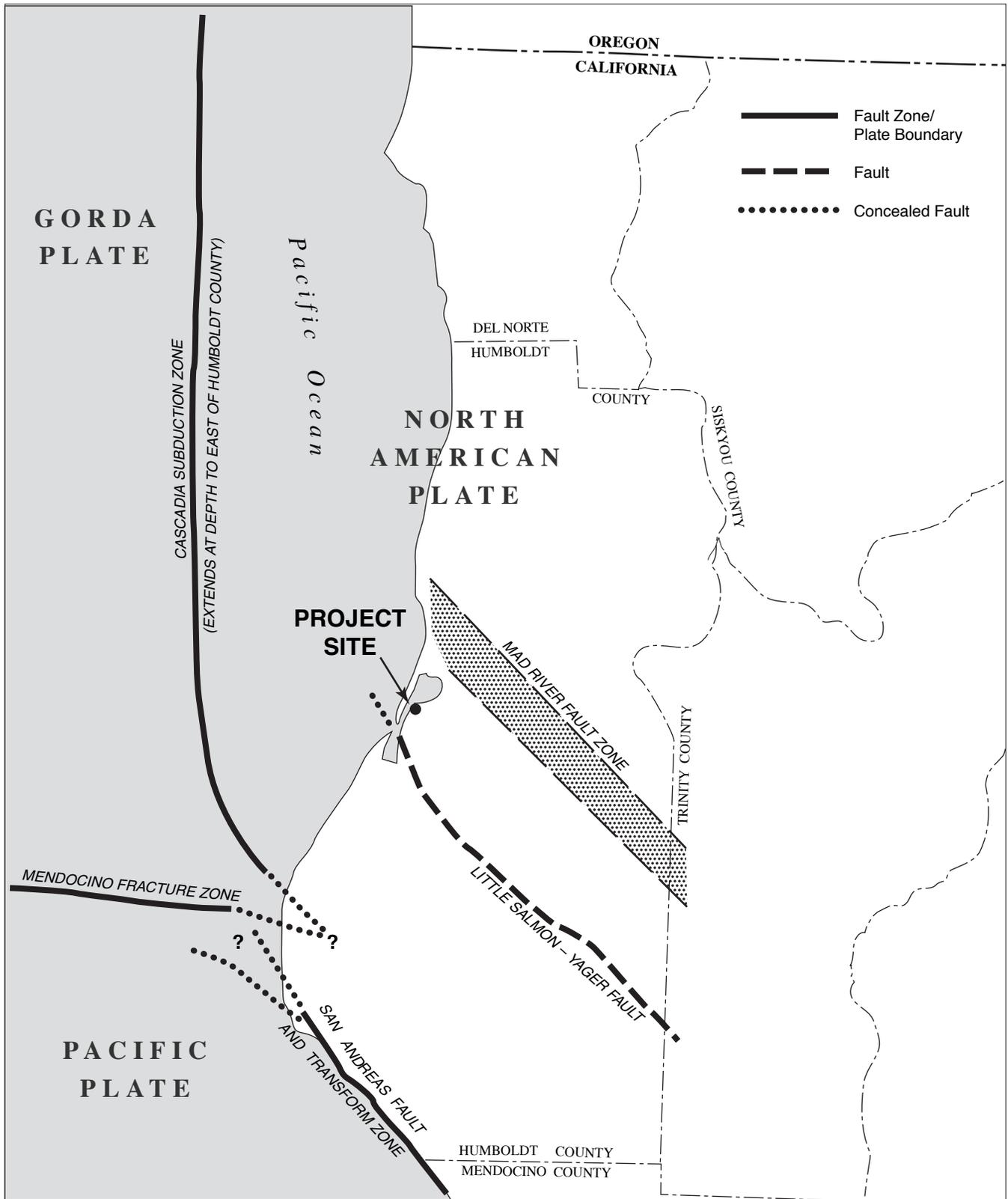
Topography in the redevelopment area is generally level. In the vicinity of C Street, a raised berm approximately 5 feet in height separates the proposed Seaport Village and C Street Pedestrian Plaza and Piazza from Humboldt Bay. However, this berm terminates at the western end of C Street and does not extend across the proposed Fisherman's Work Area and Café.

### SEISMICITY

The City of Eureka is located in a seismically active area associated with the complex intersection of the North American, Gorda, and Pacific Tectonic Plates, frequently referred to as the Mendocino triple junction (see Figure 4.J-1).<sup>2</sup> The active Cascadia Subduction Zone, the source of the 1992 Petrolia earthquake, is a 750-mile long off-shore fault that extends from northern California to southern Canada. The Gorda segment of the Cascadia Subduction Zone extends 150 miles from Cape Mendocino north to Cape Blanco in Oregon, and is located approximately 36 miles west of the project area. The active Mendocino Fault Zone is an off-shore fault approximately 40 miles southwest of the project area that extends roughly westward near Cape Mendocino. The active San Andreas Fault Zone is located approximately 50 miles south of the project area near Point Delgado. Active faults in closer proximity include the Little Salmon-

<sup>1</sup> A geologic province is an area that that possesses similar bedrock, structure, history, and age. California has 11 geologic provinces.

<sup>2</sup> An "active" fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 10,000 years). A "potentially active" fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. "Sufficiently active" is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).



SOURCE: Eureka General Plan, 1996; CDMG, 1994

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**Figure 4.J-1**  
Tectonic Plates and Earthquake  
Faults in the Project Area

Yager Fault and a cluster of faults between about 6 and 14 miles to the northeast that make up the Mad River Fault Zone. These include the Trinidad, Blue Lake, McKinleyville, Fickle Hill, and Falor Faults (Jennings, 1994). The geographic relationship of these faults are summarized in Table 4.J-1.

**TABLE 4.J-1  
ACTIVE FAULTS IN THE VICINITY OF EUREKA**

Source	Distance and Direction from Project Area	Recency of Movement	Maximum Moment Magnitude Earthquake (Mw) <sup>a</sup>
Little Salmon-Yager Fault	6 miles south	Holocene	7.1
Mad River Fault Zone	6-14 miles northeast	Holocene	7.1
Cascadia Subduction Zone	36 miles west	Historic, Holocene	9.0
Mendocino Fault Zone	40 miles southwest	Historic, Holocene	7.4
San Andreas Fault	50 miles southwest	Historic, Holocene	7.9

<sup>a</sup> Moment magnitude is related to the physical size of a fault rupture and movement across a fault. Moment magnitude provides a physically meaningful measure of the size of a faulting event (CGS, 1997b). The Maximum Moment Magnitude Earthquake (Mw), derived from the joint CGS/USGS Probabilistic Seismic Hazard Assessment for the State of California, 1996. (CGS OFR 96-08 and USGS OFR 96-706).

SOURCES: Hart (1997); Jennings (1994); Peterson (1996), City of Eureka, (1994)

The Cascadia Subduction Zone was the source of the 1992 Petrolia earthquake, Richter magnitude (M) 7, which generated a small tsunami in Eureka and included numerous strong M 6.6 to M 6.7 aftershocks. While magnitude is a measure of the energy released in an earthquake, intensity is a measure of the ground shaking effects at a particular location. Ground movement during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking. The Modified Mercalli (MM) intensity scale (see Table 4.J-2) is commonly used to measure earthquake effects due to ground shaking. The MM values for intensity range from MM I (earthquake not felt) to MM XII (damage nearly total), and intensities ranging from MM IV to MM X could cause moderate to significant structural damage.<sup>3</sup> An M 8.4 earthquake on the Cascadian Subduction Zone is anticipated to result in ground shaking intensities ranging from very strong (MM VIII) to

<sup>3</sup> The damage level represents the estimated overall level of damage that will occur for various MM intensity levels. The damage, however, will not be uniform. Some buildings will experience substantially more damage than this overall level, and others will experience substantially less damage. Not all buildings perform identically in an earthquake. The age, material, type, method of construction, size, and shape of a building all affect its performance (ABAG, 1998).

**TABLE 4.J-2  
MODIFIED MERCALLI INTENSITY SCALE**

<b>Intensity Value</b>	<b>Intensity Description</b>	<b>Average Peak Acceleration</b>
I	Not felt except by very few persons under especially favorable circumstances.	< 0.0017 g <sup>a</sup>
II	Felt only by a few persons at rest, especially on upper floors on buildings. Delicately suspended objects may swing.	< 0.014 g
III	Felt noticeably indoors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing motor cars may rock slightly, vibration similar to a passing truck. Duration estimated.	< 0.014 g
IV	During the day felt indoors by many, outdoors by few. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.	0.014–0.039 g
V	Felt by nearly everyone, many awakened. Some dishes and windows broken; a few instances of cracked plaster; unstable objects overturned. Disturbances of trees, poles may be noticed. Pendulum clocks may stop.	0.039–0.092 g
VI	Felt by all, many frightened and run outdoors. Some heavy furniture moved; and fallen plaster or damaged chimneys. Damage slight.	0.092–0.18 g
VII	Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken. Noticed by persons driving motor cars.	0.18–0.34 g
VIII	Damage slight in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Persons driving motor cars disturbed.	0.34–0.65 g
IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb; great in substantial buildings, with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.	0.65–1.24 g
X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations; ground badly cracked. Rails bent. Landslides considerable from riverbanks and steep slopes. Shifted sand and mud. Water splashed (slopped) over banks.	> 1.24 g
XI	Few, if any, (masonry) structures remain standing. Bridges destroyed. Broad fissures in ground. Underground pipelines completely out of service. Earth slumps and land slips in soft ground. Rails bent greatly.	> 1.24 g
XII	Damage total. Practically all works of construction are damaged greatly or destroyed. Waves seen on ground surface. Lines of sight and level are distorted. Objects are thrown upward into the air.	> 1.24 g

<sup>a</sup> g (gravity) = 980 centimeters per second squared. 1.0 g of acceleration is a rate of increase in speed equivalent to a car traveling 328 feet from rest in 4.5 seconds.

SOURCE: Bolt, 1988 and California Geological Survey, 2003.

violent (MM IX) in the project area (CGS, 1995).<sup>4,5</sup> In contrast, the 1992 Petrolia earthquake, M 7, resulted in only moderate (MM V) ground shaking in Eureka (Minter, 1994, *as cited in City of Eureka, 1998*).

## GEOLOGIC HAZARDS

### ***SLOPE FAILURE HAZARDS***

Ground failure is dependent on the slope and geology as well as the amount of rainfall, excavation, or seismic activities. A slope failure is a mass of rock, soil, and debris displaced down a slope by sliding, flowing, or falling. Steep slopes and downslope creep of surface materials characterize landslide-susceptible areas. The project area is located on relatively level terrain, and slope failure hazards are considered minimal.

### ***SETTLEMENT***

Settlement is the depression of the bearing soil when a load, such as that of a building or new fill material, is placed upon it. Soils tend to settle at different rates and by varying amounts depending on the load weight, which is referred to as differential settlement. Areas are susceptible to differential settlement if underlain by compressible sediments, such as poorly engineered artificial fill or the tidal mudflat deposits. The project area is largely underlain by gravel, sands, and clays. However, fill of unknown quality may underlie some existing structures. The softer fine-grained sediments along the shoreline of Humboldt Bay are especially susceptible to settlement due to the presence of buried peat layers in some regions (City of Eureka, 1994).

### ***EXPANSIVE SOILS***

Expansive soils possess a “shrink-swell” characteristic. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural damage may occur over a long period of time, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils. Expansive soils may be present in some areas, depending upon clay content in underlying soils.

### ***SOIL EROSION***

Soil erosion is a process whereby soil materials are worn away and transported to another area, either by wind or water. Rates of erosion can vary depending on the soil material and structure, placement, and human activity. Soil containing high amounts of silt can be easily eroded, while sandy soils are less susceptible. Excessive soil erosion can eventually damage building

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<sup>4</sup> The Richter magnitude (M) scale reflects the maximum amplitude of a particular type of seismic wave.

<sup>5</sup> Although the maximum moment magnitude earthquake estimated to occur on the entire length of the Cascadia subduction zone is 9.0, a severe earthquake on the 150-mile Gorda segment of the Cascadia Subduction Zone is anticipated to produce similar levels of damage in northern California (CGS, 1995).

foundations and roadways. Erosion is most likely to occur on sloped areas with exposed soil, especially where unnatural slopes are created by cut-and-fill activities. Soil erosion rates can be higher during the construction phase. Typically, the soil erosion potential is reduced once the soil is graded and covered with concrete, structures, or asphalt.

## **SEISMIC HAZARDS**

Seismic hazards include those hazards that could reasonably be expected to occur during a major earthquake on the Cascadian Subduction Zone, or other active area faults. Some hazards can be more severe than others, depending on the location, underlying materials, and level of ground shaking.

### ***SURFACE FAULT RUPTURE***

Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. The magnitude and nature of fault rupture can vary for different faults or even along different strands of the same fault. Surface rupture can damage or collapse buildings, cause severe damage to roads and pavement structures, and cause failure of overhead as well as underground utilities. As a result of the damage, buildings could become uninhabitable, roads could close, and utility service could be disrupted for an undetermined length of time. Future faulting is generally expected along different strands of the same fault (CGS, 1997b). Ground rupture is considered more likely along active faults, which are referenced above.

### ***GROUND SHAKING***

The 1997 Uniform Building Code locates the City of Eureka and surrounding region in Seismic Risk Zone 4. Areas within Zone 4 are expected to experience maximum magnitudes and damage in the event of an earthquake (Lindeburg, 1998). Earthquakes on the active faults (listed in Table 4.J-1) are expected to produce a range of ground shaking intensities at the project site. Ground shaking may affect areas hundreds of miles distant from the earthquake's epicenter. A major seismic event on any of these active faults could cause significant ground shaking in the project area, as experienced during earthquakes in recent history, namely the 1992 Petrolia earthquake. Recent studies of potential earthquakes on the Cascadia Subduction Zone by the California Geologic Society (CGS) suggest the following scenario:

- The Gorda segment of the Cascadia Subduction Zone ruptures in an earthquake of Magnitude 8.4;
- The ocean floor undergoes a maximum surface displacement of 26 feet, with the east side up on a fault dipping 11 degrees to the east beneath Humboldt and Del Norte Counties;
- Sea floor deformation generates a destructive sea wave or tsunami;
- Triggered offset along Little Salmon fault (south of Eureka) averages six feet;

- Potentially damaging ground shaking continues for about 60 seconds within 25 miles of the fault. Humboldt and Del Norte Counties are less than 25 miles above the fault plane, which dips gently eastward, and are wholly within the zone of damaging earth shaking;
- Potentially damaging aftershocks occur for several months following the main shock, with a few earthquakes in the M 6 to 7 range.

Based on the above scenario, the ground shaking intensities of MM VIII to MM IX are anticipated to occur in the project area. Slightly higher ground shaking levels of MM IX are anticipated in areas underlain by Quaternary alluvial sediments.

According to the California Geological Society probabilistic seismic hazard map, peak ground acceleration in the Eureka region could reach 0.8 g (Peterson, et al., 1999). A seismic hazard map represents the probable severity of ground shaking from earthquakes that geologists and seismologists agree could occur, but has a 90 percent chance of not exceeding in 50 years (an annual probability occurrence of 1 in 475). It is “probabilistic” in the sense that the analysis takes into consideration the uncertainties in the size and location of earthquakes and the resulting ground motions that can affect a particular site, and expresses the probability of exceeding a certain ground motion.<sup>6</sup>

### ***LIQUEFACTION***

Liquefaction is a phenomenon whereby unconsolidated and/or near-saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in temporary, fluid-like behavior of the soil. Soil liquefaction causes ground failure that can damage roads, pipelines, underground cables, and buildings with shallow foundations. Liquefaction can occur in areas characterized by shallow, water-saturated, cohesionless, granular materials, or in saturated unconsolidated or artificial fill sediments.

The high percentage of gravels and sands in areas underlain by Quaternary-age alluvial deposits results in a relatively high potential for liquefaction, while those areas of the Eureka underlain by the Hooker Formation are considered a low likelihood for liquefaction (CGS, 1995). The CGS has not yet investigated Eureka and surrounding area for potential designation as a Seismic Hazard Zone for liquefaction.

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<sup>6</sup> The CGS probabilistic seismic map for 10 percent probability of exceedance in 50 years represents ground motions that geologists and seismologists do not think will be exceeded in the next 50 years. This probability level of ground shaking is used for formulating building codes and designing buildings in highly active seismic areas, allowing engineers to design buildings for larger ground motions that geologists and seismologists think will occur during a 50-year interval, which makes buildings safer than if there were only designed for the ground motions that are expected to occur. Seismic shaking maps are prepared using consensus information on historical earthquakes and faults (Peterson et al., 1999).

