

CALIFORNIA COASTAL COMMISSION

NORTH COAST DISTRICT OFFICE
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F 7b

MEMORANDUM

Date: September 11, 2008

To: Commissioners and Interested Parties

From: Peter Douglas, Executive Director
Robert S. Merrill, District Manager – North Coast District
Tiffany S. Tauber, Coastal Planner – North Coast District

Subject: **Addendum to Commission Meeting for Friday, September 12, 2008
North Coast District Item F 7b, Application No. 1-08-019 (Humboldt
County Department of Public Works)**

STAFF NOTE

This addendum makes certain changes and additions to the conditions and findings contained in the staff recommendation dated August 28, 2008 including (1) deleting provisions for the installation of “weed free straw” from Special Condition No. 1 and corresponding findings, (2) clarifying that vegetation along the construction corridor will be mowed rather than completely removed, and (3) adding Special Condition No. 6 requiring the applicant to demonstrate the legal ability to construct the proposed project. Text to be deleted is shown in ~~striketrough~~, text to be added appears in **bold double-underline**.

This addendum also includes as an attachment, a letter received from an adjoining property owner raising a concern whether a portion of the proposed project is located on the adjoining property owner’s land. This concern over property interests and the applicant’s ability to carry out the project as conditioned is the basis for staff recommending adding Special Condition No. 6.

I. Changes to Special Conditions of the Staff Recommendation

A. Special Condition No. 1(a) shall be revised as follows:

1. Best Management Practices and Construction Responsibilities

The permittee shall comply with the following construction-related requirements:

- a. Fiber rolls, ~~and/or an erosion control blanket with weed-free straw~~ shall be installed as proposed prior to, and maintained throughout, the construction period to contain runoff from construction areas, trap entrained sediment and other pollutants, and prevent discharge of sediment and pollutants to coastal waters and wetlands;

...

REASON FOR CHANGE: The provision for the installation of an “erosion control blanket with weed-free straw” was erroneously included in the list of BMP’s proposed by the County. The County has noted that the use of weed-free straw at the project site is particularly problematic, as it poses hazards to aviation by attracting potentially hazardous wildlife, such as birds and waterfowl. Therefore, the option for installing an “erosion control blanket with weed-free straw” is deleted from the condition. The County proposes to utilize fiber rolls to achieve erosion and sedimentation control as required by Special Condition No. 1(a).

B. Special Condition No. 6 shall be added as follows:

6. Legal Interest

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, written documentation demonstrating that it has the legal ability to undertake the development and carry out all conditions of approval in accordance with the requirements of this permit.

REASON FOR CHANGE: Following publication of the staff report, it came to staff's attention that a 50-foot-wide portion of property where the proposed fence would be located may be owned by an adjacent landowner (near Mid-City Motors and Jacobs Avenue – see attachment). The County indicates that they will work with the landowner in finalizing construction plans for the proposed perimeter fence. Staff recommends Special Condition No. 6 that requires the applicant to demonstrate, prior to issuance of the permit, the legal ability to undertake development of the proposed project and to carry out all conditions of project approval.

II. Changes to the Findings of the Staff Recommendation

- A. The last paragraph on pg. 14 shall be revised as follows to delete reference to the use of straw as an erosion control measure consistent with the changes to Special Condition No. 1 listed above:

To avoid such impacts, the applicant proposes to implement general erosion control measures during and following construction, including the use of standard Best Management Practices (BMPs) such as installing fiber rolls ~~or straw wattles~~, revegetating disturbed soils, and limiting ground disturbance during the rainy season. The implementation of these types of Best Management Practices (BMPs) would result in the interception and containment of sediment during the construction of the project and would also reduce potential erosion prior to the full establishment of vegetation along the fence construction corridor. To ensure that Best Management Practices (BMPs) are implemented during the project, the Commission imposes Special Condition No. 1 that sets forth construction-related responsibilities. These required BMPs include (a) installing fiber rolls ~~and/or an erosion control blanket with weed-free straw~~ prior to, and maintained throughout, the construction period to contain runoff from construction areas, trap entrained sediment and other pollutants, and prevent discharge of sediment and pollutants to coastal waters and wetlands; (b) removing and disposing of any excess excavated material and construction debris resulting from construction activities at a disposal site outside the coastal zone or within the coastal zone pursuant to a valid coastal development permit; (c) maintaining on-site vegetation to the maximum extent possible during construction activities; (d) limiting all ground disturbing activity to the dry season between April 15th and October 31st; (e) containing all on-site stockpiles of soil and construction debris at all times; and (f) replanting any disturbed areas with native vegetation immediately following project completion.

