AGENDA
REGULAR MEETING OF THE BOARD OF COMMISSIONERS
HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

DATE: February 25, 2016

TIME:
Executive Closed Session – 6:00 PM
Regular Session – 7:00 PM

PLACE: Woodley Island Marina Meeting Room

The Meeting Room is wheelchair accessible. Accommodations and access to Harbor District meetings for people with other handicaps must be requested of the Director of Administrative Services at 443-0801 at least 24 hours in advance of the meeting.

1. Call to Order at 6:00 p.m.
   a. Move to Executive Closed Session pursuant to the provisions of the California Government Code Section 54956.8 (Conference with Real Property Negotiators):
      1) Conference with Real Property Negotiators
         Agency Negotiator: Board President, Executive Director and District Counsel
         Under Negotiation:
         Lease with Mario’s Marina at Shelter Cove
      2) Conference with Real Property Negotiators
         Agency Negotiator: Board President, Executive Director and District Counsel
         Under Negotiation:
         New Market Tax Credits – Lease of Redwood Terminal 2

2. Adjourn Executive Closed Session

3. Call to Order Regular Session at 7:00 P.M. and Roll Call

4. Pledge of Allegiance

5. Report on Executive Closed Session

6. Public Comment

   Note: This portion of the Agenda allows the public to speak to the Board on the various issues not itemized on this Agenda. A member of the public may also request that a matter appearing on the Consent Calendar be pulled and discussed separately. Pursuant to the Brown Act, the Board may not take action on any item that does not appear on the Agenda. Each speaker is limited to speak for a period of three (3) minutes regarding each item on the Agenda. Each speaker is limited to speak for a period of three (3) minutes during the PUBLIC COMMENT portion of the Agenda regarding items of special interest to the public not appearing on the Agenda that are within the subject matter jurisdiction of the Board of Commissioners. The three (3) minute time limit may not be transferred to other speakers. The three (3) minute time limit for each speaker may be extended by the President of the Board of Commissioners or the Presiding Member of the Board of Commissioners at the regular meeting of the District. The three (3) minute time limit for each speaker may be enforced by the President of the Board of Commissioners or the Presiding Member of the Board of Commissioners at the regular meeting of the District.

7. Consent Calendar

8. Communications and Reports
   a. Executive Director Report
   b. Staff Reports
   c. District Counsel, District Planner and District Treasurer Reports
   d. Commissioner and Committee Reports
   e. Other

9. Non Agenda
10. Unfinished Business

a. Consideration of adopting Resolution 2016-03, which Establishes Findings Relative to the Application by the City of Eureka for the Eureka Waterfront Trail Project.

b. Consideration of granting Permit 15-06 to the City of Eureka for the Waterfront Trail Project.

c. Consideration of adopting and certifying the Final Environmental Impact Report and associated Mitigation Monitoring and Reporting Program for the Humboldt Bay Mariculture Pre-Permitting Project.

d. Consideration of adopting Resolution 2016-04 which Establishes Findings Relative to the Application by the Humboldt Bay Harbor District for the Humboldt Bay Mariculture Pre-Permitting Project.

e. Consideration of granting Permit 13-03 to the Humboldt Bay Harbor District for the Humboldt Bay Mariculture Pre-Permitting Project.

11. New Business

a. Consideration of accepting for filing Permit Application 16-03 from the Humboldt Bay Harbor, Recreation and Conservation District for the Humboldt Bay Pilot Desalination Project.

b. Consideration of awarding a contract to Merkel & Associates in an amount not to exceed $89,568 for development of a Humboldt Bay Eelgrass Management Plan.

c. Consideration of adoption of Resolution 2016-05, A Resolution Approving the Application for And/Or Execution of Grant Funds From The Water Quality, Supply, And Infrastructure Act of 2014 (Proposition 1).

12. Administrative and Emergency Permits

13. Adjournment
AGENDA REPORT

For agenda of: February 25, 2016

Agenda Items: Unfinished Business Items 10 (a) through 10 (e)
New Business Items 11 (a) and (b)

Unfinished Business

10 (a) Consideration of adopting Resolution 2016-03 which establishes findings relative to the application by the City of Eureka for the Eureka Waterfront Trail Project.
and,
10 (b) Consideration of granting Permit 15-06 to the City of Eureka for the Eureka Waterfront Trail Project.

Summary: The project involves construction of 3.75 miles of multi-use trail along the Eureka waterfront. Standard mitigation measures and best management practices are incorporated into the project to avoid and minimize environmental effects. No comments were received during the Harbor District’s 30 day public review period.

The City of Eureka is the CEQA Lead Agency and CEQA documentation is complete. The project also requires approval from the California Coastal Commission, Regional Water Quality Control Board, US Army Corps of Engineers and the City of Eureka.

Board Packet Material:
- Permit application 15-06 and supplemental materials, including CEQA documentation
- Resolution 2016-03
- Permit 15-06

Staff Recommendation: Staff recommends adopting Resolution 2016-03 and granting Permit 15-06.

10 (c) Consideration of adopting and certifying the Final Environmental Impact Report and associated Mitigation Monitoring and Reporting Program for the Humboldt Bay Mariculture Pre-Permitting Project.
and,
10 (d) Consideration of adopting Resolution 2016-04 which establishes findings relative to the application by the Humboldt Bay Harbor District for the Humboldt Bay Mariculture Pre-Permitting Project.
and,
10 (e) Consideration of granting Permit 13-03 to the Humboldt Bay Harbor District for the Humboldt Bay Mariculture Pre-Permitting Project.

Summary: The project involves installation and operation of shellfish nursery and macroalgae culture operations in subtidal waters of Humboldt Bay at three sites adjacent to the Samoa
Peninsula. The Humboldt Bay Harbor District would hold the regulatory approvals for the project and lease the permitted sites to private shellfish growers. No comments were received during the Harbor District’s 30 day public review period.

The Humboldt Bay Harbor District is the CEQA Lead Agency. The Final Environmental Impact Report (FEIR) has been prepared with consideration towards certifying the environmentally superior alternative (Alternative 1: Subtidal Culture Only). The FEIR includes comments on the Draft EIR in their entirety and responses to comments. The project also requires approval from the US Army Corps of Engineers, California Coastal Commission and North Coast Regional Water Quality Control Board.

Board Packet Material:
- Resolution 2016-04
- Permit 13-03, including Attachment A, which is the project description for the CEQA alternative being considered under the permit
- Final Environmental Impact Report for the Humboldt Bay Mariculture Pre-Permitting Project (Volumes 1 and 2)

Staff Recommendation: Staff recommends that the Board of Commissioners certify that:

(1) The Final EIR has been completed in compliance with CEQA,
(2) The Final EIR was presented to the decision-making body of the Humboldt Bay Harbor District and that the Humboldt Bay Harbor District reviewed and considered the information contained in the Final EIR prior to approving the project; and
(3) The Final EIR reflects the Humboldt Bay Harbor District’s independent judgement and analysis.

Staff also recommends adopting Resolution 2016-04 and granting Permit 13-03.

New Business

11 (a) Consideration of accepting for filing Permit Application 16-03 from the Humboldt Bay Harbor, Recreation and Conservation District for the Humboldt Bay Pilot Desalination Project.

Summary: The proposed project would involve saltwater desalination research conducted by Humboldt State University. Funding for the project is from the CA Department of Water Resources, with a match from the Humboldt Bay Harbor District. Saltwater would be pumped from Humboldt Bay to a research lab within a building at Redwood Terminal 2. The saltwater and industrial freshwater would be used in the research, which involves a combination of reverse osmosis and pressure retarded osmosis. The water would then be discharged through an ocean outfall pipe to the Pacific Ocean.

The Humboldt Bay Harbor District would be the CEQA lead agency. The project would also require approval from the California Coastal Commission and North Coast Regional Water Quality Control Board.
Board Packet Material:
- Permit application 16-03

Staff Recommendation: Staff recommends accepting for filing Permit Application 16-03. If accepted, then staff will initiate the required 30 day public review period and prepare CEQA documentation.

11 (b) Consideration of awarding a contract to Merkel & Associates in an amount not to exceed $89,568 for development of a Humboldt Bay Eelgrass Management Plan.

Summary: In October, 2014 the Humboldt Bay Harbor District hosted a Humboldt Bay Eelgrass Management Workshop. During that workshop, broad consensus was established among agency staff and stakeholders that eelgrass management in Humboldt Bay would benefit from a Humboldt Bay Eelgrass Management Plan. In 2015, the Humboldt Bay Harbor District received grant funding from the Environmental Protection Agency for development of such a plan. Through a competitive request for proposals process, the firm of Merkel & Associates was selected to assist with plan development.

Board Packet Material:
- Contract between Humboldt Bay Harbor District and Merkel & Associates
- Scope of Work and Budget for Humboldt Bay Eelgrass Management Plan development

Staff Recommendation: Staff recommends awarding the contract to Merkel & Associates.
RESOLUTION NO. 2016-03

A RESOLUTION ESTABLISHING FINDINGS RELATIVE TO THE PERMIT APPLICATION BY THE CITY OF EUREKA FOR THE EUREKA WATERFRONT TRAIL PROJECT, IN EUREKA CALIFORNIA

WHEREAS, the Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District is empowered by Appendix II of the Harbors and Navigation Code, and its own ordinances and resolutions, to grant permits, leases, rights, and privileges; and,

WHEREAS, no permits, rights, leases, and privileges may be granted without first having considered certain potential impacts and without first having made findings relative to said impacts; and,

WHEREAS, the Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District has been presented with certain evidence that the Eureka Waterfront Trail Project will be conducted in a manner consistent with applicable County, State and Federal rules and regulations; and

WHEREAS, the Eureka Waterfront Trail Project as proposed by the City of Eureka will not be detrimental to the air, land, environment, and ecology of the land under the jurisdiction of the Humboldt Bay Harbor, Recreation, and Conservation District.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District as follows:

The Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District has found the following to be true and adopts the following findings with respect to the proposed use contemplated by the City of Eureka in Application 15 – 06 and supplements and amendments thereto:

1. The use proposed by the City of Eureka is necessary to promote the safety, health, comfort, and convenience of the public; and

2. The proposed use, as conditioned, is consistent with the California Environmental Quality Act and there is no substantial evidence the project will have a significant effect on the environment; and

3. The proposed use is consistent with the Humboldt Bay Management Plan with particular relevance to policies ROP-3, RFA-3, RFA-7, RIO-3, and RVR-2; and

4. The proposed use is required by the public convenience and necessity; and
5. The proposed use is reasonably required to promote growth, and to meet area demands, and does not adversely affect the environment or ecology of the area to any substantial degree; and,

6. The proposed use will not produce an unreasonable burden on the natural resources and aesthetics of the area, on the public health and safety, and air and water quality in the vicinity of Humboldt Bay, or on the parks, recreation and scenic area, historic sites and buildings, or archeological sites in the area.

PASSED AND ADOPTED by the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District at a duly called meeting held on the 25th day of February, 2016, by the following polled vote:

AYES:

NOES:

ABSENT:

PATRICK HIGGINS, President
Board of Commissioners

ATTEST:

GREG DALE, Secretary
Board of Commissioners
CERTIFICATE OF SECRETARY

The undersigned, duly qualified and acting Secretary of the HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, does hereby certify that the attached Resolution is a true and correct copy of RESOLUTION NO. 2016-03 entitled,

A RESOLUTION ESTABLISHING FINDINGS RELATIVE TO THE PERMIT APPLICATION BY THE CITY OF EUREKA FOR THE EUREKA WATERFRONT TRAIL PROJECT, IN EUREKA CALIFORNIA

As regularly adopted at a legally convened meeting of the Board of Commissioners of the HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, duly held on the 25th day of February, 2016; and further, that such Resolution has been fully recorded in the Journal of Proceedings in my office, and is in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand this 25th day of February, 2016.

______________________________
GREG DALE, Secretary
Board of Commissioners
HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

PERMIT

Permit No. 15-06

601 Startare Drive
Woodley Island Marina
P O Box 1030
Eureka, CA 95502-1030

PERMITTEE:
City of Eureka
1011 Waterfront Drive
Eureka, CA 95501

AGENT
Miles Slattery
Parks and Recreation Director
707-441-4184

PROJECT
Eureka Waterfront Trail

The Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District hereinafter referred to as “District”, having considered the Application herein, number 15-06, received by the District on December 7, 2015, and the City of Eureka, hereinafter referred to as “Permittee”, and the Board of Commissioners of the District having on February 25, 2016, passed Resolution No. 2016-03 establishing findings relative to the Application by Permittee for the City of Eureka Waterfront Trail Project adjacent to Humboldt Bay, California provided for in this Permit, the Permittee is hereby authorized to perform the work of improvement, as more particularly described in the Application filed with the District.

You are hereby authorized to perform work of improvement described in the Permit Application of Permittee consisting of:

The City of Eureka would construct 3.75 miles of Class 1 multi-use trail that will follow the Humboldt Bay coastline along the Eureka Waterfront.

That the location of the proposed work of improvement shall be located in Eureka, CA, in Humboldt County, California adjacent to Humboldt Bay.

SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

1. That you promptly report the dates when you start and finish the work authorized by this Permit. If you find that you cannot complete the work within the time granted by this Permit, ask for an extension before your Permit expires. If you materially change the plan and scope of the work, it will be necessary for you to request a revision of your Application and plans.
2. That all work authorized by this Permit shall further be subject to the
   approval of the following public agencies:
   A. U.S. Army Corps of Engineers
   B. California Coastal Commission
   C. North Coast Regional Water Quality Control Board

   and you shall fully comply with all regulations and conditions affecting such
   work as imposed by the above agencies.

3. That there shall be no unreasonable interference with navigation by the
   work herein authorized.

4. That no attempt shall be made by the Permittee to interfere or forbid the
   full and free use by the public of all navigable waters at or adjacent to the
   work.

5. That the mitigation measures described in the following California
   Environmental Quality Act documents are made conditions of this permit by
   reference:

   - Mitigated Negative Declaration certified on 10/22/2014 (SCH 2014092033)
   - Mitigated Negative Declaration certified on 06/20/2012 (SCH 2012052053)
   - Mitigated Negative Declaration certified on 03/28/2014 (SCH 2014022050)
   - City of Eureka Waterfront Trail Categorical Exemption dated 11/13/14
   - City of Eureka Waterfront Trail Categorical Exemption dated 09/29/14

6. That the Humboldt Bay Harbor, Recreation and Conservation District,
   its Commissioners, or any officer or employee of the Humboldt Bay
   Harbor, Recreation, and Conservation District shall in no case be liable
   for any damages or injury of the work herein authorized which may be
   caused by or result from future operations undertaken by the Humboldt
   Bay Harbor, Recreation and Conservation District for the conservation
   or improvement of navigation, or for other purposes, and no claim or right
   to compensation shall accrue from any such damage.

7. That neither the Humboldt Bay Harbor, Recreation and Conservation
   District, nor its Board of Commissioners, nor any officer of the District
   shall be liable to any extent for any such injury or damage to any person or
   property or for the death of any person arising out of or connected with the
   work authorized by this Permit.

8. That this Permit, if not previously revoked or specifically extended, shall
   cease and be null and void and terminate on the 25th day of February
   2017. This permit may be extended in annual increments for up to a total
   of nine (9) years at the discretion of the District.

9. That the Board of Commissioners of the District may revoke this Permit at
   any time upon a finding by the District of a violation by the Permittee of
   any condition of this Permit.
10. That the Permittee shall comply with any regulations, condition, or instructions affecting the work hereby authorized if and when issued by the U.S. Army Corps of Engineers (USACE); California Coastal Commission (CCC); California Department of Toxic Substances Control (DTSC); California Energy Commission (CEC); North Coast Regional Water Quality Control Board (NCRWQCB); and North Coast Unified Air Quality Management District (NCUAQMD) having jurisdiction. Such regulations, conditions, or instructions in effect or prescribed by these Agencies are hereby made a condition of this Permit.

11. That neither the Humboldt Bay Harbor, Recreation and Conservation District, nor its Board of Commissioners, nor any officer of the District shall be liable to any extent for the injury or damage to any person or property or for the work authorized by this Permit, and the Permittee shall indemnify and hold harmless the District, its Commissioners and officers free and harmless from any liability for any such injury, death or damage.

12. That Permittee shall furnish to the Humboldt Bay Harbor, Recreation and Conservation District a written annual progress report and upon completion, a written completion report describing the completion of the project. Permittee shall at all times notify the Humboldt Bay Harbor, Recreation and Conservation District in writing of all locations, including new locations, in Humboldt Bay, that Permittee proposes to install the uses permitted herein, prior to said installation.

13. That as a condition to the issuance of this Permit, Permittee agrees to indemnify and hold harmless Humboldt Bay Harbor, Recreation and Conservation District from and against any and all liability, loss, or damage Humboldt Bay Harbor, Recreation and Conservation District may suffer from claims and demands for attorneys' fees, costs of suit, and costs of administrative records made against Humboldt Bay Harbor, Recreation and Conservation District by any and all third parties as a result of third party environmental actions against Humboldt Bay Harbor, Recreation and Conservation District arising out of the subject matter of this Permit, including, but not limited to attorneys' fees, costs of suit, and costs of administrative records pursuant to the California Code of Civil Procedure §1021.5 or any other applicable local, state or federal laws, whether such attorneys' fees, costs of suit, and costs of administrative records are direct or indirect, or incurred in the compromise, attempted compromise, trial appeal or arbitration of claims for attorneys' fees, costs of suit, and costs of administrative records in connection with the subject matter of this Permit.

14. That this Permit is valid as of the 25th day of February 2016, and is made subject to the Permittee approving and agreeing to the conditions above set forth and executing said approval as hereinafter provided.
EXECUTED on this 25th day of February 2016, by authority of the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District.

Patrick Higgins, President
Board of Commissioners
Humboldt Bay Harbor, Recreation and Conservation District

City of Eureka, Permittee, in the above Permit, hereby accepts and agrees to all of the conditions hereinabove set forth. Permittee shall indemnify and hold harmless the Humboldt Bay Harbor, Recreation and Conservation District, its Board of Commissioners, officers and employees from any and all claims of any nature arising from the performance of and work of improvement contained in the Application for injury, death or damage to any person or property.

City of Eureka, Permittee, in the above Permit, agrees to indemnify and hold harmless Humboldt Bay Harbor, Recreation and Conservation District, its Board of Commissioners, officers and employees from and against any and all liability, loss or damage District may suffer from claims and demands from attorneys’ fees; costs of suit and costs of administrative records made against District by any and all third parties as a result of third party environmental actions against District arising out of the subject matter of this Permit including, but not limited to, attorneys’ fees, costs of suit and costs of administrative records pursuant to the California Code of Civil Procedure §1021.5 or any other applicable local, state or federal laws, whether such attorney’s fees, costs of suit and costs of administrative records are direct or indirect, or incurred in the compromise, attempted compromise, trial, appeal or arbitration of claims for attorneys’ fees, costs of suit and costs of administrative records in connection with the subject matter of this Permit.

Dated: February 25, 2016

City of Eureka

By________________________

Title____________________
**Date Filed**: 12/7/2015

**General Information**

1.) Name & Address of Developer, Project Sponsor and Legal Owner

City of Eureka  
1011 Waterfront Drive  
Eureka CA 95501

2.) Address of Project and Assessor's block, lot and Parcel Number

See attached Project Description (PD)

3.) Name, Address and Telephone No. of Person to be contacted concerning this Project

Miles Slattery, Parks and Recreation Director  
(707)441-4184

4.) Attach list of names and addresses of all adjoining property owners: See attached

5.) List and Describe any other related Permits & Other Public Approvals required for this Project, including those required by City, Regional, State & Federal Agencies.

CDP, Nationwide and 401 Water Quality Certificate Permits

6.) Existing Zoning District: Various (see attached)

7.) Proposed Use of Site (Title of Project for which this form is filed)

Eureka Waterfront Trail

**For Commission Use**

A. Application No._______________

   Application Type:

   Franchise
   Permit
   Lease

B. Date Received by Harbor District

C. Date Accepted for filing by BDC

D. Date of Public Notice

E. Date of Acceptance EIR or Negative Declaration

F. Date of Public Notice

G. Date of Public Hearings

H. Date of Approval

   Disapproval  
   Conditional  
   Approval  

I. Expiration Date

Comments
Describe in detail the proposed project:

See attached PD
Answer all questions completely on a separate sheet of paper. If the question does not apply to your project, so indicate by marking N.A. If you have questions, please contact the Harbor District Office.

Project Description

8. Site Size See PD
9. Square Footage See PD
10. Number of floors of construction See PD
11. Amount of off-street parking provided See PD
12. Attach plans See attached MMP
13. Proposed scheduling See attached MMP
14. Associated projects Hikshari' Trail (1st phase of Waterfront Trail)
15. Anticipated incremental development NA
16. If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected. NA
17. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities NA
18. If industrial, indicate type, estimated employment per shift, and loading facilities. NA
19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project. See PD
20. If the project involves a variance, conditional use or recognizing application, state this and indicate clearly why the application is required. NA

Are the following items applicable to the project or its effects? Answer yes or no. Discuss all items answered yes.

21. Change in existing features of any bays, tidelands, beaches, lakes or hills, or substantial alteration of ground contours. No
22. Change in scenic views or vistas from existing residential areas or public lands or roads. No
23. Change in pattern, scale or character of general area of project. No
24. Significant amounts of solid waste or litter. No
25. Change in dust, ash, smoke, fumes or odors in vicinity. No
26. Change in ocean, bay, lake, stream or ground water quality or quantity, or alteration of existing drainage patterns. No
27. Substantial change in existing noise or vibration levels in the vicinity.
A. During Construction Yes
B. During Project Utilization No

28. Site on filled land or on slope of 10% or more. No

29. Use of disposal or potentially hazardous materials, such as toxic substances, flammable or explosives. No

30. Substantial change in demand for municipal services (police, fire, water, sewage, etc.) No

31. Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.). No

32. Relationship to larger project or series of projects Hikshari' Trail (1st phase of Waterfront Trail)

ENVIRONMENTAL SETTING:

33. Describe the project site as it exists before the project including information on topography, soil stability, plants and animals, and any cultural, historical, or scenic aspects. Describe any existing structures on the site and the use of the structures. Attach photographs of the site. Snapshots or polaroid photos will be accepted. See PD

34. Describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.) intensity of land use (one-family, apartment houses, shops, department stores, etc.) and the scale of development (height, frontage, set-back, rear yard, etc.) Attach photographs of the vicinity. Snapshots or polaroid photos will be accepted. See PD

------------------------------------------------------------------------Questions 35; 36 and 39 MUST BE ANSWERED!------------------------------------------------------------------------

35. How will the proposed use or activity promote the public health, safety, comfort, and convenience? See PD

36. How is the requested grant, permit, franchise, lease, right, or privilege required by the public convenience and necessity? See PD

37. Financial statement:
   A. Estimated cost of the project. $5.2 million
   B. How will the project be financed. Grant funding

38. Describe fully directions necessary to arrive at project site. See attached map

39. Will the Applicant agree that as a condition of the permit being issued to Applicant, to indemnify and hold harmless the Humboldt Bay, Harbor Recreation and Conservation District from any and all claims,
demands, or liabilities for attorneys' fees obtained from or against demands for attorney's fees, costs of suit, and costs of administrative records made against District by any and all third parties as a result of third party environmental actions against District arising out of the subject matter of this application and permit, including, but not limited to, attorney’s fees, costs of suit, and costs of administrative records obtained by or awarded to third parties pursuant to the California Code of Civil Procedure Section 1021.5 or any other applicable local, state, or federal laws, whether such attorneys’ fees, costs of suit, and costs of administrative records are direct or indirect, or incurred in the compromise, attempted compromise, trial, appeal, or arbitration of claims for attorneys’ fees and costs of administrative records in connection with the subject matter of this application and permit? Yes

NOTE

The District hereby advises the Applicant that, under California Public Resources Code Section 21089, the District when a lead agency under the Environmental Quality Act of 1970, as amended, pertaining to an Environmental Impact Report (EIR) or a Negative Declaration may charge and collect from the Applicant a reasonable fee in order to recover the estimated costs incurred by the District in preparing an Environmental Impact Report (EIR) or Negative Declaration for the project and the procedures necessary to comply with the provisions of the public resources code on the Applicants project. In the event your project contains an analysis of issues pertaining to the Environmental Quality Act of 1970, as amended, for which District staff is not competent to independently review, or District requires the same in preparation of an Environmental Impact Report (EIR) or Negative Declaration for the project, the District may retain a reviewing consultant to evaluate the content of the Administrative-Draft EIR and Final EIR or Negative Declaration with respect to these issues. The cost of such reviewing consultant services shall be borne by the Applicant.

CERTIFICATION: I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Dated: 12/12/15

For City of Fresno
PROJECT TITLE: Eureka Waterfront Trail

PROJECT APPLICANT: City of Eureka Parks and Recreation Department

PROJECT LOCATION: The Eureka Waterfront Trail (project) spans from south Eureka to northeastern Eureka paralleling the coast of Humboldt Bay and the west bank of Eureka Slough. The project runs from Truesdale Street (southern terminus) to Tydd Street (northeastern terminus). The project passes through public and private properties, but it is mainly within City property, City right-of-way (ROW) and the North Coast Railroad Authority (NCRA) railroad corridor.

The project alignment would pass through Assessor's Parcel Numbers (APN) 007-031-003, 007-031-002, 007-051-002, 007-051-009, 007-061-002, 007-071-003, 007-071-014, 003-062-024; 003-072-006; 001-011-010; 001-013-011; 001-014-003; 003-021-008; 003-031-002; 003-062-024; 003-072-003; 003-072-006; 003-082-006; 003-082-021; 003-082-022; 007-031-003; and 007-031-004, 002-231-010; 002-231-002; 002-231-009; 002-231-012; 002-231-004; 002-231-021; 002-201-008; 002-252-028; 002-191-032; 002-191-035; 002-191-028; 002-231-008, 002-191-020, 002-191-025 and 002-191-026. And would cross through sections 33, 28, 21, 22, and 23 in Township 5 North, Range 1 West on the Eureka, California 7.5-minute U.S. Geological Survey quadrangle, Humboldt Base and Meridian.

ZONING & GENERAL PLAN DESIGNATION:
Zoning – Public (P); Coastal-Dependent Industrial (MC); Natural Resources (NR); Limited Industrial (ML); Waterfront Commercial (CW); Service Commercial (CS); Multi-Family Residential (RM-1000).
Land Use – Coastal Dependent Industrial (CDI); Community Commercial (CC); Natural Resources (NR); Core Coastal Dependent Industrial (C-CDI); Light Industrial (LI), Core Retail Commercial (C-RC); Public/Quasi-Public (PQP); General Industrial (GI); Waterfront Commercial (WFC); General Service Commercial (GSC); High Density Residential (HDR).

PROJECT DESCRIPTION:
The City of Eureka (City) is proposing to construct 3.75 miles of Class 1 multi-use trail (project) that will follow the Humboldt Bay coastline along the Eureka Waterfront. The project purpose is to provide substantial nature study opportunities, further enhance non-motorized transportation/commuter corridor access, increase pedestrian connectivity, and increase public access to and along Eureka's Waterfront on Humboldt Bay. The project is intended to encourage nature study, appreciation of the environment and historic uses of the area, increase opportunities for active living to improve public health, increase the safety of non-motorized transportation, improve public safety, decrease transportation related carbon dioxide (CO₂) output, and recover native vegetation community values where possible. A formalized public access will channel the public into designated trail areas with the intention of decreasing environmental damage caused by illegal/unauthorized trespassing, camping, squatting, littering and dumping. This project seeks to initiate a transition of uses along the Waterfront Drive corridor and to improve safety and cleanliness. It also seeks to reclaim areas frequented by transients and the local homeless population.