## ***EARTHQUAKE-INDUCED SETTLEMENT***

Settlement of the ground surface can be accelerated and accentuated by earthquakes. During an earthquake, settlement can occur as a result of the relatively rapid rearrangement, compaction, and settling of subsurface materials (particularly loose, non-compacted, and variable sandy sediments). Settlement can occur both uniformly and differentially (i.e., where adjoining areas settle at different rates). Areas are susceptible to differential settlement if underlain by compressible sediments, such as poorly engineered artificial fill or tidal muds. Areas immediately along the shoreline or underlain by Quaternary-age alluvial sediments may be impacted by earthquake-induced settlement, although geotechnical investigation would be required to ascertain conditions on individual sites.

### **Tsunami**

Tsunamis (seismic sea waves) are long period waves that are typically caused by underwater disturbances (landslides), volcanic eruptions, or seismic events. Areas that are highly susceptible to tsunami inundation tend to be located in low-lying coastal areas such as tidal flats, marshlands, and former bay margins that have been artificially filled but are still at or near sea level. Eureka experienced a minor tsunami in the 1992 Petrolia earthquake. The tsunami that inundated Crescent City from the 1964 Alaskan earthquake (M 9.2) resulted in ten deaths and over \$7 million in damage (CGS, 1995).

Due to the known seismic activity in the Pacific Rim, a tsunami could affect 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. Humboldt State University faculty and graduate students have conducted a number of studies on the impacts to Humboldt Bay resulting from tsunami inundation. These studies indicate that although a wave from 12 to 20 feet high could threaten the southern end of the north spit, including the U.S. Coast Guard base, Fairhaven and parts of Samoa, the largest tsunamis occurring on the Humboldt Bay, including those dating back as early as 1700 A.D., did not entirely inundate the north spit. This is partially due to the fact that the northern end of the north spit is almost a mile wide, and in addition, a tsunami of less than 20 feet high is unlikely to overtop the stable dunes there. The last recorded tsunami of any observable height of occur in Humboldt Bay was in 1964 as a result of the Gulf of Alaska earthquake. It had a recorded maximum height of twelve feet on the inside of the north spit, with lower heights occurring along the Eureka waterfront area.

### **Seiche**

A seiche is a free or standing wave oscillation(s) of the surface of water in an enclosed or semi-enclosed basin, such as Humboldt Bay, that may be initiated by an earthquake.<sup>7</sup> Wave-runoff estimations have not yet been completed for seiche hazard assessment; however, seiche waves are

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<sup>7</sup> The 'sloshing' produced by seiches within enclosed water bodies commonly occurs during earthquakes on a small-scale in swimming pools.

anticipated to be smaller and result in less flooding than a tsunami due to the characteristics of Humboldt Bay (Kilbourne, 1980, *as cited in* City of Eureka, 1994).

## REGULATORY FRAMEWORK

### ***ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT***

The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zones Act), signed into law in December 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near fault traces to reduce the hazard of fault rupture and to prohibit the location of most structures for human occupancy across these traces. Cities and counties must regulate certain development projects within the zones, which includes withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement (Hart, 1997). Surface fault rupture is not necessarily restricted to the area within a Fault Rupture Hazard Zone, as designated under the Alquist-Priolo Act. The City of Eureka, including the project area, is not located within an Alquist-Priolo Earthquake Fault Zone.

### ***SEISMIC HAZARDS MAPPING ACT***

The Seismic Hazards Mapping Act was developed to protect the public from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and from other hazards caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a Seismic Hazard Zone, a geotechnical investigation of the site must be conducted and appropriate mitigation measures incorporated into the project design. Geotechnical investigations conducted within Seismic Hazard Zones must incorporate standards specified by CGS Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards (CGS, 1997c). The project area has not yet been investigated by the CGS for potential designation as a Seismic Hazard Zone for earthquake-induced landslides or liquefaction.

### ***CALIFORNIA BUILDING CODE***

The California Building Code is another name for the body of regulations known as the California Code of Regulations (CCR), Title 24, Part 2, which is a portion of the California Building Standards Code (CBSC, 1995). Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or they are not enforceable (Bolt, 1988).

Published by the International Conference of Building Officials, the Uniform Building Code (UBC) is a widely adopted model building code in the United States. The California Building Code incorporates the UBC by reference and includes necessary California amendments. These amendments include criteria for seismic design. About one-third of the text within the California

Building Code has been tailored for California earthquake conditions (ICBO, 1997). The 1997 UBC requires extensive geotechnical analysis and engineering for grading, foundations, retaining walls, and structures, with the nature and degree of analysis and engineering differentiated by zones. The City of Eureka is located within Zone 4, which, of the four seismic zones designated in the United States, is expected to experience the greatest effects from earthquake ground shaking and therefore has the most stringent requirements for seismic design.

### ***CITY OF EUREKA GENERAL PLAN***

The following City of Eureka *General Plan* includes the following geologic goals and policies relevant to the project:

Policy 7.A.1: For all development in areas subject to seismic hazards (i.e., fault rupture, amplified seismic shaking, slope failure, subsidence, settlement, or other similar effects) which is otherwise consistent with the policies of this *General Plan*, the City shall, prior to project approval, require a geological report prepared by a registered geologist, a certified engineering geologist, or a registered engineer with expertise in seismic engineering. The report shall consider, describe, and analyze the following:

- a. Geologic conditions, including soil, sediment, and rock types and characteristics in addition to structural features, such as bedding, joints and faults;
- b. Evidence of past or potential liquefaction conditions, or other types of ground failure, related to seismic shaking;
- c. Potential effects on the site because of fault rupture; and
- d. Any other information that might affect the proposed development, such as information called for in Division of Mines and Geology Notes 44 and 49.

The report shall recommend mitigation measures for any potential impacts and shall outline alternative solutions. The report shall express a professional opinion as to whether the project can be designed so that it will neither be subject to nor contribute to significant geological instability throughout the life span of the project.

Policy 7.A.2: The City shall work with Humboldt County to develop an emergency preparedness program so Eureka Area residents and visitors are not endangered by tsunami run-up and inundation.

Policy 7.A.3: The City shall require that new structures intended for human occupancy be designed and constructed to minimize risk to the safety of occupants.

Policy 7.A.4: The City shall develop mechanisms to encourage and assist in the seismic retrofitting of buildings susceptible to damage during seismic events and to conduct the necessary work in a manner that is financially feasible to property owners and that can be conducted with minimum disruption to tenants. In particular, the City should consider the retrofit needs of the following types of structures:

- a. Unreinforced masonry buildings (URMs)
- b. Pre-1940 wood frame houses
- c. Tilt-up buildings

- d. Pre-mid 1970s concrete frame buildings
- e. Mobilehomes

Policy 7.A.5: The City should seek to give special consideration and flexibility to officially identified historically and architecturally significant structures.

Policy 7.B.1: The City shall ensure that new development is sited and designed consistent with limitations imposed by geologic hazards.

Policy 7.B.2: The City shall ensure that development on or near the shoreline of Elk River, Humboldt Bay, and Eureka Slough neither contributes significantly to, nor is subject to, high risk of damage from shoreline erosion over the life span of the development.

Policy 7.B.4: For all high-density residential or other high-occupancy development located in areas of significant liquefaction potential, the City shall, at the time of project application, require a geology and soils report prepared by a registered geologist, professional civil engineer with expertise in soil mechanics or foundation engineering, or by a certified engineering geologist, and shall consider, describe, and analyze the following:

- a. Geologic conditions, including soil, sediment, and rock types and characteristics in addition to structural features, such as bedding, joints and faults;
- b. Evidence of past or potential liquefaction conditions, and the implications of such conditions for the proposed development;
- c. Potential effects of seismic forces resulting from a maximum credible earthquake;
- d. Any other factors that might affect the development.

Policy 7.B.5: For all development proposed within areas subject to significant shoreline erosion, and which is otherwise consistent with the policies of this *General Plan*, the City shall, prior to project approval, require a geology and soils report prepared by a registered geologist, professional civil engineer with expertise in soil mechanics or foundation engineering, or by a certified engineering geologist, and shall consider, describe, and analyze the following:

- a. Site topography, extending the surveying work beyond the site as needed to depict unusual conditions that might affect the site;
- b. Historic, current and foreseeable shoreline erosion, including investigation of recorded land surveys and tax assessment records in addition to the use of historic maps and photographs where available and possible changes in shore configuration and sand transport;
- c. Geologic conditions, including soil, sediment, and rock types and characteristics in addition to structural features, such as bedding, joints and faults;
- d. Impact of construction activity on the stability of adjacent areas;
- e. Potential erodibility of site and mitigating measures to be used to ensure minimized erosion problems during and after construction;
- f. Effects of marine erosion on shoreline areas;
- g. Potential effects of seismic forces resulting from a maximum credible earthquake;
- h. Any other factors that might affect slope stability.

The report shall evaluate the off-site impacts of development and the additional impacts that might occur due to the proposed development. The report shall also detail mitigation measures for any potential impacts and outline alternative solutions. The report shall express a professional opinion as to whether the project can be designed so that it will neither be subject to nor contribute to significant onsite or offsite geological instability throughout the life-span of the project.

## SIGNIFICANCE CRITERIA

The potential exposure of the project area to unstable geologic and soil conditions would be considered significant if it would exceed the following Standards of Significance, in accordance with Appendix G of the CEQA *Guidelines*:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - 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 CGS Special Publication 42);
  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction; or,
  - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- 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;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property;
- Have soils incapable or adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

The proposed project would not involve the installation of septic tanks or alternative waste water disposal systems, as development within the City of Eureka is required to connect to the City's sanitary sewer system (City of Eureka, 1997). Therefore, there are no potential impacts associated with suitability of soils on proposed development sites to support wastewater disposal system.

## PROJECT IMPACTS AND MITIGATION MEASURES

### **Impact J.1: Construction activities associated with program-level projects in the redevelopment area could result in soil erosion and soil disturbance. (Less than Significant)**

Construction activities may include trenching, grading, pile-driving, soil stockpiling, or other activities that could result in soil or shoreline erosion. In accordance with the City of Eureka *General Plan*, project sponsors would be required to complete a project-specific design-level geotechnical report that identifies potential erosive features associated with the proposed project, including an examination of shoreline erosion associated with project construction or operation. The geotechnical report is required to include mitigative solutions to address any identified erosion hazards at the site, and the project sponsor is subsequently required to implement these recommendations.

If soils would be disturbed during construction activities, the project sponsor would be required to have soil samples analyzed in a laboratory to determine disposal and/or reuse options. In the event that a construction project disturbs more than one acre of land, a construction storm water permit would need to be obtained from the State Water Resources Control Board.

**Mitigation:** None required.

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### **Impact J.2: Development of projects in the redevelopment area could expose people or structures to seismic hazards such as ground shaking, liquefaction, or tsunamis. (Less than Significant)**

The City of Eureka is a region of significant seismic activity due to the nearby Cascadian Subduction Zone. The redevelopment area could experience a range of ground shaking effects during an earthquake on the Cascadian Subduction Zone, Monterey Fault, or other regional active faults.

Earthquakes and ground shaking in the Eureka area are unavoidable and expected to occur at some time in the near future. Although some structural damage is typically not avoidable, building codes and local construction requirements have been established to protect against building collapse and major injury during a seismic event. The proposed project would comply with requirements of the 1998 California Building Code and City of Eureka *General Plan*, which include the completion of a site-specific, design level geotechnical report that examines and assesses the potential for the proposed project to be subject to ground shaking, liquefaction, and other seismic hazards associated with the occurrence of a maximum credible earthquake anticipated to affect the Eureka region. As required by the City, the geotechnical report would also include recommendations to address these hazards, which project sponsors are required to implement. Completion of the geotechnical report is required prior to project approval. Program-level projects would also require the future completion of project-specific CEQA analysis that include an assessment of ground shaking and liquefaction hazards and mitigative measures to

reduce those hazards. Therefore, compliance with City of Eureka requirements, and completion of future CEQA analyses for programmatic elements, would reduce potential seismic impacts associated with the proposed project or future development to less than significant levels.

The shoreline of Eureka, including program-level projects in the redevelopment area, could be inundated from a tsunami. Depending upon the distance from the source fault, tsunamis could arrive in the project area within minutes of an earthquake. The shape and underwater topography of Humboldt Bay significantly reduce potential tsunami hazards; however the bay is anticipated to be affected by wooded debris originating from the Samoa Peninsula. Tsunami inundation could damage proposed structures or site occupants, particularly if wooded debris is carried onto the site by swells, and may result in short-term flooding temporarily overwhelming local storm drains. Program level projects along the shoreline of Humboldt Bay may also be subject to tsunami hazards depending upon their specific location and development plans. These hazards would be more fully assessed during future project-specific CEQA analysis.

As earlier noted, earthquakes in the Eureka area are unavoidable and are expected to occur at some time. Should future earthquakes occur on one of the many offshore active faults in the Eureka region, such as the Cascadian Subduction Zone, trigger a tsunami, significant damage could occur. These hazards are considered unavoidable, however implementation of the following mitigation measures would reduce the severity of potential impacts:

**Mitigation:** None required.

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**Impact J.3: Construction activities associated with the C Street projects could result in soil erosion and soil disturbance. (Less than Significant)**

Construction activities may include trenching, grading, pile-driving, soil stockpiling, or other activities that could result in soil or shoreline erosion. As discussed under Impact J.1, project sponsors would be required to complete a project-specific design-level geotechnical report. In addition, the project sponsor would be required to develop a site-specific Stormwater Pollution Prevention Plan (SWPPP), as further discussed in Section 4.K (Public Services, Utilities, and Water Quality) of this document. The SWPPP would include the use of numerous best management practices (BMPs) to control erosion and sedimentation during construction as required by the State Water Resources Control Board, including the containment of water on-site (in the event that dewatering is necessary) for testing to determine disposal options. Potential soil erosion hazards associated with future construction or redevelopment would therefore be less than significant.

If soils would be disturbed during construction activities, the project sponsor would be required to have soil samples analyzed in a laboratory to determine appropriate disposal and/or reuse options. If construction activities disturb more than one acre of land, a construction storm water permit would be required from the State Water Resources Control Board.

**Mitigation:** None required.

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**Impact J.4: Development of the C Street projects could expose people or structures to seismic hazards such as ground shaking, liquefaction, or tsunamis. (Less than Significant)**

As discussed under Impact J.2, the City of Eureka, including the C Street project sites, are areas that are subjected to seismic hazards and the C Street project sites would experience similar impacts from ground shaking, liquefaction, or tsunamis as those discussed under Impact J.2. The existing berm between the proposed Seaport Village and C Street Pedestrian Plaza and Piazza would slightly reduce potential tsunami hazards. This barrier does not exist at the proposed Fisherman's Work Area and Café, however the lack of a berm does not substantially alter the risk of the site because the berm only slightly reduces potential tsunami hazards.

**Mitigation:** None required.

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**Impact J.5: Implementation of the Seismic Upgrade Program would strengthen the ability of existing unreinforced masonry structures to withstand seismic ground shaking or liquefaction. (Less than Significant)**

The Seismic Upgrade Program provides “gap financing” to property owners for the seismic retrofit of “high hazard” URM structures (as identified by the City) within the merged redevelopment area. Seismically retrofitting a building involves the reinforcement of its structural elements to better withstand the ground motions caused by earthquakes. Retrofitting the 12 buildings identified in the project description would reduce potential damage or collapse in the event of an earthquake on one of the active faults in the Eureka region. This would reduce the potential for injury or death associated with severe building damage or collapse, and would enhance protection of private property, in accordance with seismic retrofit policies established in the City of Eureka's *General Plan*.

**Mitigation:** None required.

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## **K. PUBLIC SERVICES, UTILITIES, AND WATER QUALITY**

### **PUBLIC SERVICES SETTING**

#### ***FIRE PROTECTION AND EMERGENCY SERVICES***

The City of Eureka Fire Department operates 3 fire stations with 48 full-time personnel, a volunteer firefighter organization, 3 engine companies and a single truck company. Other fire-fighting equipment includes 2 reserve engines, a reserve truck, and Marine 1, a 40-foot fire boat capable of delivering 3,000 gallons per minute (gpm) purchased for enhancing fire protection for the City's waterfront (Eureka Fire Department, 2004).<sup>1</sup> The Headquarters Station is located at 533 C Street, Station #3 is at Henderson Street and Ocean Avenue, and Station #4 is located at Myrtle and West Avenues. The City also has an automatic aid agreement with Humboldt Fire District #1, which operates stations on Harris Street and Herrick Avenue, in addition to mutual aid agreements with Arcata, Loleta, Fortuna, Samoa Peninsula, and the California Department of Forestry (CDF) (City of Eureka, 1994, 1996, 2002).