- B. The third paragraph on pg. 14 shall be revised as follows:

Although the proposed project would avoid development within wetlands, construction of the proposed perimeter fence adjacent to wetland ESHA presents the potential for adverse impacts to ESHA resulting from sediment, and construction equipment and debris potentially entering coastal waters and wetlands. **The proposed project involves mowing** ~~Removal of vegetation within from~~ the 5-foot-wide construction corridor ~~necessary~~ to facilitate fence construction, **which** would expose underlying soils and cause increased potential for the release of sediment into adjacent wetland ESHA.

REASON FOR CHANGE: To clarify that the proposed project involves mowing, rather than completely removing, existing vegetation from within the five-foot-wide construction corridor.



September 9, 2008

Tiffany S. Tauber
Coastal Planner
California Coastal Commission
North Coast District Office
710 E Street, Suite 200
Eureka, CA 95501

RECEIVED

SEP 09 2008

CALIFORNIA
COASTAL COMMISSION

Dear Ms. Tauber:

We have received your notification of a public hearing for the applicant, Humboldt County Department of Public Works, Division of Aviation, permit number 1-08-019. In reviewing the "Murray Field Airport Master Plan Update," I noticed the property boundary line includes our property in front of Murray Field (parallel to U.S. Highway 101).

Included is a survey done by Kelly-O'Hern Associates dated January 2008 for your review. It is our request, of course, that the County does not install any fences on our property or exclusive easements.

Sincerely,

Dan Harper
Vice President
Harvey M. Harper Company

CC: Jacquelyn Hulsey, Humboldt County Division of Aviation



ATTACHMENT

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F 7b

Filed: June 10, 2008
49th Day: July 29, 2008
Staff: Tiffany S. Tauber
Staff Report: August 28, 2008
Hearing Date: September 12, 2008
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: **1-08-019**

APPLICANT: Humboldt County Department of Public Works

PROJECT LOCATION: At the Murray Field airport located southeast of Highway 101 at the north end of Eureka, at 4100 Jacobs Avenue, City of Eureka, Humboldt County (APN 017-102-011).

PROJECT DESCRIPTION: (1) Construction of an 8 to 11-foot-high, green vinyl coated chain-link wildlife exclusion fence located on existing raised levees and an abandoned railroad bed around the perimeter of the airport property, (2) replacement of the runway and taxiway lighting system and upgrades to the Visual Approach Slope Indicator (VASI) navigation system, and (3) construction of ten pre-fabricated aircraft hangars within the existing paved aircraft-tiedown area.

LOCAL APPROVALS RECEIVED: None Required.

OTHER APPROVALS REQUIRED: Department of Fish and Game 1600 Streambed Alteration Agreement

Specifically, the proposed project includes (1) installation of approximately 7,250 feet of 8 to 11-foot-high, green vinyl chain-link fence around the perimeter of the airport property, (2) replacement of the runway and taxiway lighting system and upgrades to the Visual Approach Slope Indicator (VASI) navigation system, and (3) construction of ten aircraft hangars within a 50' x 450' existing paved and developed area of the airport. The installation of the wildlife exclusion fence is the only component of the proposed project that would involve ground disturbance. The other project elements (lighting improvements and hangar construction) would be located entirely within existing paved and developed areas of the site and would not require any excavation or other ground disturbance.