The project is an important piece of the statewide initiative to complete the California Coastal Trail (CCT). The Eureka Waterfront Trail System and associated coastal access improvements are key elements in the City's General Plan and Eureka City Council's Strategic Plan 2013-2018.
The project would generally consist of a paved section designed to accommodate emergency vehicle access and two unpaved shoulders. Project-specific improvements include the Class I multi-use trail, boardwalk, six bridges, construction of trailheads, installation of interpretive signs, playgrounds, outdoor workout equipment, parking, landscaping, street crossing(s), roadway/sidewalks, lighting, fencing, drainage improvements, invasive plant removal and revegetation, and landscaping to buffer environmentally sensitive habitats (ESHA). Design standards are further described below under specific headings for Segments 1-23. Improved safety elements are integrated within the information below and would include improved trail surfaces (as deemed appropriate), American’s With Disability Act (ADA) access, and signage.

Staging areas for Phase C of the project are shown in Attachment 3. These areas were chosen to avoid any potential impacts to special status species, riparian areas, and other sensitive habitats. These areas have direct access to the project site alignment utilizing existing roads, existing graded maintenance roads, and ROW that will serve as the route of travel for heavy equipment and operators. Temporary fencing around the perimeter of each staging area will be established around the staging area to prevent vandalism and public liability.

**TRAIL DESIGN**

The project has been designed to meet the operational needs of adjacent and intersecting roadways, the railway system, area businesses, and a variety of potential trail users. Planning, design, and implementation standards were derived from the following sources:

- Public Utilities Commission of the State of California: General Order No. 26-D: Regulations Governing Clearances on Railroad and Street Railroads with Reference to Side and Overhead Structures, Parallel Tracks, Crossings of Public Roads, Highways and Streets
- Caltrans: Highway Design Manual (Chapter 1000: Bikeway Planning and Design), 2006
- American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2004
- U.S. Department of Transportation (USDOT), Federal Highway Administration (FHA), Manual of Uniform Traffic Control Devices (MUTCD), 2003
- Institute of Transportation Engineers (ITE), Design and Safety of Pedestrian Facilities, 1998
- Rails-with-Trails: Lessons learned, U.S. Department of Transportation, August 2002
- Rails-to-Trails Conservancy, Rails-With-Trails, Sharing Corridors for Transportation and Recreation, 1996

The following General Design Characteristics would be used:

- Minimum tread width: 8 feet, but trail is primarily 10 feet wide
- Minimum shoulder width: 2 feet on each side of trail tread surface where space allows
- Minimum setback from edge of roadway to edge of tread: 5 feet (without a barrier)
- Minimum setback from edge of roadway to edge of tread: 2 feet (with barrier)
- Minimum setback from railroad track centerline to obstructions or edge of trail tread: 8.5 feet on tangent sections of tracks and 9.5 feet on curved sections of tracks
- Minimum setback from edge of tread to obstructions and buildings: 2 feet
• Minimum vertical clearance: 8 feet (10 feet if emergency vehicles use trail)
• Maximum design speed: 20 feet per hour
• Maximum gradient: 5 percent
• Minimum curve radius: 90 feet
• Maximum fence height: 48 inches
• Minimum fence height: 36 inches
• Minimum angle at which Trail can cross railroad tracks: 45 degrees
• ADA Accessibility: It is the intention to make all portions of the trail ADA accessible

Additional project design specifications include:

• **Structural Pavement Sections**: The trail will have a typical structural section that has approximately 6 inches of aggregate base and approximately 3 inches of asphalt concrete.

• **Segments Adjacent to Roadways**: In compliance with Federal Highway Administration (FHWA) and CalTrans standards for a Class I Bikeway, segments of the trail adjacent to roadways will be separated by 5 feet and include a physical barrier (concrete barrier or fence).

• **Roadway and Driveway Crossings**: Will be ADA accessible and include warning signage and markings both on the trail and the approaching vehicular way.

• **Signage and Striping**: Trail will include yellow centerline striping and additional warning signage and striping approaching intersections with existing roads and railroad crossings. In addition, signage would be added along the trail warning users of curves, bends, and other hazardous situations.

• **Speed Control**: Speed control can only be maintained through signage and striping; speed bumps and other surface irregularities are not permitted to control the speed of bicycles and other non-motorized vehicles.

• **Bollards**: Bollards will be installed at trail intersections and entrances to prevent vehicles from entering a trail, with a maximum separation of 5 feet between bollards. Bollards will be located adjacent to the trail with a removable center bollard for emergency and maintenance access. Bollards will not be located in travel lanes. Bollards will be visible to bicyclists and others, especially at night time, with reflective materials and appropriate striping guiding bicyclists around the center bollards.

• **Intersection Crossings**: Intersections will be improved with crosswalks with striping and ADA accessible curb ramps that meet current design standards. Trail approaches to intersections will include stop signs and stop bar (limit line) striping to stop trail users (particularly bicyclists) before they cross the intersection. In addition, at these locations, pedestrian crossing signage and "no motor vehicle" signage will be installed. Bollards will be installed at the mouths to the trail to inhibit vehicles from accessing the trail.

• **Drainage**: Design standards for the project require a 2 percent cross slope, except along cut sections where uphill water must be collected in a ditch and directed to a catch basin, in which case water will be directed under the trail in a drainage pipe of suitable dimensions.

• **Bridge Structures**: The seven bridges associated with the project will consist of pre-manufactured bridge structures comprised of aluminum. Bridges were designed to span the shortest distance between upland areas and at a length to avoid, to the maximum extent practicable, permanent wetland and ESHA impacts. The bridges will be supported on spread concrete footings. The bridges will include railings designed to comply with Class I and ADA standards. The slope of bridges will not exceed 5% grade in the direction of travel.

• **Boardwalk Structure**: A boardwalk structure will be constructed for a portion of the trail that crosses tidally influenced waters to allow tidal waters to pass under the trail without blocking tidal flows. The boardwalk will be approximately 8 feet wide between railings and will be comprised of pre-manufactured aluminum supported by 2-inch diameter helical piles. Helical piles were chosen to avoid noise related impacts as they are installed by screwing them into the earth as opposed to pounding. The boardwalk will be a minimum of 4 feet above salt marsh vegetation to avoid shading impacts. The boardwalk is designed to be the shortest path from each upland area around an archaeologically sensitive adjacent parcel. For safety purposes the
boardwalk will include railings that are designed to comply with Class I and ADA standards. The slope of the boardwalk will not exceed 5% grade in the direction of travel.

- **Retaining Structures**: Where retaining structures are required adjacent to the bridge structures, they will consist of cast-in-place concrete walls. Along certain segments of the trail, welded-wire walls will be installed. Retaining structures will not exceed 5 feet in height.

- **Viewing Platforms and Interpretive Signage** – The viewing platforms and interpretive sign areas of the project will consist of raised deck platforms comprised of rail tie borders filled with crushed gravel. Each platform/sign area will include interpretive signs, benches, and/or landscaping. These areas will encourage an appreciation of the environment and the socio-cultural history of the area by providing opportunities for nature study. The opportunities include providing up-close views of local vegetation/habitats, mid-range views of Eureka Slough/Humboldt Bay, long-range views of the surrounding ridge lines, and interpretive signs that include information regarding local habitats and cultural/historical sites.

- **Directional/Wayfinding Signage** – Directional/Wayfinding Signage will be installed along Route 101 and along City streets to inform people of nearby Waterfront Trail. Directional/Wayfinding Signage will be installed at regular intervals to inform trail users of nearby connections to surface streets and nearby destinations.

- **Trailheads** – the trailheads associated with the project will include new or refurbished parking spaces, interpretive signs, gateway signage, kiosks, benches, restrooms, playgrounds, outdoor workout equipment and/or landscaping. Locations of the trailheads are identified in the segment-by-segment descriptions below.

- **Lighting** – There is only one new cobra head street light fixture included in this project along Waterfront Drive at a new mid-block crossing.

- **Habitat Mitigation** – Impacts to wetland and other habitats created by trail construction will be mitigated onsite. Impacts were avoided to the furthest degree possible, including reducing the trail width to minimum standards, by using long span bridges over sensitive habitat and installing helical piles rather than driven piles to support the boardwalk section.
Segment 1: Truesdale Street to Chevron Terminal
From the Truesdale Vista Point parking lot and Hikshari’ Trailhead southwest of the Truesdale Street/Howell Street intersection, the trail will begin northward via sidewalk to a crossing that has been designed at Truesdale Street. North of the crossing, the trail will continue within the NCRA railroad corridor on the east side of the railroad tracks up to the south Chevron property line. See Figure 2.1.

**Signage** Safety-related signage associated with crossing of street intersection.

Segment 2: Chevron Terminal
This 450-lineal-foot trail section will start northward on the east side of the railroad tracks. At the Chevron access driveway the trail will cross to the west side of the railroad tracks and continue north until the northern edge of the Chevron property. The driveway/trail intersection has been designed to reduce conflicts between trail users and vehicles. See Figure 2.1.

**Signage** Safety-related signage associated with crossing of driveway and street intersection.

Segment 3: North Boundary of Chevron to Parcel 4
The trail will continue north parallel to the NCRA railroad tracks on the west side of the railroad corridor. This 250-foot long section of trail will be narrowed to an 8-foot paved section with two 2-foot unpaved shoulders to minimize impacts to the adjacent wetlands and willows located on the west side of the tracks. An existing culvert will be extended to maintain drainage. See Figure 2.2.

Segment 4: Parcel 4 Trail Construction
This segment transitions from the NCRA ROW to an existing unpaved road that extends westward from the railroad tracks and then turns to continue moving northward through City of Eureka owned parcel 4. In the northern portion of parcel 4 the trail will turn east until it crosses back to the east side of the railroad tracks. This section of trail would be approximately 1,150 feet in length. The playground will be nature based with rock climbing wall, rope equipment, etc. See Figure 2.2-2.4.

**Signage** Historical and nature study interpretive signage.

**Trail Amenities** Viewing platforms and playground.
Segment 4 (continued) Parcel 4 Trail Concrete Remnant Removal and Recycling

Prior to construction of the trail in this segment, existing abandoned industrial concrete remnants will be removed and recycled. There are currently four onsite structures identified for removal (see Site Plan below). The four buildings are as follows, the Machine Shop, the Boiler House, the Steam Dry Kilns and the Concrete Reservoir. The walls of all buildings will be demolished and the concrete material will be ground down in the upland area adjacent to the buildings where it is clear of trees, shrubs, ESHA and wetlands (see Site Plan below). The foundations will remain in place in order to avoid impacts to adjacent wetlands and ESHAs. Once the concrete material is ground down, the resulting material will be applied as a base layer along the alignment for trail development.

Access points for construction equipment will be located near the Chevron gas terminal, the north eastern most corner of the Bayshore Mall parking lot and the foot of Vigo Street. All access points provide entry to the project site avoiding any ESHA or wetland impacts utilizing existing maintenance roads.

Staging will occur at the north end of the Bayshore Mall parking lot. The City owns that portion of the parking lot. This location was chosen because it is paved and secure. Any spills can be responded to and addressed immediately without any potential effects to adjacent ESHAs or wetlands. The area has direct access to the site utilizing existing graded maintenance roads that will serve as the route of travel for heavy equipment and operators. A temporary fenced perimeter will be established around the staging area to prevent vandalism and public liability.
Segment 5: Parcel 4 to Del Norte Street
In this section the trail reenters the NCRA right-of-way (ROW) where it will be constructed along an existing gravel pathway within the railroad corridor. The trail will consist of a 10-foot paved section and two 2-foot unpaved shoulders on each side. In those areas where there is wetland or ESHA impacts, the trail would narrow to 8-feet wide with two 2-foot unpaved shoulders. As the trail moves north it will cross a drainage ditch via a 20 foot pedestrian foot bridge and leave the NRCA ROW. The span of the bridge was chosen to avoid any wetland or ESHA impacts. From the bridge the trail will continue 850 feet north to Del Norte Street. See Figure 2.4-2.10.

Signage  Historical and nature study interpretive signage.

Trail Amenities A cluster of outdoor gym equipment would be installed just east of the trail in the open upland area approximately 2,100 feet south of Del Norte Street, near Vigo Street. The footprint would be approximately 30 feet in diameter. There will also be two interpretive signs installed and two benches.

Segment 6: Del Norte Street Public Use Area & Fishing Pier
In this area, the trail would cross W. Del Norte Street, connecting both the Palco Marsh and the W. Del Norte Street Pier and day use area. See Figure 2.10.

Lighting None

Multi-Use Trail Improvements to Palco Marsh Trail access would include removal of existing gate and installation of an accessible trail ramp and motor vehicle access control features.

Parking Overlay of existing parking area.

Railroad Crossing Crossing of Railroad at Del Norte Street.

Roadway Crossing Crossing of Del Norte Street.

Signage Signage to indicate the start of each segment of trail will be located on either side of Del Norte Street, including a CCT insignia. Safety-related signage associated with crossing of Del Norte Street and Railroad; stop sign and stop bar (limit line) at crossing of Del Norte Street.

Trail Amenities A restroom will be installed in the upland grass area at the western edge of the existing parking lot. Outdoor exercise equipment and a nautical themed playground will be installed in the upland grass area south of the existing parking lot. One trash receptical cluster will be installed on the south side of the Del Norte Street crosswalk. The cluster will include trash, recycling and a pet waste station.
Segment 7: Del Norte Street to Waterfront Drive Crossing: Approximately 2,300 Feet

After the trail crosses Del Norte Street it turns west and crosses the railroad tracks, occupying the NCRA ROW. The trail then continues north parallel to a previously remediated linear wetland ditch which was contaminated by the former Eureka Plywood Mill. However, the project would not impact this ditch or its associated wetlands and would not impact groundwater. The trail will cross West 14th street and two driveways. The driveways will be paved and safety markings and signage will be installed on the trail to warn users that traffic may be present. The trail continues north on the west side of the railroad between the tracks and a drainage ditch along an existing unpaved access road (currently also used as a trail) until it transitions to an out-of-service spur to the Schneider Dock for approximately 300-feet. This segment of trail finishes on the west side of Waterfront Drive. See Figure 2.10-2.14.

Landscaping
Along this segment, non-native vegetation removal would occur in the area directly adjacent to the trail.

Railroad Crossing
North of W. Del Norte intersection. Temporary use of an out-of-service rail spur to the Schneider Dock.

Roadway Crossing
Crossing of West 14th Street and two private driveways.

Segment 8: Crossing of Waterfront Drive: Approximately 45 Feet

This segment of trail will be parallel to the west side of Waterfront Drive northeast of the existing rail spur to Schneider Dock. Shortly after crossing the rail spur the trail will cross an existing private driveway and then turn to the east and cross both lanes of Waterfront Drive (approximately 750 feet south of Washington Street). The crossing will have a 10’ wide pedestrian refuge island between the lanes, oriented to encourage trail users to see oncoming vehicular traffic. The trail would be designed to curve with Waterfront Drive in order to slow down bicyclists approaching the intersection. The intersection will be improved with a continental-style crosswalk with striping and ADA accessible curb ramps. The trail approach to the intersection will include a stop sign and stop bar (limit line) striping to stop trail users before they cross Waterfront Drive. In addition, at this location pedestrian crossing signage and “no motor vehicle” signage will be installed per the Manual of Uniform Traffic Control Devices (MUTCD). On the east side of the crossing the trail will continue north in parallel to the railroad tracks, within the NCRA ROW. See Figure 2.14.

Lighting
A new cobra head street light will be installed at the mid-block crossing of Waterfront Drive.

Parking
No new parking proposed. Current informal use of the rail corridor as a parking lot will be displaced. Parking is provided by employers and existing on-street parking opportunities. Approximately 200 feet of parking would be removed (red-striped).

Roadway Crossing
Crossing of Waterfront Drive

Signage
Safety-related signage for both trail and roadway traffic associated with crossing of Waterfront Drive; stop sign and stop bar (limit line) at crossing of Waterfront Drive.

Segment 9: Waterfront Drive Crossing to Washington Street: Approximately 739 Feet

Between the Waterfront Drive Crossing and Washington Street, the trail will continue north on the east side of Waterfront Drive within the NCRA ROW. After the crossing, the existing sidewalk will be removed and a 2-5 foot landscape area will be planted between the curb and the trail. Pavers will be strategically installed along the landscape area to provide trail access from on-street parking. A 4-foot,
vinyl coated, chain link fence will be installed between the trail and the railroad tracks. See Figure 2.14-2.15

**Landscaping**
Native species would be planted along edge of trail.

**Railroad**
Trail occupies NCRA ROW

**Signage**
Safety-related signage for both trail and roadway traffic associated with crossing of Washington Street; stop sign and stop bar (limit line) at crossing of Washington Street.

**Trail Amenities**
Bench at south side of Washington Street.

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**Segment 10: Washington Street (Balloon Track) to Commercial Street: Approximately 2,900 Feet**

After Washington Street the trail will continue Northeast along the western edge of the Balloon Track property towards Commercial Street. Before the trail reaches Clark Slough, the existing sidewalk will be removed and a 2-5 foot landscape area will be planted between the curb and the trail. Pavers will be strategically installed along the landscape area to provide trail access from on-street parking. The trail will then transition onto one of the railroad tracks. The intent of moving the trail to this location is to avoid impacts to Clark Slough and to avoid the need to cross both sets of railroad tracks.

A short secondary trail will deviate from the primary trail and lead to a crosswalk across Waterfront Drive allowing trail users to safely access the Eureka Marina and Wharfinger Building. The existing parking at the Eureka Marina and Wharfinger Building will allow trail users to park and access the trail.

After the short secondary trail and as the main trail veres back towards Waterfront Drive, the existing sidewalk will be removed and a 2-5 foot landscape area will be planted between the curb and the trail. Pavers will be strategically installed along the landscape area to provide trail access from on-street parking. As the trail approaches Commerical Street, the project has been designed to curve towards Waterfront Drive in order to slow down bicyclists approaching the intersection. The intersection will be improved with a continental-style crosswalk with striping and ADA accessible curb ramps. Both trail approaches to the intersection will include stop signs and stop bar (limit line) striping to stop trail users before they cross Commercial Street. In addition, at these locations, pedestrian crossing signage and “no motor vehicle” signage will be installed. See Figure 2.15-2.20.

**Landscaping**
Same as previous segment.

**Multi-Use Trail**
Same as previous segment.

**Railroad Crossing**
The trail will occupy the rail corridor closest to Waterfront Drive, however, the trail will not cross the tracks.

**Roadway Crossing**
One crossing at Commercial Street and one crossing at Washington Street.

**Signage**
Safety-related signage associated with crossing of Commercial and
Trail Amenities

Washington Streets; stop sign and stop bar (limit line) at crossings.

One bench, one public art installation, and one trash receptacle cluster will be installed near the Eureka Marina crosswalk across Waterfront Drive. The cluster will include trash, recycling, and a pet waste station.

Segment 11: Commercial Street to Improved Railroad Crossing: Approximately 780 Feet

After the Commercial Street intersection, the existing sidewalk will be removed and a 2.5-foot landscape area will be planted between the curb and the trail up until the private driveway entering the Balloon Track. Pavers will be strategically installed along the landscape area to provide trail access from on-street parking. From the private driveway to the railroad crossing, the trail will have a Eureka Boardwalk style stamped concrete pattern. The See Figure 2.20-2.21

Landscaping

Primarily native planting south of trail and between trail and sidewalk.

Signage

Safety-related signage associated with crossing of driveway and street intersection.

Segment 12: Improved Railroad Crossing East of Commercial

The trail will continue east on the south side of Waterfront Drive and have a Eureka Boardwalk style stamped concrete pattern. As the trail intersects the railroad it will turn south to cross the railroad tracks, at an approximately 60-degree angle, and will then continue east paralleling the tracks on the south side of the tracks. This crossing replaces the existing railroad/sidewalk crossing and will be an improvement in terms of bicycle and pedestrian safety. See Figure 2.21.

Landscaping

Replace existing sidewalk at rail crossing with vegetation to discourage undesired crossing.

Railroad Crossings

One railroad crossing at a 60-degree angle

Signage

Safety-related signage associated with crossing of railroad; stop sign and stop bar (limit line) at crossing of railroad.

Trail Amenities

Concrete pad for art installation.

Segment 13: New Rail Crossing to C Street: Approximately 400 Feet

From the New Railroad Crossing the trail continues east on the south side of the railroad tracks and parallels them until the trail joins up with an existing sidewalk. The sidewalk will be upgraded to have a Eureka Boardwalk stamped concrete. A 150’ length of seat wall will be added to the back of walk along the parking lot, similar in theme to the C Street Plaza. The trail will continue along this sidewalk until C Street. See Figure 2.21.

Parking

No new parking proposed. Existing Parking stalls will be modified to accommodate the trail, but there will be no loss of parking.

Signage

Safety-related signage associated with crossing of railroad; stop sign and stop bar (limit line) at crossing of railroad.
Segment 14: C Street Crossing

The multi-use trail would cross at the intersection of C Street and Waterfront Drive. The intersection would be improved with a continental-style crosswalk with striping and ADA accessible curb ramps where the trail would connect to the C Street Pedestrian Plaza and Fisherman’s Terminal. The trail approach to the intersection would include a stop sign and stop bar (limit line) striping to stop trail users before they cross Waterfront Drive. In addition, at this location, pedestrian crossing signage and “no motor vehicle” signage would be installed per the MUTCD. See Figure 2.21.

Roadway Crossing  Improvement of one roadway pedestrian crosswalk of Waterfront Drive at C Street.

Signage  Signage to indicate a CCT insignia, will be located at the corner of C Street and Waterfront Drive. Trailhead informational signage – including a map and user/safety guidelines – will be located at the west end of the adjacent parking area near an existing tree in the first block of the trail. Safety-related signage associated with crossing of C Street; stop sign and stop bar (limit line) at crossing of C Street.

Segment 15: Adorni/Halvorsen Trail to Edge of Shoreline Property:
The project connects to the existing Adorni/Halvorsen Trail at the northwest limit of the project area. A portion of the existing Adorni Trail will be realigned to provide a better transition between the existing trail and the new trail. Immediately east of the connection with the Adorni Trail the new trail will cross a small 20 foot pedestrian bridge over existing drainage ditch. The span of the bridge was chosen to avoid any wetland or ESHA impacts.

The trail will continue east along the edge of former fill areas adjacent to the coastal salt marsh and the edge of Humboldt Bay. The trail then approaches a tidally-influenced drainage channel referred to as “Wedge Slough.” A viewing platform and interpretive signage area will be installed where the trail turns southeast. West of Wedge Slough, the trail alignment turns southeast approaching a bridge structure to span Wedge Slough avoiding any permanent impacts to wetlands and ESHAs.

There is currently an approximately 9-foot grade differential between the existing west bank and east bank of Wedge Slough. The distance of this span is 90 feet, which would require a 10% grade to span from bank to bank. However, ADA requirements mandate that the trail surface shall not exceed 5% grade in the direction of travel. Therefore, in order to achieve these slope standards, the western approach to the bridge will be elevated by a small fill prism and the eastern approach will be cut slightly into the embankment.

The bridge will be a pre-manufactured aluminum bridge structure 113 feet 10 inches long to avoid wetland and ESHA impacts. The bridge will be supported on concrete abutments. The bridges will include railings that are designed to comply with Class I and ADA standards.

The trail will continue northeast from Wedge Slough crossing along the top of the existing embankment. A steep embankment drops down to the tidally-influenced edge of Humboldt Bay/Eureka Slough. The trail will wrap around the north edge of the Shoreline property and a viewing platform and interpretive signage will be installed. This viewing area will be situated at the approximate confluence of Humboldt Bay and Eureka Slough. From this viewing/interpretive
area the trail turns southeast along the top of the existing embankment, until the embankment terminates north of the boardwalk area (see Segment 16 below). A viewing area and interpretive sign will also be installed here at the edge of the upland Shoreline property behind the Blue Ox. At that point, the trail will transition down approximately 6 feet in vertical grade to get down to the grade of the boardwalk. In order to achieve maximum 5% grade (per ADA standards), the trail will need to be slightly cut into the embankment on the far eastern side of the Shoreline property.

Segment 15 will consist of a 10-foot wide Class I asphalt trail approximately 1,750 feet in length along the centerline of the trail. See Figure 2.22-2.25.

**Signage**  
Historical and nature study interpretive signage.

**Trail Amenities**  
Viewing platforms.

**Segment 16: Boardwalk Segment:**
The trail alignment continues southeast and transitions from being on Shoreline property on top of the embankment as a paved trail to being down in the boardwalk area as a boardwalk. The elevation difference from the top of the embankment to the boardwalk area is approximately 6 feet. The grade differential will be tied together by cutting slightly into the eastern bank of the Shoreline property and varying the height of the helical piles that support the aluminum boardwalk as the boardwalk transitions from the Shoreline property down to the boardwalk area.

Through the 559 foot boardwalk area segment of the project, the trail alignment crosses over an area that ranges from approximately 5 feet to 14 feet in elevation. In 2013 and 2014, the predicted maximum tide is 8.5 feet. Therefore, the boardwalk structure will be constructed throughout this segment to allow tidal waters to pass under the trail without impeding tidal flow and maintaining a 4 foot distance above vegetation to avoid shading impacts. The boardwalk will be 10 feet wide between railings and will be comprised of pre-manufactured aluminum, supported by 2 inch helical piles. Helical piles were chosen as they are screwed into the ground and do not require pile driving. Therefore, acoustical impacts to aquatic species will be avoided. The helical piles will be installed at low tide. All boardwalk spans will be 20 feet long.

The boardwalk structure will run southeast toward the area referred to as east field. The boardwalk will parallel Eureka Slough approximately 300 feet inland of mean sea level and is designed as the most direct route between the Shoreline property and east field avoiding the archeologically sensitive property of the Blue Ox Mill Works. The boardwalk ends at the northern edge of East Field. The total boardwalk segment is approximately 559 feet in length along the centerline of the trail. See Figure 2.25-2.26.

**Segment 17: East Field:**
The trail alignment passes along the western edge of the east field, which is southeast of the Blue Ox Mill Works. East Field spans between the boardwalk segment and the railroad crossing north of Y Street. East field is a large, flat, open, upland area located along the west bank of Eureka Slough. East field appears to be composed of fill that was historically placed on the native salt marsh. The trail will wrap around the west edge of East Field and be located a few feet on the inland side of the top of bank. A viewing platform and interpretive sign area will be installed where the boardwalk segment meets the east
field.

Due east of viewing platform/interpretive sign area (approximately 230 feet east) at the edge of the upland area an osprey platform will be installed. The platform would consist of a 12-inch minimum diameter wood pole and supports with a wood platform on top approximately 15-30 feet above the existing grade.

The area east of the trail alignment and north of the salt marsh wedge (adjacent to railroad) is under consideration as the project’s mitigation site. The fill would be excavated from this area and disposed of at a legal site. Grades would be lowered down to the pre-existing ground elevation and salt marsh would be reintroduced.

At the far southern end of Segment 17, the trail crosses over the NCRA railroad tracks. The southern terminus of Segment 17 is at a four-way trail junction connecting Segment 17, Segment 18, the Y Street spur, and the X Street Spur. Segment 17 will consist of a 10-foot wide asphalt Class I trail approximately 275 feet in length along the centerline of the trail. See Figure 2.26-2.27.

**Signage**

Historical and nature study interpretive signage.

**Trail Amenities**

Viewing platform.

**Y Street Spur trail:** Segments 17 and 18 merge at a four-way junction as described above. The southern leg of this 4-way junction is a small spur trail connecting to the far north end of Y Street on an existing informal trail/road. This spur trail will connect local non-motorized traffic from surface streets in northeast Eureka to the trail. A trailhead will be developed at the far north end of Y Street, which could consist of a kiosk, and re-configuration of existing parking. The Y Street Spur trail will consist of a 10-foot wide asphalt Class I trail 80 feet in length along the centerline of the trail. See Figure 2.27.

**Parking**

Reconfigure with diagonal parking in City ROW and overlay existing parking area.

**Trail Amenities**

Trash receptacle cluster and informational kiosk will be installed. The cluster will include trash, recycling, and a pet waste station.