Twelve of the City's fire-fighter personnel are California Specialized Training Institute (CSTI) certified hazardous materials specialists who comprise the City of Eureka's Type 1 (Level A) hazardous materials response team, which provides services to the City and greater Humboldt and Del Norte Counties. An Emergency Operations Center (EOC) also operates out of the City of Eureka Fire Department for coordinating responses to natural or man-made disasters (Eureka Fire Department, 2004)

The City of Eureka Fire Department also provides first response in a medical emergency, with City Ambulance of Eureka providing paramedical services and patient transport to General Hospital located at 2200 Harrison Street or St Joseph's Hospital at 2700 Dolbeer Street.

#### ***POLICE PROTECTION SERVICES***

Police headquarters for the City of Eureka is located at 604 C Street. The Eureka Police Department employs 50 officers; 33 officers are assigned to patrol, with three patrol officers on duty per shift to cover 3 beats (City of Eureka, 1994, 2002). The police department received a total of 37,199 calls for service in 2003. Although individual response times vary depending upon patrol car location, average response time for emergency calls is three minutes. Among the three beats patrolled by the police department, the Seaport Village, Fisherman's Work Area and Café, and C Street Pedestrian Plaza and Piazza are located in Beat #1, which is the busiest with 12,458 calls for service in 2003 (Eureka Police Department, 2003).

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<sup>1</sup> The 1994 Public Review Draft General Plan Background Report identified a potential need for enhancement of fire suppression equipment and training, in addition to the fire boat, to adequately protect development in the City of Eureka's Harbor (City of Eureka, 1994).

### ***SOLID WASTE***

The Humboldt Waste Management Authority provides solid waste disposal services for the City of Eureka through a contract with City Garbage Company, which provides solid waste collection and curbside recycling, and ECDC Environmental which transports solid waste for disposal to the Dry Creek Landfill in Medford, Oregon. The City of Eureka adopted a Source Reduction and Recycling Element in 1992 which strives to achieve a 50 percent reduction in solid waste (City of Eureka, 2002).

### ***SCHOOLS***

The City of Eureka is served by the Eureka City School District, Cutten School District, and South Bay Union School District, which operate 13 elementary, 2 secondary, and 2 high schools. Although school enrollment projections frequently shift, Eureka City schools have experienced a steady decline in enrollment since 2000, with a loss of 820 average daily attendance (Eureka City Schools, 2004). State of California Department of Finance estimates indicate the city's population is anticipated to experience only negligible increases (1,750 new residents) by 2020, as discussed in Section 4.D Population and Housing.

The Leroy F. Greene School Facilities Act of 1998, or Senate Bill 50 (SB 50), restricts the ability of local agencies, such as the City of Eureka, to deny land use approvals on the basis that public school facilities are inadequate. In order to help pay for new schools, the City of Eureka School District collects money from residential and commercial development, based upon proposed square footage, to compensate for growth impacts. Public school districts can also impose higher fees provided they meet the conditions outlined in the Act.

## **UTILITIES SETTING**

### ***WATER SUPPLY***

Water supply for the City of Eureka is provided by the Humboldt Bay Municipal Water District (Water District), which draws water from wells in the Mad River. Although water demand in Eureka is approximately 3.3 million gallons per day (mgd), the Water District's wells and other water supply sources such as Ruth Lake have a supply capacity of 20 mgd. Raw water generated by the wells is treated to meet federal and state water standards, if required, by the City's filtration plant, which operates on a part-time basis. The treatment plant was constructed in 1951, and the Water District, together with the City of Eureka and other water agencies, is evaluating options for construction of a new plant.

The City has three water storage facilities: a reservoir near Sequoia Park; a 20 million gallon tank at the northern end of Walnut Drive; and 2 smaller tanks with capacities of 0.5 million and 1 million gallons at Harris and K Streets. Water users in Eureka are approximately 87 percent residential and 13 percent commercial (City of Eureka 2002, 1996, 1994).

## **WASTEWATER**

The City's Elk River Wastewater Treatment Plant, located in the southwest corner of the City along the shoreline of Humboldt Bay, serves approximately 10,500 users in the City and also receives flows from the Humboldt Community Services District (HCSD), which includes Humboldt Hill and Fields Landing. The treatment plant capacity is 32 mgd during peak wet weather flow, and operates at approximately 70 to 80 percent of total capacity (McGinty, personal communication, *as cited in* City of Eureka, 2002). Secondary treatment is provided for all flows up to 12 mgd, while flows between 12 and 32 mgd receive only primary treatment. The Elk River Wastewater Treatment Plant discharges into Humboldt Bay via a 48-inch pipeline.

Following completion of an infiltration/inflow study in the 1980s, the City of Eureka rebuilt portions of the wastewater collection system and recently upgraded the system in accordance with the 1993-1998 Capital Improvement Program. The City's Elk River Wastewater Treatment plant operates in accordance with North Coast Regional Water Control Board permit requirements.

## **ENERGY**

Electricity and gas service to Eureka, including the project site and vicinity, is provided by Pacific Gas and Electric (PG&E). PG&E's expansion plans are on an as-needed basis and require the user to fund extensions of service.

## **TELECOMMUNICATIONS SERVICES**

Telecommunications services include telephone and data connections. SBC provides local telephone service and Cox Communications provides cable service to the Eureka area.

## **WATER QUALITY SETTING**

The City of Eureka and project area are located adjacent to Humboldt Bay, a semi-enclosed body of water which receives flows from Elk River and numerous smaller surface water bodies. The Eureka Slough, bordering the northeast portion of the project area, separates downtown Eureka from a narrow peninsula and connects Humboldt Bay with several tributaries such as Ryan Creek and Freshwater Creek. The City of Eureka's storm drain system is a combination of above-ground gutter flows and underground storm drain piping that is ultimately discharged into Humboldt Bay.

## **REDEVELOPMENT AREA**

### **Surface Water**

Humboldt Bay is the second-largest estuary system in California, and supports commercial shipping, fishing, and aquaculture industries. Due to an absence of urbanization in the region, Humboldt Bay has not been as heavily affected by pollutants and shoreline modification as the densely developed and populated San Francisco Bay Area.

Humboldt Bay is classified as a multi-basin coastal lagoon with limited freshwater input (Costa, 1982, *as cited in* City of Eureka, 1998). The bay is separated from the Pacific Ocean by two long sand spits and is connected to the ocean by a twin-jettied entrance channel. The bay is divided into several distinct areas and five dredged channels, which are maintained by the U.S. Army Corps of Engineers. The City of Eureka's waterfront is located adjacent to the 400-foot wide Eureka Inner Reach Channel.

The morphology of Humboldt Bay combined with the oceanographic driving forces of waves, tides, wind, and density differences (fresh water inflows) govern the hydrodynamics, transport, and water quality characteristics of the bay. Costa (1982, *as cited in* City of Eureka, 1998) estimated that the bay comprises about 25 square miles at high tide and 8 square miles at low tide, with about 70 percent of the bay consisting of tidal mud flats that are exposed at low water and drained by a complex system of channels. The watershed drainage area into the bay is approximately 233 square miles, and the relatively small watershed area results in a system that is dominated by marine influences. There are a number of small creeks and sloughs around the bay that are best described as seasonally-transient estuaries and provide localized freshwater influences during rainfall events (Costa, 1981, *as cited in* City of Eureka, 1998).

### **Groundwater**

Groundwater underlying the project area is relatively shallow, and generally less than 10 feet below ground surface. The majority of the project area, and the greater City of Eureka, is underlain by the Eureka Plain groundwater region. Sedimentary deposits of the Hookton formation, as further described in Section 4.J, Geological Resources of this document, generally underlie areas south or east of Highway 101 and allow surface water infiltration and recharge of groundwater supplies (California Department of Water Resources, 2003). The Eureka Plain extends into the lower Elk River Basin and supports three groundwater wells operated by the Humboldt Community Services District for municipal water supply. These wells provide 1,500 gpm of groundwater for unincorporated areas such as McKinleyville and Fairhaven (City of Eureka, 1994, 1997).

### **Topography and Climate**

The City of Eureka has a relatively mild climate with cool wet winters and warm summers, with frequent coastal fog that minimizes temperature extremes. Average precipitation is approximately 37.5 inches annually, the majority of which occurs between November and March.

### **Flooding**

The majority of the project site is not located within a 100-year flood plain as determined by the Federal Emergency Management Agency (FEMA) flood hazard mapping. However, the 100-year flood zone does extend westward from Eureka Slough Tributary A, along the eastern border of the project area, towards Tydd Street. Additionally, the 100-year floodplain winds westward along Cooper Canyon between Fifth and Sixth Streets and other regions that border the Eureka Slough. Along Humboldt Bay, the 100-year floodplain is generally limited to a narrow 100-foot wide band along the majority of the City's shoreline (City of Eureka, 1994, FEMA, 1986).

Potential flooding from tsunami or seiche inundation is discussed in Section 4.J, Geological Resources, of this document. The project area is not located downstream of a dam or reservoir, and potential flooding as a result of dam failure is not anticipated.

### **Water Quality**

During periods of wet weather, rain carries pollutants and sediments from all parts of a watershed into surface water bodies such as storm drains, streams, rivers, reservoirs, and marshes. In an urban setting, natural drainage patterns have been altered and stormwater runoff, as well as non-storm discharges (irrigation water, accidental spills, washdown water, etc.), picks up sediments and contaminants from land surfaces, and transports these pollutants into surface and ground water. The diffused sources of pollutants range from parking lots, bare earth at construction sites, agricultural sites and a host of other sources. The total amount of pollutants entering aquatic systems from these diffused, non-point sources is now generally considered to be greater than that from any other source, such as pipe discharges (point source).

Urban runoff can contribute nonpoint source pollutants to Humboldt Bay. Pollutants of concern typically found in urban runoff include sediments, nutrients, pathogens, oxygen demanding substances (plant debris, animal wastes, etc.), petroleum hydrocarbons, heavy metals, toxic pollutants, floatables (litter, yard wastes, etc.), and synthetic organics (pesticides, herbicides, PCBs, etc.). Urban runoff includes sediment and other pollutants discharging from construction sites due to improper erosion control measures. Pesticide and herbicide application to landscaping and agriculture also contributes significantly to nutrient loading in surface waters.

Stormwater runoff can contain significant amounts of heavy metals, motor oil, paints, chemicals, debris, grease, and detergents. Runoff in storm drains may also include pesticides and herbicides from lawn care products and bacteria from animal waste. Most runoff flows untreated into creeks, lakes, and the bay. As point sources of pollution have been brought under control, the regulatory focus has shifted to nonpoint sources,<sup>2</sup> particularly urban runoff. Stormwater generated within the City of Eureka is currently unregulated, but in the future will be managed in conformance with a Small MS4 Municipal General Permit for Storm Water Discharge, as discussed below. Humboldt Bay has been identified as an impaired water body by the State Water Resources Control Board, as further discussed below.

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<sup>2</sup> Point source pollution is defined as pollution from industrial and sewage treatment plants. Nonpoint-source pollution, unlike pollution from industrial and sewage treatment plants, comes from many diffuse sources. Nonpoint-source pollution is caused by rainfall or snowmelt moving over and through the ground. As the runoff moves, it picks up and carries away natural and man-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters, and even underground sources of drinking water.

### ***PROJECT-LEVEL SITES***

#### **Seaport Village, Fisherman’s Work Area and Café, and C Street Pedestrian Plaza and Piazza**

These sites are directly adjacent to Humboldt Bay and are unpaved, vacant gravel lots. Surface water runoff drains directly to the bay. These sites are located outside of the FEMA designated 100 year flood zone (FEMA, 1986).

#### **Seismic Upgrade Program and Façade Improvement Program**

These sites are fully developed properties that are covered almost entirely with impervious surfaces, with some landscaped areas.

## **REGULATORY FRAMEWORK**

### ***WATER QUALITY REGULATION***

Regulatory authorities exist on both the state and federal levels for the control of water quality in California. The major federal legislation governing the water quality aspects of the project is the Clean Water Act, as amended by the Water Quality Act of 1987. The objective of the act is “to restore and maintain the chemical, physical, and biological integrity of the nation’s waters.” The State of California’s Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) provides the basis for water quality regulation within California. The State Water Resources Control Board (SWRCB) administers water rights, water pollution control, and water quality functions throughout the state, while the Regional Water Quality Control Boards (RWQCBs) conduct planning, permitting, and enforcement activities.

#### **State and Regional Water Quality Control Board**

The primary responsibility for the protection and enhancement of water quality in California has been assigned by the California legislature to the SWRCB and the nine RWQCBs. The SWRCB provides state-level coordination of the water quality control program by establishing statewide policies and plans for the implementation of state and federal laws and regulations. The RWQCBs adopt and implement water quality control plans that recognize the unique characteristics of each region with regard to natural water quality, actual and potential beneficial uses, and water quality problems.

The project area lies within the jurisdiction of the North Coast RWQCB, which has adopted the Water Quality Control Plan for the North Coast Region (Basin Plan) to implement plans, policies, and provisions for water quality management. Beneficial uses of surface waters within the North Coast Region are described in the Basin Plan and are designated for major surface waters and their tributaries. Beneficial uses of Humboldt Bay include agricultural and industrial water supply, navigation, contact and non-contact water recreation, estuarine, cold freshwater, and wildlife habitats, fish migration, preservation of rare and endangered species, fish spawning,

commercial and sport fishing, aquaculture, and shellfish harvesting (North Coast Regional Water Quality Control Board, 1993).

Both the SWRCB and U.S. Environmental Protection Agency (EPA) Region IX have been in the process of developing new water quality objectives and numeric criteria for toxic pollutants for California surface waters since 1994, when a State court overturned the SWRCB's water control plans containing water quality criteria for priority toxic pollutants. EPA's draft California Toxics Rule (CTR) was published in the August 5, 1997 Federal Register (62 FR 42159), with the Final Rule recently promulgated on May 18, 2000. The proposed criteria largely reflect the existing criteria contained in EPA's 304(a) Gold Book (1986) and its National Toxics Rule (NTR) adopted in December 1992 (57 Federal Register 60848), and those of earlier state plans (the *Inland Surface Waters Plan* and the *Enclosed Bays and Estuaries Plan* of April 1991, since rescinded). With promulgation of the Final CTR on May 18, 2000, these federal criteria are legally applicable in the State of California for inland surface waters, enclosed bays and estuaries for all purposes and programs under the Clean Water Act.

#### ***Section 303d of the Clean Water Act – Total Maximum Daily Load (TMDL)***

California has identified waters that are polluted and need further attention to support their beneficial uses. These water bodies are listed pursuant to Clean Water Act Section 303(d), which requires States to identify these polluted waters. Specifically, Section 303(d) requires that each state identify water bodies or segments of water bodies that are "impaired" (i.e., not meeting one or more of the water quality standards established by the state). Approximately 500 waterbodies or segments have been listed in California. Once the water body or segment is listed, the state is required to establish "Total Maximum Daily Load," or TMDL, for the pollutant causing impairment. The TMDL is the quantity of a pollutant that can be safely assimilated by a water body without violating water quality standards. Listing a water body as impaired does not necessarily suggest that the pollutants are at levels considered hazardous to humans or aquatic life or that the water body segment cannot support the beneficial uses. The intent of the 303(d) list is to identify the water body as requiring future development of a TMDL to maintain water quality and reduce the potential for continued water quality degradation.

In accordance with Section 303(d) of the Water Code, the North Coast RWQCB has identified impaired water bodies within its jurisdiction, the pollutant or stressor impairing water quality, and prioritized the urgency for developing a TMDL. Humboldt Bay is included on the Section 303(d) list; identified pollutants or stressors are polychlorinated biphenyls (PCBs) (State Water Resources Control Board, 2003).