The primary issues raised by the proposed project include (1) locating development adjacent to environmentally sensitive wetland habitat, and (2) the visual compatibility of the perimeter fence with the character of the surrounding area. Staff believes that with the attachment of five special conditions, the proposed project would be consistent with the Coastal Act.

Environmentally sensitive wetland habitat (ESHA) generally surrounds the entire airport and also occurs among undeveloped areas between the runway and tiedown areas. The extensive presence of wetlands and coastal waters at the site largely constrains where development can occur at the airport. The proposed project does not involve any development within environmentally sensitive habitat areas (ESHA). However, all of the project components would be located adjacent to wetland ESHA that exists throughout the airport property.

As proposed, the project would avoid the placement of fencing, fence support structures, or any other form of fill within wetlands. The proposed fence alignment would cross drainage channels and associated wetlands in two locations along the northwest portion of the perimeter fence. As proposed, the fence would essentially span the wetland ESHA in these locations. Temporary disturbance of wetland ESHA would occur during construction within the proposed 5-foot-wide construction corridor, resulting in less than 0.004 acres of temporary impact to wetland ESHA in the form of vegetation clearing.

Although the proposed project would avoid development within wetlands, construction of the proposed perimeter fence adjacent to wetland ESHA presents the potential for adverse impacts to ESHA resulting from sediment, and construction equipment and debris potentially entering coastal waters and wetlands. Removal of vegetation from the 5-foot-wide construction corridor necessary to facilitate fence construction, would expose underlying soils and cause increased potential for the release of sediment into adjacent wetland ESHA.

To ensure that the project is sited and designed to prevent impacts which would significantly degrade adjacent ESHA and compatible with the continuance of the adjacent habitat areas as required by Coastal Act Section 30240(b), staff recommends Special Condition Nos. 1 and 2 requiring construction-related responsibilities.

Special Condition No. 1 requires implementation of Best Management Practices as proposed by the applicant and include (a) installing fiber rolls and/or an erosion control blanket with weed-free straw prior to, and maintained throughout, the construction period to contain runoff from construction areas, trap entrained sediment and other pollutants, and prevent discharge of sediment and pollutants to coastal waters and wetlands; (b) removing and disposing of any excess excavated material and construction debris resulting from construction activities at a disposal site outside the coastal zone or within the coastal zone pursuant to a valid coastal development permit; (c) maintaining on-site

vegetation to the maximum extent possible during construction activities; (d) limiting all ground disturbing activity to the dry season between April 15th and October 31st; (e) containing all on-site stockpiles of soil and construction debris at all times; and (f) replanting any disturbed areas with native vegetation immediately following project completion.

To further minimize potential significant adverse impacts to the adjacent wetland ESHA associated with sediment mobilization, the applicant proposes to install the perimeter wildlife exclusion fence using non-mechanized construction methods including manual equipment to remove vegetation and hand augers to prepare post holes. Special Condition No. 2 requires the implementation of the protective measures proposed by the applicant, including (1) avoiding placement of fencing or fence support structures in wetland ESHA, and (2) prohibiting the use of mechanized equipment in areas where the fence alignment traverses drainage channels and associated wetland ESHA.

The primary visual issue raised by the proposed project is whether the perimeter wildlife exclusion fence and the proposed new aircraft hangars would be visually compatible with the character of the surrounding area as viewed from public vantage points along Highway 101.

The majority of the proposed perimeter fence, as it extends southeastward away from Highway 101, would be largely set against the backdrop of the existing airport development and would not be prominently visible from the highway, or from any other public vantage points. However, the portion of the proposed perimeter fence located along the northeast property boundary would be located as close as 110 feet to the edge of Highway 101 and would be highly visible due to its close proximity to the highway and its location in an area where no fencing, other development, or screening vegetation currently exists.

The character of the area on the southeast side of the highway, opposite Humboldt Bay, is largely defined by the undeveloped, grazed seasonal wetlands that surround the airport and by the airport development itself.