**X Street Spur trail:** The western leg of this 4-way junction is a small spur trail connecting to the junction of the far northern end of X Street and the far eastern end of First Street. The eastern half of this spur trail parallels the NCRA railroad tracks along an existing trail. The western half of this spur trail turns southwest away from the railroad tracks and passes under and between mature Monterey pine trees along an existing trail/road. This spur will connect local non-motorized traffic from surface
streets in northeast Eureka to the trail. A small trailhead will be developed at the far eastern end of First Street, which could consist of a kiosk, and re-configuration of existing parking. The X Street Spur trail will consist of a 10-foot wide asphalt Class I trail approximately 300 feet in length along the centerline of the trail. A maximum of seven (7) non-native trees would be removed to construct the project. See Figure 2.27.

**Parking**
Reconfigure with diagonal parking in City ROW and overlay existing parking area.

**Trail Amenities**
An informational kiosk will be installed.

**Segment 18: Rail-with-Trail:**
A majority of Segment 18 is within the NCRA ROW and therefore must comply with NCRA policy. The setbacks from the railroad track required in this policy influenced the location and footprint of the trail in this segment. Throughout most of Segment 18, the trail is parallel to the railroad tracks.

At the north end of Segment 18, the trail turns south away from the railroad tracks and approaches the tidally-influenced drainage slough, Target Slough. The elevation difference between the north bank of Target Slough and the south bank of Target Slough is approximately 1 foot. The grade differential will be alleviated by placing a small amount of fill at the south end of Target Slough. The south abutment of the target slough bridge impacts approximately 165 square feet of Estuarine Saltmarsh. Ninety percent of the impact area is back from the top of bank in an area that is currently maintained (mowed inside the existing fence line). The bridge will be a pre-manufactured aluminum bridge structure, 79 feet 3 inches long, to span the existing 60 foot gap. The span of the bridge was chosen to avoid any wetland or ESHA impacts. The bridge will be supported on concrete abutments.

Segment 18 primarily consists of a 10-foot wide asphalt Class I trail. Segment 18 is approximately 725 feet in length along the centerline of the trail. See Figure 2.27-2.28.

**Segment 19: Existing Target Trail:**
An approximately 575-foot long Class I trail currently exists east of the existing Target shopping center just west of Eureka Slough. The project ties into this existing trail at the southern end of Segment 18 and at the northern end of Segment 20. Segment 19 consists of the existing Target Trail. With a small exception on the north end, no modifications are proposed to the existing Target Trail. The northernmost 100 feet of the existing Target Trail will be removed and replaced with a new trail segment realigned to accommodate the bridge over Target Slough (at the south end of Segment 18). The portion removed will be replaced with grass to match the areas adjacent to the existing trail. A viewing platform and interpretive sign area will be installed at the northern end. See Figure 2.28-2.29.

**Signage**
Historical and nature study interpretive signage.
Trail Amenities

Viewing platform.

Segment 20: Undercrossing of Highway 101:
Segment 20 begins where the trail ties into the southern end of the existing Target Trail. The trail will span a small tidally-influenced drainage channel and simultaneously pass under an existing electrical utility line. At less than 10 feet wide, the drainage channel will be spanned with a 20 foot long pre-manufactured aluminum bridge. This minor crossing of a storm channel shade impacts approximately 67 square feet of Estuarine ditch. Due to the trail passing under the US 101 bridges the crossing location for this ditch was constrained to a specific area. Trail design standards for vertical curves did not allow for raising the structure high enough to avoid shading impacts.

The trail then enters Caltrans ROW and immediately passes under the southbound bridge deck of Highway 101. The trail turns southwest in the area between the southbound and northbound bridges. The trail then turns south and passes under the northbound bridge deck of Highway 101 and approaches the tidally-influenced drainage channel referred to as First Slough. This is the deepest tidally-influenced water body to be crossed for the project. There are two 18-inch utility pipes aerially crossing First Slough in the direct vicinity of the project. It is necessary that the project does not cross over the exposed portions of these utility pipes due to maintenance responsibilities. Therefore, a bridge will pass directly west of these pipes.

The trail then reaches the northern bank of the tidally-influenced First Slough. There is very little elevation difference between the north bank of First Slough and the south bank of First Slough. The bridge will be a pre-manufactured aluminum bridge structure 65 feet 6 inches long, to span the 60 foot gap. Both abutments and the bridge impact approximately 1,239 square feet of Estuarine Habitat. Due to the trail passing under the US 101 bridges the crossing location for first slough was constrained to a specific area. The height of the bridge could not be raised to avoid shading impacts as additional fill would be required to raise the bridge structure, increasing impacts from filling wetlands. The bridge will be supported on concrete abutments.

Segment 20 will consist of a 10-foot wide asphalt Class I trail approximately 275 feet long along the centerline of the trail. See Figure 2.29.

Segment 21: Shoreline RV Park:
Segment 21 begins just south of the bridge over First Slough. At this point, the trail passes through an approximately 100-foot long grassy area along the northeast corner of the loop road around Shoreline RV Park. The City owns an easement deed granting the City a "twelve foot (12') wide non-exclusive easement for a pedestrian access inside the eastern property line of the RV park. The easement is coincident with existing pavement, for the most part. The project will occupy this 12-foot wide area on the eastern half of the eastern road of the RV Park from the north end of Segment 21 to the south end of
Segment 21. The eastern half of the roadway will become a two-way Class I trail, while the western half of the road will remain a vehicular way. Two portions of this Segment will require a short retaining wall, less than 4 feet in height. At the far southern end of Segment 21, the existing fence separating the RV Park from the City Sewer Pump Station will be modified to allow the trail to pass through.

A viewing platform and interpretive sign area will be installed near the northern end of Segment 21. Segment 21 will consist primarily of an 8-foot wide asphalt Class I trail approximately 920 feet in length along the centerline of the trail, due to the adjacent wetland impacts. The last 75 feet of this segment will be a 10-foot wide asphalt Class I trail. See Figure 2.30-2.31.

**Signage**  
Historical and nature study interpretive signage.

**Trail Amenities**  
Viewing platform.

**Segment 22: Hill Street Pump Station:**
Segment 22 passes an existing sewer pump station owned and operated by the City of Eureka. The pump station property is currently fenced around the entire perimeter to prevent public access. Just before entering the property, a pre-manufactured 31 foot, 4 inch long, and 8 foot wide aluminum bridge will be installed to cross a drainage ditch. The crossing of this palustrine emergent ditch has approximately 135 square feet of shade impacts. The height of the bridge could not be raised to avoid shading impacts as additional fill would be required to raise the bridge structure, increasing impacts from filling wetlands. On the pump station property, a 14-foot wide access road is located along the north side of the property. A swing-gate is located at the west side of the road. City staff is able to drive maintenance vehicles to the far west end of East Road, open the swing-gate, and then drive on the access road in order to access the facility. Within this segment, the project consists of repurposing the existing access driveway to serve as a Class I trail, constructing portions of new paved trail, relocating approximately 360 feet of existing chain-link fence, and relocating the existing swing-gate in the fence.

New paved trail will be constructed, parallel to the existing access road associated with the sewer pump station. New swing-gates will be installed just south of the access road. The trail will then turn south constructed on a fill prism and pass just east of an existing retaining wall. From the northwest corner of the property, the existing fence along the west side of the property will be relocated to the east side of the trail. The trail then leaves Segment 22.

Segment 22 will consist of a 10-foot wide asphalt Class I trail approximately 325 feet long along the centerline of the trail. See Figure 2.31.

**Segment 23: Eureka Community Health and Wellness Center to Tydd Street:**
After leaving the pump station property, the trail extends along the south side of the parking lots and buildings associated with the Eureka Community Health and Wellness Center, terminating at a trailhead on the property adjacent to the Center, ending on Tydd Street. From the end of Segment 22, the trail is
along the southeast side of an existing retaining wall. A viewing platform and interpretive sign area will be installed across from the southern end of the retaining wall. From that point, the trail turns west and will be just south of an existing gravel path up to the eastern edge of the Health and Wellness building, at which point another viewing area and interpretive sign will be installed. From that point, the trail tangents away from the existing gravel path and continues to the west behind the existing buildings. The trail will then pass between the toe of an existing berm and the southwestern-most corner of the building. The trail will then continue west on to the adjacent property. At the adjacent property, the trail will head southwest and then tangent to the west and connect to Tydd Street. The trail will terminate at Tydd Street.

Segment 23 will consist mostly of a 10-foot wide asphalt Class I trail approximately 710 feet long along the centerline of the trail. See Figure 2.31-2.32.

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# APPENDIX C

**List of Property Owners and Occupants within 100 Feet and Their Addresses**

*(Make additional copies of this sheet as necessary)*

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<th>APN</th>
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APPENDIX B
LOCAL AGENCY REVIEW FORM

SECTION A (TO BE COMPLETED BY APPLICANT)

Applicant City of Eureka
Project Description Construction of 3.75 miles of Class 1 multi-use trails to enhance non-motorized transport ation/commuter corridor access, and increase public access along the waterfront.
Location Generally along Railroad Avenue/Street, Waterfront Drive along the Humboldt Bay around to Eureka Slough in Eureka (see Attachments 2 and 3 for more detailed information).
Assessor’s Parcel Number See Section II (Proposed Development) for a complete list of APN’s.

SECTION B (TO BE COMPLETED BY LOCAL PLANNING OR BUILDING INSPECTION DEPARTMENT)

Zoning Designation WC, CN, CP, CS, CW, MC, MG, ML, NR, P, RM-1000, RS-6000, WD
General or Community Plan Designation CC, C-CD, CDI, C-RC, C-WFC, GI, GSC, HDR, LDR, LI, NC, NR, PQP, WC, WD, WFC

Local Discretionary Approvals
- [ ] Proposed development meets all zoning requirements and needs no local permits other than building permits.
- [X] Proposed development needs local discretionary approvals noted below.

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CEQA Status
- [ ] Categorically Exempt Class Item
- [X] Negative Declaration Granted (Date) Ph. C NOD 3-28-14
- [ ] Environmental Impact Report Required, Final Report Certified (Date) 
- [ ] Other

Prepared for the City of Eureka by Robert Holmlund
Date 9/21/15 Title Community Development Director
City of Eureka
Eureka Waterfront Trail Project
Eureka, California
Mitigation and Monitoring Plan

November 2015
Table of Contents

1. Introduction .................................................................................................................. 1
   1.1 Summary .................................................................................................................. 1
   1.2 Contacts .................................................................................................................. 1

2. Eureka Waterfront Trail Description ............................................................................ 1
   2.1 Location .................................................................................................................. 1
   2.2 Responsible Parties .............................................................................................. 2
   2.3 Project and Regulatory Background ..................................................................... 2
   2.4 Project Description ............................................................................................... 2
   2.5 Proposed Mitigation .............................................................................................. 3

3. Mitigation Goals and Objectives ................................................................................ 3
   3.1 Mitigation Goals .................................................................................................... 3
   3.2 Mitigation Objectives ........................................................................................... 5

4. Determination of Credits ............................................................................................ 5
   4.1 General ................................................................................................................... 5
   4.2 Mitigation Credits ................................................................................................. 5

5. Mitigation Site Selection ............................................................................................. 7
   5.1 Candidate Mitigation Site Descriptions and Analysis .......................................... 7
   5.2 Selected Mitigation Site ......................................................................................... 8
   5.3 Reference Site ....................................................................................................... 9

6. Site Protection Instrument .......................................................................................... 12

7. Mitigation Site Environmental Baseline ...................................................................... 12
   7.1 Baseline Conditions ............................................................................................. 12

8. Mitigation Work Plan ................................................................................................. 12
   8.1 Mitigation Area .................................................................................................... 12
   8.2 Work Plan ............................................................................................................. 13

9. Maintenance Plan ....................................................................................................... 16
   9.1 Maintenance .......................................................................................................... 16
   9.2 Inspection Activities and Frequencies ................................................................ 17
   9.3 Maintenance Activities and Schedules ................................................................ 17

10. Performance Standards ............................................................................................... 21
   10.1 Overview ............................................................................................................. 21
   10.2 Mitigation Site .................................................................................................... 21

11. Monitoring .................................................................................................................. 22
   11.1 Reference Sites ................................................................................................... 22
11.2 Wetland Monitoring ........................................................................................................... 22
11.3 Monitoring Schedule ....................................................................................................... 25

12. Long Term Management .................................................................................................... 25

  13.1 Adaptive Management .................................................................................................... 25
  13.2 Initiating Procedures ..................................................................................................... 26


15. References Cited ............................................................................................................... 29

16. List of Preparers ................................................................................................................ 29

17. Scope and limitations ....................................................................................................... 30

Table index

Table 1 General Mitigation Concepts and Targets .................................................................. 5
Table 2 Proposed Mitigation to Meet Requirements ................................................................ 6
Table 3 Estuarine Saltmarsh Planting Mix ............................................................................... 15
Table 4: Salix hookeriana Shrubland Alliance Plantings .......................................................... 16
Table 5 Schedule for Wetland Inspection and Maintenance During the Monitoring Period ...... 18
Table 6 Invasive Plant Species Observed .............................................................................. 19
Table 7 Target Invasive Plants for Salt Marsh Re-establishment .............................................. 21
Table 8 Estuarine Saltmarsh Mitigation Site Success Criteria .................................................. 21
Table 9 Salix hookeriana Shrubland Alliance Plantings Success Criteria ................................. 22
Table 10: Monitoring Activities by Mitigation Area ................................................................ 22

Appendices

Appendix A - Figures
Appendix B – Cost Estimate
Appendix C – Grading and Landscape Plans
Appendix D – Mitigation Site Ownership Transfer Letter
1. Introduction

1.1 Summary

This Mitigation and Monitoring Plan (MMP) has been prepared for the Eureka Waterfront Trail for the U.S. Army Corps of Engineers (USACE), North Coast Regional Water Quality Control Board (NCRWQCB), California Department of Fish and Wildlife (CDFW), and California Coastal Commission. The MMP is patterned on Regulatory Program Regulation (33 CFR) guidance published by the USACE (2008), and expanded to include information identified in “procedural guidance for evaluating wetland mitigation projects in California’s coastal zone” (CCC 2012).

1.2 Contacts

Questions regarding the Eureka Waterfront Trail Mitigation and Monitoring Plan should be directed to:

GHD, Inc.
718 Third Street, Eureka, CA 95501
Tel: 707.443.8326 | Fax: 707.444.8330

And:
Jessica Hall, Landscape Architect
GHD, Inc.
718 Third Street, Eureka, CA 95501
Tel: 707.443.8326 | Fax: 707.444.8330

General administrative questions regarding the Eureka Waterfront Trail Mitigation Package should be directed to:

Miles Slattery
Director, Department of Parks and Recreation
City of Eureka
1011 Waterfront Drive
Eureka, CA 95501
Tel: 707.441.4484

2. Eureka Waterfront Trail Description

2.1 Location

The Eureka Waterfront Trail spans from south Eureka to northeastern Eureka paralleling the coast of Humboldt Bay and the west bank of Eureka Slough. The project runs from Truesdale Street (southern terminus) to Tydd Street (northeastern terminus). The trail project passes through public and private properties, but it is mainly within City property, City right-of-way (ROW) and the North Coast Railroad Authority (NCRA) railroad corridor. The Salix hookeriæana Shrubland Alliance Mitigation Area is located within the Phase A section of the trail, and the Saltmarsh Mitigation Area is located within the Phase C section of the trail (Figure 1).
2.2 Responsible Parties

The City of Eureka is the owner and operator of the Eureka Waterfront Trail, and will be responsible for financing and developing the trail project, obtaining permits, and implementing the mitigation and monitoring plan.

2.3 Project and Regulatory Background

The trail project is part of a larger effort of the City of Eureka to increase access to Humboldt Bay, and to encourage local and regional multi-modal connectivity in the city and to other destinations in the county. Development of the promenade and boardwalk from C to F Streets in Eureka's Old Town and the Hikshari' Trail from the Elk River to Truesdale Street precedes this phase of trail development.

An Initial Study/Mitigated Negative Declaration (State Clearinghouse Number 2014022050) was completed in February 2014, and a Notice of Determination filed on March 28, 2014.

Applications for the following permits are in development:

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<td>Coastal Development Permit</td>
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2.4 Project Description

The City of Eureka (City) proposes to construct 3.75 miles of Class 1 multi-use trail (project) that will follow the Humboldt Bay and Eureka Slough coastline along the Eureka Waterfront. The trail alignment and impact areas can be seen in Figure 2.1-2.24. The trail project’s purpose is to create opportunities for nature study, appreciation of the environment and historic uses of the area, increase opportunities for active living to improve public health, increase the safety of non-motorized transportation, improve public safety, decrease transportation related carbon dioxide (CO₂) output, and recover native vegetation community values where possible. A formalized public access will channel the public into designated trail areas with the intention of decreasing environmental damage caused by illegal/authorized trespassing, camping, squatting, littering and dumping. This trail project seeks to initiate a transition of uses along the Waterfront Drive corridor and to improve safety and cleanliness.

The trail project is an important piece of the statewide initiative to complete the California Coastal Trail (CCT). The Eureka Waterfront Trail System and associated coastal access improvements are key elements in the City's General Plan and Eureka City Council's Strategic Plan 2013-2018.

The trail project will generally consist of a paved section designed to accommodate emergency vehicle access and two unpaved shoulders. Project-specific improvements include the Class I multi-use trail, boardwalk, six bridges, construction of trailheads, installation of interpretive signs, playgrounds, outdoor workout equipment, parking, landscaping, street crossing(s), roadway/sidewalks, lighting, fencing, drainage improvements, invasive plant removal and revegetation, and landscaping to buffer environmentally sensitive habitats (ESHA). Improved safety
elements are integrated within the information below and would include improved trail surfaces (as deemed appropriate), American’s with Disability Act (ADA) access, and signage.

Construction of the boardwalk will require equipment on the salt marsh plain. The design of the boardwalk reduces the impact on salt marsh plantings and soil through the use of small diameter helical piles that are screwed in to the soil, and have smaller diameters than driven piles. Tracked vehicles that distribute their weight over a larger area will reduce compaction, and be used to install the helical anchors for the boardwalk’s structure. It is anticipated that, while some plants will be disturbed by the movement of construction equipment during this installation phase, the root systems will remain intact and plants will recover.

The trail prism and boardwalk intersects a range of wetland and environmentally sensitive upland habitats, totalling 0.364 acre of permanent impacts and 0.35 acres of temporary impacts.

2.5 Proposed Mitigation

The Mitigation Project ("Project") will mitigate for 0.364 acre of permanent impacts, primarily at a location adjacent to the Phase C reach of the trail. The site in its current condition consists of fill over former salt marsh. The mitigation project will re-establish salt marsh. A smaller area of willow shrubland habitat will be mitigated along the trail at a city-owned site known as Parcel 4 (Figure 1).

Installation of a boardwalk will result in temporary impacts. The boardwalk is designed to be at least four feet above the salt marsh plain, which allows adequate light for salt marsh vegetation to recover and persists beneath the structure. Therefore, the area beneath the boardwalk is not included as a permanent impact. The temporary impact area includes a zone around the boardwalk for construction equipment.

While this temporary impact area will be discussed in this Mitigation and Monitoring Plan, it is expected that this area will recover from construction-related impacts with minimal intervention.

3. Mitigation Goals and Objectives

3.1 Mitigation Goals

3.1.1 Approach

The trail project’s prism crosses through a range of habitat types. Mitigation requirements of the habitats indicated varies according to the regulations that govern each agency’s review process:

Corps Jurisdictional Wetlands
- Palustrine Emergent Ditch (PEM1C)
- Palustrine Emergent Wetland (PEM1C)
- Estuarine Channel/Ditch (E2US3)
- Estuarine Saltmarsh (E2EM1P)
- Estuarine Subtidal (E1UB3)
Wetland Mixed\textsuperscript{1} (PEM1C)(PF01) (E2EM1P)

**Environmentally Sensitive Habitat Areas (ESHA)/One and Two Parameter Wetlands**
- One Parameter Brackish Vegetation
- One Parameter Freshwater Vegetation
- Two Parameter Wetlands, Vegetation and Soil
- *Salix hookeriana* Shrubland Alliance

The linear trail prism intersects many different habitat areas that are not contiguous and represent an existing fragmented matrix. In Phase A of the trail, the project is designed to leverage existing disturbed areas to minimize new impacts to these remaining, mostly disturbed, habitats. Phase B is through a mostly urban matrix with no impact areas. Habitats are contiguous in Phase C where the trail traverses estuarine saltmarsh and estuarine subtidal areas with a boardwalk, which reduces impacts to the matrix of this habitat.

Much of the one and two-parameter wetland areas are limited in ecological values and function with poor habitat quality resulting from historic development. Some are part of degraded wetland patches that appear to be sustained by intermittent surface runoff rather than groundwater or permanent freshwater sources, and other habitat areas are ditches with sufficient hydrologic function to support limited colonization of wetland plants. The trail project does not substantially alter the design or function of these ditches, but does reduce plant density.

Land use activities over the past 130 years have resulted in significant alterations to the Humboldt Bay coastline. It is estimated that at least 90 percent of coastal salt marsh habitat has been converted to other uses or otherwise lost. (HSU/Pickart 2005).

This mitigation plan seeks to establish resilient habitats that respond to and are maintained by local ecological processes. Mitigation can also be used to benefit habitat quality by reducing habitat fragmentation, increasing the size of habitat patches, and creating connectivity. These considerations were factored into the articulation of mitigation goals and mitigation site selection. The proposed approach recognizes that mitigation of the many wetland types listed does not substantially benefit each wetland type due to the relatively small quantities of each wetland type, and the larger issues of fragmentation and disconnection affecting them. The project also recognizes the importance and sensitivity of coastal saltmarsh in Humboldt Bay. Therefore, the project proposes to aggregate the mitigation areas and provide a focused wetland re-establishment of estuarine saltmarsh. In addition to increasing saltmarsh acreage, the plan will increase the size, integrity, and interior habitat of saltmarsh in the area of the mitigation project. The project also proposes to mitigate for the loss of *Salix hookeriana* Shrubland Alliance with replanting Hooker’s willow (*Salix hookeriana*) and related understory species in locations that enhance the buffer around existing wetlands.

---

\textsuperscript{1} The Wetland Mixed category encompassed three Cowardin classification wetlands; however within the impact area, PF01 was not present and will not be shown on the Impacts table. Please note that delineations were conducted on each phase of trail planning separately. During mitigation planning, attempts were made to identify the various wetlands uniformly using Cowardin as applicable. As a result, there may be different nomenclatures in individual jurisdictional wetland delineation documents and final wetland impacts maps.
3.1.2 Mitigation Goal

The project shall compensate for impacts to 0.364 acre of wetland and ESHA habitats resulting from trail improvements along the Eureka waterfront and ensure that 0.35 acre of temporary impacts recover through planting, monitoring and if necessary, enhancement or adaptive management.

Additionally:

- Mitigation shall restore tidal saltmarsh functionality and habitat;
- Mitigation site selection shall enhance habitat quality and connectivity of an existing salt marsh;
- Mitigation shall establish or re-establish willow shrubland habitat through replanting of *Salix hookeriana* and related understory species.

3.2 Mitigation Objectives

Project objectives provide quantifiable targets for the mitigation plan, and form the basis of evaluating success.

The Eureka Waterfront Trails Mitigation Project shall:

- Result in a net increase in area of Estuarine Saltmarsh habitat;
- Reduce fragmentation and increase the amount of interior saltmarsh habitat; and,
- Increase the area of *Salix hookeriana* Shrubland Alliance

**Target Habitats and Community Types**

**Table 1 General Mitigation Concepts and Targets**

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4. Determination of Credits

4.1 General

Impacts and mitigation credits are measured in acres, and mitigation will be applied at ratios agreed upon by the City of Eureka and the regulatory agencies. Ratios above 1:1 are intended to compensate for permanent impacts, temporal lag, uncertainty of success.

4.2 Mitigation Credits

Because Estuarine Saltmarsh is a high quality and rare habitat type, and because other wetland impacts to the project are relatively small, the project proposes to re-establish Estuarine Saltmarsh as mitigation for all permanent jurisdictional wetlands and one and two parameter wetland impacts. The project proposes a mitigation ratio of 4:1 for the total impact (0.324 ac) to these habitat types, including the non-USACE jurisdictional wetlands that are often mitigated at lower ratios. This mitigation ratio is intended to also compensate for temporal lag resulting from the date of impact in
the Phase A reach of the Waterfront Trail and the implementation of saltmarsh mitigation. It is expected that both the Army Corps and Coastal Commission will have jurisdiction over this mitigation.

To mitigate for impacts to *Salix hookeriana* Shrubland Alliance plantings, the project proposes to replant Coastal Willow at a ratio of 2:1 for the total impact (0.04 ac) to this habitat type. It is expected that the Coastal Commission will have jurisdiction over this mitigation.

A small area of estuarine saltmarsh (0.35 ac) will also be impacted temporarily as a result of boardwalk construction. The project proposes to mitigate this in-kind, in-place. It is expected that both the Army Corps and Coastal Commission will have jurisdiction over this area.

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<td><strong>Permanent Impacts</strong></td>
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<tr>
<td></td>
</tr>
<tr>
<td>1 Parameter, Brackish Vegetation</td>
</tr>
<tr>
<td>1 Parameter, Freshwater Vegetation</td>
</tr>
<tr>
<td>2 Parameter, Vegetation/Soils</td>
</tr>
<tr>
<td>Estuarine Channel/Ditch (E2US3)</td>
</tr>
<tr>
<td>Estuarine Saltmarsh (E2EM1P)</td>
</tr>
<tr>
<td>Estuarine Subtidal (E1UB3)</td>
</tr>
<tr>
<td>Palustrine Emergent Ditch (PEM1C)</td>
</tr>
<tr>
<td>Palustrine Emergent Wetland (PEM1C)</td>
</tr>
<tr>
<td>Salix hookeriana Shrubland Alliance</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

| **Temporary Impacts** | **Area (AC)** | **Aggregate** | **Mitigation** | **Mitigation** | **Mitigation** |
| | | **Area (AC)** | **Ratio** | **Area (AC)** | **Type** |
| Estuarine Saltmarsh (E2EM1P) | 0.35 | 0.35 | 1:1 | 0.35 | Estuarine Saltmarsh (E2EM1P) |
| Estuarine Channel/Ditch (E2US3) | 0.003 | 0.35 | | 0.35 | |

*Salix hookeriana* Shrubland Alliance
5. Mitigation Site Selection

5.1 Candidate Mitigation Site Descriptions and Analysis

Estuarine Saltmarsh exists as a narrow fringe along much of the Eureka waterfront. Fill, rock slope protection, dikes and habitat type conversion has reduced areas of salt marsh. Some of these fill areas have legacy uses such as trash dump or timber processing that could result in mobilizing hazardous materials if disturbed. Due to their narrow extents or problematic legacy uses, these sites are less desirable to meet the goal of not only increasing estuarine saltmarsh habitat but also creating greater interior habitat within a saltmarsh patch. The selected site is an area of fill near the Eureka Slough, with existing saltmarsh on three sides (Figure 3).

*S. hookeriana* Shrubland Alliance replanting poses social challenges as well as ecological ones. Much of the existing willow areas along the Eureka waterfront are used for squatting or unauthorized camping. Some areas of these camps have become settings for fires, shootings, or other problems. Illegal dumping including of human waste and toxic materials such as batteries is also common. *S. hookeriana* Shrubland Alliance plantings can benefit existing nearby palustrine wetland habitats by creating buffers, improving habitat interspersion and heterogeneity, or acting as dispersal corridors for wildlife between existing patches of woody vegetation. The selected site for planting provides for this while facilitating management of social concerns.

*S. hookeriana* plantings will be installed at upland locations within Parcel 4 near the waterfront trail (Figure 4).
5.2 Selected Mitigation Site

Image 1: Tall shrubs have created a visual screen for illegal dumping and encampments at Mitigation Site.

Image 2: Fill area is characterized by predominantly ruderal grasses and shrubs, with non-native and hybrid native trees along the north edge.
Image 3: View of existing saltmarsh adjacent to mitigation site.