#### ***National Pollutant Discharge Elimination System***

Between 1972 and 1990, National Pollutant Discharge Elimination System (NPDES) regulations focused on municipal and industrial wastewater discharges. The 1987 amendments to the federal Clean Water Act added requirements for regulation of storm water quality discharges under the NPDES program. In 1990, Phase I of the NPDES storm water program was issued and addressed storm water discharges from municipal separate storm sewer systems serving populations over 100,000 and industrial activities, including discharges from construction activities disturbing

five acres or more. In 1999, NPDES Phase II regulations were issued, requiring storm water discharge permits for municipalities not covered under Phase I as well as for construction activities disturbing over one acre. These Phase II storm water regulations became effective in March of 2003. The North Coast RWQCB monitors and enforces NPDES stormwater permitting for the region.

### ***Construction Activity Permitting***

Construction activities of one acre or more are subject to the permitting requirements of the SWRCB NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). The project sponsor must submit a Notice of Intent to the SWRCB in order to be covered by the General Permit prior to the beginning of construction. The General Construction Permit requires the preparation and implementation of a stormwater pollution prevention plan (SWPPP), which must be prepared before construction begins. Components of SWPPPs typically include specifications for best management practices (BMPs) to be implemented during project construction for the purpose of minimizing the discharge of pollutants in stormwater from the construction area. In addition, a SWPPP includes measures to minimize the amount of pollutants in runoff after construction is completed, and identifies a plan to inspect and maintain project BMPs and facilities.

### ***Municipal Stormwater Discharge***

In the City of Eureka, storm water discharge is regulated under Phase II NPDES regulations. However, the City has not yet been issued a NPDES Discharge of Storm Water from Small Municipal Separate Storm Sewer System (Small MS4 General Permit) from the SWRCB. The Small MS4 General Permit requires discharges to develop and implement a Storm Water Management Plan (SWMP) to reduce discharge of storm water pollutants to the maximum extent possible (MEP). Following the development, submittal, and SWRCB approval of a SWMP by the City of Eureka, stormwater discharge in the City will be subject to Small MS4 General Permit regulations.

### **City of Eureka**

The City of Eureka *General Plan* includes the following policies relevant to public services, utilities, and stormwater, flooding, and water quality:

#### ***Public Services***

Policy 4.E.1: The City shall require solid waste collection in all urban and suburban development.

Policy 4.E.2: The City shall promote maximum use of solid waste source reduction, recycling, composting, and environmentally-safe transformation of wastes.

Policy 4.E.3: The City shall require that all new development complies with applicable provisions of the Humboldt County Integrated Waste Management Plan and the City's Source Reduction and Recycling Plan.

Policy 4.F.2: The City Police Department shall strive to maintain an average response time of three (3) minutes for calls for critical life-threatening emergencies.

Policy 4.F.5: The City shall consider public safety issues in all aspects of commercial and residential project design, including crime prevention through environmental design.

Policy 4.G.1: The City shall ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.

Policy 4.G.3: The City Fire Department shall attempt to maintain an average response time of three (3) minutes for all service calls, including emergency medical service (EMS) calls.

Policy 4.G.4: The City shall require new development to develop or fund fire protection facilities, personnel, and operations and maintenance that, at a minimum, maintains the above service level standards.

### ***Utilities***

Policy 4.B.2: The City shall require proponents of new development to demonstrate availability of a long-term, reliable water supply and adequate water supply infrastructure. The City shall require all new development within the city to connect to the City's water system. New development shall be responsible for constructing or financing any new water system upgrades necessary to serve the development.

Policy 4.B.4: The City shall promote efficient water use and reduced water demand by requiring water-conserving design and equipment in new construction and encouraging retrofitting existing development with water-conserving devices.

Policy 4.C.1: The City shall promote efficient water use and reduced wastewater system demand by requiring water-conserving design and equipment in new construction and encouraging retrofitting existing development with water-conserving devices.

Policy 4.C.5: The City shall require all new development within city limits to connect to the City wastewater treatment system.

### ***Stormwater, Flooding, and Water Quality***

Policy 4.D.5: The City shall promote sound soil conservation practices and carefully examine the impact of proposed urban development with regard to water quality and effects on drainage courses.

Policy 4.D.6: The City shall improve the quality of runoff from urban and suburban development through use of appropriate and feasible mitigation measures including, but not limited to, artificial wetlands, grassy swales, infiltration/sedimentation basins, riparian setbacks, oil/grit separators, and other BMPs.

Policy 4.D.7: The City shall require new development to mitigate increases in stormwater peak flows and/or volume to the maximum extent feasible. Mitigation measures should take into consideration impacts on Humboldt Bay and adjoining lands in the city and immediately adjacent to the city in unincorporated Humboldt County.

Policy 4.D.8: The City shall encourage new project designs that minimize drainage concentrations and impervious coverage and maintain, to the extent feasible, natural drainage conditions.

Policy 4.D.9: The City shall require new projects that affect the quantity or quality of surface water runoff to allocate land as necessary for the purpose of detaining post-project flows and/or for the incorporation of mitigation measures for water quality impacts related to urban runoff. To the maximum extent feasible, new development shall not produce a net increase in peak stormwater runoff.

Policy 6.A.3: The City shall maintain and, where feasible, restore biological and the quality of coastal waters, streams, wetlands, and estuaries appropriate to maintain optimum populations of marine organisms and for the protection of human health through, among other means, minimizing adverse effects of wastewater and stormwater discharges and entrainment, controlling the quantity and quality of runoff, preventing depletion of groundwater supplies and substantial interferences with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Policy 7.D.1: The City shall prohibit high density residential or other high occupancy development, including new hospitals, schools, residential development with a gross density of 8 units per acre or more, office buildings 10,000 square feet in size or larger, or visitor-serving structural developments 5,000 square feet in size or larger, from locating in flood hazard areas, as designated on the Federal Emergency Management Agency Flood Insurance Rate Maps (FIRM), dated June 1, 1982, unless they are constructed with a finished foundation that extends above the 100-year flood level and meet all applicable drainage policies of this *General Plan*. Other development in flood hazard areas shall incorporate mitigation measures that maximize the potential for flood damage, including development siting and use of flood proofing techniques and materials, consistent with other land use plan policies.

## SIGNIFICANCE CRITERIA

The impact of the proposed project on utilities, public services, hydrology and water quality would be considered significant if it would exceed the following Standards of Significance, in accordance with Appendix G of the state CEQA *Guidelines*:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- 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;
- 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;
- Have insufficient water supplies available to serve the project from existing entitlements and resources;

- Result in a determination by the wastewater treatment provider which serves or may serve the project site that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Fail to comply with federal, state, and local statutes and regulations related to solid waste;
- Result in the wasteful, inefficient, or unnecessary consumption of energy;
- Require the construction of additional infrastructure facilities;
- 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 such as fire, police, schools, parks, etc;
- Violate any water quality standards or waste discharge requirements;
- 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);
- 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;
- 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;
- 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;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- Inundation by seiche, tsunami, or mudflow.

## PROJECT IMPACTS AND MITIGATION MEASURES

**Impact K.1: Development within the redevelopment area may exceed water or wastewater utility infrastructure, increase solid waste generation, increase school enrollment, or increase the need for services from the City of Eureka's police, fire department, or emergency services. (Less than Significant)**

Future redevelopment may increase water supply demands, wastewater flows, solid waste generation, or school enrollment within the City of Eureka, or create new demands for police, fire department, or emergency services in association with creation of commercial, retail, residential, or other uses. The extent of these potential increases would be dependent upon existing uses and activities at individual sites, and project specific characteristics.

Compliance with City of Eureka requirements and future completion of project-specific CEQA analysis would require individual projects to identify utility infrastructure demands and finance or construct any upgrades necessary to serve proposed developments. As previously discussed, the city's water supply and wastewater treatment plant have sufficient capacity to handle projected development, although City of Eureka requirements and compliance with mitigation identified in completion of project-specific CEQA analysis would require individual projects to identify utility infrastructure demands and finance or construct any upgrades necessary to serve proposed developments. On-going implementation of the City's 1992 Source Reduction and Recycling Plan are anticipated to continue diverting 50% of wastes through recycling operations, an increase from historic recycling levels, and therefore solid waste generated by future development is not anticipated to significantly increase waste volumes (City of Eureka, 1996).

Potential development in the redevelopment area is not anticipated to significantly increase demand for educational services. The State of California Department of Finance estimates that by the year 2020, the anticipated year for full build-out of projects in the redevelopment area, Eureka's population will be approximately 28,000 (see Section 4.D, Population and Housing), an increase of only 1,750 residents from current levels. However, the City of Eureka estimated that residential development within the city's core may create the need for additional school bus service (City of Eureka, 1996). Future redevelopment would be required to comply with the Leroy F. Greene School Facilities Act of 1998, which requires project sponsors to fund schools by fees imposed on proposed square footage of proposed developments to fund growth, in addition to complying with mitigation identified in future project-specific CEQA analyses.

Potential redevelopment demands on police, fire, and emergency services would be dependent upon project-specific proposals and existing site uses. Compliance with City of Eureka requirements, such as those that require new development to develop or fund fire and police protection services to maintain service level standards, and construction of adequate fire protection systems, installing sufficient fire hydrants to serve proposed developments and meeting UBC and UFC design requirements, together with implementation of mitigation measures identified in future, project-specific CEQA analyses would reduce potential impacts on police, fire, and emergency services to less than significant levels.

**Mitigation:** None required.

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**Impact K.2: Development within the redevelopment area may decrease the quality or increase the volume and rate of stormwater runoff. (Less than Significant)**

Development within the redevelopment area may change the quality of stormwater runoff originating from individual sites or increase peak stormwater flow rates dependent upon existing site conditions and the scope of proposed developments.

Future redevelopment activities would be required to comply with City of Eureka requirements to not produce a net increase in peak stormwater runoff the maximum extent feasible, and to use BMPs to eliminate potential adverse impacts to water quality associated with proposed developments. Future redevelopment would also be required to comply with the City of Eureka SWMP, once finalized, and associated municipal NPDES requirements. Compliance with city requirements and implementation of mitigation measures identified during project-specific CEQA analysis would reduce potential impacts to stormwater runoff quantity or quality less than significant.

**Mitigation:** None required.

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**Impact K.3: Development of the C Street projects may generate or require flows that would exceed sewer or water supply infrastructure, respectively. (Potentially Significant)**

According to the City's *General Plan*, the Water District has a sufficient water supply to meet increased demand associated with future, projected development. Similarly, the City's wastewater treatment plant currently operates at approximately 70 to 80 percent capacity. As these project sites are largely vacant, proposed development would require new connections to the City's water supply and wastewater infrastructure. In accordance with City of Eureka requirements, project sponsors would be required to integrate water-conservation measures such as water-efficient appliances and drought tolerant landscaping.

Water supplies for the project-specific elements would be required to meet demand associated with 15,421 square feet (sf) of retail, restaurant use, and vacation rental units, 3,841 sf of office space, a 15,271 sf fish processing building, 19,726 sf of residential space, and 7,500 sf of landscaping. Assuming water demand of 0.85 gallons (gal)/sf/day for restaurant use, 0.02 gal/sf/day for retail, 0.08 gal/sf/day for office, 100 gal/person/day for residential (using an estimated 2 residents per residential unit), estimated water usage is 4,302 gallons per day.<sup>3</sup> In addition, water usage for the fish processing facility would range from 74,800 gallons per day

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<sup>3</sup> Water demand estimates are based upon average water use data presented in the American Water Works Association's (AWWA) *Wiser Water*, August 2003 (AWWA, 2004).

during non-peak periods (e.g., March) and 374,000 gallons per day during peak periods (e.g., May, August, September).<sup>4</sup>

Estimated waste water flows from the proposed project, without the fish processing facility, are 4,087 gallons per day.<sup>5</sup> Waste water flows at the fish processing facility during non-peak and peak periods are estimated to be 71,060 and 355,300 gallons per day, respectively.<sup>6</sup>

Based upon estimated water supply needs and wastewater flow projections, the City's water supply and wastewater facilities are capable of handling demands associated with the proposed project. In accordance with the City of Eureka *General Plan*, the project sponsor is required to construct or finance any needed water system upgrades. In addition, the proposed project will also comply with the Mitigation Measures K.1.

**Mitigation Measure K.3: The project sponsors shall construct or finance water and sewer system upgrades identified by the City of Eureka Public Works as needed to accommodate flows from the proposed project.**

**Significance after Mitigation:** Less than Significant.

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**Impact K.4: Development of the C Street projects would increase generation of solid waste. (Less than Significant)**

Construction and operation of proposed site features would increase the volume of solid waste generated within the City of Eureka. In order to minimize potential increases, the proposed projects shall be implemented in accordance with the Humboldt County Integrated Waste Management Plan and the City's Source Reduction and Recycling Plan, which includes the following elements:

- Commercial and residential solid waste would be disposed of in containers sized to adequately handle the volume of waste generated at the facility.
- Recreational solid waste generated at the piazza and C Street plaza would necessitate use of well-placed waste receptacles of the appropriate size for the waste generated at the site. Special consideration would be required for public events that would attract larger numbers of persons to the site.

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<sup>4</sup> Water demand estimates for the fish processing facility are based on data from the Pacific Choice Seafood Company, which conducts fish processing operations similar to that which would be conducted at the proposed fish processing facility.

<sup>5</sup> For estimation purposes, waste water flows are calculated as approximately 90 percent of estimated water use, based on information provided in *Water Quality* (Tchobanoglous and Schroeder, 1987).

<sup>6</sup> Waste water flows for the fish processing facility are estimated to be approximately 95 percent of calculated water use, based on information provided in *Water Quality* (Tchobanoglous and Schroeder, 1987) for commercial and industrial facilities.

- The project sponsor shall provide suitable storage locations and containers for recyclable materials in or around proposed buildings. The containers shall be designed and constructed to protect soils, water resources, biological resources and all other aspects of the environment. Containers shall be provided for the C Street piazza where general refuse is collected.
- The project sponsor shall prepare and implement a recycling program to achieve at least a 50 percent diversion in waste generated from project operations through the use of recycling. The project sponsor shall consult with the Humboldt Waste Management Authority with respect to its existing recycling services provided to local businesses (e.g., glass container, cardboard, organic yard clippings, and streamlined curbside recycling for mixed waste streams) to achieve the targeted 50 percent diversion included in this measure.

**Mitigation:** None required.

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**Impact K.5: Development of the C Street projects may increase enrollment within City of Eureka schools. (Less than Significant)**

Although the potential number of new employees and residents at the C Street project site have not yet been quantified, the proposed project would not create a substantial increase in the demand for education services as most employees are likely to be existing residents of Eureka or the vicinity. Seaport Village would include the construction of 10 residential units that could generate a minimal increase in new student enrollment in the district; however, the associated potential number of new students in the City of Eureka's educational system is negligible due to the small size of the proposed development. Additionally, the City's schools have experienced consistent declines in student enrollment in recent years. Pursuant to the Leroy F. Greene School Facilities Act of 1998, the project sponsor shall be required to contribute its fair-share in student impact fees in accordance with City of Eureka School District requirements.

**Mitigation:** None required.

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**Impact K.6: Development of the C Street projects would increase the demand for fire protection, police, and emergency medical services to the project site, but this would not result in significant impacts to public services. (Less than Significant)**

In accordance with City of Eureka requirements, the project sponsors shall be required to ensure adequate water flow is available to serve the proposed development. In addition, the project would be required to comply with the Uniform Building Code (UBC) and Uniform Fire Code (UFC) to assure installation of adequate fire sprinklers, firewall protection, fire hydrants, smoke detectors and other requirements designed to reduce the impact of fires. The City of Eureka's Fire Department Headquarters Station is located approximately four blocks from the proposed C Street project site. Although the proposed project would increase the demand for fire

protection services, response times to the site are expected to be three minutes or less. Existing staff and equipment at the Eureka Fire Department would be adequate to serve the project site in case of fire emergencies. Therefore, the Fire Department does not anticipate an expansion of its services with additional equipment or staffing as a result of the proposed project (Emmons, 2004).

The proposed project would require an increase in police protection services. Proposed residential and vacation rental units may result in calls for domestic dispute or burglary, while retail space may generate calls for shoplifting. The C Street project site is located in the busiest of the Police Department's three beats; however, existing police personnel would be adequate to serve the proposed project without substantially decreasing average COS response times. Therefore, the Police Department does not anticipate expansion of its services with additional staffing as a result of the proposed C Street project (Harpham, 2004).

**Mitigation:** None required.

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**Impact K.7: Construction activities associated with development of the C Street projects have the potential to adversely affect water quality of Humboldt Bay. (Less than Significant)**

Construction activities would involve the use of construction-related hazardous materials such as petroleum products, solvents and paints, and earth-moving activities for site grading or soil stockpiling. These activities could potentially result in hazardous materials releases or soil erosion, subsequently increasing sediment or pollutant levels storm water runoff generated at construction sites, thereby degrading the receiving waters of Humboldt Bay.