Some green vinyl coated fencing currently exists at the airport in an area setback a significant distance from Highway 101. Commission staff visited the site and noted that the green vinyl-coated fencing is visually prominent when viewed at closer range and when viewed from an angle, as would be the case with the portion of the proposed perimeter fence sited along Highway 101. While the open-style fence structure itself seems to blend into the passing view of a motorist, similar to the way a passing view from a car of the vertical members of a bridge seem to disappear from view, the green color is particularly prominent. Intuition suggests that a green fence would more easily blend visually with the natural vegetation that comprises the grazed seasonal wetlands surrounding the site than black, silver, or any other color. However, the green vinyl coating is not a naturally occurring shade of green, but rather, is a brighter, more

“artificial” appearing shade of green, which causes the fence to stand out in stark contrast with the natural surroundings.

While the existing green cyclone fencing may be visually compatible in its existing location setback from the highway in and among existing development, the northeast segment of the proposed perimeter fence would be taller, more extensive, and in the forefront of the viewshed in an undeveloped area as compared to the existing green fence. In this case, due to the surrounding setting of the northeast segment of the proposed perimeter fence, a black fence would be less visually contrasting than the proposed green vinyl-coated fence.

Therefore, to minimize the visual impact of the proposed perimeter fence and to ensure that the perimeter fence would be visually compatible with the character of the surrounding area, staff recommends Special Condition No. 3 requiring that the perimeter wildlife exclusion fence to be installed be constructed of black (rather than green) vinyl-coated cyclone fencing.

Lastly, to ensure that the applicant has all necessary approvals from State Lands Commission and Department of Fish and Game, recommended Special Condition No. 4 and Special Condition No. 5 require the applicant to submit evidence of approval from these agencies, respectively, or evidence that no approval is required.

As conditioned, staff recommends that the Commission find that the project is consistent with the Chapter 3 policies of the Coastal Act.

The Motion to adopt the Staff Recommendation of Approval with Conditions is found on page 6 below.

STAFF NOTES:

1. Standard of Review

The project site (Murray Field Airport) is bisected by the Coastal Commission’s retained permit jurisdiction and the City of Eureka’s coastal permit jurisdiction. Coastal Act Section 30601.3 authorizes the Commission to process a consolidated coastal development permit, when requested by the local government and the applicant and approved by the Executive Director, for projects that would otherwise require coastal development permits from both the Commission and a local government with a certified LCP. The City of Eureka City Council adopted Resolution #2008-29 to grant the Coastal Commission permitting authority for the proposed development pursuant to Coastal Act Section 30601.3. Therefore, the standard of review that the Commission must apply to the project is the Coastal Act.

I. MOTION, STAFF RECOMMENDATION AND RESOLUTION:

The staff recommends that the Commission adopt the following resolution:

Motion:

I move that the Commission approve Coastal Development Permit No. 1-08-019 pursuant to the staff recommendation.

Staff Recommendation of Approval:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution To Approve the Permit:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS: See Attachment A.

III. SPECIAL CONDITIONS:

1. Best Management Practices and Construction Responsibilities

The permittee shall comply with the following construction-related requirements:

- a. Fiber rolls, and/or an erosion control blanket with weed-free straw shall be installed as proposed prior to, and maintained throughout, the construction period to contain runoff from construction areas, trap entrained sediment and other

- pollutants, and prevent discharge of sediment and pollutants to coastal waters and wetlands;
- b. Any excess excavated material, including soil removed from fence post holes, and other construction debris resulting from construction activities shall be removed immediately upon completion of component construction and shall be disposed of at a disposal site outside the coastal zone or within the coastal zone pursuant to a valid coastal development permit;
 - c. On-site vegetation shall be maintained to the maximum extent possible during construction activities;
 - d. All ground disturbing activity shall be limited to the dry season between April 15th and October 31st;
 - e. All on-site stockpiles of soil and construction debris shall be contained at all times; and
 - f. All disturbed areas shall be replanted with native vegetation immediately following project completion obtained from local genetic stocks within Humboldt County. If documentation is provided to the Executive Director that demonstrates that native vegetation from local genetic stock is not available, native vegetation obtained from genetic stock outside the local area, but from within the adjacent region of the floristic province, may be used. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or by the State of California shall be planted or allowed to naturalize or persist on the parcel. No plant species listed as a ‘noxious weed’ by the State of California or the U.S. Federal Government shall be utilized within the property. Hydro-mulching and/or hydroseeding of disturbed areas shall avoid the use of invasive exotic vegetation. Mulches may include vegetable fibers, wood bark chips, or hydraulic mulches from recycled paper, wood fiber, and bonded fiber matrices.