5.2.1 Estuarine Saltmarsh Mitigation Site

The optimal estuarine saltmarsh mitigation location was identified between Stations 123+50 and 126+00 (Figure 3: Saltmarsh Mitigation Location Map and Appendix C) of the trail project’s Phase C reach. A 1.5 acre area of fill juts into a plain of saltmarsh. The fill currently achieves elevations ranging from 8’ to 12’, approximately two- to six feet higher than adjacent salt marsh, and too high for the fill area to convert readily to salt marsh on its own. Non-native, hybrid native, and native upland trees and shrubs ring the fill area, with ruderal grasses and herbs constituting the majority of site vegetation.

5.2.2 Salix hookeriana Shrubland Alliance Planting Mitigation Site

Mitigation for Salix hookeriana Shrubland Alliance plantings will be within the City’s "Parcel 4" property in the Phase A trail segment between Stations 21+00 – 24+00. (Figure 4: S. hookeriana Shrubland Alliance Mitigation Site Map and Appendix C). To minimize the occurrence of unauthorized camping and illegal dumping within willow stands while providing some wetland buffering, the replanting site will be a narrow upland band between the trail and existing wetland and upland habitats.

5.3 Reference Site

5.3.1 Estuarine saltmarsh Reference Site 1

Two tidal salt marsh sites were visited to inform estuarine saltmarsh design. These salt marsh sites are in close proximity to the Estuarine Saltmarsh site and thus provide realistic expectations of
saltmarsh development and disturbances at the project site. Reference Site 1 was selected for use for this project; Reference Site 2 was dominated by dense-flowered cordgrass (*Spartina densiflora*) and deemed an inappropriate target for mitigation.

**Reference Site Description**

A reference site has been established adjacent to the project footprint to calibrate monitoring results with other environmental variables. Reference sites focus on estuarine saltmarsh wetlands as this community type is the target site/habitat condition.

This reference area is located within an estuarine saltmarsh wetland (*Sarcocornia pacifica* Herbaceous Alliance). This reference site was located to document representative conditions of typical salt marsh around Humboldt Bay. This reference site is located within the city limits of Eureka, northwest of Second Street and west of the proposed project footprint. The reference site’s overall slope is approximately ½% with an elevation of 7 ft (NAVD88). Where the reference site interfaces with a tidal channel, the slope drops down to an average slope of 11%. Saltmarsh is present from elevations 7.5 ft to 5 ft (NAVD88). The site has an undulating, uneven surface with variations of four to six inches.

**Vegetation**

The estuarine wetland is dominated by pickleweed (*Sarcocornia pacifica*²), 30 percent absolute cover), salt grass (*Distichlis spicata*, 20 percent cover) and the CAL-IPC, non-native dense-flowered cord grass (*Spartina densiflora*, 30 percent cover). The site has approximately five percent bare ground and 10 percent water due to the presence of shallow meandering channels. Small amounts of other halophytes are also present within the reference site and include Oregon gumplant (*Grindelia stricta* var. *platyphylla*), jaumea (*Jaumea carnosa*), western marsh-rosemary (*Limonium californicum*), and common arrow-grass (*Triglochin maritima*). In examining the species richness of the site, of the nine plant species observed only one non-native plant, dense-flowered cord grass, was identified. Point Reyes salty bird’s-beak (*Chloropyron maritimum ssp. palustre*, CRPR List 1B.2) was noted in trace amounts.

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² Also recognized as *Salicornia pacifica*. 
Reference Site Photo Documentation

Photo 1: Reference Site, looking northwest

Photo 2: Reference Site, looking north.

5.3.2 *Salix hookeriana* Shrubland Alliance Plantings

Degraded willow shrublands and wetlands surround the project site. Reference characteristics for replanting of the *Salix hookeriana* Shrubland Alliance are therefore drawn from A Manual of California Vegetation (Sawyer et al 2009). The *S. hookeriana* Shrubland Alliance is characterized by greater than 50% relative cover of Hooker willow. Willow stands tend to grow in dense thickets, which can take on the appearance of a monoculture. It is commonly seen in disturbance-related areas such as roads, creeks, lagoons, and dunes. Observed related vegetation to this alliance
includes California blackberry (*Rubus ursinus*), salal (*Gaultheria shallon*), silk tassel (*Garrya elliptica*), Brewer's rush (*Juncus breweri*), and false lily of the valley (*Maianthemum dilatatum*).

6. **Site Protection Instrument**

The City of Eureka is in the process of obtaining the mitigation site from Security National Properties, the current owner of the site. Appendix D, Mitigation Site Ownership Transfer Letter, demonstrates the intent of the current owner to complete a transfer of ownership to the City of Eureka. Upon completion of this transfer of ownership, the City will place the project site under a conservation easement in order to ensure that it will remain under protection in perpetuity.

7. **Mitigation Site Environmental Baseline**

7.1 **Baseline Conditions**

**Estuarine Saltmarsh Mitigation Site**

The Estuarine Saltmarsh site in its current condition is a relatively flat area with an average slope of 1.7% ranging in elevation from 8 feet to 12 feet (NAVD88). This includes approximately three to five feet of fill over former saltmarsh. Fill material includes discarded concrete, bricks, and rebar. Soil in test pits ranged from sand to fine sand and silt. Soil saturation was revealed at different test pits between 4 and 5’ below ground surface (BGS). Vegetation is primarily ruderal grasses and non-native herbaceous perennials such as fennel (*Foeniculum vulgare*), sharp dock (*Rumex conglomeratus*), and orchard grass (*Dactylis glomerata*). The native coyote bush (*Baccharis pilularis*) and trees such as non-native Eucalyptus (*Eucalyptus spp.*), not locally native Monterey cypress (*Cupressus macrocarpa*), hybrid bishop pines non-hybrid native bishop pines (*Pinus muricata*), Atlas cedar (*Cedrus atlantica*) and a dying young California redwood (*Sequoia sempervirens*) are also present in limited quantities along the edge of the fill area. The placement and assortment of species strongly suggests manmade plantings using nursery stock; these are not considered ESHA given these factors and minimal ecological role they play at the site.

The area is currently used informally and illegally for camping, squatting, and the discarding of rubbish related to the camping, posing a health and safety hazard to the community, wildlife, and adjacent waters. The area has also become frequented by off road 4x4 activity, disturbing soils and contributing to increased sediment in runoff.

**Salix hookeri*ana Shrubland Alliance Mitigation Site**

The *Salix hookeri*ana Shrubland Alliance Mitigation Site is characterized by ruderal herbaceous annuals and perennials, shrubs, and disturbed fill soils. The site parallels the planned trail and several different wetland categories.

8. **Mitigation Work Plan**

8.1 **Mitigation Area**

Estuarine saltmarsh will be mitigated at the area east of the trail alignment and north of the salt marsh wedge (adjacent to railroad), located near the Phase C trail (Figure 3).
S. hookeri ana Shrubland Alliance plantings will be mitigated near the Phase A trail (Figure 4). Temporary impacts to estuarine saltmarsh within the boardwalk area will be mitigated in-place, in-kind (Figure 3).

8.2 Work Plan

The Estuarine Saltmarsh mitigation concept is focused on removal of fill material to match grades of the existing adjacent salt marsh plain, and replanting or reseeding of salt marsh vegetation.

The Salix hookeri ana Shrubland Alliance planting mitigation concept is focused on strategic replanting of Coastal willow species as transitional/upland buffer between palustrine wetland patches and adjacent land uses.

The temporarily impacted Estuarine Saltmarsh mitigation concept shall protect disturbed areas from invasive species colonization and replant or reseed salt marsh native species.

8.2.1 Construction Phases and Methods

Implementing the Estuarine Saltmarsh mitigation site plan will be in tandem with the in-place rehabilitation of any temporarily impacted saltmarsh in the boardwalk construction area as part of the Phase C trail construction project. As noted in Table 2, this mitigation proposes to mitigate for wetland impacts in all phases of the overall project. S. hookeri ana Shrubland Alliance plantings is scheduled to occur with the Phase A construction project.

Salix hookeri ana Shrubland Alliance Mitigation

Prior to planting of S. hookeri ana shrubland alliance plantings, test pits will be dug to confirm adequate groundwater.

Plants shall be of good health and sourced according to Section 8.2.5. At the S. hookeri ana Shrubland Alliance plantings mitigation site(s), plantings will be installed according to a standard planting detail with an organic compost-native soil amendment backfill.

These plantings will be monitored for five years in accordance with Section 9.2.

Estuarine Saltmarsh Mitigation (Temporary Impact and Permanent Impact)

The temporary saltmarsh impact plan entails leaving approximately 50 percent of salt marsh plants in situ for post construction recovery, with post-construction re-planting and seeding to support that recovery. Approximately 50 percent of the salt marsh plants within the boardwalk area will be removed prior to construction for salvage and reuse within the Estuarine Saltmarsh mitigation site.

To attain adequate quantities of plantings for both the boardwalk area and the Estuarine Saltmarsh mitigation site, additional cuttings, seed, and plants will be collected from the larger salt marsh plain along the Eureka waterfront, and if needed, elsewhere within Humboldt Bay. These cuttings and seeds will be collected at rates that do not impact the size, health, reproduction or abundance of source plants, generally less than 30% of a given plant or of available seed.

The stormwater pollution prevention plan will also be implemented to protect adjacent Waters of the State and of the United States from runoff impacts. Erosion control measures will also be installed as fill is removed to prevent tidal action or rainfall from damaging grading and plantings.

The site will be cleared and grubbed using a combination of hand-held equipment and machinery. Removal of fill for the Estuarine Saltmarsh mitigation area will require the use of heavy equipment such as excavators and dump trucks. Equipment that distributes its weight over a larger surface
area, with tracks instead of tires, reduces compaction impacts and will be a preferred specification of equipment used on site. A stockpiling area will be situated so as to not impact the mitigation site. Dump truck movement shall be limited to moving between the stockpile location and dump site. The project will use the same access routes as the overall trail project for construction equipment.

Fill material will be removed to achieve elevations suitable for the establishment and maintenance of Estuarine Saltmarsh. It is understood that fill includes rubble and debris; only suitable soil will be used to achieve suitable grades, trash, rubble and debris will be removed. A mat of salt marsh vegetation and roots still exists under this fill material. To the extent that the project achieves appropriate grades, this material will be left in place for its erosion reduction properties. To prevent tides from entering the site prematurely, and to prevent any precipitation from washing rubble into the Bay, excavation will begin in the center of the site and work towards the edges, creating a temporary berm of the unremoved fill. When the interior of the site is graded, this berm will be breached, and equipment will begin to remove fill from this perimeter working towards the access roads. Planting and seeding will follow decompaction.

Plantings will be installed by hand using hand-held equipment.

Erosion control (coir logs spaced at 100 feet) will be installed. Environmental monitors will observe the growth and expanding coverage of salt marsh plantings. These erosion control measures will be removed when coverage of the mitigation area achieves ≥ 70 percent.

Upon completion of implementation, a five-year monitoring and adaptive management period will begin. Invasive species management at the temporarily impacted boardwalk area and at the Estuarine Saltmarsh mitigation site will be conducted in conjunction with quarterly inspections and management activities during the five year post-construction monitoring period.

8.2.2 Construction Timing and Sequence

The Eureka Waterfront Trail mitigation component is expected to commence in 2016. The schedule will generally occur in the following phases:

**Salix hookeriana** Shrubland Alliance Mitigation

- Pre-construction surveys, invasive species removal, S. hookeriana shrubland alliance test pit(s), April 2016 to August 2016.
- Equipment mobilization and site preparation: August 2016
- Construction: August 2016
- Clean up and demobilization: November 2016
- Implement mitigation: August 2016-June 2017
- Monitoring of restoration: June 2017 to June 2022
- Ongoing maintenance: June 2017 to June 2022, or as mandated by permit conditions. The City of Eureka will be responsible for maintenance through the monitoring period.

**Estuarine Saltmarsh Mitigation**

- Collection of seed and cuttings for propagation: January 2016-May 2016.
- Construction: November 2016.
- Clean up and demobilization: November 2017
- Monitoring of restoration: November 2017 to November 2022
- Ongoing maintenance: November 2017 to November 2022, or as mandated by permit conditions. The City of Eureka will be responsible for maintenance through the monitoring period.

Construction activities will be conducted in compliance with applicable federal, state and local requirements and in a manner that minimizes disturbance to adjacent properties and disruption to traffic. Construction will occur between the hours of 7 AM and 6 PM, Monday through Friday, and 10 AM to 5 PM on Saturdays. No construction will be allowed on Sundays, except in an emergency. The number of construction workers present on the project site at any given time is anticipated to be up to 10. The number of motor vehicles is anticipated to be up to 10. Up to six pieces of heavy machinery are anticipated to be in use at any one time. The project will also require the delivery of equipment, workers and materials via public roads and an established access route.

Prior to ground disturbance, pre-construction surveys will be completed to identify any sensitive species presence. Occurrences of sensitive species will be flagged and then protected with exclusion fencing.

### 8.2.3 Sources of Water

Tidal cycles, groundwater movement, and precipitation will support the mitigation plantings.

### 8.2.4 Grading Plan

The grading plan is provided in Appendix C, shown at 50% completion. Critical elevations guiding grading are the Mean Higher High Water (MHHW) of 6.62 ft (NAVD88) and High Tide Line (HTL) of 8.51 (NAVD88). Estuarine Saltmarsh is observed to be present in abundance between these elevations. Reference tidal marsh includes natural changes in elevation +/- 6''; grading shall achieve similar irregularities.

### 8.2.5 Planting Plan

Plants will be installed in the species, quantities, and spacings as noted below. In the saltmarsh mitigation area, ten percent of the reference site area included open water, and five percent bare ground. The frequency and spacing in Table 3 reflects this, with plants totalling 85% of coverage. Estuarine Saltmarsh Planting Mix shall be applicable to both the mitigation site and, as needed, the ratio and species shall apply to the temporary impact area. Estuarine Saltmarsh Planting Mix plants shall be sourced from Humboldt Bay saltmarshes.

Within the *S. hookeriana* Shrubland Alliance mitigation area, a combination of canopy trees and understory shrubs will be planted, totalling 95% cover after five years. Sixty percent of that cover will be Hooker’s Willow. Willow shrub and groundcovers can be propagated from harvested local cuttings or seeds, or sourced from commercial nurseries that guarantee local (Humboldt, Del Norte, or Mendocino County) provenance of source material.

#### Table 3 Estuarine Saltmarsh Planting Mix

<table>
<thead>
<tr>
<th>Overall Spacing (foot on center)</th>
<th>Quantity per acre</th>
<th>Frequency</th>
<th>Species Name</th>
<th>Common Name</th>
<th>Unit</th>
<th>Notes</th>
<th>Spacing Type</th>
</tr>
</thead>
</table>
5 3466 29% Distichlis spicata salt grass 4"/DP
5 3466 35% Sarcocornia pacifica*** pickleweed 4"/DP
5 3466 24% Jaumea camosa jaumea 4"/DP
2 6162 6% Limonium californicum western marsh rosemary 4"/DP
2 3550 6% Triglochin maritima common arrow grass 4"/DP

100 = total

*Frequency describes the frequency of plantings in relation to total plantings. It does not describe the percent cover, which would also factor in bare ground or open water.

**Also identified as Salicornia pacifica.

Table 4: Salix hookeriana Shrubland Alliance Plantings

<table>
<thead>
<tr>
<th>Overall Spacing (foot on center)</th>
<th>Quantity per acre</th>
<th>Frequency</th>
<th>Species Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>1075</td>
<td>10</td>
<td>Garrya elliptica</td>
<td>Silk tassel</td>
</tr>
<tr>
<td>4</td>
<td>3293</td>
<td>11</td>
<td>Gaultheria shalloon</td>
<td>Salal</td>
</tr>
<tr>
<td>4</td>
<td>3293</td>
<td>16</td>
<td>Rubus ursinus</td>
<td>California blackberry</td>
</tr>
<tr>
<td>8</td>
<td>823</td>
<td>63</td>
<td>Salix hookeriana Hooker's Willow</td>
<td>Stake</td>
</tr>
</tbody>
</table>

*Frequency describes the frequency of plantings in relation to total plantings. It does not describe the percent cover, which would also factor in bare ground or open water.

8.2.6 Mitigation Cost Estimate

The mitigation project is estimated to cost $386,388. See Appendix B for a cost breakdown.

9. Maintenance Plan

9.1 Maintenance

The re-established habitats have been designed to be as self-sustaining as possible. However, natural ecosystems are dynamic and subject to change over time. This is especially true in modern fragmented preserves, where the vast landscapes and ecological processes which once maintained habitat mosaics have been partially or completely disrupted. Natural processes include flood, drought, fire, fog, wind, burrowing animal activity, and grazing. A well-established mitigation project will respond to these natural processes with similar levels of resilience as naturally-evolved ecosystems. Anthropogenic (human-caused) disturbances can interrupt the functioning of both naturally-evolved and manmade, mitigation ecosystems. Maintenance activities shall focus on
promoting plant establishment and intervention to limit anthropogenic impacts such as invasive species, trespass, and illegal dumping.

The construction contractor shall be under contract for one year of plant establishment and weed removal. The City of Eureka will be responsible for ongoing establishment, maintenance and monitoring thereafter. The term of establishment is typically five years, unless activities such as replanting are required, which re-sets the establishment timeframe.

9.2 Inspection Activities and Frequencies

Inspection will occur quarterly throughout the mitigation monitoring timeframe, or less as needed after year one if plant success exceeds targets. Field notes will document if conditions are normal or abnormal, and the annual monitoring report will recommend remedial adaptive management actions to address any significant issues, as deemed necessary. In addition to the annual monitoring criteria listed above, annual monitoring will also note whether the following conditions are observed:

1. Are planting areas exhibiting excessive water or drought stress?
2. Is there any presence of new or re-established populations of invasive or undesirable plants?
3. Is there a distinctive pattern of plant die-off?

Inspections shall be documented in a maintenance logbook as to the date, time, site conditions, general observations, type of work to be done, and equipment used or required for follow-up maintenance. Inspection frequency may be altered depending on ambient conditions or the amount of work required at the site and overall success. The logbook will be submitted on an annual basis with the annual monitoring report.

9.3 Maintenance Activities and Schedules

Maintenance shall be conducted throughout the five year monitoring period. Maintenance activities may include supplemental irrigation, supplemental planting, invasive plant control, and herbivory control.

Maintenance shall occur at the most seasonally appropriate time depending on the activity. For example if cordgrass is becoming established on site, the maintenance shall occur prior to the flowering and setting of seed. Table 5 provides a guide for determining when to visit the mitigation sites for inspections and maintenance during the monitoring period.

Maintenance will be conducted to ensure revegetation out-planting is becoming established.

- In year one of the maintenance period, the Contractor shall establish an agreement with a native plant nursery to collect seed to propagate and germinate for supplemental and/or incidental planting in anticipation of long-term replanting efforts for the following year;
- Supplemental planting will occur in areas that have deficiencies in the seeding or planted material, when a plant becomes damaged or injured by maintenance activities, and to fill the niche for areas where target invasive plants are removed (may be in-kind, or if a particular species is not doing well at the sites, a suitable replacement species can be supplemented for original plant species);
- Supplemental irrigation for areas that are of higher elevations and not regularly subjected to tidal inundation.
Table 5 Schedule for Wetland Inspection and Maintenance During the Monitoring Period

<table>
<thead>
<tr>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
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</thead>
<tbody>
<tr>
<td>I, M</td>
<td></td>
<td>I</td>
<td>M*</td>
<td>M*</td>
<td>I, M*</td>
<td>M*</td>
<td>I</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Inspection and Maintenance
I = Inspection, M = Maintenance.
*Maintenance will prioritize removal of invasive cordgrass flowers and seeds as they are first forming (May-August).

9.3.1 Invasive Species Management

Non-native and invasive plant competition is a major factor to consider throughout the mitigation timeframe and extending into long-term management timeframe. In order to allow the revegetation of native species to grow and persist, invasive species management and weed control are required to compete against the vigorous, quickly germinating, high-density non-natives. The main factors to establishing the native plants are to ensure that adequate sunlight, soil moisture, and nutrients are available for the native plants to mature, some of which require two to three years to become vigorous individuals. A majority of the mitigation will re-establish salt marsh habitat and therefore many of the invasive species observed along the trail corridor (Table 6) will not impact the success of the re-established salt marsh as most of the plants have low salinity tolerances. However, some of the plants have the ability to invade the restored willow habitat.

Invasive plant species along the proposed trail corridor are listed by the following groups:

- California Invasive Species Council (Cal-IPC)
- Humboldt County Weed Management Area (HWMA) Strategic Management Weed List
- Regional Strategy for the Northwest Del Norte & Humboldt (Cal-IPC and CalWeedMapper)

Table 6 below lists invasive plant species observed within trail phase C of the proposed trail project footprint, the list is based on the Special-Status Plant Species Survey and Mapping for Eureka Waterfront Trail Phase C-Tydd Street to Samoa Bridge (GHD 2015) and Trail Phase C Wetland Delineation Report (GHD 2014). Table 6 also describes plants that will be exempt from the mitigation success criteria. Exempt plants are plants that have naturalized in California and/or locally in Humboldt County and are not considered to impact the ecological function of the proposed restored habitats. The plants not listed as exempt should be controlled so that they do not hinder the successful re-establishment of the native salt marsh and willow habitat.

The willow mitigation areas will be void of invasive plants with the exception of the plants listed as exempt in Table 6. The salt marsh re-establishment will be guaranteed against target invasive plants (Table 7) during the mitigation timeframe. Weed management such as with a mower, weed whacker, weed wrench or extractigator (for removing woody stems in the willow restoration area), or hand pulling will be conducted. No herbicides are allowed during maintenance activities.

Invasive plant inspections and maintenance will be conducted quarterly. Cordgrass removal techniques vary with different equipment and levels of disturbance to adjacent plants and wetland soil. Techniques range from manual activities such as mowing, use of modified weed whackers, and hand removal; and mechanized equipment such as the Marshmaster. While herbicide application is also approved for use on a very limited basis within Humboldt Bay, it is not considered as a technique for this site. Managers will need to take into consideration access, the potential for
mobilizing wetland soil and need for repeat/follow-up removal when selecting an appropriate technique.

The following general principles apply to maintenance activities for invasive species management:

- Where invasive and weedy plants have been removed, maintenance activities shall ensure they do not readily re-propagate within the mitigated habitats by filling the open niche with supplemental planting. This must be balanced with the potential negative effects of overplanting.
- Target invasive plant removal includes manual and mechanical methods to the extent practicable.

**Table 6 Invasive Plant Species Observed**

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Cal-IPC Rating</th>
<th>Humboldt WMA</th>
<th>Exempt</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TREES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eucalyptus sp.</td>
<td>gum tree</td>
<td>Limited</td>
<td>NL</td>
<td>X</td>
</tr>
<tr>
<td><strong>SHRUBS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotoneaster franchetti</td>
<td>cotoneaster</td>
<td>Moderate</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Cytisus scoparius</td>
<td>scotch broom</td>
<td>High</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Genista monspessulana</td>
<td>french broom</td>
<td>High</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Ilex aquifolium</td>
<td>English holly</td>
<td>Moderate</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Lupinus arboreus</td>
<td>yellow bush lupine</td>
<td>Limited</td>
<td>high</td>
<td></td>
</tr>
<tr>
<td><strong>HERBS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agrostis stolonifera</td>
<td>creeping bent grass</td>
<td>Limited</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Anthoxanthum odoratum</td>
<td>sweet vernal grass</td>
<td>Moderate</td>
<td>Naturalized/watch list</td>
<td>X</td>
</tr>
<tr>
<td>Atriplex prostrata</td>
<td>fat-hen</td>
<td>NL</td>
<td>Moderate</td>
<td></td>
</tr>
<tr>
<td>Avena barbata</td>
<td>slender wild oat</td>
<td>Moderate</td>
<td>X</td>
<td></td>
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<tr>
<td>Bellis perennis</td>
<td>English daisy</td>
<td>NL</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Briza major</td>
<td>large quaking grass</td>
<td>NL</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Bromus diandrus</td>
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<td>Bromus hordeaceus</td>
<td>soft chess</td>
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<td>Bromus madritensis</td>
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<td>poison hemlock</td>
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<td>High</td>
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</tr>
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<td>X</td>
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<tr>
<td>Dipsacus fullonum</td>
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<td>Moderate</td>
<td>Moderate</td>
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<tr>
<td>Festuca myuros</td>
<td>rattail six weeks grass</td>
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</tr>
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<td>Common Name</td>
<td>Cal-IPC Rating</td>
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<td>--------------------------------------</td>
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<tr>
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<tr>
<td>Foeniculum vulgare</td>
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<tr>
<td>Geranium dissectum</td>
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<td>Hedera helix</td>
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<td>Naturalized/watch list</td>
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<td>Hirschfeldia incana</td>
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<td>Holcus lanatus</td>
<td>velvet grass</td>
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<td>Medicago polymorpha</td>
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<td>Mentha pulegium</td>
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<td>buttercup</td>
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<td>X</td>
</tr>
<tr>
<td>Raphanus sativus</td>
<td>wild radish</td>
<td>Limited</td>
<td>NL</td>
<td>X</td>
</tr>
<tr>
<td>Rubus armeniacus</td>
<td>Himalayan blackberry</td>
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<td>High</td>
<td></td>
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<tr>
<td>Rumex acetosella</td>
<td>sheep sorrel</td>
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<td></td>
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<tr>
<td>Rumex crispus</td>
<td>curly dock</td>
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<tr>
<td>Spartina densiflora</td>
<td>dense-flowered cord grass</td>
<td>High</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Vinca major</td>
<td>periwinkle</td>
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<td>High</td>
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**Salt Marsh Target Invasive Plant Species**

This section outlines target invasive plants to be controlled at the salt marsh mitigation site. Target salt marsh invasive plants are identified as plants that are thought to impede the function and value of salt marsh habitat. Table 7 below describes five species that have the ability to establish in low to high salt marsh habitats around Humboldt Bay and are thus a target for control if they are observed occupying restored habitat. Creeping bentgrass (Agrostis stolonifera), fat-hen (Atriplex prostrata) and common teasel (Dipsacus fullonum) were observed along the proposed trail corridor and are salt tolerant and therefore have been included on the list. The most likely invader of the high salt marsh habitat in Humboldt Bay is dense-flowered cordgrass (Spartina densiflora) making it a priority invasive species of concern within the mitigation project area. Dense flowered cordgrass is a perennial grass reproduced through seed and spreading of tillers. Cordgrass has the ability to quickly occupy bare soil/bay mud and out compete natives plants. In addition, cordgrass (Spartina


*alternaflora*) remains on the HWMA watch list, as this species has been eradicated from the bay, but could potentially reappear and thus remains on the target list below.

**Table 7 Target Invasive Plants for Salt Marsh Re-establishment**

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Agrostis stolonifera</em></td>
<td>creeping bent grass</td>
</tr>
<tr>
<td><em>Atriplex prostrata</em></td>
<td>fat-hen</td>
</tr>
<tr>
<td><em>Dipsacus fullonum</em></td>
<td>teasel</td>
</tr>
<tr>
<td><em>Spartina alternaflora</em></td>
<td>cordgrass</td>
</tr>
<tr>
<td><em>Spartina densiflora</em></td>
<td>dense-flowered cord grass</td>
</tr>
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</table>

10. **Performance Standards**

10.1 **Overview**

Performance standards are based upon the mitigation project’s goals and objectives for habitat function and abundance, as well as areas designated by mitigation ratios.

10.2 **Mitigation Site**

10.2.1 **Hydrology Criteria**

*Estuarine Saltmarsh Mitigation Site*

H1: Mitigation site soil surface elevations shall vary less than +/-6” compared to as built conditions, excluding areas affected by tidal channel, inlet migration, similar natural/non-anthropogenic hydrogeomorphic changes, or due to adaptive management to adjust grading to better reflect reference site conditions.