In accordance with City of Eureka *General Plan* requirements, the project sponsors would be required to identify potential sources of erosion during geotechnical investigations and minimize potential erosion of shoreline soils (Section 4.J, Geologic Resources). For example, construction activities would be required to comply with erosion and pollution control measures identified California Stormwater Quality Association (CASQA), Stormwater Best Management Practice Handbook for Construction (CASQA, 2003a). In addition, as these project sites collectively exceed one acre in size, project sponsors would be required to apply for coverage under the SWRCB's General Construction NPDES permit and prepare a SWPPP. Implementation of the SWPPP starts with the commencement of construction and continues through the completion of the project. Upon completion of the project, the sponsor must submit a Notice of Termination to the SWRCB to indicate that construction is completed. At a minimum, the SWPPP will include the following requirements:

- Excavation and grading activities shall be scheduled for the dry season only (April 15 to October 15), to the extent possible. This will reduce the chance of severe erosion from intense rainfall and surface runoff, as well as the potential for soil saturation in swale areas.

- If excavation occurs during the rainy season, storm runoff from the construction area shall be regulated through a stormwater management/erosion control plan that may include temporary on-site silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters. Stockpiles of loose material shall be covered and runoff diverted away from exposed soil material. If work is stopped due to rain, a positive grading away from slopes shall be provided to carry the surface runoff to areas where flow can be controlled, such as the temporary silt basins. Sediment basin/traps shall be located and operated to minimize the amount of offsite sediment transport. Any trapped sediment shall be removed from the basin or trap and placed at a suitable location on-site, away from concentrated flows, or removed to an approved disposal site.
- Temporary erosion control measures shall be provided until perennial revegetation or landscaping is established and can minimize discharge of sediment into nearby waterways. For construction within 500 feet of a water body, fiber rolls and/or gravel bags shall be placed upstream adjacent to the water body.
- After completion of grading, erosion protection shall be provided on all cut-and-fill slopes. Revegetation shall be facilitated by mulching, hydroseeding, or other methods and should be initiated as soon as possible after completion of grading and prior to the onset of the rainy season (by October 15).
- Permanent revegetation/landscaping shall emphasize drought-tolerant perennial ground coverings, shrubs, and trees to improve the probability of slope and soil stabilization without adverse impacts to slope stability due to irrigation infiltration and long-term root development.
- BMPs selected and implemented for the project shall be in place and operational prior to the onset of major earthwork on the site. The construction phase facilities will be maintained regularly and cleared of accumulated sediment as necessary.
- Hazardous materials such as fuels and solvents used on the construction sites shall be stored in covered containers and protected from rainfall, runoff, and vandalism. A stockpile of spill cleanup materials shall be readily available at all construction sites. Employees will be trained in spill prevention and cleanup, and individuals will be designated as responsible for prevention and cleanup activities.

**Mitigation:** None required.

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**Impact K.8: Development of the C Street projects would degrade the quality of stormwater runoff originating from the project site. (Less than Significant)**

The proposed project would intensify urban uses at the project site, such as the addition of impervious surface area, creation of parking lots, and use of fertilizers, pesticides, herbicides, and other associated chemicals for the upkeep of the proposed 7,500 sf landscaping at the Seaport Village. Urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediment, and pesticide residues from roadways, parking lots, rooftops, landscaped areas, and other surfaces, and deposit them in adjacent waterways. Pollutant concentrations in urban runoff are extremely variable and are dependent on storm intensity, land use, elapsed time between storms,

and the volume of runoff generated in a given area that reaches a receiving water body. The most critical time for urban runoff effects is in autumn under low flow conditions. Pollutant concentrations are typically highest during the first major rainfall event after the dry season, known as the “first flush.”

The use of fertilizers, pesticides, herbicides, and other associated chemicals for the upkeep of the proposed 7,500 sf landscape could affect the water quality of the bay due to offsite transport of these chemicals through leaching or surface runoff. If the chemicals are applied in excess of the necessary requirements or prior to watering or a storm event, the chemicals could be transported to the storm drain or directly to the bay. Irrigation of the landscape could leach the harmful chemicals through the soil zone to the underlying groundwater and to the bay. Excessive irrigation also could create surface runoff, which would transport the chemicals to the storm drain and subsequently to the bay or directly enter the bay if runoff would bypass the storm drain. Application of chemicals prior to storm events could transport the chemicals through the same pathways. Additionally, parking lots develop layers of oil, metal shavings, and other toxic compounds from car leaks, brake pads and other sources associated with automobiles. Parking lots and paved, public spaces such as the proposed piazza and plaza also collect debris and dirt, which can be pollutants to nearby water bodies. Stormwater runoff from the project site would be discharged into Humboldt Bay, a water body that supports numerous uses such as aquaculture, which are sensitive to pollutants in urban runoff.

The City of Eureka *General Plan* requires developments to not only minimize potential adverse impacts to water quality, but actually improve the quality of stormwater runoff originating from developments through the use of BMPs. To reduce the amount of pollutants entering Humboldt Bay, the proposed project would be required to meet the provisions of the City of Eureka *General Plan* and the federal Clean Water Act by eliminating and controlling potential pollutants in stormwater discharge, identified below:

- The project sponsor shall direct stormwater runoff from the project site into the City’s storm drain system rather than directly to Humboldt Bay in order to integrate stormwater pollution control features identified below.
- Existing pervious surfaces shall be preserved to minimize the amount of storm runoff to the greatest extent possible and appropriate source control measures shall be incorporated as recommended in the California Storm Water Best Management Practice Handbook for New Development and Redevelopment (CASQA, 2003b) to minimize the amount of pollutants entering the storm drain system.
- Implement commonly used structural and treatment best management practices to reduce sediment and contaminant concentrations such as oil and sediment separators, infiltration/sedimentation basins, bioswales, or absorbent filter systems shall be designed and installed within the storm drainage system to provide filtration of stormwater prior to discharge to reduce water quality impacts.
- Provide BMP stormwater controls in proposed parking areas.
- The project shall use Integrated Pest Management techniques (methods that minimize the use of potentially hazardous chemicals for landscape pest control) in proposed landscaped

areas, and the handling, storage, and application of potentially hazardous chemicals shall take place in accordance with all applicable laws and regulations. All landscaped areas shall be contoured so that runoff is collected and filtered (see Mitigation Measure K.6b, above) prior to discharge into the stormwater system.

**Mitigation:** None required.

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**Impact K.9: Development of the C Street projects would increase the volume and rate of stormwater runoff originating from the project area. (Less than Significant)**

The C Street projects site is currently a gravel lot. Development of the proposed project would increase stormwater runoff from the sites through the increase in impervious surface area. In accordance with the City of Eureka *General Plan*, the project sponsor is required to ensure development does not produce a net increase in peak stormwater runoff to the maximum extent feasible. Compliance with the policies outlined in Impact K.8, above, would minimize new impervious surface area. In order to comply with City of Eureka *General Plan* requirements, the project sponsor shall identify and integrate into project design features such as detention basins, grassy swales, or similar elements to minimize increases in stormwater runoff from the proposed development. The project sponsor shall submit designs together with pre- and post-development stormwater flow calculations to the City of Eureka Department of Public Works for review and approval prior to the approval of building permits to ensure measures have been implemented to the maximum extent feasible to minimize peak stormwater flows in compliance with City requirements.

**Mitigation:** None required.

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**Impact K.10: The merging of the redevelopment area could result in façade improvements and seismic upgrades to several buildings throughout the Core Area. (Less than Significant)**

Façade improvements and seismic upgrades to buildings in the Core Area that would result from the merging of the redevelopment area are not expected to increase populations or the amount of impervious surfaces that would result in impacts on public services, utilities, and water quality. Therefore, façade improvements and/or seismic upgrades would not have any impacts on public services, utilities, and water quality.

**Mitigation:** None required.

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## **L. AGRICULTURAL RESOURCES**

### **SETTING**

The California Resources Agency categorizes agricultural land into four categories: Prime Farmland, Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance. There are no sites within the redevelopment area or on the project-specific sites that fall under any of these farmland categories.

### **PROJECT IMPACTS AND MITIGATION MEASURES**

Financially merging the three redevelopment areas, development of the C Street projects, and implementation of the seismic retrofit and façade improvement programs would not result in any impacts to agriculture or farmland. The proposed project would not result in the conversion of farmland to non-agricultural use, conflict with existing zoning for agricultural use, or involve other changes that could lead to the conversion of farmland to non-agricultural use. Therefore, no further analysis is warranted.

## **M. MINERAL RESOURCES**

### **SETTING**

There are no known mineral resources within the Redevelopment Area or within the project-specific sites.

### **PROJECT IMPACTS AND MITIGATION MEASURES**

Financially merging the three redevelopment areas, development of the C Street projects, and implementation of the seismic retrofit and façade improvement programs would not result in any impacts to mineral resources as they would not result in the loss of availability of a known mineral resource that would be of value to the region or the state. Therefore, no further analysis of mineral resources is warranted.

# CHAPTER 5

## ALTERNATIVES

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### A. INTRODUCTION

As stipulated in Section 15126 of the CEQA *Guidelines*, a Draft Environmental Impact Report (EIR) must describe a range of reasonable alternatives to the proposed project (or its location). The purpose of the alternatives analysis required by CEQA is to inform decision-makers of approaches other than mitigating project impacts, i.e., fundamentally different alternative projects that could reduce or eliminate significant environmental impacts while still meeting project objectives.

This chapter describes and evaluates two alternatives to the proposed project: the “No Project” Alternative and the “Reduced Program” Alternative.

### B. NO PROJECT ALTERNATIVE

#### DESCRIPTION

Under the No Project Alternative, financially merging of the three existing redevelopment areas would not occur and financing opportunities for possible future projects within the redevelopment areas would continue to allow for limited financing opportunities. The C Street projects also would not occur. Thus, the Seaport Village and Fisherman’s Work Area and Café would not be built, and the improvements to C Street would not be implemented. In addition, the Seismic Upgrade and Façade Improvement Programs also would have reduced funding opportunities under this alternative than under the proposed project, thus resulting in fewer chances to upgrade existing unreinforced masonry (URM) buildings and protecting historic resources.

#### IMPACTS

##### *LAND USE AND PLANNING*

No change in the land use at the project sites would occur under this alternative. The existing Buhne Warehouse at the Seaport Village site would not be demolished and would remain as a storage facility, while the remainder of the site would continue to remain as a vacant lot, which is unofficially used for parking. The Fisherman’s Work Area and Café site would remain vacant as well.

Projects proposed under the programmatic elements also would not result in land use changes where new uses could be proposed. Several lots would remain vacant and/or underutilized and new development in the Redevelopment Areas would occur less frequently and under a less cohesive plan.

### ***RECREATION***

The No Project Alternative would likely result in fewer new residential units and therefore would not substantially increase use of recreation resources. As under the proposed project, the No Project Alternative would not result in any significant impacts on recreational resources.

### ***VISUAL QUALITY***

Without the proposed development, the C Street project sites would remain as vacant and underutilized sections along the waterfront. The sites would not be developed with Victorian Seaport-style buildings and would not create visual connectivity between the waterfront and Old Town, which would contribute to a negative aesthetic effect along the waterfront. The absence of the C Street improvements would reduce visual connectivity between the boardwalk and C Street. In addition, façade improvements would occur on a less frequent basis under this alternative, possibly contributing to negative aesthetic conditions in Eureka's Core Area.

### ***POPULATION AND HOUSING***

Under the No Project Alternative, little new development would occur in the redevelopment areas and there would be no opportunity to supply new housing to meet future population projections in Eureka.

### ***TRANSPORTATION***

No new vehicle trips would be generated by the No Project Alternative and would not result in any of the impacts associated with the proposed project that would result from increased traffic in the area.

### ***AIR QUALITY***

No demolition or construction would occur at the C Street project sites under this alternative. Therefore, no air pollutant emissions associated with these activities would occur. In addition, since no new vehicle trips would be generated under this alternative, no contribution to air pollutant emissions would occur. Therefore, the No Project Alternative would not result in any impacts.

### ***NOISE***

No demolition or construction would occur under the No Project Alternative. Therefore, no temporary noise impacts associated with these activities would occur. In addition, since no new vehicle trips would be generated under this alternative, no contribution to increases in noise due to vehicles on streets in the vicinity of the C Street projects would occur. Therefore, the No Project Alternative would not result in any significant impacts in this resource area.

### ***CULTURAL RESOURCES***

Under the No Project Alternative, potential disturbance of archaeological resources would not occur nor would demolition of the Buhne Warehouse.

In addition, under this alternative, fewer financing options would be available for seismic upgrades and façade improvements to historic resources throughout Eureka's Old Town and Historic Downtown. Seismic upgrades and façade improvements would help protect these resources and contribute to their historic integrity.

### ***BIOLOGICAL RESOURCES***

No construction activities would occur under the No Project Alternative, thus the impacts on special status fish species, special status bird species, and wetlands would not occur under this alternative. In addition, demolition of the Buhne Warehouse would not occur and any impacts to the Townsend's big-eared bat, a California and federal Species of Special Concern, would be avoided.

### ***GEOLOGY AND SEISMICITY***

Given the seismic and geologic conditions of the project area, a greater chance for existing URM buildings to be damaged or destroyed exists under this alternative. Without improved financing opportunities, the rate of upgrading these structures would be slower. Thus, this alternative would result in greater health and safety hazards than the proposed project. In addition, safety hazards associated with seismic activity, including ground-shaking and tsunamis, would be reduced under this alternative at the C Street project sites because there would be fewer people and fewer structures on the sites.

### ***PUBLIC SERVICES, UTILITIES, AND WATER QUALITY***

Under the No Project Alternative, there would be no impacts to public services, utilities and water quality because there would be no new development at the C Street project sites and opportunities for new development throughout the redevelopment area would be substantially decreased.

### ***AGRICULTURAL RESOURCES***

Similar to the proposed project, the No Project Alternative would have no effect on agricultural resources.

## ***MINERAL RESOURCES***

Similar to the proposed project, the No Project Alternative would have no effect on Mineral resources.

## **COMPATIBILITY WITH PROJECT OBJECTIVES**

Under the No Project Alternative, none of the project sponsor's objectives would be fulfilled. This alternative would not result in the merging of three redevelopment areas that would improve financing opportunities, eliminate blighting factors, eliminate deterioration and underutilization of properties, facilitate coherent development, encourage infill development, encourage development of public open spaces, promote mixed-use development promote arts-related development and activities, facilitate development of affordable housing, and protect Eureka's historical resources.

## **C. REDUCED PROGRAM ALTERNATIVE**

### **DESCRIPTION**

Under the Reduced Program Alternative, the three redevelopment areas would not be merged. This alternative would involve a 20 percent reduction in the size of the proposed development programs for the Seaport Village and Fisherman's Work Area and Café. Under this alternative, the Seaport Village would comprise of 11,036 square feet (sf) of retail space and two interim occupancy vacation rental uses on the first floor and approximately 3,073 sf of office space and 8 residential dwelling units or 15,781 sf of residential space on the second floor. Seaport Village would also contain approximately 20,000 sf of off-street parking spaces (approximately 64 spaces). Landscaping would be reduced to 6,000 sf under this alternative and common space to 7,920 sf.

The Fisherman's Work Area and Café would be reduced from 15,721 sf of fish processing space to 12,577 sf of fish processing space. The café would be approximately 1,301 sf and parking would provide space for 32 cars.

Similar to the No Project Alternative, the Seismic Upgrade and Façade Improvement Programs would also have reduced funding opportunities under this alternative than under the proposed project, thus resulting in fewer chances to upgrade existing URM buildings and protecting historic resources.

Under the Reduced Program Alternative, the C Street Piazza would not contain a permanent stage and would not include temporary features that would be set up during an event. Instead the piazza would be a general public gathering space rather than a space that could be used for special events. In addition, the bollards for the C Street Plaza would be placed at 1st Street under this alternative, instead of at the mid-block as proposed under the proposed project, eliminating the entrance to the Fisherman's Work Area from C Street, leaving only one entrance along 1st Street.

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## IMPACTS

### ***LAND USE AND PLANNING***

As with the proposed project, land uses at the C Street projects site would change from underutilized and vacant lots to active public spaces, mixed-uses and fishing-related uses. Due to the smaller sizes of the developments, the intensity of the uses would be less than under the proposed project.