2. Perimeter Fence Construction Restrictions

The perimeter wildlife exclusion fence authorized under CDP No. 1-08-019 shall be constructed according to the following restrictions as proposed by the applicant:

- a. No fencing, fence support structures, or any other form of fill shall be placed within drainage channels or wetland areas shown on Exhibit No. 6;
- b. Vegetation within the 5-foot-wide construction corridor shall be cleared without the use of mechanized equipment; and

- c. Hand augers shall be used to install fence posts along the fence alignment shown in Exhibit No. 6.

3. Fence Color Restriction

The perimeter wildlife exclusion fence shall to be installed shall be constructed of black (rather than green) vinyl-coated cyclone fencing.

4. Department of Fish and Game Approval

PRIOR TO ISSUANCE OF THE PERMIT, the applicant shall submit a copy of any necessary Section 1600 Streambed Alteration Agreement or other approval required by the Department of Fish and Game for the project or evidence that no approval is required. The applicant shall inform the Executive Director of any changes to the project required by the Department of Fish and Game. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is legally required.

5. State Lands Commission Review

PRIOR TO ISSUANCE OF THE PERMIT, the applicant shall submit to the Executive Director, a written determination from the State Lands Commission that:

- a. No State lands are involved in the development; or
- b. State lands are involved in the development and all permits required by the State Lands Commission have been obtained; or
- c. State lands may be involved in the development, but pending a final determination an agreement has been made with the State Lands Commission for the project to proceed without prejudice to that determination.

FINDINGS AND DECLARATIONS

1. Site Description

The project site is the Murray Field Airport (airport), a Humboldt County airport established in 1938 that serves cargo, business, corporate, and personal aircraft. The airport is located at the northern end of the City of Eureka and east of developed portions of the city. The airport is bound to the northwest by Highway 101, to the northeast by the Fay Slough Wildlife Area, to the southeast by open space and agricultural lands, and to

the southwest by Eureka Slough. The airport is accessed via Highway 101 and Jacobs Avenue, which follows the airport's southwest boundary. (See Exhibit Nos. 1 & 2.)

Murray Field consists of approximately 131 acres that support airport and land-side facilities. Existing development at the airport site includes one runway, multiple hangar units, an administrative building/restaurant, vehicle parking, and aviation support facilities such as taxiways, a lighting system, fueling station, and wind sock (see Exhibit No. 3).

Murray Field is located on level fill adjacent to Humboldt Bay in an area that was historically tidal marsh. The airport is separated from the Bay by the levee supporting Highway 101 and a railroad alignment. Substantial alteration of the habitats and hydrology at and near the site began approximately 100 years ago with construction of the railroad line and accompanying levee along the Bay's edge, and the placement of fill throughout most of the area to support agricultural uses. The site ranges in elevation from sea level to 15 feet above mean sea level (msl) at the top of the levees.

Wetlands and water-associated habitats that occur at the airport property include estuarine, palustrine, and riverine systems. Estuarine systems comprise approximately 8.8 acres of subtidal sloughs and channels, intertidal mudflats, and intertidal emergent salt marsh wetland. Palustrine systems comprise approximately 17.2 acres of perennial emergent wetlands and seasonal emergent wetlands. Riverine systems comprise drainage channels with a collective surface area of approximately 1.1 acres. Much of the southern airport property boundary is adjacent to the estuarine habitats of Eureka and Fay sloughs. Vegetation communities at the site consist of Introduced Perennial Grassland, disturbed Coastal Scrub, Fresh-Brackish Water Marsh, Pickleweed Wetland, and Northern Coastal Salt Marsh. (See Exhibit Nos. 5 & 6.)