H2: Mitigation site elevations shall be within ranges that maintain suitable saltmarsh habitat. An observed target range is between the Mean Highest High Water (MHHW) of 6.62 ft (NAVD88) and High Tide Line (HTL) of 8.51 ft (NAVD88), plus or minus six (6) inches.

10.2.2 **Vegetation Criteria**

*Estuarine Saltmarsh Mitigation Site and Temporary Impact Area*

V1: Saltmarsh post-planting shall meet the annual criteria described in Table 9:

**Table 8 Estuarine Saltmarsh Mitigation Site Success Criteria**

<table>
<thead>
<tr>
<th>Estuarine Saltmarsh Success Criteria</th>
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<tr>
<td>Year 1</td>
</tr>
<tr>
<td>40 percent (2) relative cover of native wetland species. No more than 50 percent absolute cover of target invasive plants.</td>
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</tbody>
</table>
Year 2 50 percent (≥) relative cover of native wetland species.
No more than 45 percent absolute cover of target invasive plants.

Year 3 60 percent (≥) relative cover of native wetland species.
No more than 40 percent absolute cover of target invasive plants.

Year 4 70 percent (≥) relative cover of native wetland species.
No more than 30 percent absolute cover of target invasive plants.

Year 5 80 percent (≥) relative cover of native wetland species.
No more than 20 percent absolute cover of target invasive plants.

All Years: 
- Native wetland species consist of OBL/FACW/FAC species.
- No large non-vegetated bare spots (greater than 25 percent) or erosional area and no permanent inundation during five year monitoring period.

**Salix Hookeriana Shrubland Alliance Plantings**

V2: Salix hookeriana Shrubland Alliance (Willow stakes and understory) post-planting shall meet the annual criteria described in Table 9:

**Table 9 Salix hookeriana Shrubland Alliance Plantings Success Criteria**

| Year 1                   | ≥ 70 percent sprouted stakes.  
|                         | 20 percent relative cover by staked willow. 15 percent relative cover by related understory plantings. |
| Year 2                   | 30 percent relative cover by staked willow. 20 percent relative cover by related understory plantings. |
| Year 3                   | 40 percent relative cover by staked willow. 25 percent relative cover by related understory plantings. |
| Year 4                   | 50 percent relative cover by staked willow. 30 percent relative cover by related understory plantings. |
| Year 5                   | 60 percent cover by staked willow. 35 percent relative cover by related understory plantings. |
| All Years                | |

11. **Monitoring**

11.1 **Reference Sites**

The mitigation project’s saltmarsh reference site is described in Section 4.3.

11.2 **Wetland Monitoring**

The following wetland monitoring activities are applied to each of the mitigation areas in accordance with Table 10.

**Table 10: Monitoring Activities by Mitigation Area**

<table>
<thead>
<tr>
<th>Monitoring Activity</th>
<th>Estuarine Saltmarsh Mitigation Site</th>
<th>Temporary Impact Area (Boardwalk)</th>
<th>Salix hookeriana Shrubland Alliance Plantings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
11.2.1 Wetland elevations

Elevations will be monitored annually using hand held high resolution GPS devices capable of recording elevations within 1/10 foot, and/or traditional survey equipment. Elevations for the saltmarsh mitigation area will document overall elevations, and observe variations including tidal channel development. This data will be used to assess the success of the designed elevations in achieving saltmarsh establishment and any developing geomorphic trends.

11.2.2 Sample Size

Power analysis

A priori power analysis will be used to determine the monitoring effort required. We define the specific question to be addressed as follows:

Is the true value of the percent cover less than or equal to the percent cover requirement?

The allowable certainty for percent cover will be a margin of error of +/- 10 percent at the 95 percent confidence interval. The confidence interval is the probability that the true value will be encapsulated in the margin of error around the reported percentage; the lower the confidence interval, the smaller the margin of error. Margin of error (ME), confidence interval and required number of sampling points (n) are related by the following equation for the 95 percent confidence interval:

\[ ME = 0.98/\sqrt{n} \]

The number of sampling points required to evaluate percent cover will be calculated using this equation.

11.2.3 Vegetative Cover

Monitoring for wetlands at the Estuarine Saltmarsh site will use transects with quadrats. Transects will be located randomly within the salt marsh and each transect will run perpendicular to the waterfront trail. The location of the first quadrat will be randomized relative to the beginning of the baseline, with quadrats at set distances thereafter. Percent absolute vegetative cover, native cover, hydrophytic cover, and non-native or invasive cover will be estimated within each quadrat. Plant species present within each quadrat will be identified and noted.
A t-test will be used to evaluate whether or not percent cover is less than or equal to the interim or final success criteria. Trend analysis may be more informative than examining threshold exceedance because invasive plant species percent cover increases often are predictive of long-term ecological composition.

11.2.4 Non-native Invasive Plant Monitoring

During spring or early summer of years one to five, target invasive plant cover will be calculated from the data collected, as described above. In addition to this monitoring, areas with greater than five percent cover of the target non-native plant species will be mapped using GPS as long as areas are safely accessible. Maintenance activities to control non-native invasive species will be targeted in these areas. Each year the acreage of mapped highly invasive species will be compared.

A spring inspection in subsequent years comparing mapped non-native invasive cover from the prior year will be conducted to determine if a non-native invasive species population has spread or a new species has invaded. In either scenario, maintenance activities may be required.

11.2.5 Willow Stake Success

In the first three years, willow stakes at S. hookeriana shrubland alliance areas will be counted for mortality and survival. It is expected that willow will form dense canopies, preventing accurate counts, after year three, and that these dense thickets may cause some willow to outcompete others. Percent cover is a preferable measure of success as the willow matures.

11.2.6 Additional Data Collection

In addition to data collected along transects, quantitative and qualitative data will be collected each year of monitoring. These general site assessments are intended to help determine if data from sampling transects is an accurate representation of site conditions, to help assess the overall functioning of the site as a whole, and also to help identify localized or low-level trends such as new invasive species formations, localized changes in species abundance, and other changes that might be overlooked if only transect data are analyzed.

The following data will be collected during the site assessment:

- Species richness: this general site data will be used for calibrating similar data taken at transects, and is not intended for comparison with performance criteria. Data will also help to evaluate whether invasive or non-native species are outcompeting native plants, and whether more active management might be required.

- Other site characteristics, including patterns of plant die-offs, erosion, hydrological issues, trespass, herbivory or grazing pressure, or other land use issues. This information is intended for use in recommending management actions as necessary.

11.2.7 Photo Monitoring Stations

Permanent photo-documentation points will be established within the project site. A minimum of one photopoint is required for each monitored re-established habitat unit. GPS coordinates will be obtained for the photopoint, and the point will be included on a GIS map of the sites.

Photographs will be taken throughout the monitoring period, during each monitoring event. Photographs will be taken from each monitoring point and cardinal directions recorded for repeatability. Photos will be taken with a digital camera with a moderate wide angle lens (approximately 35mm focal length if a full-frame sensor, approximately 24mm focal length if a DX
sensor, at the widest setting if a consumer-level digital camera with a built in zoom). The make and model of camera and type and focal length of lens will be noted in monitoring documentation. Photographs will be taken from about five feet in height, ideally from a tripod with the height noted, consistent from year to year.

11.3 Monitoring Schedule

Some flexibility to account for annual variation in weather conditions is acceptable. The results will be submitted in the annual report for a total of five monitoring reports over a five-year monitoring period.

11.3.1 Wetland Monitoring

In addition to quarterly inspections as noted in Section 9.3.1 above, wetland monitoring will be implemented annually for five years. The wetland vegetation communities will be monitored annually once in June or July. Some flexibility to account for annual variation in weather conditions is acceptable. The site will be inspected for general parameters including observations of target invasive plants, signs of erosion, illegal dumping or trespass, and vitality of plant survivorship.

12. Long Term Management

Long-term management is a strategy for managing the site once the performance standards are achieved (assumed to be after five years of monitoring) to ensure the long-term post monitoring viability of the resource. While the site has been designed to restore self-sustaining ecological processes and functions and to perform in perpetuity, there will still be a need to make occasional inspections and if necessary, perform maintenance tasks to assure the viability of the mitigation site. The site is City property and will remain under the management of the Department of Parks and Recreation.

Trail maintenance crews will attend to the state of the mitigation areas, including periodic trash removal, erosion of wetland areas, and observing invasions of non-native plants. Should failure of the wetlands or invasive species incursions occur, the City will refer to the Adaptive Management Plan to aid in formulating an approach forward.

As noted in Section 6 Site Protection Instrument, the mitigation project will remain in City of Eureka ownership, protected in perpetuity through a conservation easement. Long term management will be conducted by the City of Eureka, or through contracted agents acting on behalf of the City. The schedule for ongoing management activities will be scheduled by the City at that time and are not expected to require reporting to agencies.

13. Adaptive Management Plan

13.1 Adaptive Management

Adaptive management is a tool used to cope with the inherent changes and instability fundamental to natural resources and the ecological processes that encompass them. It is a process derived from a collection of practical methods based in research and monitoring. As a philosophy, it holds that conservation and restoration programs should be designed in ways that accumulate knowledge as quickly and accurately as possible so that the management plan can be adapted promptly to
better management efforts. This approach allows managers to learn by experience within site specific environments and apply lessons learned to remedy deficiencies using a controlled and scientific approach.

Adaptive management procedures will be recommended on a case-by-case basis, to address any issues identified at the sites during monitoring or maintenance activities. Adaptive management actions could include one or more of the following activities (not exclusive) if success criteria are not met:

1. Adjusted weeding method to reduce weeds around the planted wetland or upland to decrease competition from non-native grasses and forbs;
2. Supplemental planting for areas that have deficiencies in the seeding or planted material stock (may be in-kind, or if a particular species is not doing well at the site, a suitable replacement species can be supplemented for original plant species);
3. Supplemental replacement (may be in-kind, or if a particular species is not doing well at the site, a suitable replacement species can be supplemented for original plant species);
4. Supplemental watering (for non-performing plants that required supplemental planting);
5. Additional erosion control; and/or
6. Hydrologic modification or minor regarding.

Unpredictable natural changes could alter the mitigation area and consequently necessitate changing the goals, objectives, strategies, and actions set forth in this plan. These changed conditions include but are not limited to:

- Unusual weather patterns, such as extended drought or excessive rainfall;
- Change in species composition, such as through invasion of a new invasive plant or wildlife species to the site, or increase in spread of existing non-native plants listed as listed in Table 6 Invasive Plant Species Observed, which exhibit similar adverse characteristics of a plant ranked moderate or high and wildlife species in this particular habitat setting, or a change in the ranking of invasive plants;
- Change in the listing of species status species that could occur or have potential to occur in the habitat mitigation area; or;
- Erosion or deposition of sediments.

### 13.2 Initiating Procedures

Adaptive management may be implemented if:

- The absolute percent cover in any monitoring year (averaged over sample plots) is 15 percent below the target level described under "Annual Success Criteria," or if absolute cover of target invasive species is more than 15 percent over target in monitoring years three, four or five, or if additional final criteria are not met.
- The hydrology annual performance criteria exceed 6” in variation, or excessive erosion or sedimentation is noted during annual monitoring.
- Performance criteria are not met for three consecutive years, and monitoring indicates that conditions are not improving.

If adaptive management is determined to be necessary, a report shall be prepared analyzing the cause of failure and, if necessary, proposing remedial action. A meeting will then be scheduled with the appropriate resource agencies, depending on the specific issue(s), and consensus reached on the best method(s) to address the issue.
13.2.1 Revegetation

Vegetation monitoring surveys may reveal the poor survival rates of planted stock or inadequate natural recruitments. Replanting will be recommended if monitoring reveals that plant success is failing to meet target thresholds and it is the best procedure to attain success criteria. Recommended thresholds for replanting are:

- 15 percent below the target level of cover or
- 15 percent below performance criteria in years three, four, or five.

Replanting may also be deemed appropriate to replace dead plants. Plants should be replaced during the next rainy season. This should be considered throughout the monitoring period. If replanting is initiated and irrigation is required for those plants to become established then the monitoring period shall be extended by one year for each year of additional irrigation and the monitoring period will be reset to year one (in these specific locations) to ensure the plants are self-sustaining, based on Regional Water Quality Control Board recommendations.

Additional adaptive considerations include:

- If a particular species has poor success throughout the site it may be replaced with a different species better suited to actual conditions in the restoration habitats.
- If selected areas are receiving too much or too little water, the system may be modified accordingly.
- Use of weed mats or mulch as remedial action to reduce invasive plant recruitment.

13.2.2 Hydrologic Modification

Hydrologic modification by regrading or re-contouring could be recommended if it is deemed that no other procedure could be employed to restore the target habitat to meet monitoring success criteria.

- Re-grade if tidal and/or groundwater flows are not adequate to establish estuarine saltmarsh plantings.
- Re-grade if the target hydrologic regime is not met by year three, assuming normal precipitation (within NRCS WET tables).

13.2.2 Invasive Species Control

An early detection rapid response mechanism should be in place for weed management throughout the year. Reducing invasive plants should occur throughout the year as needed. No more than fifteen percent cover (above the allowable percent cover as described in the performance standards) of target invasive plants should occur during monitoring years one through five.

Machinery should not be used at the site during wet conditions. Invasive species control will likely require repeated effort for at least several years and possibly throughout the monitoring period. Specific needs will be identified based on each year of monitoring, and documented in annual reports. Appropriate control methods will be utilized depending on the species, the abundance and distribution of the species, and the location within the site and relative to wetlands or other sensitive resources. With dense-flowering cordgrass as the dominant invasive species, removal shall follow the procedures established in the Final Programmatic Environmental Impact Report for the Humboldt Bay Regional Spartina Eradication Plan and related Mitigation and Monitoring Plan.

- Reducing non-native annuals and target invasive plants should occur throughout the year if needed.
- When any new plant is listed or if a ranking status has been revised by the California Invasive Plant Council (Cal-PC) as medium or high priority, and it has been identified during monitoring it should be removed according to the most recent up to date methods.

- When new control methods are released that are more effective than a previously employed method for control and removal the plan should accommodate the new techniques for the remainder of the monitoring period.

- Target invasive plants will be removed extending three to five feet into areas surrounding the re-established habitat.

- Routine weeding will be implemented as part of the maintenance.

14. **Financial Assurances**

The City is committed to ensuring the success of the mitigation projects described herein, and has successfully demonstrated its commitment to environmental mitigation in its prior trail projects, including the Hikshari' Trail. The City manages its funds to adequately cover costs of the mitigation and monitoring period, which come from the Parks and Recreation Department’s Environmental Program Division.

Given its track record, the City requests that no financial assurances, such as a performance bonds, irrevocable trusts, escrow accounts, letters of credit, etc. be required as a part of this project.
15. References Cited


GHD, 2015. Special-Status Plant Species Survey and Mapping for Eureka Waterfront Trail Phase C-Tydd Street to Samoa Bridge

GHD, 2014. Trail Phase C Wetland Delineation Report

Humboldt State University, and Pickart, A.J., Proceedings from A Regional Persepective to Restoring Physical and Ecological Processes in Humboldt Bay; Wetlands and the Freshwater-Saltwater Continuum.


16. List of Preparers

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Reviewed by:
17. **Scope and limitations**

This report has been prepared by GHD for the City of Eureka and may only be used and relied on for the purpose agreed between GHD and the City of Eureka as set out in this report.

GHD otherwise disclaims responsibility to any entity other than the City of Eureka arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by the City of Eureka and others who provided information to GHD (including Government agencies), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.
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Appendices
Appendix A - Figures

Figure 1 Vicinity map
Figure 2 Wetland Impacts
Figure 3 Estuarine Saltmarsh Reference Site and Mitigation Site
Figure 4 Salix hookeriana Shrubland Alliance Mitigation Site
Appendix B – Cost Estimate
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Appendix C – Grading and Landscape Plans
Appendix D – Mitigation Site Ownership Transfer Letter
October 30, 2015

To Whom It May Concern:

I am writing in regards to the City of Eureka’s Waterfront Trail Coastal Development Permit application. Security National has been an advocate and collaborative supporter of The City of Eureka and the Waterfront Trail Project as it has continued to develop over the years.

Security National Properties is a willing party and is in the middle of negotiations to transfer ownership of APN 002-231-004 to the City of Eureka for the Eureka Waterfront Trail. The transfer of ownership should be complete by January 2016.

The Eureka Waterfront Trail is a critical segment of the California Coastal Trail and will provide a large number of people with a wonderful opportunity to enjoy our magnificent outdoor environment.

Sincerely,

Mike Willcutt
Vice President of Real Estate
CEQA
NOTICE OF DETERMINATION
CITY OF EUREKA

The City of Eureka, as the Lead Agency, is filing this Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

TO: Office of Planning Research
    P.O. Box 3044
    1400 Tenth Street, Room 121
    Sacramento, CA 95812-3044
    fax: 1-916-323-3018

County of Humboldt
County Clerk
825 5th Street
Eureka, CA 95501

FROM: City of Eureka, Lead Agency
Community Development Department
Lisa D. Shikan, Environmental Planner
531 K Street
Eureka, CA 95501-1165
(707) 268-5265
lshikan@ci.eureka.ca.gov

SCH #: 2014092033
PROJECT TITLE: Eureka Waterfront Trail - Phase A
CASE NO: ED-14-0001

PROJECT APPLICANT: City of Eureka – Parks and Recreation

PROJECT LOCATION: The project is located in northwestern Eureka paralleling the coast of Humboldt Bay from Del Norte Street (northern terminus) to Truesdale Street (southern terminus). The project alignment would be within the right of way (ROW) of the North Coast Railroad Authority (NCRA) railroad, which follows the coastline south, with the exception of two short segments of the trail that would temporarily leave the NCRA alignment—one that enters into a former Pacific Lumber Company (PALCO) property referred to as "Parcel 1" and the other that parallels the northerly portion of the west boundary of PALCO Marsh—before rejoining the railroad ROW and continuing south past the Chevron Terminal to Truesdale Street. The project alignment would pass through Assessor’s Parcel Numbers (APN) 007-031-004, 007-031-003, 007-031-002, 007-051-002, 007-051-009, 007-061-002, 007-071-003, and 007-071-014, and would cross through Sections 21, 22, 28, and 33 in Township 5 North, Range 1 West on the Eureka, California 7.5-minute U.S. Geological Survey quadrangle, Humboldt Base and Meridian.

ZONING & GENERAL PLAN DESIGNATION: Zoning—Public (P); Coastal-Dependent Industrial (MC); and Natural Resources (NR). Land Use—Coastal Dependent Industrial (CDI); Community Commercial (CC); and Natural Resources (NR)

PROJECT DESCRIPTION: The City is proposing to construct an approximately 1.2-mile long segment of Class 1 multi-use trail from Del Norte Street south to Truesdale Street. The project, also known as "Phase A," would be an extension of a trail ("Phase B") that is proposed to follow the Humboldt Bay coastline along the Eureka waterfront. (A Mitigated Negative Declaration was adopted for Phase B in July 2012, State Clearinghouse
The project purpose is to further enhance non-motorized and pedestrian connectivity, and increase public access to and along Eureka's waterfront on Humboldt Bay. The project is intended to encourage nature study, appreciation of the environment and historic uses of the area, increase opportunities for active living to improve public health, increase the safety of non-motorized transportation, improve public safety, and recover native vegetation community values where possible. In addition, the project seeks to reclaim an area that is frequented by transients and the local homeless population in which significant accumulations of trash and other waste have occurred. The proposed alignment is an important piece in the statewide initiative to complete the California Coastal Trail. The proposed Eureka Coastal Trail system (which includes Phase A) and associated coastal access improvements are key elements in the City's General Plan and Eureka City Council's Strategic Plan 2013-2018.

The Phase A trail would generally consist of a paved section designed to accommodate emergency vehicle access and two unpaved shoulders. Project-specific improvements such as elements of the multi-use trail, trailheads, parking, landscaping, street crossing(s), roadway/sidewalks, lighting, and signage were included in the project design. Improved safety elements would include improved trail surfaces (as deemed appropriate), American's with Disability Act access, and signage.

**LEAD AGENCY/CONTACT:** City of Eureka, Community Development Department; Lisa D. Shikany, Environmental Planner; 531 K Street, Eureka, CA 95501-1165; phone: (707) 441-4265; fax: (707) 441-4202; e-mail: lshikany@ci.eureka.ca.gov

**DATE OF PROJECT APPROVAL:** October 21, 2014

**FINDINGS:** This is to advise that on October 21, 2014, the City Council of the City of Eureka, as the Lead Agency, approved the project described above, and made the following determinations regarding the above described project.

1. The project will not have a significant effect on the environment.

2. A Mitigated Negative Declaration of Environmental Impact was prepared and adopted for this project pursuant to the provisions of CEQA.

3. Mitigation measures were made a condition of project approval.

4. A mitigation monitoring and reporting program was adopted for this project.

This is to certify that the Community Development Department and Parks and Recreation Department of the City of Eureka are the custodians of the documents or other material which constitute the record of proceedings upon which the City Council's decision was based, and that the Mitigated Negative Declaration of Environmental Impact and the record of project approval are available to the general public for review during regular office hours at the City of Eureka, Community Development Department, Third Floor, 531 K Street, Eureka, CA 95501, and at the City of Eureka – Adorni Center, Parks and Recreation Department, 1011 Waterfront Drive, Eureka, California 95501.

Lisa D. Shikany  
Principal/Environmental Planner  
City of Eureka

October 22, 2014

Date

Authority cited: Section 21083 and 21087, Public Resources Code  
Reference: Section 21000-21174, Public Resources Code  
Appendix D, CEQA Guidelines
CEQA
NOTICE OF DETERMINATION
Mitigated Negative Declaration

CITY OF EUREKA

The City of Eureka, as the Lead Agency, is filing this Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

TO: Office of Planning Research
P.O. Box 3044
Sacramento, CA 95812-3044
1400 Tenth St., Rm. 113
Sacramento, CA 95814
fax: 1-916-323-3018

FROM: City of Eureka, Lead Agency
Community Development Department
Robert S. Wall, AICP
531 K Street
Eureka, CA 95501-1165
(707) 441-4160
rwall@ci.eureka.ca.gov

SCH#: 2012052053

PROJECT TITLE: Eureka Waterfront Coastal Trail

PROJECT APPLICANT: City of Eureka

CASE NO: CITY-12-0003

PROJECT LOCATION: Northwestern Eureka along Waterfront Drive paralleling the coast of Humboldt Bay from C Street (at north end) to Del Norte Street (at south end); entirely within the Right-of-Way of Waterfront Drive or the Right-of-Way of the North Coast Railroad Authority (NCRA) railroad that parallels Waterfront Drive with the exception of small portions of the project that pass through parcels APNs 003-062-024; 003-072-006; 001-011-010; 001-013-011; 001-014-002; 001-014-003; 003-021-008; 003-021-009; 003-031-002; 003-031-006; 003-041-007; 003-051-001; 003-072-003;; 003-082-006; 003-082-021; 003-082-022; 007-031-002; 007-031-003; and 007-031-004.

ZONING & GENERAL PLAN DESIGNATION: Zoning: Limited Industrial; Public; Coastal Dependent Industrial; and Natural Resources. Land Use: Core Coastal Dependent; Light Industrial; Core Retail Commercial; Public/Quasi-Public; Coastal-Dependent Industrial; General Industrial; Natural Resources.

PROJECT DESCRIPTION: The City of Eureka proposes to construct an approximately 1.38 mile multi-use trail along Waterfront Drive and Railroad Avenue from C Street at the north end to W. Del Norte Street at the south end (See Figures 1 and 2, Appendix A). The purpose of the Eureka
Waterfront Coastal Trail is to enhance non-motorized/pedestrian connectivity, and increase public access to and along Eureka’s Waterfront on Humboldt Bay. The project is intended to encourage an appreciation of the environment and historic uses of the area, increase opportunities for active living to improve public health, increase the safety of non-motorized transportation, and recover native habitat values where possible. In addition, the project seeks to initiate a transition of uses along the Waterfront Drive corridor and to improve safety and cleanliness of the area. The proposed alignment is an important piece in the statewide initiative to complete the California Coastal Trail (CCT). The proposed Waterfront Trail and associated coastal access improvements are key elements in the Eureka General Plan.

The proposed project includes surfacing/resurfacing the alignment for multi-use and ADA compliance, construction of trail heads, installation of interpretive signs, new crossings of roads and rails including cross walks and installation of crossing signage to increase public safety, lighting, fencing, drainage improvements, invasive plant removal and revegetation, and landscaping to buffer environmentally sensitive habitats (ESHA). The trail would be entirely within the rights-of-way of the City’s Waterfront Drive and the North Coast Railroad Authority (NCRA) railroad corridor that parallels Waterfront Drive, with two small exceptions that may require easements (APN#s 003062024 and 003072006).

DATE OF PROJECT APPROVAL: June 19, 2012

FINDINGS: This is to advise that on June 19, 2012, the City Council of the City of Eureka, as the Lead Agency, approved the project described above and made the following determinations regarding the above described project.

1. The project will not have a significant effect on the environment.

2. A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.

3. Mitigation measures were made a condition of the approval of the project.

4. A mitigation reporting or monitoring plan was adopted for this project.

5. A Statement of Overriding Considerations was not adopted for this project.

6. Findings were not made pursuant to the provisions of CEQA.

This is to certify that the Mitigated Negative Declaration and the record of project approval is available to the General Public at the City of Eureka Community Development Department, Public Works Department, and the City Clerk’s office during regular office hours at the City of Eureka, 531 K Street, Eureka, CA 95501.

[Signature]
Robert S. Wall, AICP
Community Development Director
City of Eureka

Date 6-20-12

Date received for filing and posting at OPR.

CEQA
Notice of Determination
Mitigated Negative Declaration

The City of Eureka, as the lead agency, is filing this Notice of Determination in compliance with Section 21108 or 21152 of the Public Resource Code.

To: Office of Planning and Research
    County of Humboldt
    PO Box 3044
    1400 Tenth Street, Room 121
    Sacramento CA 95812-3044
    County Clerk
    825 5th Street
    Eureka CA 95501

From: City of Eureka, Lead Agency
    Community Development Department
    Brian Gerving, Interim Community Development Director
    531 K Street
    Eureka CA 95501-1165
    (707)441-4152

SCH#: 2014022050

PROJECT TITLE: Eureka Waterfront Trail Phase C

PROJECT APPLICANT: City of Eureka

PROJECT LOCATION: Northwestern Eureka east of Waterfront Drive and the Samoa Bridge; adjacent to and paralleling the south coast of Humboldt Bay; adjacent to and paralleling the west bank of Eureka Slough; connecting to the existing trail at the rear of Target; underneath Highway 101; through the Shoreline RV Park's eastern edge; and connecting to Tydd Street behind the Eureka Community Health Center. APNs: 002-231-010; 002-231-002; 002-231-009; 002-231-012; 002-231-004; 002-231-021; 002-201-008; 002-252-028; 002-191-032; 002-191-035; 002-191-028; 002-231-008, and 002-191-025.

ZONING & GENERAL PLAN LAND USE DESIGNATION: Zoning: Waterfront Commercial (CW); Natural Resources (NR); Service Commercial (CS); Multi-Family Residential (RM-1000) and Public (P). General Plan Land Use Designations: Waterfront Commercial (WFC), Natural Resources (NR), General Service Commercial (GSC), High Density Residential (HDR), and Public/Quasi-Public (PQP).

PROJECT DESCRIPTION: As designated in the City of Eureka General Plan, the City of Eureka proposes to construct an approximately 1.17 miles multi-use trail between Tydd Street and Front Street. The trail will serve as both an important non-motorized transportation/commuter corridor and a recreational facility. The proposed project includes the construction of the following: a new Class I multi-use trail; boardwalk; three bridges; viewing areas and interpretive signs; drainage improvements; fencing; trailheads; lighting; and landscaped buffers. The trail alignment passes through public and private properties. Most of the trail is located within City right-of-way (ROW); however, the City will need to obtain ROW for areas within private property.