As under the No Project Alternative, this alternative could result in few land use changes in the redevelopment areas due to the reduced financing opportunities.

### ***RECREATION***

The Reduced Program Alternative would result in fewer residential units and, therefore, would result in reduced usage of recreational resources compared to the proposed project. As under the proposed project, this alternative would not result in impacts on recreational resources.

### ***VISUAL QUALITY***

The Reduced Program Alternative would result in a smaller building program than would be implemented under the proposed project, but would otherwise result in similar site improvements. As described under the proposed project, this alternative would reduce the blighted appearance of the waterfront by replacing vacant, underutilized lots and a deteriorating building with active visitor-serving and waterfront-dependent uses. This alternative, therefore, would improve the visual quality of the waterfront similar to the proposed project.

However, fewer infill projects and rehabilitations to other sites throughout the redevelopment areas would occur under this alternative due to the decreased funding opportunities that would result from maintaining three separate redevelopment areas. Overall, this would result in a potentially negative aesthetic impact because underutilized sites would not be developed with new or rehabilitated structures. In addition, aesthetic improvements that would occur in the Core Area as a result of the Façade Improvement Program would occur to a lesser extent under this alternative as compared to the proposed project.

### ***POPULATION AND HOUSING***

Under the Reduced Program Alternative, fewer housing units would be added to the C Street site and to the redevelopment area as a whole, which could result in less of a population increase within the City of Eureka. However, this could result in a potentially significant impact on population and housing due to the reduced opportunity to fund new housing developments, which could contribute to Eureka's future housing needs.

### ***TRANSPORTATION***

Fewer vehicle trips would be generated by the Reduced Program Alternative, thus reducing impacts associated with increased traffic compared to the proposed project. However, because the bollards would be placed at the intersection of C and First Streets, instead of mid-block on C Street, this alternative would reduce the efficiency of circulation for delivery trucks entering and leaving the Fisherman's Work Area site due to the elimination of the second entrance to the site on C Street.

### ***AIR QUALITY***

Under the Reduced Program Alternative, temporary significant impacts associated with demolition and construction activities would occur in a manner similar to that described for the proposed project. Construction-related air emissions would only be slightly reduced under this alternative and would not reduce this significant impact to less than significant. Since the number of vehicles would be reduced, impacts associated with vehicular air pollutants would be reduced; however, under the proposed project, these impacts were less than significant. Therefore, the reduction in air quality impacts would be marginal under the Reduced Program Alternative.

### ***NOISE***

Demolition and construction activities would occur under this alternative in a manner similar to that described for the proposed project. Therefore, construction-related noise impacts would be similar as that described for the proposed project. Since the number of vehicles would be slightly reduced under this alternative, the impacts associated with vehicular noise would be slightly reduced as well.

### ***CULTURAL RESOURCES***

Under the Reduced Project Alternative, archaeological resources would be disturbed and the Buhne Warehouse would be demolished thus resulting in similar impacts as the proposed project. However, similar to the proposed project, impacts to archaeological resources would be mitigated. In addition, because merging of the redevelopment areas would not occur, this alternative would reduce funding opportunities for the seismic upgrades and façade improvements of cultural resources throughout the Historic Old Town and Downtown. This would increase these resources' vulnerability to damage from earthquakes and deterioration due to neglect. This would result in potentially significant impacts to cultural resources.

### ***BIOLOGICAL RESOURCES***

The Reduced Program Alternative would result in the same biological resource impacts as the proposed project for the project-specific elements, including potential impacts to jurisdictional wetlands, special-status aquatic species, and special-status bird species. Impacts that could occur from implementation of the programmatic elements could be reduced due to the restrictions in financing opportunities that would occur under this alternative.

### ***GEOLOGIC RESOURCES***

The Reduced Program Alternative would result in similar public safety hazards as the No Project Alternative due to the reduced funding that would be available for seismic upgrading of URM buildings. In addition, this alternative would result in similar safety hazards associated with ground-shaking and tsunamis due to the additional structures and increased human activity at the C Street project sites.

### ***PUBLIC SERVICES, UTILITIES, AND WATER QUALITY***

Under this alternative, demands for public services, utilities and water resources would be similar to those under the proposed project. This alternative would result in similar impacts as the proposed project and would require similar mitigation measures and implementation of regulations.

### ***AGRICULTURAL RESOURCES***

Similar to the proposed project, the Reduced Project Alternative would have no effect on agricultural resources.

### ***MINERAL RESOURCES***

Similar to the proposed project, the Reduced Project Alternative would have no effect on Mineral resources.

### **COMPATIBILITY WITH PROJECT OBJECTIVES**

Under this alternative, only one of the project sponsor's objectives would be met completely by construction of the C Street projects: "Facilitate the creation of a mixed-used development containing retail and residential components as well as appropriate waterfront uses, such as a fish processing facility, in Old Town." The C Street projects would also meet other project objectives at a specific site; however, these other objectives were intended for more than one site within Eureka. Objectives that this alternative would meet at one site include:

- Eliminate economic and physical deficiencies and other blighting factors;
- Eliminate economic deterioration and underutilization of the property; and
- Encourage the development of new or improved publicly accessible open spaces, including coastal access

The remaining project objectives would not be met by this alternative.

## **D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

Neither of the alternatives nor the proposed project would result in any significant and unavoidable impacts. However, because neither of the alternatives includes the merging of the redevelopment areas, the environmentally superior alternative is the proposed project. The proposed project would provide new financing opportunities for seismic upgrades, thereby reducing the seismic safety hazards associated with building damage during earthquakes. In addition, the proposed project would also provide new financing opportunities for infill development, affordable/senior housing development, and façade improvements throughout the redevelopment area. The proposed project, therefore, would promote several goals stated in the *General Plan*, including eliminating blighted and underutilized properties, protecting historic resources throughout Eureka's Core Area, and meeting future housing demands. Neither the Reduced Program Alternative nor the No Project Alternative would advance these goals. In addition, the Reduced Program Alternative would only marginally reduce traffic, air, noise and biological resources impacts.

# CHAPTER 6

## IMPACT OVERVIEW

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### A. SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

In accordance with Section 21083 of the California Environmental Quality Act (CEQA), and with Sections 15064 and 15065 of the State CEQA Guidelines, the purpose of this section is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter 4, Environmental Setting, Impacts, and Mitigation Measures.

Implementation of the proposed project would not result in any significant unavoidable impacts.

### B. CUMULATIVE IMPACTS

According to CEQA *Guidelines* Section 15130(a) and (b), the purpose of this section is to provide a discussion of significant cumulative impacts, which reflects “the severity of the impacts and their likelihood of occurrence.” The discussion of cumulative impacts should include: (1) a list of “past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency”; (2) a summary of expected environmental effects to be produced by those projects with specific reference to additional reference and stating where that information is available; and (3) a reasonable analysis of the cumulative impacts and reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project.

The cumulative projects planned in Eureka are discussed in Appendix B. The proposed project combined with the cumulative projects identified in Appendix B would increase development in the City of Eureka. The cumulative projects would result in an increased demand for public utilities and services and for recreational resources. The cumulative development projects would incrementally contribute to increased traffic on regional and local roadways associated with the proposed cumulative residential, retail, transit, and public assistance facilities. Under cumulative conditions, the intersection at 4th and C Streets would operate at unacceptable levels of service due to project-generated traffic. However, cumulative and project-generated traffic would add less than five seconds to the average intersection delay (i.e., below the threshold of significance). Traffic-related air quality and noise impacts would also incrementally increase under cumulative conditions. The proposed provision of recreational amenities and shoreline access to Eureka Slough under the Blue Ox Millworks project would incrementally contribute to wetland and riparian habitat impacts associated with the proposed project. Overall, however, the increased development and associated impacts would not result in significant unavoidable impacts to these resources in Eureka.

### **C. GROWTH INDUCING IMPACTS**

The City of Eureka General Plan calls for redevelopment and growth within the Core Area. The proposed financially merged redevelopment area and the project-specific elements have several broad components, which include development of retail and office space, residential development, visitor-serving uses, and industrial development. It is possible that the existence of successful development may encourage other developments in the area; however, the development that would occur under the merged redevelopment area has been planned for and meets the objectives of the *General Plan*. The prime customers for the C Street projects are expected to be from the North Coast. This is expected to be true of other development planned for the waterfront area. It is not expected that the type or extent of development proposed would induce growth beyond what has been analyzed and planned for by the City of Eureka.

### **D. EFFECTS TO BE LESS THAN SIGNIFICANT**

Chapter 4 of this document analyzes those impacts that are potentially significant. Topics that were determined not to be significant contain brief sections at the end of Chapter 4, and include:

- Agricultural Resources
- Mineral Resources

# CHAPTER 7

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## PREPARERS

### A. EIR PREPARERS

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# CHAPTER 8

## COMMENTS AND RESPONSES

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### A. INTRODUCTION

This chapter contains information in response to concerns raised in the two letters received during the public comment period (September 28, 2004 through November 12, 2004). These letters were received from:

- State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (Terry Roberts, Director) (November 12, 2004)
- State of California Department of Transportation, District 1 (Rex A. Jackman, Acting Chief, Office of System and Community Planning) (November 10, 2004)

Following this introduction, Section B contains text changes to the Draft PEIR, reflecting necessary additions and corrections addressed by the public comments or responses to comments, or initiated by the Lead Agency staff to correct the Draft PEIR text. In Section B, text changes are listed in order of page number. Text changes are reflected on the correct page of this Final PEIR and are redlined for easy identification. Where a text change is made as part of a response to a public comment, the comment number is noted.

Finally, Section C contains copies of written comments received during the comment period and response to those comments. Each comment is numbered in the margin of the comment letter and the responses to the comments follow the letter. Where a response includes a change to the text of the Draft PEIR, a reference is made to Section B of this chapter.

### B. ADDENDA TO THE DRAFT PEIR

The following corrections and changes are made to the Draft PEIR and are incorporated as part of the Final PEIR. Revised or new language is underlined. Deleted text is marked by strikethrough. Where a change is made as part of a response to a comment on the Draft PEIR, the comment number is noted in brackets at the end of the text change.

Page 1-2, paragraph 2, is revised as follows:

The Draft PEIR ~~is now~~was available for public review for a 45-day period, from September 28, 2004, through November 12, 2004. During this time written comments on the adequacy of the Draft PEIR ~~may be~~were submitted to the City of Eureka ~~at the address indicated on the notice~~. Responses to all comments received on the adequacy of

the Draft PEIR submitted within the specified review period ~~will be~~ have been prepared and included in Chapter 8, Comments and Responses in the ~~the~~ this Final PEIR.

Page 1-2, paragraph 3, is revised as follows:

The City of Eureka will ~~then~~ review and consider ~~the~~ this Final PEIR for certification based on its fulfillment of CEQA requirements. Prior to approval of the project, the City must certify ~~the~~ this Final PEIR and adopt ~~the~~ reporting mitigation and monitoring and reporting program for mitigation measures identified in ~~the Final PEIR~~ Chapter 9 of this document in accordance with the requirements of Public Resources Code Section 21081.

Page 1-2, paragraph 4, sentence 1 is revised as follows:

Those readers who wish to read the ~~Draft~~ PEIR in greater detail are directed to the main body of the document.

Page 1-2, paragraph 5, sentence 1 is revised as follows:

The ~~Draft~~ PEIR begins with this Introduction, followed by a Summary, which describes the proposed project, its environmental effects, and alternatives to the project (including the “No Project” alternative).

Page 1-3, paragraph 1, sentence 1 is revised as follows:

The ~~Draft~~ PEIR identifies two alternatives to the proposed project in Chapter 5.

Page 1-3, paragraph 2 is revised as follows:

Chapter 6, Impact Overview, reviews the significant, but mitigable impacts and cumulative impacts identified in Chapter 4 and describes the project’s potential for inducing growth. The report authors are listed in Chapter 7. Chapter 8 includes all comment letters and responses to comments as well as a list of any changes made to the text within the document. Chapter 9 presents the mitigation monitoring and reporting program. The Appendices include the Notice of Preparation, a list of cumulative projects, and other background and supporting documents.

Page 2-3, paragraph 2, the following sentences were added after the last sentence of the paragraph:

A third letter was received from the Bear River Band of Rohnerville Rancheria in which they stated that the proposed location is one of the Tribes’ aboriginal territories and requested that they be allowed to survey the area as well as be notified of any Native American evidence found. The City of Eureka will keep this correspondence on file for reference during implementation of the various components of the Eureka Redevelopment project.

Page 2-21, Impact H.4, “Less than Significant” was added to the Level of Significance After Mitigation column.

Page 3-13, paragraph 1, sentence 4 is revised as follows:

The C Street plaza would be closed to standard vehicular traffic by use of bollards that would be placed ~~at north of the midblock of~~ C Street ~~between intersection with~~ 1st Street ~~and the boardwalk~~, but would be ~~open-moved on an as-needed basis~~ for loading/unloading activities in conjunction with ~~the Fisherman’s Work Area, the farmer’s market, and~~ events on C Street plaza or the adjacent piazza. ~~Street furniture along this section of the plaza would be placed far enough apart to allow trucks to enter the C Street plaza.~~

Page 4.A-3, paragraph 1, sentence 1 is revised as follows:

The C Street Pedestrian Plaza and Piazza site comprises ~~the northern half of~~ C Street ~~mid-block~~ between 1st Street and the boardwalk and a portion of the Seaport Village lot.

Page 4.E-4, Figure 4.E-2, Transit Facilities was revised to include two additional bus stop locations.

Page 4.E-6, Figure 4.E-3, Bicycle Facilities was revised to expand the bicycle route.

Page 4.E-5, paragraph 2, sentence 5 is revised as follows:

Within the plan area, there are bike routes on 1st Street beginning at G Street and following Waterfront Drive just past Washington Street, along ~~Pine-California~~ Street, and a portion of 6th and 7th Streets. Bicycle lanes are striped on Waterfront Drive between K and T Streets, and on the one-way couplets of 6th and 7th Streets.

Page 4.E-18, paragraph 2, sentence 2 is revised as follow:

~~Upon removal of the bollards at C and 1st Streets, T~~trucks would enter the site via the C Street driveway, and then pull passed their designated parking space sufficiently to back into them.

Page 4.H-5, paragraph 1, the following sentence was added to the end of the paragraph:

~~Another response was received from Edwin Smith, Cultural Liaison, of the Bear River Band of Rohnerville Rancheria in which he noted several areas of archaeological sensitivity to the Bear River Band.~~

Page 4.H-10, Impact H.4 was corrected as follows:

**Impact H.4: Implementation of the C Street projects would result in the demolition of the H.H. Buhne Warehouse. (~~Less than~~Potentially Significant)**

## **C. COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT PEIR**

The following pages provide copies of the comment letters received on the Draft PEIR and responses to those comments.



Arnold  
Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit

A



Jan Boel  
Acting Director

November 12, 2004

Sidnie L. Olson  
City of Eureka  
531 K Street  
Eureka, CA 95501

**RECEIVED**  
NOV 15 2004  
DEPARTMENT OF  
COMMUNITY DEVELOPMENT

Subject: Eureka Redevelopment EIR  
SCH#: 2004072042

Dear Sidnie L. Olson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on November 10, 2004, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

A-1

Document Details Report  
State Clearinghouse Data Base

**A** cont.

**SCH#** 2004072042  
**Project Title** Eureka Redevelopment EIR  
**Lead Agency** Eureka, City of

---

**Type** EIR Draft EIR  
**Description** To better facilitate the elimination of blight by allowing greater flexibility in the expenditure of tax increment revenues among the three redevelopment areas, the City of Eureka is proposing to financially merge three existing redevelopment areas. Near-term projects that would occur under the merger of the three existing redevelopment areas include a mixed-use development containing retail and residential uses, a fish-processing facility and restaurant, a plaza and piazza, and seismic upgrades and/or façade improvements to buildings throughout the Core Area.

---

**Lead Agency Contact**

**Name** Sidnie L. Olson  
**Agency** City of Eureka  
**Phone** (707) 441-4265 **Fax**  
**email**  
**Address** 531 K Street  
**City** Eureka **State** CA **Zip** 95501

---

**Project Location**

**County** Humboldt  
**City** Eureka  
**Region**  
**Cross Streets** Waterfront and Core Area of Eureka  
**Parcel No.** N/A  
**Township** 5N **Range** 1W **Section** variou **Base**

---

**Proximity to:**

**Highways** 101  
**Airports** Murray Field Airport  
**Railways**  
**Waterways** Humboldt Bay and the Eureka Slough  
**Schools**  
**Land Use** Varies throughout redevelopment area.