A complex of drainages and perennially ponded areas occur at the airport site and carry freshwater runoff from the airfield. These features have varying degrees of tidal influence due to direct hydrological linkages to the surrounding tidal channels that drain to Humboldt Bay. The project site supports salt marsh habitat along the fringes of Eureka and Fay sloughs, brackish and freshwater marsh along drainage channels and perennially ponded areas, and seasonal wetlands with intermittent hydrological connections to surrounding drainage channels. An open grassland area located in the northern portion of the site supports numerous seasonal wetlands in isolated, localized depressions.

Perennial grassland is the most dominant plant community at the airport site in the extensive pasture-like areas adjacent to the northern and eastern portions of the airport operational areas and supports primarily introduced plant species, such as sweet vernal grass, tall fescue, and common velvet grass. Shallow depressions and drainage swales located throughout the project site support hydrophytic species such as soft rush and saltgrass. Vegetation on the existing perimeter levee is comprised of ruderal invasive

species where the disturbed soils support primarily wild radish, coyote brush, black mustard, cow parsnip, and Himalayan blackberry.

The southern portion of the airport site is generally low-lying, but with more pronounced hummocks and depressions than most other areas and is subject to a relatively high amount of freshwater drainage and saline water input from a culvert/tide gate connection to Eureka Slough. The resulting vegetation is a mosaic of most vegetation types found at the site.

Marsh wetland vegetation associated with channel banks and ponded areas occurs throughout the airport site. A network of 6 to 8-foot-wide drainages found in the southern and eastern portion of the site are generally bordered with typical freshwater wetland species, including soft rush, small-fruited nutsedge, creeping spikerush, and occasionally, cattails. Invasive dense-flowered cord grass (*Spartina densiflora*) is the dominant marsh species that occurs along the edges of the large drainage channel located adjacent and parallel to Highway 101 along the northern boundary of the airport. Northern Coastal Salt Marsh occurs at the base of much of the perimeter levee, along the margins of Eureka Slough, and the hydrologically intact portion of Fay Slough and supports narrow bands of intact pickleweed vegetation.

2. Project Description

As described in detail below, the proposed project includes (1) installation of a maximum 11-foot-high, chain-link wildlife exclusion fence around the perimeter of the airport property, (2) replacement of the runway and taxiway lighting system and upgrades to the Visual Approach Slope Indicator (VASI) navigation system, and (3) construction of ten aircraft hangars within existing paved and developed areas of the airport. The purpose of the proposed project is to enhance airport safety and to improve functioning of the core area of the airport.

Murray Field Airport Master Plan

The Aviation Division of the Humboldt County Public Works Department manages six of the nine airports located within Humboldt County, including Murray Field Airport. The County has prepared an update to the *Murray Field Airport Master Plan* that addresses a 20-year planning horizon from 2005 to 2025. An airport master plan is a planning tool used to evaluate historical and forecasted airport activity, assess facility design, and present concepts for facility enhancements or improvements that could be implemented based on demand. The Airport Master Plan provides a general framework and phased approach to airport development projects. The implementation of individual projects identified in the plan is based on factors such as industry trends, changes in Federal Aviation Administration (FAA) requirements, and funding. The Airport Master Plan is not part of the certified Local Coastal Program.

The proposed project involves implementing two of the Phase 1 projects identified in the Master Plan (lighting improvements and hangar construction). The proposed wildlife exclusion fence was not originally identified in the Master Plan. However, the County considers the need to exclude wildlife, specifically deer, from the aircraft operating area as a paramount safety priority.

1. Wildlife Exclusion Fence

The proposed project involves the installation of approximately 7,250 feet of 8 to 11-foot-high, green vinyl-coated chain link fencing around the general perimeter of the airport property. The primary objective of the fence is to exclude wildlife, specifically deer, from the airport and to reduce the potential for wildlife strikes with aircraft. The FAA identifies deer as the species that poses the greatest threat to aviation, as collisions may occur during arrival and departure activities.