LEAD AGENCY/CONTACT: City of Eureka Community Development Department; Brian Gerving, Interim Community Development Director; 531 K Street, Eureka, CA 95501-1165; phone: (707)441-4152; fax: (707) 441-4202; e-mail: bgerving@ci.eureka.ca.gov

FINDING OF NO SIGNIFICANT EFFECT: It has been determined, after review and evaluation, that:
1. The proposed project will not have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of the project.
4. A mitigation monitoring and reporting program was adopted for the project.
5. A Statement of Overriding Considerations was not adopted for this project.
6. Findings were made pursuant to the provisions of CEQA.

The material supporting the above findings is contained in the Initial Study prepared by the City of Eureka. Copies of the documents related to the evaluation of this project are available for review to the general public at the Parks and Recreation Department located at the Adorni Center, 1011 Waterfront Drive, Eureka, CA.

__________________________  3/28/14
Mike Knight
Interim City Manager
City of Eureka
CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

| 01-EUKA-0-CR | RPSTPLE 5017 (037) (039) |
| Dist.-Co./Rte. (or Local Agency) | P.M./P.M. | E.A./Project No. | Federal-Aid Project No. (Local Project)/Project No. |

PROJECT DESCRIPTION: (Briefly describes project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

Eureka Waterfront Trail- Phase A and B-C St. to Truesdale. See Continuation Sheet.

CEQA COMPLIANCE (for State Projects only)
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Gov. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)
☐ Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
☐ Categorically Exempt. Class (PRC 21064; 14 CCR 15300 et seq.)
☐ Categorically Exempt. General Rule exemption. (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)

Print Name: Environmental Branch Chief
Print Name: Project Manager/DLA Engineer

Signature Date Signature Date

NEPA COMPLIANCE
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)
☒ 23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:
☐ 23 CFR 771.117(c): activity (c)(3)
☐ 23 CFR 771.117(d): activity (d)(3)
☐ Activity listed in Appendix A of the MOU between FHWA and the State

☐ 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.

Brandon Larsen
Print Name: Environmental Branch Chief
Signature Date

Suzanne Theiss
Print Name: Project Manager/DLA Engineer
Signature Date

Date of Categorical Exclusion Checklist completion: 11/12/14
Date of ECR or equivalent: 09/30/14

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

February 12, 2014
Eureka Waterfront Trail Phase A and B
Project [RPSTPLE-5017(037) RPSTPL- 5017(039)]
(City of Eureka Community Development Department)

Project Description

The City of Eureka proposes to construct approximately 2.5 linear miles of Class I multi-use trail from C Street to Trueisdale Street. The trail will generally consist of a paved section designed to accommodate emergency vehicle access, and two unpaved shoulders. The trail will include a 10-foot wide paved section, with two 2-foot wide, unpaved/gravel shoulders on either side. In areas where the trail is close to wetlands or other environmentally sensitive habitat areas (ESHAs), the paved section of the trail will be narrowed to 8 feet to avoid impacts. The typical depth of disturbance associated with trail construction is 6 inches. In some areas (e.g., trail bollards, signs, fencing), the depth of disturbance may be greater than 6 inches, but should not exceed 36 inches.

The following sections describe 14 segments of the project from north to south. These segments are differentiated herein for clarity but may or may not represent distinct segments during design or construction. Project-specific improvements such as elements of the multi-use trail, trailheads, parking, landscaping, street crossing(s), roadway/sidewalks, lighting, signage, and design standards are further described below under specific headings for Segments 1-13. Improved safety elements are integrated within the information below including improved trail surfaces (as deemed appropriate), ADA access, and signage.

Segment 1: C Street Intersection and Northern Terminus
The proposed northern terminus of the multi-use trail would begin at the intersection of C Street and Waterfront Drive. At the approach to C Street from the west, the trail would be designed to curve northward towards Waterfront Drive in order to slow down bicyclists approaching the intersection. The intersection would be improved with a continental-style crosswalk with striping and ADA accessible curb ramps where the trail would connect to the C Street Pedestrian Plaza (recently completed) and Fisherman's Terminal. The trail approach to the intersection would include a stop sign and stop bar (limit line) striping to stop trail users (particularly bicyclists) before they cross Waterfront Drive. In addition, at this location at the start of the trail, pedestrian crossing signage and "no motor vehicle" signage would be installed per the Manual of Uniform Traffic Control Devices (MUTCD). Finally, if determined necessary and safe, bollards could be installed at the entrances to the trail to inhibit vehicles from accessing the trail.

Segment 2: C Street to New Rail Crossing: Approximately 400 Feet
From C Street heading west, the proposed trail would be stamped concrete and generally 8 feet wide and would replace the existing sidewalk and south shoulder of Waterfront Drive along an existing parking lot at the corner of C Street and Waterfront Drive. South of the parking lot the trail would be on the south side of the railroad tracks. Continuing South from the proposed C Street crossings, the project travels parallel to Waterfront Drive, co-located with the sidewalk. The railroad is in the center of Waterfront Drive from C Street until approximately 300' west of C Street, at which point the railroad begins to sweep south and crosses the existing sidewalk. At this point, the proposed project (trail/sidewalk) would also turn south to stay parallel with the
railroad (in compliance with the NCRA rail-with-trail guidelines). The trail would be separated from the railroad by at least 8.5 feet on straight sections and 9.5 feet on curved sections.

Segment 3: Improved Railroad Crossing West of C Street
South of the parking lot the proposed trail would turn north to cross the railroad tracks, at an approximately 60-degree angle, and would then continue west paralleling the tracks on the north side of the tracks. This crossing replaces the existing railroad/sidewalk crossing and is an improvement in terms of bicycle and pedestrian safety.

Segment 4: Improved Railroad Crossing to Commercial Street: Approximately 780 Feet
From the improved railroad crossing, the proposed trail will continue as stamped concrete. It crosses a driveway approximately 100 feet west of the improved railroad crossing, where the project enters the Balloon Track. Approximately 100 feet west of the driveway, the railroad splits into two parallel railroad tracks, and then splits into three parallel railroad tracks. At this point, the trail would occupy the northernmost of the three rail lines between the existing sidewalk and the central rail line, while the southern two rail lines would remain intact. This occupation of railroad tracks is a temporary design and the City will negotiate improvements to another set of tracks if necessary upon return of rail service. The trail would continue to occupy the northernmost railroad line between the central railroad track and the sidewalk from the driveway crossing to the intersection with Commercial Street. Approximately 25 feet east of the Commercial Street intersection, the project would turn north towards Waterfront Drive to access a proposed improved crosswalk associated with Commercial Street.

Segment 5: Commercial Street to Washington Street (Balloon Track): Approximately 2,900 Feet
At the approaches to Commercial Street, the project would be designed to curve northward towards Waterfront Drive in order to slow down bicyclists approaching the intersection. The intersection would be improved with a continental-style crosswalk with striping and ADA accessible curb ramps. Both trail approaches to the intersection would include stop signs and stop bar (limit line) striping to stop trail users (particularly bicyclists) before they cross Commercial Street. In addition, at these locations, pedestrian crossing signage and "no motor vehicle" signage would be installed. Designs could accommodate bollards at the trail access points to prevent vehicles from accessing the trail if the City deems it necessary to install them in the future.

On both Commercial and Washington Streets, temporary improvement to the roadways is proposed to improve safety of both traffic and trail users by installing stop signs and stop bars for traffic behind the improved continental style crosswalks. These intersections currently have no stop signs due to the location of multiple railroad tracks near the intersection. It is proposed that, until rail service return, traffic be required to stop at the intersection. Upon the return of rail service, this design would need to be modified.

From Commercial Street heading west, the trail would continue to run between the railroad tracks and the existing sidewalk (approximately 5 feet from the back of the sidewalk). Approximately 1,200 feet west of Commercial Street, the proposed Marina Center project proposes to extend 4th Street through the Balloon Track to intersect with Waterfront Drive. At the present time the Eureka Coastal Trail is being constructed without accommodating this
potential future road crossing. However, it should be noted that if both of these independent projects were both approved and constructed, then the second to be constructed would require design modifications to accommodate the other project. For instance, in the event that the trail is built first, the trail would need to be modified to comply with roadway safety crossing requirements at the time that the 4th Street extension is constructed.

At this point approximately 1,200 feet west of Commercial Street (at the potential future 4th Street extension), a short secondary trail would deviate from the primary trail and lead to a crosswalk across Waterfront Drive allowing trail users to safely access the Eureka Marina and Warfinger Building. Also at this point, the primary Waterfront Drive Trail is proposed to shift eastward to occupy the western set of railroad tracks and would continue to occupy the tracks until Washington Street. The intent of moving the trail to this location is to avoid impacts to Clark Slough and to avoid the need to cross both sets of railroad tracks.

At Washington Street, the trail would leave the tracks as it approached the intersection. The proposed crossing at Washington Street would include all the elements described above associated with the Commercial Street crossing.

Segment 6: Washington Street to Crossing of Waterfront Drive: Approximately 739 Feet
Between Washington Street and W. 14111 Street near Schmidbauer Mill and Schneider Property, the trail would continue on the east of Waterfront Drive to the location of a proposed street crossing where the trail would cross to the west side of the Waterfront Drive. An existing culvert just south of Washington Street will be extended by several feet. Drainage will be designed to protect the railroad tracks; stormwater will drain towards Waterfront Drive. A fence will be installed between the trail and the railroad tracks.

Segment 7: Crossing of Waterfront Drive: Approximately 45 Feet
The trail would be on the east/south side of Waterfront Drive from the northern end of the project at C Street to the point at which the railroad tracks cross Waterfront Drive, approximately 750 feet south of Washington Street. At this point the trail would continue to parallel the railroad tracks and cross both lanes of traffic of Waterfront Drive, with a 10' wide pedestrian refuge island between the lanes. The trail would be designed to curve towards Waterfront Drive in order to slow down bicyclists approaching the intersection. The intersection would be improved with a continental-style crosswalk with striping and ADA accessible curb ramps. The trail approach to the intersection would include a stop sign and stop bar (limit line) striping to stop trail users (particularly bicyclists) before they cross Waterfront Drive. In addition, at this location at the start of the trail, pedestrian crossing signage and "no motor vehicle" signage would be installed per the MUTCD. Finally, if determined necessary and safe, bollards could be installed at the entrances to the trail to inhibit vehicles from accessing the trail.

Segment 8: West Side of Waterfront Drive to Southern Terminus (Del Norte Street):
Approximately 2,300 Feet
The trail is closest to the coast along this segment. On the west side of the crossing of Waterfront Drive, the trail would temporarily occupy an out-of-service spur to the Schneider Dock for approximately 300'. From this point, the trail would run on the west side of the railroad between the tracks and a drainage ditch along an existing unpaved access road in the railroad right-of-way and directly adjacent to the railroad. In effect, the existing unpaved access road (currently also used as a trail) would be formalized and paved. From the crossing of Waterfront Drive, the
project would cross an unnamed driveway and a driveway at West 14111 Street. These driveways would be paved and safety signage will be installed on the trail to warn users that traffic may be present. After crossing W. 14111 Street, the trail would run parallel to a previously remediated linear wetland ditch, which was contaminated by the former Eureka Plywood Mill. However, the project would not impact this ditch or its associated wetlands and would not impact groundwater. Invasive plant management, native plant restoration and a native plant shrub buffer would be planted between the remediated wetland and the trail to ensure no impacts to the sensitive habitat. The trail is closest to the coast along this segment. At Del Norte Street, the project would cross east over the railroad tracks to enable trail users to cross the Del Norte Street intersection with the same safety features as Washington and Commercial Streets (see above).

Segment 9: Del Norte Street Public Use Area & Fishing Pier
The W. Del Norte Street area is where the trail would connect to an existing CCT and Eureka Waterfront Trail segment that runs through the Palco Marsh to the south. In this area, the trail would cross W. Del Norte Street, connecting to both the Palco Marsh CCT and the West Del Norte Street Pier and day use area.

Segment 10: Del Norte Street to Parcel 4
This section of trail would begin at Del Norte Street and extend southerly approximately 4,100 feet to an existing unpaved roadway that serves as the north entrance to Parcel 4. The trail would be constructed parallel to and on the inland (east) side of the existing NCRA railroad tracks (in compliance with the NCRA rail-with-trail guidelines), with the westerly edge of the trail located anywhere from 8.5-ft to 15-ft from the center of the tracks, consistent with North Coast Railroad specifications. A pedestrian bridge will be installed to span a drainage ditch just south of Del Norte Street. The trail would consist of a 10-ft. paved section and two, 2-ft unpaved shoulders on each side. In those areas where there are wetland or ESHA impacts, the trail will narrow to 8-ft wide with two, 2-ft unpaved shoulders.

Segment 11: Parcel 4
The trail section described above would be continued through Parcel 4. The trail would cross the railroad tracks on the existing unpaved road that provides entry into the northerly portion of Parcel 4, and continue to loop through Parcel 4 on the existing unpaved road, consistent with the Parcel 4 Feasibility Study, until it reconnects with the NCRA right-of-way approximately 200ft. north of the Chevron facility. This section of trail would be approximately 1,150 feet in length.

Segment 12: Parcel 4 to North Boundary of Chevron
The trail would continue south parallel to the NCRA railroad tracks, but would now be located on the west side of the tracks with the easterly edge of the trail located anywhere from 8.5-ft to 15-ft from the centerline of the tracks. This 250-ft. long section of trail would be narrowed to an 8-ft. paved section with two, 2-ft unpaved shoulders to minimize impacts to adjacent wetlands and willows located on the west side of the tracks. Even with the reduced trail section, some willow removal and wetland fill will be required.

Segment 13: Chevron
This 450 linear feet trail section will start on the west side of the tracks from the northern edge of Chevron's property until it connects with Chevron's driveway. At the driveway, the trail will
cross to the east side of the railroad tracks and then continue south towards Truesdale Street. Where the trail would cross the Chevron access driveway, the driveway/trail intersection would be designed to reduce conflicts between trail users and vehicles.

Segment 14: Chevron to Truesdale Street
Southerly from the south Chevron property line, the trail would continue south within the railroad corridor on the east side of the tracks anywhere from 8.5-ft to 15-ft from the centerline of the tracks. A crossing would be designed at Truesdale to connect the trail with the sidewalk that leads to the Truesdale Vista Point parking lot and Hikshari' Trail head.

Traffic Control
It is anticipated that existing roadways will remain open throughout project construction, however temporary lane shifts may be required for the areas where the trail crosses existing roadways and where ADA ramps are being installed.

Erosion and Sediment Control
The project will require the contractor to submit a Water Pollution Control Plan (WPCP) or Stormwater Pollution Protection Plan (SWPPP) for approval before construction begins. Adequate implementation of BMPs, monitoring, and reporting methodologies will be required. Best management practices (BMPs) for erosion and sediment control will consist of the following:

• Construction will be done during summer months when the chance of precipitation is lowest.
• Construction equipment will be cleaned and inspected prior to use. Equipment maintenance and fueling will be done at designated staging areas.
• On-site stockpiles will be isolated with silt fence, filter fabric, and/or straw bales/fiber rolls.
• Silt fence or fiber rolls will be placed below the project areas to contain loose rolling rocks and sediment. Silt fence/fiber rolls will be kept in place and maintained during the entire project. Any sediment caught by the fence or rolls will be removed before the fence/rolls are pulled.
• Ground disturbed by construction work will be revegetated with fast-growing native grasses and sterile hybrids and mulched when work is complete.

Environmental Analysis

Cultural Resources
An Archaeological Survey Report (ASR) and Historic Property Survey Report (HPSR) were prepared in June of 2014 and it was determined that historic properties were present in the APE, but with application and enforcement of standard avoidance conditions and designation of an Environmentally Sensitive Area (ESA), the project will result in no adverse effects. A Historic Resource Evaluation Report (HRER) was prepared in July of 2014 and one property was identified as eligible for the National Registry of Historic Places. Caltrans has determined a Finding of No Adverse Effect with Standard Conditions with ESA. The ASR, HPSR, and HRER were sent to SHPO and concurrence was received on October 22nd, 2014.

Section 4(f)
The project does not impact any 4(f) properties.
CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Biological Resources
It is anticipated that the proposed project will have no effect on state or federally listed species or their habitat and therefore consultation with USFWS or NMFS was not needed. The City will implement a range of avoidance and minimization measures to ensure that the project does not adversely affect any special-status species or any designated critical habitat. These avoidance measures are listed in the attached Environmental Commitment Record (ECR). The proposed project could result in direct and indirect effects to Environmentally Sensitive Habitat Areas (ESHA) that is regulated by the California Coastal Commission, and regionally regulated by the Local Coastal Permit adopted by the City. The following areas identified as ESHA occur within the 100-foot buffer around the BSA: estuarine emergent wetland, estuarine unconsolidated bottom, palustrine emergent wetland, and riparian scrub. The project will potentially result in permanent impacts on up to 0.042 acres of waters of the United States. Avoidance and minimization measures include all practicable measures to minimize harm to wetlands and waters of the United States. Vegetation clearing activities will take place outside of the active nesting season for migratory birds. For more information on biological resources, see the Natural Environment Study prepared in September of 2014.

Visual Resources
Based on the assessment of potential impacts on visual resources and aesthetics anticipated to occur as a result of implementing the proposed project, there would be no significant adverse aesthetic or visual resource impacts. The project is expected to improve aesthetics, overall visual quality, and enhance opportunities for the public to experience the scenic vistas of Humboldt Bay and the Eureka waterfront.

Hazardous Waste
Phase 1 analyses found that there are known hazardous waste sites within the project area but measures will be in place to ensure these sites are avoided. The vast majority of the trail alignment is on existing volunteer trails and access roads. In these areas, there will be no excavation since trail construction will consist of installing approximately 6-inches of compacted base and approximately 4-inches of asphalt concrete on top of the existing surface. In the limited areas where construction will involve minor excavation, trail construction will not exceed 6-inches in depth. In areas where it is determined that excavation activities must exceed 12 inches (e.g., trail bollards, signs, fencing), excavation will only occur in areas that have little or no potential for contamination based on the Phase 1 analyses. Hazardous Waste avoidance measures can be found in the ECR.

Noise
Other than a temporary increase in ambient noise from heavy equipment working during construction hours there are no long term sound impacts associated with the project. Upon project completion, noise levels will return to pre-construction ambient levels.

Environmental Commitments
See the attached Environmental Commitments Record.

Permits

- 404 Permit from the Army Corps

February 12, 2014
Page 7 of 8
CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

- 401 from the Region Water Quality Control Board
- 1602 from the Department of Fish and Wildlife
- Coastal Development Permit from the California Coastal Commission
- Construction Encroachment Permit from the North Coast Railroad Authority
### Categorical Exclusion Checklist

**SECTION 1:** **TYPE OF CE:** Use the information in this section to determine the applicable CE and corresponding activity for this project.

1. Project is a CE under CE Assignment 23 USC 326.  ✔ Yes  ☐ No  
   If "yes", check applicable activity in one of the three tables below (activity must be listed in 23 CFR 771.117 (c) or (d) list or included in activities listed in Appendix A of the CE Assignment MOU to be eligible for 23 USC 326).

<table>
<thead>
<tr>
<th>Activity Listed in 23 CFR 771.117(c)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1  ✔ Activities which do not involve or lead directly to construction such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid highway system.</td>
</tr>
<tr>
<td>2  ☐ Approval of utility installations along or across a transportation facility.</td>
</tr>
<tr>
<td>3  ☒ Construction of bicycle and pedestrian lanes, paths, and facilities.</td>
</tr>
<tr>
<td>4  ☐ Activities included in the State's highway safety plan under 23 U.S.C. 402.</td>
</tr>
<tr>
<td>5  ☐ Transfer of Federal lands pursuant to 23 U.S.C. 107(d) and/or 23 U.S.C. 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.</td>
</tr>
<tr>
<td>6  ☐ The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.</td>
</tr>
<tr>
<td>7  ☐ Landscaping.</td>
</tr>
<tr>
<td>8  ☐ Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.</td>
</tr>
<tr>
<td>9  ☐ The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):</td>
</tr>
<tr>
<td>- (i) Emergency repairs under 23 U.S.C. 125;</td>
</tr>
<tr>
<td>- (ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:</td>
</tr>
<tr>
<td>- (A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and</td>
</tr>
<tr>
<td>- (B) Is commenced within a 2-year period beginning on the date of the declaration.</td>
</tr>
<tr>
<td>10  ☐ Acquisition of scenic easements.</td>
</tr>
<tr>
<td>12  ☐ Improvements to existing rest areas and truck weigh stations.</td>
</tr>
<tr>
<td>13  ☐ Ridesharing activities.</td>
</tr>
<tr>
<td>14  ☐ Bus and rail car rehabilitation.</td>
</tr>
<tr>
<td>15  ☐ Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.</td>
</tr>
<tr>
<td>16  ☐ Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.</td>
</tr>
<tr>
<td>17  ☐ The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.</td>
</tr>
<tr>
<td>18  ☐ Track and railbed maintenance and improvements when carried out within the existing right-of-way.</td>
</tr>
<tr>
<td>19  ☐ Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.</td>
</tr>
</tbody>
</table>

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1 On the CE form, distinguish between c9i or c9ii  
2 Include copy of the emergency declaration in the file
### Categorical Exclusion Checklist

#### Dist/Co/Rte/PM: 01-EUKA-0CR

| Fed. Aid No. (Local Project): | RPSTPLE
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>EA/Project No.:</td>
<td>5017(037) (039)</td>
</tr>
</tbody>
</table>

#### Section 20
- Promotion of rules, regulations, and directives.

#### Section 21
- Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locators, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses.

#### Section 22
- "Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit ventilation structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way." Existing operational right-of-way also does not include areas outside those areas necessary for existing transportation facilities such as uneconomic remnants, excess right-of-way that is secured by a fence to prevent trespassing, or that are acquired and held for a future transportation project. A transportation facility must already exist at the time of the review of the proposed project being considered for the CE. This precludes the acquisition of right-of-way and the subsequent use of this CE to build within that right-of-way.

#### Section 23
- Federally-funded projects: Enter project cost $ and Federal funds $.
  - (i) That receive less than $5,000,000 of Federal funds; or
  - (ii) With a total estimated cost of not more than $30,000,000 and Federal funds comprising less than 15 percent of the total estimated project cost.

#### Section 24
- Localized geotechnical and other investigation to provide information for preliminary design and for environmental analysis and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.

#### Section 25
- Environmental restoration and pollution abatement actions to minimize or mitigate the impacts of any existing transportation facility (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements under sections 401 and 402 of the Federal Water Pollution Control Act (33 U.S.C. 1341; 1342)) carried out to address water pollution or environmental degradation.

#### Section 26
- Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section [771.117(e)].
  
  **Note:** In order to use this CE, certain constraints must be met. [Complete Section 1, Item 3 below.]

#### Section 27
- Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section [771.117(e)].
  
  **Note:** In order to use this CE, certain constraints must be met. [Complete Section 1, Item 3 below.]

#### Section 28
- Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e) of this section [771.117(e)].
  
  **Note:** In order to use this CE, certain constraints must be met. [Complete Section 1, Item 3 below.]

#### Section 29
- Purchase, construction, replacement, or rehabilitation of ferry vessels (including improvements to ferry vessel safety, navigation, and security systems) that would not require a change in the function of the ferry terminals and can be accommodated by existing facilities or by new facilities which themselves are within a CE.

#### Section 30
- Rehabilitation or reconstruction of existing ferry facilities that occupy substantially the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facility's capacity. Example actions include work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals.

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3. On the CE form, identify in the project description that all work is within operation right-of-way.

4. "Fixed Guideway" means a public transportation facility using and occupying a separate right-of-way for the exclusive use of public transportation such as rail, a fixed catenary system (light rail, trolley, etc.) passenger ferry system, or for a bus rapid transit system.

5. On the CE form, distinguish between C23i or C23ii
## Categorical Exclusion Checklist

<table>
<thead>
<tr>
<th>Dist/Co/Rte/PM:</th>
<th>01-EUKA-0-CR</th>
<th>Fed. Aid No. (Local Project):</th>
<th>RPSTPLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>EA/Project No.:</td>
<td>5017(037) (039)</td>
</tr>
</tbody>
</table>

5 [ ] Construction of new truck weigh stations or rest areas.

6 [ ] Approvals for disposal of excess right-of-way for or joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.

7 [ ] Approvals for changes in access control.

8 [ ] Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.

9 [ ] Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.

10 [ ] Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.

11 [ ] Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

12 [ ] Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

(i) Hardship acquisition is early acquisition of property by the applicant at the property owner’s request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.

(ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.

13 [ ] Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.

### Activity Listed in Appendix A of the CE Assignment MOU for State Assumption of Responsibilities for Categorical Exclusions

1 [ ] Construction, modification, or repair of storm water treatment devices (e.g., detention basins, bio-swales, media filters, infiltration basins), protection measures such as slope stabilization and other erosion control measures throughout California.

2 [ ] Replacement, modification, or repair of culverts or other drainage facilities.

3 [ ] Projects undertaken to assure the creation, maintenance, restoration, enhancement, or protection of habitat for fish, plants, or wildlife (e.g., revegetation of disturbed areas with native plant species; stream or river bank revegetation; construction of new, or maintenance of existing fish passage conveyances or structures; restoration or creation of wetlands).

4 [ ] Routine repair of facilities due to storm damage, including permanent repair, to return the facility to operational condition that meets current standards of design and public health and safety without expanding capacity (e.g., slide repairs, construction or repair of retaining walls).

5 [ ] Routine seismic retrofit of facilities to meet current seismic standards and public health and safety standards without expansion of capacity.

6 [ ] Air space leases that are subject to Subpart D, Part 710, title 23, Code of Federal Regulations.

7 [ ] Drilling of test bores/soil sampling to provide information for preliminary design and for environmental analyses and permitting purposes.

2. Project is a CE for a highway project under NEPA Assignment 23 USC 327. □ Yes □ No

(Use only if project does not qualify under CE Assignment 23 USC 326 [activities not included in three previous lists above].)

Page 3 of 6

November 5, 2014
# Categorical Exclusion Checklist

<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.</td>
<td>This section must be completed in order to use a CE under 771.117(c)(26), (c)(27), or (c)(28). If any of the answers are “Yes” the action MAY NOT be processed under 771.117(c)(26), (c)(27), or (c)(28). These constraints are found in 771.117(e). If these constraints cannot be met, the action MAY NOT be processed under 771.117(c)(26), (c)(27), or (c)(28); however, the project may qualify for a CE under 771.117(d)(3). Does the action include any of the following?</td>
</tr>
<tr>
<td>A.</td>
<td>Yes □ No □: An acquisition of more than a minor amount of right-of-way or that would result in any residential or nonresidential displacements;</td>
</tr>
<tr>
<td>B.</td>
<td>Yes □ No □: A bridge permit from the U.S. Coast Guard; OR An action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under section 404 of the Clean Water Act (i.e., does the project require a Standard 404 permit [Individual Permit or Letter of Permission]? AND/OR A permit required under Section 10 of the Rivers and Harbors Act of 1899</td>
</tr>
<tr>
<td>C.</td>
<td>Yes □ No □: A finding of &quot;adverse effect&quot; to historic properties under the National Historic Preservation Act; OR The use of a resource protected under 23 U.S.C. 138 or 49 U.S.C. 303 (section 4(f)) except for actions resulting in de minimis impacts; OR A finding of &quot;may affect, likely to adversely affect&quot; threatened or endangered species or critical habitat under the Endangered Species Act;</td>
</tr>
<tr>
<td>D.</td>
<td>Yes □ No □: Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions;</td>
</tr>
<tr>
<td>E.</td>
<td>Yes □ No □: Changes in access control;</td>
</tr>
<tr>
<td>F.</td>
<td>Yes □ No □: A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); OR Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers.</td>
</tr>
</tbody>
</table>

4. Independent Utility and Logical Termi

☑ The project complies with NEPA requirements related to connected actions and segmentation (i.e. the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). (FHWA Final Rule, "Background," Federal Register Vol. 79, No. 8, January 13, 2014.)