---

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Coastal Zone; Cumulative Effects; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Minerals; Noise; Population/Housing Balance; Public Services; Schools/Universities; Sewer Capacity; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

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**Reviewing Agencies** Resources Agency; Regional Water Quality Control Board, Region 1; Department of Parks and Recreation; Native American Heritage Commission; Department of Housing and Community Development; Office of Emergency Services; Office of Historic Preservation; Department of Fish and Game, Region 1; Department of Water Resources; California Coastal Commission; Caltrans, District 1; Caltrans, Division of Aeronautics; Department of Toxic Substances Control; State Lands Commission

---

**Date Received** 09/27/2004 **Start of Review** 09/27/2004 **End of Review** 11/10/2004

## DEPARTMENT OF TRANSPORTATION

DISTRICT 1, P. O. BOX 3700  
 EUREKA, CA 95502-3700  
 PHONE (707) 445-6412  
 FAX (707) 441-5869  
 TTY (Teletypewriter #707-445-6463)

**B**

*Flex your power!  
 Be energy efficient!*

November 10, 2004

**RECEIVED**

NOV 15 2004

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

Eureka Redevelopment Plan  
 DEIR  
 SCH #2004072042

Ms. Sidnie Olson  
 City of Eureka  
 Planning and Building Department  
 531 K Street  
 Eureka, CA 95501

Dear Ms. <sup>Sidnie</sup> Olson:

Thank you for giving Caltrans the opportunity to comment on the Eureka Redevelopment Plan and the draft Program Environmental Impact Report (PEIR). We have reviewed the document and offer the following comments:

- The plan includes several elements which promote mixed-use development, bicycle facilities and pedestrian-friendly areas. Caltrans supports “livable communities” concepts, as they may improve both mobility and the quality of life for the public. By promoting alternative modes of transportation, these facilities may reduce congestion and other problems associated with increasing motor-vehicle use. **B-1**
- The plan has the potential for significant increases bicycle and pedestrian traffic. Page 4E-5 describes bicycle and pedestrian facilities included in the plan area. We recommend that this section be expanded to include identification of major non-motorized trip generators, deficiencies in bicycle and pedestrian facilities, and connectivity with existing and planned bike routes. The plan should determine mitigation for developments that generate non-motorized trips. **B-2**
- Page 4E-14: Table 4E-5 indicates projected Level of Service (LOS) for year 2020. LOS should be examined for year 2027 (20 years from expected project completion). **B-3**
- Page 4E-21: The study indicates that “C” Street will be developed as a “gateway” to the plan area. The intersection of “C” and 4<sup>th</sup> Street is projected to reach LOS F by 2020. In the City of Eureka, Caltrans’ threshold for mitigation is below LOS D. As LOS declines, we anticipate that the through movement on “C” Street will become less prevalent. However, some mitigation may be necessary in the future in order to maintain adequate LOS. **B-4**
- Page 4E-14: The study should analyze 4<sup>th</sup> and 5<sup>th</sup> Streets between “E” Street and “K” Street as an “Urban Street” as described in the *Highway Capacity Manual* (the 2000 edition), Chapter 15, “Urban Streets.” The intersections of 4<sup>th</sup> and 5<sup>th</sup> Street at “H” and **B-5**

“I” should be analyzed individually for LOS, due to their functional classification (minor arterial). | **B-5**  
**cont.**

If you have questions or need further assistance, please contact me at the number above or contact Jesse Robertson of Community Planning at (707) 441-2009.

Sincerely,



Rex A. Jackman, Acting Chief  
Office of System & Community Planning  
And Local Assistance



Arnold  
Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Jan Boel  
Acting Director

November 12, 2004

Sidnie L. Olson  
City of Eureka  
531 K Street  
Eureka, CA 95501

Subject: Eureka Redevelopment EIR  
SCH#: 2004072042

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Sincerely,

Terry Roberts  
Director, State Clearinghouse

**RECEIVED**

NOV 15 2004

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2004072042  
**Project Title** Eureka Redevelopment EIR  
**Lead Agency** Eureka, City of

---

**Type** EIR Draft EIR  
**Description** To better facilitate the elimination of blight by allowing greater flexibility in the expenditure of tax increment revenues among the three redevelopment areas, the City of Eureka is proposing to financially merge three existing redevelopment areas. Near-term projects that would occur under the merger of the three existing redevelopment areas include a mixed-use development containing retail and residential uses, a fish-processing facility and restaurant, a plaza and piazza, and seismic upgrades and/or façade improvements to buildings throughout the Core Area.

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**Lead Agency Contact**

**Name** Sidnie L. Olson  
**Agency** City of Eureka  
**Phone** (707) 441-4265  
**email**  
**Address** 531 K Street  
**City** Eureka  
**Fax**  
**State** CA **Zip** 95501

---

**Project Location**

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**City** Eureka  
**Region**  
**Cross Streets** Waterfront and Core Area of Eureka  
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**Airports** Murray Field Airport  
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**Waterways** Humboldt Bay and the Eureka Slough  
**Schools**  
**Land Use** Varies throughout redevelopment area.

---

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Coastal Zone; Cumulative Effects; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Minerals; Noise; Population/Housing Balance; Public Services; Schools/Universities; Sewer Capacity; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

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**Reviewing Agencies** Resources Agency; Regional Water Quality Control Board, Region 1; Department of Parks and Recreation; Native American Heritage Commission; Department of Housing and Community Development; Office of Emergency Services; Office of Historic Preservation; Department of Fish and Game, Region 1; Department of Water Resources; California Coastal Commission; Caltrans, District 1; Caltrans, Division of Aeronautics; Department of Toxic Substances Control; State Lands Commission

---

**Date Received** 09/27/2004 **Start of Review** 09/27/2004 **End of Review** 11/10/2004

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## DEPARTMENT OF TRANSPORTATION

DISTRICT 1, P. O. BOX 3700  
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PHONE (707) 445-6412  
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*Flex your power!  
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November 10, 2004

**RECEIVED**

NOV 15 2004

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

Eureka Redevelopment Plan  
DEIR  
SCH #2004072042

Ms. Sidnie Olson  
City of Eureka  
Planning and Building Department  
531 K Street  
Eureka, CA 95501

Dear Ms. <sup>Sidnie</sup>Olson:

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- The plan includes several elements which promote mixed-use development, bicycle facilities and pedestrian-friendly areas. Caltrans supports “livable communities” concepts, as they may improve both mobility and the quality of life for the public. By promoting alternative modes of transportation, these facilities may reduce congestion and other problems associated with increasing motor-vehicle use.
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- Page 4E-14: Table 4E-5 indicates projected Level of Service (LOS) for year 2020. LOS should be examined for year 2027 (20 years from expected project completion).
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- Page 4E-14: The study should analyze 4<sup>th</sup> and 5<sup>th</sup> Streets between “E” Street and “K” Street as an “Urban Street” as described in the *Highway Capacity Manual* (the 2000 edition), Chapter 15, “Urban Streets.” The intersections of 4<sup>th</sup> and 5<sup>th</sup> Street at “H” and

Mr. Sidney Olson

11/10/04

Page 2

“I” should be analyzed individually for LOS, due to their functional classification (minor arterial).

If you have questions or need further assistance, please contact me at the number above or contact Jesse Robertson of Community Planning at (707) 441-2009.

Sincerely,

A handwritten signature in black ink, appearing to read "R.A. Jackman". The signature is fluid and cursive, with a long horizontal flourish at the end.

Rex A. Jackman, Acting Chief  
Office of System & Community Planning  
And Local Assistance

## RESPONSE TO LETTER A – STATE CLEARINGHOUSE AND PLANNING UNIT

- A-1:** Comments noted. This letter notes that as of November 10, 2004, by the end of the public review period for the Draft PEIR, no State agencies had submitted comments. The letter also acknowledges that the City of Eureka has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Review Act.

---

## RESPONSES TO LETTER B – CALIFORNIA DEPARTMENT OF TRANSPORTATION

**B-1:** Comment noted.

**B-2:** Other than the Seaport Village and Fishermen’s Work Area and Café, projects within the Plan Area have not yet been specified and are not addressed at a project level in the environmental analysis. Mitigation measures, including pedestrian and bicycle amenities, for developments that generate non–motorized trips would be addressed in project-specific environmental documentation.

The project-specific analysis for the Seaport Village and Fishermen’s Work Area and Café addresses the availability and needs of alternative transportation modes to and within the site (see pages 4.E-18 and 4.E-19 of the PEIR). Beyond that, bicycle deficiencies in the Plan Area are disclosed in the *2004 Regional Bicycle Plan Update* produced by the Humboldt County Association of Governments, which addresses the existing environment, demand and proposed facilities.

**B-3:** The year of cumulative analysis in the PEIR was selected based on the timeframe of buildout of the redevelopment plan. The 2020 cumulative year was used for other topics in the environmental document, including population, public facilities, and housing. In order to maintain internal consistency and focus the environmental review on the buildout of the redevelopment area, the project level analysis used 2020 for cumulative conditions.

**B-4:** A gateway at C Street refers specifically to C and 1<sup>st</sup> Streets, the plaza for the Seaport Village and Fishermen’s Work Area and Café project. This project would create a pedestrian gateway to the waterfront and boardwalk. A gateway for the overall Plan Area has not been defined.

On the basis of the PEIR’s significance criteria, the project would not cause a significant impact at the intersection of C and 4<sup>th</sup> Streets in the year 2020 because project generated traffic would not add five or more seconds of delay to the LOS E or worse condition. It is acknowledged that future projects in the Plan Area may cause an impact at this intersection. Therefore, Mitigation Measure E.1, of the PEIR on page 4.E-12, requires that the City implement measures, as needed, to address project-specific significant traffic impacts identified during subsequent project-level analysis.

**B-5:** The operations analysis in the PEIR is specific to the C Street project. Although the Eureka street system is a grid pattern and project traffic could easily disperse, in order to capture all the project traffic and take the most conservative approach, the PEIR assumes that all of the project-related traffic would use the intersections closest to the project site, specifically 4th and 5th Streets at C and E Streets. The PEIR analysis methodology reflects the influence that the C Street project could have on both the local and regional intersections.

All of the study intersections would experience an increase in delay less than the significance standard of five seconds under both existing plus project and cumulative plus project. Because H and I Streets are farther east, and project traffic would disperse as it gets farther from the site, the project's effects at these intersections would be less than the effects at the intersections of C and E Streets.

# CHAPTER 9

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## MITIGATION MONITORING AND REPORTING PROGRAM

### INTRODUCTION

When approving projects with Environmental Impact Reports (EIRs) that identify significant impacts, the California Environmental Quality Act (CEQA) requires public agencies to adopt monitoring and reporting programs or conditions of project approval to mitigate or avoid the identified significant effects (Public Resources Code §21081.6(a)(1)). A public agency adopting measures to mitigate or avoid the significant impacts of a proposed project is required to ensure that the measures are fully enforceable, through permit conditions, agreements, or other means (Public Resources Code §21081.6(b)). The mitigation measures required by a public agency to reduce or avoid significant project impacts not incorporated into the design or program for the project, may be made conditions of project approval as set forth in a Mitigation Monitoring and Reporting Program (MMRP). The program must be designed to ensure project compliance with mitigation measures during project implementation.

The MMRP includes the mitigation measures identified in the EIR required to address only the significant impacts associated with the project being approved. The required mitigation measures are summarized in this program; the full text of the impact analysis and mitigation measures is presented in the PEIR in Chapter 2, Summary, and in the sections of Chapter 4, Environmental Setting, Impact and Mitigation Measures.

### FORMAT

The MMRP is organized in a table format (see Table 9-1), keyed to each significant impact and each EIR mitigation measure. Only mitigation measures adopted to address significant impacts are included in this program. Each mitigation measure is set out in full, followed by a tabular summary of monitoring requirements. The column headings in the tables are defined as follows:

- **Mitigation Measures adopted as Conditions of Approval:** This column presents the mitigation measure identified in the EIR.
- **Responsibility for Implementation:** This column identifies the entity that is responsible for implementing the mitigation measure.
- **Mitigation Schedule:** The general schedule for conducting each mitigation task, identifying where appropriate both the timing and the frequency of the action.
- **Monitoring/Reporting Responsibility:** This column contains an assignment of responsibility for the monitoring and reporting tasks.

## **ENFORCEMENT**

The MMRP will be incorporated as a condition of project approval. Therefore, all mitigation measures for significant impacts must be carried out in order to fulfill the requirements of approval. A number of the mitigation measures will be implemented during the course of the development review process. These measures will be checked on plans, in reports, and in the field prior to construction. Most of the remaining mitigation measures will be implemented during the construction, or project implementation phase.

**TABLE 9-1  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL AND MITIGATION MONITORING PROGRAM**

Mitigation Measures adopted As Conditions of Approval	MONITORING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<b>C. Visual Quality</b>				
<b>C.4:</b> If future land uses proposed in the redevelopment area include lighting, this lighting shall be designed to confine illumination to its specific site, in order to minimize light spillage to adjacent offices, commercial and residential uses, public open space and recreational areas. Future development shall shield and orient any new light sources downward so that they are not directly visible from outside the site.	Project Sponsors and its Contractors	Incorporate into landscape plan.	Project Sponsors/ Contractors responsible for adhering to this measure in preparing landscape plans; City of Eureka Community Development Department to review and approve	
<b>E. Transportation</b>				
<b>E.1:</b> The City shall require the implementation of measures (e.g., changes to traffic signal timing or installation of new traffic signals), as needed, to address project-specific significant traffic impacts identified during subsequent project-level analyses that would reduce those impacts to a less than significant impact.	City of Eureka; Applicants through fee contributions	Funding schedule to be determined per requirements set forth in the City’s financial contribution analysis study.	City of Eureka Community Development Department	
<b>E.4:</b> Organizers of large scale special events at the C Street plaza shall work with City Staff in a coordinated strategy to manage higher traffic levels and parking demands during major events.	Coordinators of special events	Prior to and during special events	Coordinators of special events; City of Eureka Police Department (?)	
<b>E.6a:</b> The project sponsor(s) shall design vehicular traffic features of project development (e.g., turning radii for service vehicles, project access driveways, and circulation aisles within the parking areas) to meet the design standards set forth by the American Association of State Highway and Transportation Officials (AASHTO) in A Policy on Geometric Design of Highways and Streets, or other design standards deemed appropriate by the City of Eureka.	Project Sponsors and its Contractors	Incorporate into circulation plans	Project Sponsors/ Contractors responsible for adhering to this measure in preparing circulation plans; City of Eureka Community Development Department to review and approve	

**TABLE 9-1 (Continued)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL AND MITIGATION MONITORING PROGRAM**

Mitigation Measures adopted As Conditions of Approval	MONITORING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<b>E.6b:</b> The project shall distinguish a circulation pattern for the proposed covered aisle by using signage and pavement markings.	Project Sponsors and its Contractors	Incorporate into circulation plans	Project Sponsors/ Contractors responsible for adhering to this measure in preparing circulation plans; City of Eureka Community Development Department to review and approve	
<b>E.6c:</b> The project shall provide adequate number of bicycle parking spaces in location(s) onsite as determined by the City and in a manner consistent with the City's current practices.	Project Sponsors and its Contractors	Incorporate into parking plans	Project Sponsors/ Contractors responsible for adhering to this measure in preparing parking plans; City of Eureka Community Development Department to review and approve	
<b>E.7:</b> The program's developer(s) and construction contractor(s) shall develop a construction management/traffic control plan for review and approval by the City. The plan shall include at least items and requirements to reduce, to the maximum extent feasible, traffic congestion during façade renovations and building retrofits and other nearby projects that could be simultaneously under construction.	Project Sponsors and its Contractors	Prior to and during all onsite construction activities	Project Sponsors/ Contractors; City of Eureka Police Department and City of Eureka Community Development Department	
<b>F. <u>Air Quality</u></b>				
<b>F.2a:</b> The City shall require that individual development proposals within the Eureka redevelopment area implement an appropriate dust abatement program that is consistent with, but not limited to, those requirements set forth in NCUAQMD Regulation 1, Rule 430, Fugitive Dust.	Project Sponsors and its Contractors	Prior to and during all onsite construction activities.	Project Sponsors/ Contractor to designate person(s) to monitor dust control program; monitor's contact information shall be provided to NCUAQMD prior to start of construction.	