5. Categorical Exclusions Defined (23 CFR 771.117[a]).

FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which:
- do not induced significant impacts to planned growth or land use for the area;
- do not require the relocation of significant numbers of people;
- do not have a significant impact on any natural, cultural, recreational, historic or other resources;
- do not involve significant air, noise, or water quality impacts;
- do not have significant impacts on travel patterns; or
- do not otherwise, either individually or cumulatively, have any significant environmental impacts. ☑ Checking this box certifies that project meets the above definition for a Categorical Exclusion.

6. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve unusual circumstances requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:
- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

All of the above unusual circumstances have been considered in conjunction with this project. (Please select one.) ☑ Checking this box certifies that none of the above conditions apply and that the project qualifies for a Categorical Exclusion. ☐ Checking this box certifies that unusual circumstances are involved. However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.
Categorical Exclusion Checklist

SECTION 2: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements prior to making the NEPA determination:

During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file.

Air Quality
- ☒ Air Quality Conformity Findings Checklist has been completed and project meets all applicable AQ requirements.
- ☐ For 23 USC 328 projects which require an air quality conformity determination (certain projects under 23 CFR 771.117(c)(22) and (23), list the date of the Caltrans conformity determination: ______
- ☐ For 23 USC 327 projects, list date of FHWA concurrence on conformity determination: ______

Cultural Resources
- ☒ Section 106 compliance is complete-select appropriate finding:
  ☐ Screened Undertaking ☐ No Historic Properties Affected ☒ No Adverse Effect ☐ Adverse Effect/MOA

Noise
- 23 CFR 772
  - ☒ Is this a Type 1 project? ☐ Yes; ☐ No (skip this section.)
  - ☐ Future noise levels with project either approach or exceed NAC or result in a substantial increase
    If yes, ☐ Abatement is reasonable and feasible ☐ Abatement is not reasonable or feasible

Waters, Wetlands
- Section 404 of the Clean Water Act
  - ☒ Yes ☐ No
  - If yes, approval anticipated:
    - ☒ Nationwide Permit ☐ Individual Permit ☐ Regional General Permit ☐ Letter of Permission
- Wetland Protection (Executive Order #11980)
  - ☐ No wetland impact
  - ☒ Wetland Impact: Only Practicable Alternative Finding is included in a separate document in the project file
- Section 401 of the Clean Water Act
  - ☐ Exemption ☒ Certification

Floodplains
- Floodplains (Executive Order #11988)
  - ☒ No Floodplain Encroachment ☐ No Significant Encroachment ☐ Significant Encroachment

Biology
- ☐ No Section 7 Needed
- Section 7 (Federal Endangered Species Act) Consultation Findings (Effect determination)
  - ☒ No Effect ☐ Not Likely to Adversely Affect with FWS/NOAA Concurrency Date: ______
  - ☐ Likely to Adversely Affect with Biological Opinion Date: ______
- Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):
  - ☒ No Effect ☐ No Adverse Effect ☐ Adverse Effect and consultation with NOAA Fisheries

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Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.
Categorical Exclusion Checklist

<table>
<thead>
<tr>
<th>Section 4(f) Transportation Act (23 CFR 774)</th>
</tr>
</thead>
<tbody>
<tr>
<td>✗ Section 4(f) regulation was considered as a part of the review for this project and a determination was made:</td>
</tr>
<tr>
<td>✗ Section 4(f) does not apply</td>
</tr>
<tr>
<td>(Project file includes documentation that property is not a Section 4(f) property, that project does not use a Section 4(f) property, or that the project meets the criteria for the temporary occupancy exception.)</td>
</tr>
<tr>
<td>□ Section 4(f) applies</td>
</tr>
<tr>
<td>□ De Minimis</td>
</tr>
<tr>
<td>□ Programmatic: Type _____ (List one of the five appropriate categories as defined in 23 CFR 774.3)</td>
</tr>
<tr>
<td>□ Individual: □ Legal Sufficiency Review complete □ HQ Coordinator Review Complete</td>
</tr>
<tr>
<td>Section 6(f)—Was the above property purchased with grant funds from the Land and Water Conservation Fund?</td>
</tr>
<tr>
<td>□ No, Section 6(f) does not apply. No additional documentation required.</td>
</tr>
<tr>
<td>□ Yes □ Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.</td>
</tr>
</tbody>
</table>

Coastal Zone

Coastal Zone Management Act of 1972
| □ Not in Coastal Zone □ Qualifies for Exemptions □ Qualifies for Waiver ✗ Coastal Permit Required |
| □ Consistent with Federal State and Local Coastal Plans □ Federal Consistency Determination |

Relocation and Right of Way

| ✗ No Relocations |
| □ Project involves _____ (#) relocations and will follow the provisions of the Uniform Relocation Act. |
| □ No right of way acquisitions or easements. |
| ✗ Project involves _____ (#) acquisitions and 1 (#) easements. |

Hazardous Waste and Materials

| ✗ Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Cal EPA, County Environmental Health, etc) present? □ Yes □ No |
| □ If yes, is the nature and extent of the hazardous materials or contamination fully known? ✗ Yes □ No |
| If no, briefly discuss the plan for securing information: |

SECTION 3: Certification

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations, and Executive Orders.

Prepared by (print name): Jenna Latson

Title: Associate Environmental Planner

Signature*: [Signature] Date: 11/12/14

---

* Please note that this form cannot be completed by the Senior Environmental Planner or Branch Chief that is signing the CE/CE form.
September 29, 2014

Miles Slattery
Parks and Recreation
City of Eureka
1011 Waterfront Dr.
Eureka, CA 95501

SUBJECT: Signed CE for the Eureka Waterfront Trail- Phase C project.

Dear Mr. Slattery:

Attached is the signed CE for the Eureka Waterfront Trail- Phase C project. See the attached ECR for environmental commitments required during and after construction. If the project scope changes, please notify us as the CE may no longer be valid and will require a revalidation. If you have any questions please feel free to contact me (707) 441-4566.

The following permits will be required and a copy of the permits must be sent to our office before construction begins:

- 404 Permit from the Army Corps
- 401 from the Regional Water Quality Control Board
- 1602 from the Department of Fish and Wildlife
- Coastal Development Permit from the California Coastal Commission
- Encroachment Permit from Caltrans

Sincerely,

[Signature]

Jenna Larson
Associate Environmental Planner
Office of Local Assistance

cc. Suzanne Theiss
Brett Gronemeyer

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

01-EUKA-0-0 CR | RPSTPLE 5017 (038)
Dist. Co.-Re. (or Local Agency) | P.M./P.M. | E.A./Project No. | Federal Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

Waterfront Trail Phase C- Front St. to Tydd St. See Continuation Sheet.

CEQA COMPLIANCE (for State Projects only)
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):
- This project falls within exempt class 3, 4, 5, 6 and/or 11, and it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)
- Exempt by Statute, (PRC 21080)(b) 14 CCR 15263 et seq.
- Categorically Exempt. Class... (PRC 21084; 14 CCR 15250 et seq.)
- Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061(b)[3].]

N/A

Print Name: Environmental Branch Chief
Signature Date
Print Name: Project Manager/DLA Engineer
Signature Date

NEPA COMPLIANCE
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:
- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)
- 23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:
  23 CFR 771.117(d); activity (d)(1)...
  23 CFR 771.117(d); activity (d)(2)...
  Activity __ listed in Appendix A of the MOU between FHWA and the State

- 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.

Brandon Larsen
Print Name: Environmental Branch Chief
Signature Date

Suzanne Theiss
Print Name: Project Manager/DLA Engineer
Signature Date

Date of Categorical Exclusion Checklist completion: 9/15/14
Date of ECR or equivalent: 9/10/14

June 7, 2013

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).
CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Waterfront Trail Phase C- Front St. to Tydd St.
Project [RPSTPLE-5017(038)]
(City of Eureka Public Works Department)

Project Description

The City of Eureka proposes to construct an approximately 1.17 mile multi-use trail between Tydd Street and Front Street. The trail will serve as both an important non-motorized transportation/commuter corridor and a recreational facility. The proposed project includes: the construction of a new Class I multi-use trail; construction of a boardwalk; construction of three bridges; installation of interpretive signs; drainage improvements; fencing; trailhead(s); lighting; and landscaping to buffer the project from environmentally sensitive habitats (ESHA). The trail alignment passes through public and private properties. For those segments that are within private property, the City will acquire a right-of-way or easement.

The project is designed to meet the standards of Class I multiuse trails (Caltrans Highway Design Manual, Chapter 1000) and the Americans with Disabilities Act (ADA). Throughout the project, the following design standards will be applied.

Trail width and surface: The standard trail width for this project will be 10 feet of asphalt with two 2-foot gravel shoulders. In order to comply with Class I and ADA standards, the trail will not exceed a slope of 5% grade. In areas with environmental, cultural resource, or other constraints, the trail width will be reduced to 8 feet of asphalt with two 2-foot gravel shoulders. In areas in which the project intersects tidally influenced waters, the standard trail will consist of a bridge or a boardwalk as described below.

Bridge Structures: The three bridges associated with the project will consist of pre-manufactured bridge structures comprised of steel, fiberglass or concrete. The bridges will be supported on concrete abutments, which may or may not require concrete piles to provide additional bearing support. Prior to completing final design for the project, the City will complete a geotechnical analysis at each bridge location to determine the bearing capacity of the soils and to determine if piles will be necessary. If piles are required, piles would not exceed 12” in diameter. If piles are required, the piles would be installed at least 33 feet from tidal water at the time of installation. Each of the bridges spans over tidal waters. Therefore, if piles are necessary, the piles would be installed at low tide in order to ensure that piles were installed at least 33 feet from tidal water at the time of installation. The bridges will include railings that are designed to comply with Class I and ADA standards. The slope of bridges will not exceed 2% grade.

Boardwalk Structure: For segments, in which the project will intersect tidally-influenced areas, a boardwalk structure will be constructed that will allow tidal waters to pass under the trail without blocking tidal flows. The boardwalk will be approximately 10 feet wide between railings and will be comprised of pre-manufactured wood, fiberglass, steel, or concrete spans supported by either piles or concrete foundations. Prior to completing final design for the project, the City
will complete a geotechnical analysis at the boardwalk locations to determine the bearing capacity of the soils and to determine if piles will be necessary. If piles are required, piles would not exceed 12” in diameter. If piles are required, the piles would be installed at least 33 feet from tidal water at the time of installation. The boardwalk spans over tidal waters. Therefore, if piles are necessary, the piles would be installed at low tide in order to ensure that piles were installed at least 33 feet from tidal water at the time of installation. The boardwalk will include railings that are designed to comply with Class I and ADA standards. The slope of boardwalk will not exceed 2% grade.

Retaining Structures: If retaining structures are required, they will consist of sheet pile walls, welded-wire basket walls, concrete wing walls, or mechanically stabilized earth (MSE) walls. Retaining structures will not exceed 5 feet in height.

Viewing Platforms and Interpretive Sign Areas: The viewing platforms and interpretive sign areas of the project will consist of either low-profile landscaped areas or raised deck platforms comprised of either wood, fiberglass, steel, or concrete. Each platform/sign area may include interpretive signs, benches, and/or landscaping. These areas will encourage an appreciation of the environment and the socio-cultural history of the area by providing opportunities for nature study, including up-close views of local vegetation/habitats, mid-range views of Eureka Slough/Humboldt Bay, long-range views of the surrounding ridge lines, and interpretive signs that include information regarding local habitats and cultural/historical sites.

Directional/Wayfinding Signage: Directional/Wayfinding Signage will be installed at regular intervals to inform trail users of nearby connections to surface streets and nearby destinations.

Trailheads: The five trailheads associated with the project may include new or refurbished parking spaces, interpretive signs, gateway signage, kiosks, benches, and/or landscaping.

Signage, Striping, and Vehicle Control: The trail will not include a centerline strip. Standard trail-related traffic-control signage will be installed in order to comply with Class I standards. For example, “Stop Ahead” and “Stop” signs will be installed at locations in which the trail intersects a vehicular roadway. Other signage will be installed as required. At locations in which the trail intersects a vehicular roadway, removable bollards will be installed to prevent motorized vehicles from entering the trail. Authorized personnel (e.g. Police, Emergency-responders, City Maintenance Crews, etc) will be able to remove the bollards and temporarily access some portions of the trail with motorized vehicles.

Drainage: The trail will contain a standard 2% crown or cross slope allowing surface water to trail away from the trail surface. Preliminary drainage analyses indicate that no new ditches will be required. In a few locations culverts or other drainage structures will be required to allow existing drainage flow paths to cross the trail.

Lighting: Lighting is only proposed to be attached to the under-side of the US 101 undercrossing.

Fencing: New fencing will consist of either 4-foot high wooden split rail fencing or 4-foot high chain-link fencing.
Traffic Control
It is anticipated that existing roadways will remain open throughout project construction; therefore traffic control and/or road closures will not be required.

Erosion and Sediment Control
The project will require the contractor to submit a Water Pollution Control Plan (WPCP) or Stormwater Pollution Protection Plan (SWPPP) for approval before construction begins. Adequate implementation of BMPs, monitoring, and reporting methodologies will be required. Best management practices (BMPs) for erosion and sediment control will consist of the following:

- Construction will be done during summer months when the chance of precipitation is lowest.
- Construction equipment will be cleaned and inspected prior to use. Equipment maintenance and fueling will be done at designated staging areas.
- On-site stockpiles will be isolated with silt fence, filter fabric, and/or straw bales/fiber rolls.
- Silt fence or fiber rolls will be placed below the project areas to contain loose rolling rocks and sediment. Silt fence/fiber rolls will be kept in place and maintained during the entire project. Any sediment caught by the fence or rolls will be removed before the fence/rolls are pulled.
- Ground disturbed by construction work will be re-vegetated with fast-growing native grasses and sterile hybrids and mulched when work is complete.

Environmental Analysis
Cultural Resources
An Archaeological Survey Report (ASR), a Historic Property Survey Report (HPSR) in August of 2014 and a No Historic Properties Affected finding was determined. A Historic Resource Evaluation Report (HRER) was prepared in August 2014 and two properties were identified as ineligible for the National Register of Historic Places. The ASR, HPSR, and HRER were sent to SHPO and concurrence was received on September 23, 2014.

Section 4(f)
There are no Section 4(f) properties affected by the project.

Biological Resources
The project will result in 0.094 acres of direct impacts to wetlands from fill associated with trail construction. Avoidance and minimization measures include all practicable measures to minimize harm to wetlands and waters of the United States. Mitigation measures will be implemented for both permanent and temporary impacts of the project to ensure no net loss of wetlands. During project construction, all wetland areas adjacent to the project will be designated as Environmentally Sensitive Areas (ESA).

Technical assistance was received from USFWS and NMFS and it was determined that with the implementation of avoidance and mitigation measures outlined in the Natural Environment Study, there will be no effect on state or federally listed fish species or their habitats. The City will also implement a range of avoidance and minimization measures to ensure that the project does not adversely affect any special-status species or any designated critical habitat. These measures are included in the attached Environmental Commitments Record (ECR).

June 7, 2013
Vegetation clearing activities will take place outside of the active nesting season for migratory birds. For more information on biological resources, see the Natural Environment Study prepared in September 2014.

**Hazardous Waste**
Soil disturbance and dewatering is planned for several areas within the project segments. Groundwater is less than five feet below ground surface within the Project alignment and should be expected to be encountered during construction. Impacted soil and groundwater is potentially anticipated to be encountered within the project if soil disturbance occurs within the sites with hazard rankings of one, two or three. Pre-construction soil borings are recommended in order to characterize soil and groundwater in anticipation of implementation of construction activities. Laboratory analytical results of soil and groundwater samples collected from the borings will be utilized to ascertain whether health and safety concerns are present for construction workers and determine potential soil and/or groundwater handling and disposal options.

**Floodplain**
The project will not result in any longitudinal or significant encroachment on the 100-year flood plain.

**Visual and Noise**
The project development team has incorporated design elements and mitigations considering the aesthetics associated with the trail and bridge installation into the project, and therefore the project is not expected to result in a significant aesthetic or visual impact. Other than a temporary increase in ambient noise from heavy equipment working during construction hours there are no long term sound impacts associated with the project. Pile driving may be necessary but would only cause a temporary increase in noise levels and the project is not located near any residences or sensitive receptors. Upon project completion, noise levels will return to pre-construction ambient levels.

**Environmental Commitments**
See the attached Environmental Commitments Record

**Permits**
- 404 Permit from the Army Corps
- 401 from the Regional Water Quality Control Board
- 1602 from the Department of Fish and Wildlife
- Coastal Development Permit from the California Coastal Commission
- Encroachment Permit from Caltrans
<table>
<thead>
<tr>
<th>Task and Brief Description</th>
<th>Ref.Doc. &amp; pg #</th>
<th>Responsible Branch / Staff</th>
<th>Timing/Phase</th>
<th>Action Taken to Comply with Task</th>
<th>Task Completed Date</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eureka Waterfront Trail - Phase C Project Federal Project No. RPSTPEL-5017(038)</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>NOISE ATTENUATION</td>
<td>N/A</td>
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<tr>
<td>WATER QUALITY REQUIREMENTS</td>
<td>N/A</td>
<td>N/A</td>
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<td>N/A</td>
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<tr>
<td>Stormwater Pollution Prevention Plan (SWPPP)/Water Pollution Control Program (WPCP)</td>
<td>NES Page 53</td>
<td>City of Eureka/Contractor</td>
<td>Pre-construction</td>
<td>A Stormwater Pollution Prevention Plan (SWPPP) has not yet been developed but will be prepared and implemented by the contractor to ensure that water quality in the salt marsh is not degraded during construction activities and until the disturbed areas are stabilized and erosion potential is minimized. The SWPPP will detail erosion and sediment BMPs that will be implemented to prevent entry of storm water runoff into the excavation site, entrainment of excavated contaminated materials leaving the site, and entry of polluted storm water runoff into coastal waters during transportation and storage of excavated materials. BMPs that will be implemented as part of the SWPPP:</td>
<td>27-Aug-14</td>
<td>Complete SWPPP and WPCP after contract award</td>
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<td>* All construction activities on or adjoining the salt marsh will be conducted between 15 June and 15 October.</td>
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<td>* No dewatering and/or discharging nuisance water into the salt marsh will be permitted. Any dewatering/nuisance water generated onsite shall be discharged to adjoining upland areas and infiltrated in accordance with the 401 SWPPP or discharged into containment (i.e. Baker Tank) and hauled/disposed offsite.</td>
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<td>* Silt fences will be utilized in the vicinity of construction activities adjoining the salt marsh to prevent any sediment from flowing offsite. If the silt fences are not adequately containing sediment, construction activity will cease until remedial measures are implemented that prevents sediment from entering the waters below.</td>
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<td>* Sediment sources will be controlled using fiber rolls and removed once the site has stabilized. Temporary BMPs (silt rolls, silt fencing, etc.) subject to tidal inundation will be removed prior to the breaching and all other BMPs will be left in place until site has achieved stabilization and SWPPP Notice of Termination (NOT) has been issued by the State Board.</td>
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<td>* Construction materials, debris, and waste will not be placed or stored where it can enter into or be washed away by rainfall into waters of the U.S./State.</td>
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<td>* Upland areas will be used for equipment refueling. If equipment must be washed, washing will occur where wash water cannot flow into wetlands or waters of the U.S./State.</td>
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<td>* Operators of heavy equipment, vehicles, and construction work will be instructed to avoid sensitive habitat areas. To ensure construction occurs in the designated areas and does not impact environmentally sensitive areas, the boundaries of the work area will be fenced or marked with flagging.</td>
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<td>* Equipment when not in use will be stored outside of the salt marsh and above high tide elevations.</td>
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<td>* All construction equipment will be maintained to prevent leaks of fuels, lubricants or other fluids into the saltwater. Service and refueling procedures will be not conducted where there is potential for fuel spills to seep or wash into the saltwater.</td>
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<td>* Extreme caution will be used when handling and/or storing chemicals and hazardous wastes (e.g., fuel and hydraulic fluids) near waterways, and any and all applicable laws and regulations will be followed. Appropriate materials will be on site to prevent and manage spills. No hazardous materials shall be stored within 100 feet of coastal waters.</td>
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<td>* All trash and waste items generated by construction or crew activities will be properly contained and remove from the project area.</td>
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<td>* After work is completed, project staff will be on site to ensure that the area is recontoured as per approved specifications. If necessary, restoration work (including revegetation and soil stabilization) will be performed in conformance with the MMP and SWPPP plans.</td>
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<tr>
<td>Task and Brief Description</td>
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<tr>
<td>Construction Methods to Protect Water Quality</td>
<td>NES Page 53</td>
<td>City of Eureka/Contractor</td>
<td>Design, Pre-Construction, During, Construction</td>
<td>Bridges and boardwalks associated with the project will be supported with spread footings and/or piles, while construction of bridges/boardwalks will utilize lightweight track-mounted equipment and/or cranes. For spread-footing-supported bridges/boardwalks, design techniques to avoid direct impacts include: 1. Slough spanning bridges/boardwalks (spanning areas that could retain or convey tidal water during Mean Low Water or lower). 2. Spread footings and super-structures that eliminate instream slough disturbance during installation. 3. Spread-footings will be placed at elevation 6.4 ft (NAVD 88) or higher. 4. Installation of pre-cast spread footings will be scheduled per seasonal timing windows based on predicted tide charts. Placement of spread-footings, placement of temporary construction ingress/egress structures, and removal of temporary construction ingress/egress structures will be timed to occur at low or minus tides.</td>
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<tr>
<td>Construction Methods to Protect Water Quality</td>
<td>NES Page 53</td>
<td>City of Eureka/Contractor</td>
<td>Design, Pre-Construction, During, Construction</td>
<td>Bridges and boardwalks associated with the project will be supported with spread footings and/or piles, while construction of bridges/boardwalks will utilize lightweight track-mounted equipment and/or cranes. For pile-supported bridges/boardwalks, design techniques to avoid direct impacts include: 1. Slough spanning bridges/boardwalks (spanning areas that could retain or convey tidal water during Mean Low Water or lower). 2. Use of small-diameter piles and super-structures that eliminate instream slough disturbance during installation. 3. Piles would not exceed 12 inches in diameter and would be installed at least 33 feet from tidal water at the time of installation to eliminate the potential for noise related impacts to aquatic species. 4. Piles will be installed at elevation 6.4 ft (NAVD 88) or higher. 5. Construction of piles will be scheduled per seasonal timing windows based on predicted tide charts. Placement of piles, placement of temporary construction ingress/egress structures, and removal of temporary construction ingress/egress structures will be timed to occur at low or minus tides.</td>
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<tr>
<td>Erosion Control</td>
<td>City of Eureka/Contractor</td>
<td>Design, Pre-Construction, During, Post-Construction</td>
<td>Included in 401 and NPDES permit and in Plans and Specifications. Implement approved soil erosion and sediment control measures (BMPs) through construction period</td>
<td>To be updated with Permit conditions from 401, 404 and 1602 Permits</td>
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<tr>
<td>Permanent Storm Water Control Measures Including Operations and Maintenance Information</td>
<td>City of Eureka/Contractor</td>
<td>During, Post-Construction</td>
<td>Install permanent scour protection, rock slope protection and revegetation per Plans &amp; Specifications. Post construction maintenance by the City of Eureka</td>
<td>To be updated with Permit conditions from 401, 404 and 1602 Permits</td>
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<tr>
<td>Monitoring Required</td>
<td>NPDES General Permit for Construction</td>
<td>City of Eureka/Contractor</td>
<td>During construction</td>
<td>To be included in SWPPP if required by NPDES General Permit for Storm Water Discharges associated with Construction Activities.</td>
<td>Update with SWPPP and WPDCP after contract award</td>
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<tr>
<td>Wetland Mitigation Requirements</td>
<td>NES Page 55</td>
<td>City of Eureka/Contractor</td>
<td>During Design, construction</td>
<td>The following techniques will be applied in order to avoid direct impacts to tidewater goby and other aquatic species. a. The salt marsh mitigation site will be excavated to salt marsh elevation (elevation +4.4 ft NAVD 88) while retaining an existing perimeter berm. The perimeter berm will retain existing riparian and scrub-shrub habitat and will prevent tidal water inundation during the excavation process. Once excavation of the interior is complete, the perimeter berm will be retained except for a short segment (anticipated to be &lt;20 feet) that will be excavated during a low/minus tide. During final design, the opening will be sized based on the restored tidal volume of the new salt marsh, and to prevent long-term erosion of the opening. The position and orientation of the proposed opening is juxtaposed to the existing established marsh plain (to the north and east) and is thereby buffered from wave-induced erosion potential. To further reduce erosion potential from the sloping ecotone transition (marsh plain to top of berm), biodegradable erosion control blankets may be placed on the slopes and in combination with sedge/ rush and active marsh plant planting placed in accordance to the final Mitigation and Monitoring Plan (MMP) and the SWPPP. This will reduce erosion/run-off and potential threat of increased turbidity to receiving waters. b. Construction of the mitigation site will be scheduled per seasonal timing windows based on predicted tide charts. Breaches of the perimeter berm will be timed to occur at a low/minus tide.</td>
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<tr>
<td>AIR QUALITY</td>
<td>Naturally occurring asbestos</td>
<td>N/A</td>
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<tr>
<td>Equipment specifications</td>
<td>N/A</td>
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<tr>
<td>Dust Control</td>
<td>See SWPPP</td>
<td>City of Eureka/Contractor</td>
<td>During construction</td>
<td>Place measures in Project Specifications. Implement measures through construction.</td>
<td></td>
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</tr>
<tr>
<td>BIOLOGY</td>
<td>Special status Plant Protection</td>
<td>NES Page 51-52, CEQA MMRP page 6</td>
<td>City of Eureka/ Project Biologist</td>
<td>Prior to start of construction, and during construction</td>
<td>Prepare Special status Plants Mitigation and Monitoring Plan to guide translocation and/or replanting or reseeding. Plan shall include performance criteria, monitoring durations, and reporting requirements. City of Eureka Community Development Department shall conduct field observations during the construction process to ensure the appropriate implementation of this measure, and shall be empowered to temporarily suspend construction activities if evidence is presented that the contractor is not in compliance with this measure, pending the development of specific actions to regain compliance. Language assuring compliance shall be incorporated into design and contract documents prepared by the City for the project. Active five year biological observations. Determine appropriate replacement ratios and conform with CDFW and CCC.</td>
<td></td>
</tr>
<tr>
<td>Environmentally Sensitive Areas for Biology</td>
<td>NES Page 55</td>
<td>City of Eureka/ Project Biologist/Contractor</td>
<td>Pre-construction, During Construction</td>
<td>Install exclusionary fencing along construction limits adjacent to verified wetlands.</td>
<td></td>
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</tr>
<tr>
<td>Wetland Mitigation</td>
<td>NES Page 47, CEQA MMRP Page 7</td>
<td>Project Engineer/Project Biologist</td>
<td>Prior to start of, during, and after construction</td>
<td>Prepare Wetlands Mitigation and Monitoring Plan and obtain permits from ACEC, RECC, CDFW. The width of the construction disturbance zone within the riparian habitat shall be minimized through careful pre-construction planning. Implement wetland mitigation.</td>
<td>Permits (401, 404, 1602) may establish additional mitigation requirements.</td>
<td></td>
</tr>
<tr>
<td>Wetland Mitigation</td>
<td>NES Page 47, CEQA MMRP Page 7</td>
<td>Project Engineer/Project Biologist</td>
<td>Prior to start of, during, and after construction</td>
<td>Temporary impacts to wetlands shall be reduced to the extent practicable through avoidance and minimization, and through restoration of pre-project conditions. Where feasible, temporary barriers to intrusion shall be placed at the edge of the verified wetland boundaries. Unavoidable temporary impacts to wetlands shall be mitigated through the resowing of a native wetland seed mix at the manufacturer’s suggested application rate. All areas of disturbed soil within the verified wetland boundaries shall receive reseeding treatment. As appropriate based on the conditions, mulch and or temporary irrigation may be necessary to encourage plant survival. Disturbed areas that have not recovered to the density of surrounding undisturbed wetland habitat shall be reseeded annually until the wetland plant cover in disturbed areas is similar to the undisturbed areas. A Mitigation and Monitoring Plan shall be developed and implemented to mitigate for the temporary impacts to wetlands, and the Plan shall include performance criteria, monitoring durations, and reporting requirements.</td>
<td>Permits (401, 404, 1602) may establish additional mitigation requirements.</td>
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</tbody>
</table>
### Task and Brief Description