**TABLE 9-1 (Continued)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL AND MITIGATION MONITORING PROGRAM**

Mitigation Measures adopted As Conditions of Approval	MONITORING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p><b>F.2b:</b> In the case where a specific development proposal within the redevelopment area would entail the demolition or renovation of a building, the project sponsor shall conduct asbestos testing to identify whether asbestos containing material are present. Where asbestos containing materials are present, the project sponsor shall consult with NCUAQMD staff concerning the specific requirements of NCUAQMD Regulation 1, Rule 390.</p>	Project Sponsor and its Contractors	Prior to any demolition or renovation activities	Project Sponsor/ Contractors; City of Eureka Community Development Department	
<p><b>G. Noise</b></p> <p><b>G.1a:</b> The City shall develop a standard set of construction procedures for inclusion in contractor specifications. The specific measures to be included shall incorporate the following at a minimum:</p> <ul style="list-style-type: none"> <li>• Limit noise-generating construction activities to 7:00 a.m. to 7:00 p.m. Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturdays, with no noise-generating construction to occur on Sundays or holidays. Construction activities outside of these hours may be allowed by prior approval from the City.</li> <li>• Construction equipment noise shall be minimized during project construction by muffling and shielding intakes on construction equipment (per the manufacturer’s specifications) and by shrouding or shielding impact tools.</li> <li>• Fixed construction equipment (e.g., compressors and generators) and construction staging areas shall be located as far as possible from noise-sensitive receptors.</li> <li>• Minimize unnecessary idling of internal combustion equipment.</li> </ul>	Project Sponsor and its Contractors	Prior to and during all onsite construction activities.	Project Sponsors and its contractors; City of Eureka Police Department and City of Eureka Community Development Department	
<p><b>G.1b:</b> If pile driving is required for pier replacement activities or other construction in the redevelopment area or the C Street projects, the City shall incorporate into the contract specifications for those projects the following requirements:</p> <ul style="list-style-type: none"> <li>• Wherever possible, sonic or vibratory pile drivers will be used lieu of impact pile drivers.</li> <li>• Wherever feasible, pile holes will be pre-drilled to reduce potential noise and vibration impacts.</li> </ul>	Project Sponsors and its Contractors	Prior to and at all times during which pile driving is scheduled	Project Sponsors and its contractors; City of Eureka Community Development Department for review and approval	

**TABLE 9-1 (Continued)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL AND MITIGATION MONITORING PROGRAM**

Mitigation Measures adopted As Conditions of Approval	MONITORING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<b>G.3a:</b> All residential uses proposed as part of the C Street project should be constructed to comply with the noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix 12A).	Project Sponsors and its Contractors	Incorporate into design specifications.	Project Sponsor/ Contractors; City of Eureka Community Development Department for review and approval	
<b>G.3b:</b> To the extent feasible, residential units related to the C Street projects should be configured such that bedrooms are located away from the former Co-op loading dock and other fixed sources of noise.	Project Sponsor and its Contractors	Incorporate into design plans	Project Sponsor/ Contractors; City of Eureka Community Development Department for review and approval	
<b>G.3c:</b> The project sponsor should prepare a written statement [a letter or small brochure] to be distributed to prospective buyers of the residential units informing them of potential future activity at the Co-op building loading dock. While this mitigation measure would not decrease the noise level at the project site, it would inform potential residents of the intermittent activity that could occur in the future at the former Co-op building loading dock.	Project Sponsor	Prior to sale of residential units	Project Sponsor/Real Estate Brokers	
<b>G.4a:</b> Implement Mitigation Measures G.3a and G.3b above.	Project Sponsor and its Contractor	Incorporate into design and circulation plans	Project Sponsor/ Contractors; City of Eureka Community Development Department for review and approval	
<b>G.4b:</b> To the extent feasible, truck loading dock activities should be limited to between the hours of 7:00 a.m. and 10:00 p.m.				
<b>G.4c:</b> To the extent feasible, truck loading dock activities should be shielded from the proposed Seaport Village residential units.				
<b>G.4d:</b> Building equipment (such as HVAC equipment) should be located in such a way that noise from the equipment is effectively blocked from the proposed Seaport Village residential units.				
<b>G.5a:</b> All development in the proposed merged redevelopment area shall be constructed to comply with the relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix 12A).	Project Sponsor and its Contractor	Incorporate into design specifications	Project Sponsor/ Contractor(s); City of Eureka Community Development Department	

**TABLE 9-1 (Continued)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL AND MITIGATION MONITORING PROGRAM**

Mitigation Measures adopted As Conditions of Approval	MONITORING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<b>G.5b:</b> The City shall require noise insulation for all residential areas and other noise-sensitive uses proposed within the redevelopment area that would be located in areas that exceed 60 Ldn. Noise insulation shall be such that interior noise levels do not exceed 45 Ldn, as required under Title 24 of the California Code of Regulations and under General Plan Policy 7.G.6.	Project Sponsor and its Contractor	Incorporate into design specifications	Project Sponsor/ Contractor(s); City of Eureka Community Development Department	
<b>G.5c:</b> The City shall require project-specific acoustical studies for proposed residential and other noise-sensitive uses that show how the interior and exterior noise standards (see Tables 4.G-1 and 4.G-3) established by the City of Eureka will be met.	Project Sponsor and its Contractor	Prior to project approval by the City of Eureka	Project Sponsor and the City of Eureka Community Development Department	
<b>G.5d:</b> The City shall require that project sponsors of commercial, retail and industrial development associated with the redevelopment area, design these uses such that HVAC equipment and garbage and truck loading/unloading areas are shielded or located away from noise-sensitive uses to avoid conflicts.	Project Sponsor and its Contractor	Implement into design specifications	Project Sponsor/ Contractor(s); City of Eureka Community Development Department for review and approval	
<b>H. Cultural Resources</b>				
<b>H.1a:</b> The project sponsor shall prepare a plan specifying the methods and procedures that will be used to identify and evaluate cultural resources that may be present in individual programmatic project locations in the redevelopment area. The procedures specified in the plan shall be implemented, as appropriate, prior to the commencement of construction in individual programmatic project locations in the redevelopment area. The plan shall describe the procedures for cultural resources inventories that shall consist, at a minimum, of a cultural resources records search to be conducted at the North Coastal Information Center of the California Historical Resources Information System, located in Klamath; consultation with the Native American Heritage Commission (NAHC) and with interested Native Americans identified by the NAHC; and, if necessary, a field survey.	Project Sponsor and its Contractors	Prior to the commencement of any construction activities	Project Sponsor and the City of Eureka Community Development Department	

**TABLE 9-1 (Continued)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL AND MITIGATION MONITORING PROGRAM**

Mitigation Measures adopted As Conditions of Approval	MONITORING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p><b>H.1b:</b> Workers involved in ground disturbing activities shall be trained by a professional archaeologist in the recognition of archaeological resources (e.g., historic and prehistoric artifacts typical of the general area), procedures to report such discoveries, and other appropriate protocols to ensure that construction activities avoid or minimize impacts to potentially significant cultural resources. In addition, a Native American representative shall be present to monitor coring activities. If an archaeological artifact or other archaeological remains are discovered on-site during construction, all construction activities shall be halted and a qualified archaeologist shall be summoned within 24 hours to conduct an independent review of the site. If the find is determined to be significant, adequate time and funding shall be devoted to conduct data recovery excavation. Any archaeologically important materials recovered during monitoring or archaeological excavation shall be processed in a laboratory, catalogued and analyzed, with the results presented in an archaeological monitoring or excavation report that meets professional standards.</p>	Project Sponsor and its Contractors	Prior to and during any onsite construction activities	Archaeologist retained by Project Sponsor; City of Eureka Community Development Department	
<p><b>H.4:</b> Due to its previous contribution in the historic district, the City would document the H.H. Buhne Warehouse Building according to the Historic American Buildings Survey (HABS) standards.</p>	City of Eureka Community Development Corporation	Prior to demolition of the Buhne Warehouse	City of Eureka Community Development Department to identify historic architectural specialist to document the Buhne Warehouse	
<p><b>H.5:</b> Any alterations to historic buildings or structures shall conform to the Secretary of the Interior’s Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building, 36 CFR 68 (1995). A project that follows this mitigation measure shall reduce impacts to a less than significant level on historic buildings and structures.</p>	Project Sponsor and its Contractors	Implement specifications into alteration/renovation plans that ensure conformance with the Secretary of the Interior’s Standards	Project Sponsor/ Contractors; City of Eureka Community Development Department for review and approval	

**TABLE 9-1 (Continued)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL AND MITIGATION MONITORING PROGRAM**

Mitigation Measures adopted As Conditions of Approval	MONITORING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<b><u>I. Biological Resources</u></b>				
<b>I.1:</b> Avoid impacts (such as fill) on potentially jurisdictional wetlands and establish at least a 100-foot buffer from the upland edge of these features. If infeasible to avoid, then complete a wetland delineation in accordance with the guidelines of the Corps and California Coastal Commission (CCC) and obtain the appropriate Section 401 water quality certification/waiver from the North Coast Regional Water Quality Control Board, Section 404 wetland permit from the Corp and/or CCC authorization. Compensate for wetland impacts at a ratio as agreed upon by the wetland permitting and authorizing agencies at an appropriate wetland mitigation site as determined during subsequent environment review and agreed upon by wetland permitting and authorizing agencies.	City of Eureka Public Works Department in coordination with the NCRWQB, the Army Corps of Engineers, and/or the California Coastal Commission	Prior to approval of any projects in proximity to potentially jurisdictional wetlands	City of Eureka Public Works Department	
<b>I.2:</b> If construction activities, including tree removal, occur during the avian nesting season (March 1–June 30), surveys for raptors and other nesting birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3800) shall be conducted by a qualified biologist immediately prior to construction within 500 feet of the construction site (or at a distance determined by the surveying biologist). If no nesting adults or nests are observed within the construction area or within 500 feet of the riparian corridor, then no further mitigation is required. If nests or paired adults are observed, one of the following two options shall be completed to reduce impacts on these species: (1) avoid the nesting area and related habitat by remaining at least 500 feet from raptor nests (other nesting birds require 250-foot buffer zone), or as determined by the surveying biologist (this distance may be modified in consultation with CDFG, depending upon site circumstances); or (2) avoid construction activities until after the nesting season (June 30) or until after the young have fledged.	Project Sponsor and its Contractors	Prior to any construction activities scheduled during March 1 and June 30 <sup>th</sup> .	Project Sponsor to retain biologist; City of Eureka Community Development Department	
<b>I.3:</b> Prior to demolition, a qualified bat expert shall survey the abandoned buildings for the presence of Townsend’s big-eared bats.	Project Sponsor and its Contractors	Prior to demolition of any abandoned buildings within the redevelopment area	Project Sponsor/ Contractors; City of Eureka Community Development Department	

**TABLE 9-1 (Continued)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL AND MITIGATION MONITORING PROGRAM**

Mitigation Measures adopted As Conditions of Approval	MONITORING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<b>I.4:</b> Implement a non-native invasive species control program for disturbed areas as a result of construction and landscaping activities. Standard measures could include the following elements: ensure construction-related equipment arrives on-site free of mud or seed-bearing material; use native seeds and straw material to the extent feasible; identify and treat areas of non-native invasive species prior to construction (e.g., topsoil segregation, storage, herbicide treatment); and revegetate with appropriate native species.	Project Sponsor and its Contractors	Incorporate into landscape plans and construction management plans	Project Sponsor and its Contractors; City of Eureka Community Development Department to review and approve	
<b>I.5a:</b> Complete a wetland delineation in accordance with the guidelines of the Corps and CCC. As applicable, obtain the appropriate wetland permits and authorization, including Section 401 water quality certification/waiver from the North Coast Regional Water Quality Control Board, Section 404 Nationwide permit and Section 10 authorization from the Corps, and authorization from the CCC. Implement all conditions contained in these permits and authorizations.	City of Eureka Public Works Department in coordination with the Corps, CCC, or the NCRWQCB	Upon consolidation of the redevelopment area (?); prior to the approval of projects proposed within the redevelopment area in the proximity of wetlands	City of Eureka Public Works Department	
<b>I.5b:</b> Compensate for wetland impacts at a ratio of 2:1 (or as agreed upon by the wetland permitting and authorizing agencies) by restoring a wetland site within the same watershed as the wetlands affected. Develop and implement a mitigation plan in accordance with the <i>U.S. Army of Engineers' Habitat Mitigation and Monitoring Proposal Guidelines</i> . Develop and implement a five-year mitigation and monitoring program. Applicable performance standards may include, but are not limited to: 80 percent survival rate of restoration plantings; absence of invasive plant species; and, a functioning and self-sustainable wetland system.	City of Eureka Public Works Department	During and up to five years after construction activities for the Fisherman's Work Area and Café have been completed.	City of Eureka Public Works Department	
<b>I.6:</b> Implement a Stormwater Pollution Prevention Plan as outlined in Impact K.5 as presented in detail in Section 4.K Public Services, Utilities, and Water Quality.	Project Sponsor and its Contractors	Prior to and during construction; SWPPP must be on file at the City of Eureka and at the worksite.	Project Sponsor and its contractors; City of Eureka Public Works Department	
<b>I.7:</b> Restrict construction activities that cause vibration, such as pile driving, to daylight hours and to the period from July 1 and November 30 unless waived by NOAA Fisheries and/or California Department of Fish and Game (CDFG). This period corresponds with the salmonid migrations period, December 1 through June 30.	Project Sponsor and its Contractors	Prior to and during construction activities scheduled during the period from July 1 and November 30.	Project Sponsor/ Contractors; City of Eureka Community Development Department	

**TABLE 9-1 (Continued)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL AND MITIGATION MONITORING PROGRAM**

Mitigation Measures adopted As Conditions of Approval	MONITORING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<b>K. <u>Public Services, Utilities, and Water Quality</u></b>				
<b>K.3:</b> The project sponsors shall construct or finance water and sewer system upgrades identified by the City of Eureka Public Works as needed to accommodate flows from the proposed project.	Project Sponsor and its Contractors	Implement into infrastructure plans or fee contribution schedule per requirements set forth in the City’s financial contribution analysis study	Project Sponsor/ Contractor; City of Eureka Department of Public Works for review and approval	

# APPENDICES

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- A. Notice of Preparation
- B. Cumulative Projects
- C. Special-status Species
- D. Traffic Appendix

# **APPENDIX A**

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## **NOTICE OF PREPARATION**

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## APPENDIX B

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### CUMULATIVE PROJECTS

The following list includes other projects in the vicinity of the redevelopment area that are approved for development or are pending or proposed. These projects are described below and are considered in the analysis of Cumulative Impacts in relevant sections of Chapter 4, Environmental Setting, Impacts, and Mitigation Measures.

- Multiple Assistance Center. Located at the 139 Y Street (northeast corner of Y Street and Second Street). The Multiple Assistance Center (MAC) would occupy an existing building to provide on-site housing, job training, and care of homeless persons and their families. The MAC is projected to accommodate a maximum of 75 homeless clients and a paid or volunteer staff of 10 to 12 people. The former uses of the building included a retail storefront, a woodworking business, a non-profit office and workshop (HCAR), and a USGS survey crew. This project has received the necessary land use permits and is in the process of becoming fully funded. The project is currently under construction.
- Humboldt Transit Authority Expansion. Located at 133 V Street, this project consists of renovation and expansion of the existing transit facility primarily to accommodate bus storage and maintenance with an employee parking lot. The 1.2-acre site contained a mobile home park, RVs, a storage facility, and a commercial wholesale flooring business, all of which have been demolished to make room for the expansion. The site contains two single-family homes that are historic resources and would be relocated under the proposed project.
- Blue Ox Millworks. Located near the corner of 1<sup>st</sup> and X Street, this project would involve the construction of a Victorian “Craftsman Village” in conjunction with the existing 12-acre Blue Ox facility. This planned historical educational park and tourist attraction may be tied-in with the old fishing village located on the margins of the Eureka Slough to provide recreational amenities and access to the shore.
- Long’s Shopping Center. Located at the intersection of Myrtle Avenue and 7<sup>th</sup> Street, this shopping center has recently undergone a 20,000 sf expansion to accommodate Blockbuster Video, Starbucks, Dollar Tree, and expansion of the Long’s store.
- Myrtle Avenue Affordable Housing. Located on Myrtle Avenue at West Avenue, a vacant parcel is being considered for the development of a 20-unit low-income housing project. No permits for this project have yet been issued.

# APPENDIX C

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## SPECIAL-STATUS SPECIES

# APPENDIX D

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## TRAFFIC APPENDIX