<table>
<thead>
<tr>
<th>Task Description</th>
<th>Ref.Doc, &amp; pg #</th>
<th>Responsible Branch / Staff</th>
<th>Timing / Phase</th>
<th>Action Taken to Comply with Task</th>
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</thead>
<tbody>
<tr>
<td>Migratory Birds</td>
<td>CEQA MMRP Page 8</td>
<td>Project Engineer/Project Biologist</td>
<td>Prior to start of and during construction</td>
<td>If possible, vegetation clearing activities would take place between August 16 and March 13, outside of the active nesting season for migratory bird species (i.e., March 14 to August 15). If work must be completed during the nesting season, a qualified biologist will conduct preconstruction surveys of all ground disturbance areas to verify absence of nesting migratory birds in the project area prior to vegetation removal and the start of construction. These surveys would be conducted within two weeks prior to start of vegetation removal or any construction activities. If nesting migratory birds are found in the project construction area during the preconstruction surveys, they would be avoided with an appropriate buffer area until the young birds have fledged. Buffers would be 250 feet for raptors, 100 feet for threatened and endangered species, 50 feet for other special-status bird species; however, buffers may be modified after consultation with, and agreement by CDFW. If state listed California Endangered Species Act (CESA), federally listed Endangered Species Act (ESA), or raptors are found outside of the construction area but near the construction area, appropriate buffers will be implemented. If non-listed state CESA, non-listed federal ESA, including state species of special concern are found near, but outside of the construction area, no buffers will be implemented. If work must be completed during the nesting season, a qualified biologist will conduct preconstruction surveys of all ground disturbance areas to verify absence of nesting migratory birds in the project area prior to vegetation removal and the start of construction. These surveys would be conducted within two weeks prior to start of vegetation removal or any construction activities. If nesting migratory birds are found in the project construction area during the preconstruction surveys, they would be avoided with an appropriate buffer area until the young birds have fledged. Buffers would be 250 feet for raptors, 100 feet for threatened and endangered species, 50 feet for other special-status bird species; however, buffers may be modified after consultation with, and agreement by CDFW. If state listed California Endangered Species Act (CESA), federally listed Endangered Species Act (ESA), or raptors are found outside of the construction area but near the construction area, appropriate buffers will be implemented. If non-listed state CESA, non-listed federal ESA, including state species of special concern are found near, but outside of the construction area, no buffers will be implemented.</td>
</tr>
<tr>
<td>Protective measures for Central CA, Coastal DPS steelhead, CA, Coastal ESU Chinook, and Central CA Coast ESU coho, tidewater goby</td>
<td>NES Page 53</td>
<td>Project Engineer</td>
<td>Design, Pre-construction, During, Post-construction</td>
<td>The boardwalk/bridge design techniques will be utilized to avoid direct impacts to these aquatic slough habitats. Bridges and boardwalks associated with the project will be supported with spread footings and/or piles, while construction of bridges/boardwalks will utilize lightweight track-mounted equipment and/or cranes. 1. Piles will be installed at elevation 6.4 ft (NAVD 88) or higher. 2. Construction of piles will be scheduled per seasonal timing windows based on predicted tide charts. Placement of piles, placement of temporary construction ingress/egress structures, and removal of temporary construction ingress/egress structures will be timed to occur at low or minus tides.</td>
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### Endangered Species

List commitments discussed in the NES. Actual USFWS & NOAA Sec 7 Terms and Conditions should be listed in the Permits & Agreements section.
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<tr>
<th>Task and Brief Description</th>
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<th>Task Completed</th>
<th>Remarks</th>
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</thead>
</table>
| VISUAL/LANDSCAPE                                   |               | N/A                        |                | To reduce or avoid the introduction of invasive species into the proposed wetlands and special-status plant species mitigation sites during project construction, project specifications in relation to wetland mitigation and replacement of special-status plant species shall include, at a minimum, the following measures:  
  - All earthmoving equipment to be used during project construction shall be thoroughly cleaned before arriving on the project site.  
  - All seeding equipment shall be thoroughly rinsed at least three times prior to arriving at the project site and beginning seeding work.  
  - To avoid spreading to off-site areas any non-native invasive species already existing on-site, all equipment shall be thoroughly cleaned before leaving the site.  
  - All invasive plant material removed from the ESA will be disposed of properly in a landfill or other suitable facility where it will be chipped and composted to prevent spreading viable seeds or propagules that could take root on another site. |                |         |
| Invasive species considerations (coordination wbiology) | NES Page 63   | City of Eureka/Project Biologist | During Construction | Wetlands Restoration and Mitigation Plan will include revegetation, plant establishment types and monitoring periods. |                |         |
| Revetement - Plan Establishment Types and Period   | NES Page 55   | City of Eureka/Project Biologist | Prior to start of, during, and after construction | Wetlands Restoration Plan is complete |                |         |
| CULTURAL RESOURCES If MOA, then ECR’s are covered in SHPO MOA, see permits and agreements section | N/A           | N/A | N/A | N/A | N/A | N/A |
| Environmentally Sensitive Areas for Archaeological Resources | N/A           | N/A | N/A | N/A | N/A | N/A |
| Environmentally Sensitive Areas for Historical Resources | N/A           | N/A | N/A | N/A | N/A | N/A |
| Cultural Resources Phase 3 Excavation Coordination | N/A           | N/A | N/A | N/A | N/A | N/A |
| Native American Monitor                            | CEQA MMRP Page 8 | City/Contractor/THPOs       |                | If project related geological excavations become necessary, as a result of final design, and those excavations are to be more than one foot deep, then the THPOs of each local native American tribe, as noted above, will be contacted and given the date and time of excavations so that a cultural monitor may be present to observe for the presence of buried archaeological remains. |                |         |
| Unearth Human Remains/Cultural Materials Provisions | CEQA MMRP Page 8 | Project Engineer/City/Contractor/THPOs | During Construction | In the event archaeological deposits (other than those determined to lack eligibility for listing in the NRHP) are discovered during project activities, all work in the immediate vicinity of the discovery shall be stopped immediately and the City of Eureka Community Development Department shall be notified. An archaeologist meeting the Secretary of Interior's POIs in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the find and recommend appropriate conservation measures. The conservation measures shall be implemented prior to re-initiation of activities in the immediate vicinity of the discovery. If human remains are discovered during project activities, all activities in the vicinity of the find shall be suspended and the Humboldt County Sheriff/Coroner shall be notified. If the coroner determines that the remains may be those of a Native American, the coroner shall contact the NAHC. Treatment of the remains shall be conducted in accordance with the direction of the County Coroner and/or the NAHC, as appropriate.  
Cultural monitors shall be retained by the City of Eureka to observe all ground disturbing activities. Said monitors shall have the authority to suspend all construction as described within the subject mitigation measure. |                |         |
<p>| Other Requirements set forth in the MOA and or SHPO consultation | N/A           | N/A | N/A | N/A | N/A | N/A |</p>
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<tr>
<th>Task and Brief Description</th>
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<tr>
<td><strong>COMMUNITY/SOCIAL IMPACTS</strong></td>
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<tr>
<td>Farmland</td>
<td>See Farmland Impact Assessment, page 11</td>
<td>N/A</td>
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<td>Based on the findings of the study, the project would have no significant impact on farmlands.</td>
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<td>Parks and Recreation (such as multi-use trails, park improvements needed, etc.)</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>ADA Requirements</td>
<td>N/A</td>
<td>N/A</td>
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<td>Relocation Impacts</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Joint Development Agreement</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Bicyclists &amp; Pedestrians</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Noise</td>
<td>CEQA document Mitigation Measure #20</td>
<td>Project Engineer/MCDOT (SHUP)</td>
<td>During Construction</td>
<td>Construction specifications to limit construction to 7:00 am-7:00 pm and require mufflers on all equipment. Pile driving can create loud percussive sounds and ground-borne vibration within 100 feet of the operation. Standard mitigation is to pre-drill pile bores to minimize the number of blows needed. Residents should be notified when pile driving will occur, and work should only occur in the daytime. Each internal combustion engine used for any purpose on the job site shall be equipped with a muffler of a type recommended by the manufacturer.</td>
<td>N/A</td>
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<tr>
<td><strong>CONSTRUCTION</strong></td>
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<tr>
<td>Special Training for Construction Workers</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Clearing and Grubbing</td>
<td>CEQA MMRP Page 8, NES</td>
<td>Project Engineer/City of Eureka</td>
<td>Beginning of construction</td>
<td>If possible, vegetation clearing activities would take place between August 16 and March 13, outside of the active nesting season for migratory bird species (i.e., March 14 to August 15).</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Construction Windows and Work Hours - For sensitive resources, community impacts and other</td>
<td>CEQA MMRP Page 12</td>
<td>Beginning of construction</td>
<td>Construction activities will be limited to the hours of 7:00 AM to 7:00 PM on weekdays and 8:00 AM to 6:00 PM on Saturdays, Sundays, and Holidays, except in emergencies.</td>
<td>N/A</td>
<td>Conditions of permits to be obtained.</td>
<td></td>
</tr>
<tr>
<td>Required Notification With/Reporting to Resource Agencies including contact names</td>
<td>Permits</td>
<td>City of Eureka</td>
<td>Beginning of construction</td>
<td>Notify CDFW, RWQCB, ACE prior to start of construction.</td>
<td>N/A</td>
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<tr>
<td>Air Quality Construction Monitoring</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Air Quality Spec Related to Construction Activities (such as dust control spec.)</td>
<td>See SWPPP</td>
<td>City of Eureka/ Contractor</td>
<td>During Construction</td>
<td>Measures to minimize fugitive dust to be included in project specifications.</td>
<td>N/A</td>
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<tr>
<td>Betts</td>
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<tr>
<td><strong>HAZARDOUS MATERIALS INVESTIGATION/TREATMENT</strong></td>
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<tr>
<td>Hazardous Waste Clearance Affecting Advertising (Does the Haz Waste need to be moved, removed or processed under the construction contract?)</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>ADL Issues and Provisions (Is ADL present or suspected on this project? Does sampling need to be done? Provisions needed?)</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Appropriate Health and Safety Plan</td>
<td>Specifications Section 7.4.4</td>
<td>City of Eureka</td>
<td>PS&amp;E Preparation</td>
<td>Standard specifications provided by Caltrans for contractor to conform or OSHA</td>
<td>N/A</td>
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<tr>
<td>Bridge-Load Paint Provisions</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Road Striping Paint Lead Provisions</td>
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<td>N/A</td>
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<td>Asbestos</td>
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<td>Underground Tanks</td>
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<tr>
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<tr>
<td>Haz Waste Special Provisions</td>
<td>CEQA MMRP Page</td>
<td>City of Eureka/ Contractor</td>
<td>Throughout the duration of project construction and maintenance.</td>
<td>In the event any hazardous, toxic, noxious, objectionable, or unknown chemicals are encountered during trail construction, construction shall be halted by the construction crew on duty and reported to the general contractor for the project and the City of Eureka. Prior to resuming any work the City shall be responsible for obtaining a soil sample contamination analysis. The findings of the analysis shall be submitted, as applicable, to the NCRWQCB and any other appropriate regulatory agencies. Work shall not continue until and unless written approval is obtained from these agencies. The applicant shall comply at all times with the requirements and regulations of the NCRWQCB and other appropriate regulatory agencies with regard to the handling, transport, and disposal of hazardous materials such as contaminated soils to the satisfaction of these agencies. Disposal of all hazardous materials will be in compliance with all applicable California hazardous waste disposal laws. CDO shall conduct field observations during the construction process to assure the appropriate implementation of this measure. If evidence is presented to either department that the contractor is not in compliance with this measure, pending the development of specific actions to regain compliance.</td>
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<tr>
<td>Haz Waste Special Provisions</td>
<td>CEQA MMRP Page</td>
<td>City of Eureka/ Contractor</td>
<td>Prior to construction</td>
<td>At least one pre-construction soil boring in each segment (excluding Segment 7 because it’s paved) of the trail alignment shall be completed in order to characterize soil and groundwater in anticipation of implementation of construction activities. Laboratory analytical results of soil and groundwater samples collected from the borings will be utilized to ascertain whether health and safety concerns are present for construction workers and determine potential soil and/or groundwater handling and disposal options. Proposed soil borings and/or grab groundwater sample locations will be determined following identification of the areas and depths of soil excavation and dewatering activities. A Construction Soil and Groundwater Management Plan (SGMP) should also be prepared to proactively manage potentially impacted soil and groundwater within the project segments. CDO shall conduct field observations prior to the construction process to assure the appropriate implementation of this measure, and shall be empowered to direct the contractor to temporarily suspend construction activities if evidence is presented to either department that the contractor is not in compliance with this measure, pending the development of specific actions to regain compliance.</td>
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</table>

**OTHER**
- Palos
- Conservation Easements
- Other Mitigation Requirements

**Traffic and Transportation**
- Traffic Management Plan during Construction to manage temporary construction delays or detours

**LAND USE**
- No environmental commitments

**FLOODPLAIN**
- No environmental commitments

**WILD AND SCENIC RIVERS**
- No environmental commitments

**ENERGY**
- No environmental commitments
## PERMITS AND AGREEMENTS

<table>
<thead>
<tr>
<th>Task and Brief Description</th>
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<th>Remarks</th>
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<tbody>
<tr>
<td>List all permits required for the project, and describe each permit requirement including by not limited to</td>
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<tr>
<td>CDFW 1602 Agreement</td>
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<tr>
<td>Permit Expiration</td>
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<td>To be updated upon receipt of permit</td>
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<td>Terms and conditions</td>
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<td>To be updated upon receipt of permit</td>
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<tr>
<td>US Army Corps of Engineers (USACE) 404: Nationwide 14 Linear Transportation Projects</td>
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<td>Waters of the US Determination</td>
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<td>Permit Expiration</td>
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<td>To be updated as part of bond request</td>
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<td>Humboldt Bay Harbor, Recreation and Conservation District Permit</td>
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<td>Endangered Species Act Section 7 Consultation</td>
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<td>US Fish and Wildlife Service (USFWS)</td>
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<td>National Oceanic and Atmospheric Administration (NOAA) Fisheries</td>
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<tr>
<td>Central CA Coastal DPS steelhead</td>
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<td>Included in measures from NES presented above</td>
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<tr>
<td>CA Coastal ESU Chinook, and Central CA Coast ESU coho</td>
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<td>City of Eureka/Contractor</td>
<td>Design, Pre-construction,</td>
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<td>During, Post-Construction</td>
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<td>State Historic Preservation Officer (SHPO) Memorandum of Agreement (MOA)</td>
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<tr>
<td>Coast Guard</td>
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<td>Structure(s) Demolition Permit (Obtain from local Air Board)</td>
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<td>Full Name</td>
<td>Title</td>
<td>Phone Number</td>
<td>Assigned to Project Date</td>
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<td>Project Manager</td>
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<td>Project Engineer</td>
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<td>Environmental Senior</td>
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<td>Environmental Coordinator</td>
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<td>Construction Liaison</td>
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<td></td>
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<td>Qualified Biologist</td>
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<td>Qualified Archaeologist</td>
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<td>Landscape Architect</td>
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<td>Construction Senior</td>
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<td>Resident Engineer</td>
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</tbody>
</table>
### Categorical Exclusion Checklist

**Dist/Co/Rte/PM:** 01-EUKA-0-CR  
**Fed. Aid No. (Local Project):** RPSTPLE 5017  
**EA/Project No.:** (038)

### SECTION 1: TYPE OF CE

Use the information in this section to determine the applicable CE and corresponding activity for this project.

1. **Project is a CE under CE Assignment 23 USC 326.**
   - [ ] Yes  
   - [x] No  
   
   *If "yes", check applicable activity in one of the three tables below (activity must be listed in 23 CFR 771.117(c) or (d) list or included in activities listed in Appendix A of the CE Assignment MOU to be eligible for 23 USC 326).*

#### Activity Listed in 23 CFR 771.117(c)

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Activities which do not involve or lead directly to construction such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid highway system.</td>
</tr>
<tr>
<td>2</td>
<td>Approval of utility installations along or across a transportation facility.</td>
</tr>
<tr>
<td>3</td>
<td>Construction of bicycle and pedestrian lanes, paths, and facilities.</td>
</tr>
<tr>
<td>4</td>
<td>Activities included in the State’s highway safety plan under 23 USC 402.</td>
</tr>
<tr>
<td>5</td>
<td>Transfer of Federal lands pursuant to 23 USC 107(d) and/or 23 USC 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.</td>
</tr>
<tr>
<td>6</td>
<td>The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.</td>
</tr>
<tr>
<td>7</td>
<td>Landscaping.</td>
</tr>
<tr>
<td>8</td>
<td>Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.</td>
</tr>
</tbody>
</table>
| 9 | The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 USC 5121)²:  
   - (i) Emergency repairs under 23 USC 125;  
   - (ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:  
     - (A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and  
     - (B) Is commenced within a 2-year period beginning on the date of the declaration. |
| 10 | Acquisition of scenic easements. |
| 11 | Determination of payback under 23 USC 156 for property previously acquired with Federal-aid participation. |
| 12 | Improvements to existing rest areas and truck weigh stations. |
| 13 | Ridesharing activities. |
| 14 | Bus and rail car rehabilitation. |
| 15 | Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons. |
| 16 | Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand. |
| 17 | The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE. |
| 18 | Track and railbed maintenance and improvements when carried out within the existing right-of-way. |

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¹ On the CE form, distinguish between c9i or c9ii  
² Include copy of the emergency declaration in the file
### Categorical Exclusion Checklist (continued)

<table>
<thead>
<tr>
<th>Dist/Co/Rte/PM: 01-EUKA-0-CR</th>
<th>Fed. Aid No. (Local Project): RPSTPLE 5017</th>
<th>EA/Project No.: (035)</th>
</tr>
</thead>
</table>

<table>
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<tr>
<th></th>
<th><strong>19</strong></th>
<th>Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.</th>
</tr>
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</table>

<table>
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<tr>
<th></th>
<th><strong>20</strong></th>
<th>Promulgation of rules, regulations, and directives.</th>
</tr>
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</table>

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<tr>
<th></th>
<th><strong>21</strong></th>
<th>Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency of safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses.</th>
</tr>
</thead>
</table>

|   | **22** | "Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit ventilation structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way."
Existing operational right-of-way also does not include areas outside those areas necessary for existing transportation facilities such as uneconomic remnants, excess right-of-way that is secured by a fence to prevent trespassing, or that are acquired and held for a future transportation project. A transportation facility must already exist at the time of the review of the proposed project being considered for the CE. This precludes the acquisition of right-of-way and the subsequent use of this CE to build within that right-of-way. |
|---|--------|--------------------------------------------------------------------------------------------------|

<table>
<thead>
<tr>
<th></th>
<th><strong>23</strong></th>
<th>Federally-funded projects: Enter project cost $ and Federal funds $</th>
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<tbody>
<tr>
<td></td>
<td>(i)</td>
<td>That receive less than $5,000,000 of Federal funds; or</td>
</tr>
<tr>
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<td>(ii)</td>
<td>With a total estimated cost of not more than $30,000,000 and Federal funds comprising less than 15 percent of the total estimated project cost.</td>
</tr>
</tbody>
</table>

### Activity Listed in Examples in 23 CFR 771.117(d)

<table>
<thead>
<tr>
<th></th>
<th><strong>1</strong></th>
<th>Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>2</strong></td>
<td>Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.</td>
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<td><strong>3</strong></td>
<td>Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings.</td>
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<td><strong>4</strong></td>
<td>Transportation corridor fringe parking facilities.</td>
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<td><strong>5</strong></td>
<td>Construction of new truck weigh stations or rest areas.</td>
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<tr>
<td></td>
<td><strong>6</strong></td>
<td>Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.</td>
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<td><strong>7</strong></td>
<td>Approvals for changes in access control.</td>
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<tr>
<td></td>
<td><strong>8</strong></td>
<td>Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.</td>
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<td><strong>9</strong></td>
<td>Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.</td>
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<tr>
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<td><strong>10</strong></td>
<td>Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.</td>
</tr>
</tbody>
</table>

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3 On the CE form, identify in the project description that all work is within operation right-of-way.

4 "Fixed Guideway" means a public transportation facility using and occupying a separate right-of-way for the exclusive use of public transportation such as rail, a fixed cataray system (light rail, trolley, etc.) passenger ferry system, or for a bus rapid transit system.

5 On the CE form, distinguish between c23i or c23ii.
### Categorical Exclusion Checklist (continued)

<table>
<thead>
<tr>
<th>Dist/Co/Rte/PM: 01-EUKA-0-CR</th>
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</tr>
</thead>
</table>

#### 11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

#### 12. Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

(i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.

(ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.

### Activity Listed in Appendix A of the CE Assignment MOU for State Assumption of Responsibilities for Categorical Exclusions

1. Construction, modification, or repair of storm water treatment devices (e.g., detention basins, biofilters, media filters, infiltration basins), protection measures such as slope stabilization and other erosion control measures throughout California.

2. Replacement, modification, or repair of culverts or other drainage facilities.

3. Projects undertaken to assure the creation, maintenance, restoration, enhancement, or protection of habitat for fish, plants, or wildlife (e.g., revegetation of disturbed areas with native plant species; stream or river bank revegetation; construction of new, or maintenance of existing fish passage conveyances or structures; restoration or creation of wetlands).

4. Routine repair of facilities due to storm damage, including permanent repair, to return the facility to operational condition that meets current standards of design and public health and safety without expanding capacity (e.g., slide repairs, construction or repair of retaining walls).

5. Routine seismic retrofit of facilities to meet current seismic standards and public health and safety standards without expansion of capacity.

6. Air space leases that are subject to Subpart D, Part 710, title 23, Code of Federal Regulations.

7. Drilling of test bores/soil sampling to provide information for preliminary design and for environmental analyses and permitting purposes.

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2. **Project is a CE for a highway project under NEPA Assignment 23 USC 327.**
   - Yes
   - No
   (Use only if project does not qualify under CE Assignment 23 USC 326 [activities not included in three previous lists above].)

3. **Independent Utility and Logical Termini**
   - The project complies with NEPA requirements related to connected actions and segmentation (i.e., the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). (FHWA Final Rule, "Background," Federal Register Vol. 79, No. 8, January 13, 2014.)

4. **Categorical Exclusions Defined (23 CFR 771.117[a]).**
   - FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which:
     - do not induced significant impacts to planned growth or land use for the area;
     - do not require the relocation of significant numbers of people;
     - do not have a significant impact on any natural, cultural, recreational, historic or other resources;
     - do not involve significant air, noise, or water quality impacts;
     - do not have significant impacts on travel patterns or
     - do not otherwise, either individually or cumulatively, have any significant environmental impacts.
   - Checking this box certifies that project meets the above definition for a Categorical Exclusion.
### Categorical Exclusion Checklist (continued)

**Dist/Co/Rte/PM:** 01-EUKA-0-CR  
**Fed. Aid No. (Local Project):** RPSTPLE 5017  
**EA/Project No.:** (036)

5. **Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]):**  
FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve unusual circumstances requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:  
- Significant environmental impacts;  
- Substantial controversy on environmental grounds;  
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or  
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

*All of the above unusual circumstances have been considered in conjunction with this project. (Please select one.)*  
☒ Checking this box certifies that none of the above conditions apply and that the project qualifies for a Categorical Exclusion.  
☐ Checking this box certifies that unusual circumstances are involved. However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.

### SECTION 2: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements prior to making the NEPA determination:

During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file.

**Air Quality**  
☒ Air Quality Conformity Findings Checklist has been completed and project meets all applicable AQ requirements.  
☐ For 23 USC 326 projects which require an air quality conformity determination (certain projects under 23 CFR 771.117(c)(22) and (23), list the date of the Caltrans conformity determination: ______  
☐ For 23 USC 327 projects, list date of FHWA concurrence on conformity determination: ______

**Cultural Resources**  
☒ Section 106 compliance is complete-select appropriate finding:  
☐ Screened Undertaking ☒ No Historic Properties Affected ☐ No Adverse Effect ☐ Adverse Effect MOA

**Noise**  
23 CFR 772  
☒ Is this a Type 1 project? ☐ Yes; ☒ No (skip this section.)  
☐ Future noise levels with project either approach or exceed NAC or result in a substantial increase  
If yes, ☐ Abatement is reasonable and feasible ☒ Abatement is not reasonable or feasible

**Waters, Wetlands**  
- Section 404 of the Clean Water Act  
  ☒ Yes  ☐ No  
  If yes, approval anticipated:  
  ☒ Nationwide Permit ☐ Individual Permit ☐ Regional General Permit ☐ Letter of Permission  
- Wetland Protection (Executive Order #11990)  
  ☐ No wetland impact  
  ☒ Wetland Impact; Only Practicable Alternative Finding is included in a separate document in the project file  
- Section 401 of the Clean Water Act  
  ☐ Exemption ☒ Certification

**Floodplains**  
- Floodplains (Executive Order #11988)  
  ☐ No Floodplain Encroachment ☒ No Significant Encroachment ☐ Significant Encroachment

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*Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.*
**Categorical Exclusion Checklist (continued)**

<table>
<thead>
<tr>
<th>Dist/Col/Rta/PM: 01-EJK-0-CR</th>
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</tr>
</thead>
</table>

### Biology

- **No Section 7 Needed**
  - Section 7 (Federal Endangered Species Act) Consultation Findings (Effect determination):
    - [ ] No Effect
    - [ ] Not Likely to Adversely Affect with FWS/NOAA Concurrence Date:______
    - [ ] Likely to Adversely Affect with Biological Opinion Date:______
  - Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):
    - [ ] No Effect
    - [ ] No Adverse Effect
    - [ ] Adverse Effect and consultation with NOAA Fisheries

### Section 4(f) Transportation Act (23 CFR 774)

- Section 4(f) regulation was considered as a part of the review for this project and a determination was made:
  - [ ] Section 4(f) does not apply
    - (Project file includes documentation that property is not a Section 4(f) property, that project does not use a Section 4(f) property, or that the project meets the criteria for the temporary occupancy exception.)
  - [ ] Section 4(f) applies
    - [ ] De Minimis
    - [ ] Programmatic: Type ______ (List one of the five appropriate categories as defined in 23 CFR 774.3)
    - [ ] Individual: [ ] Legal Sufficiency Review complete [ ] HQ Coordinator Review Complete

**Section 6(f)—Was the above property purchased with grant funds from the Land and Water Conservation Fund?**

- [ ] No. Section 6(f) does not apply. No additional documentation required.
- [ ] Yes [ ] Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion and replacement of 6(f) property.

### Coastal Zone

- Coastal Zone Management Act of 1972
  - [ ] Not in Coastal Zone
  - [ ] Qualifies for Exemptions
  - [ ] Qualifies for Waiver
  - [ ] Coastal Permit Required
  - [ ] Consistent with Federal State and Local Coastal Plans
  - [ ] Federal Consistency Determination

### Relocation and Right of Way

- [ ] No Relocations
  - [ ] Project involves ______ (#) relocations and will follow the provisions of the Uniform Relocation Act.
  - [ ] No right of way acquisitions or easements.
  - [ ] Project involves ______ (#) acquisitions and ______ (#) easements.

### Hazardous Waste and Materials

- Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Cal EPA, County Environmental Health, etc.) present? [ ] Yes [ ] No
- If yes, is the nature and extent of the hazardous materials or contamination fully known? [ ] Yes [ ] No
- If no, briefly discuss the plan for securing information:

### SECTION 3: Certification

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations, and Executive Orders.

**Prepared by:** Jenna Larson  
**Title:** Associate Environmental Planner  
**Signature:** [Signature]  
**Date:** 9/15/14