The proposed fence would be constructed on existing elevated levees and areas of abandoned railroad bed along the property boundaries. The fence has been sited and designed to avoid the placement of fencing or fence support structures within wetland ESHA. The fence alignment would cross drainage ditches and their associated wetland habitat in two places, traversing a total width of approximately 32 feet of perennial emergent wetland and 6 feet of drainage channel. The fence would span these areas above the surface of the water and ground with no direct structural fill. In areas where the fence would be constructed on existing elevated levees adjacent to wetland ESHA, the applicant proposes to install the fence using non-mechanized tools and methods.

A five-foot-wide construction corridor (i.e., 2 ½ feet on either side of the fence alignment) of maintained grassland and scrub vegetation would be temporarily disturbed during fence construction. No trees or other major vegetation would be removed.

2. Lighting and Navigation System Improvements

The proposed project also involves the replacement of runway and taxiway lighting fixtures and upgrades to the Visual Approach Slope Indicator (VASI), a navigational aid on Runway 11. New lighting fixtures would be installed in existing underground light cans or vaults and associated new wiring would be installed within existing conduit. No additional underground ducts or vaults would be excavated as part of the proposed lighting and VASI improvements. The Mitigated Negative Declaration prepared for the proposed project indicates that the proposed project would not result in increased light or glare.

3. Aircraft Hangar

The proposed project also involves the construction of ten new aircraft hangars located adjacent to one another within a 50' x 450' area of the existing paved and developed

aircraft tiedown area. The area would be reconfigured to separate transient and site-based aircraft, provide clear access to and from the runway and taxiway system, and to accommodate the new hangars. The proposed pre-fabricated hangars would be constructed of blue and white metal siding, and would be 25 feet high.

3. Environmentally Sensitive Habitat Areas

Coastal Act Section 30240 states:

- (a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.*
- (b) *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.*

The proposed project involves installing a perimeter fence around the airport property, replacing existing lighting along the runway/taxiways, and constructing ten new hangars within the existing aircraft tiedown area. The installation of the wildlife exclusion fence is the only component of the proposed project that would involve ground disturbance. The other project elements (lighting improvements and hangar construction) would be located entirely within existing paved and developed areas of the site and would not require any excavation or other ground disturbance. The proposed project does not involve any development within environmentally sensitive habitat areas (ESHA). However, all of the project components would be located adjacent to wetland ESHA that exists throughout the airport property.

As cited above, subsection (b) of Coastal Act Section 30240 requires that development in areas adjacent to ESHA shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Discussion:

The applicant provided a wetland delineation entitled “*Murray Field Airport, Delineation of Wetlands and Water-Associated Habitats*,” prepared by ESA dated June 11, 2007. Wetlands and water-associated habitats found to occur at the airport property include estuarine, palustrine, and riverine systems. Estuarine systems comprise approximately 8.8 acres of subtidal sloughs and channels, intertidal mudflats, and intertidal emergent salt marsh wetland. Palustrine systems comprise approximately 17.2 acres of perennial emergent wetlands and seasonal emergent wetlands. Riverine systems comprise drainage channels with a collective surface area of approximately 1.1 acres. Much of the southern

airport property boundary is adjacent to the estuarine habitats of Eureka and Fay sloughs. (See Exhibit No. 5.)

The site also supports potential habitat for sensitive aquatic species including the federally listed endangered tidewater goby (*Eucyclobius newberryi*) and northern red-legged frog (*Rana aurora aurora*), an amphibian listed as a “Species of Special Concern” by the California Department of Fish and Game (which, unlike red-legged frogs in other areas of the state, is not listed as threatened or endangered in the north coast). Several sensitive fish species may utilize the sloughs bordering the airport site, including the federally threatened coho salmon (*Oncorhynchus kisutch*), Chinook salmon (*Oncorhynchus tshawytscha*), and steelhead trout (*Oncorhynchus mykiss*), and the coast cutthroat trout (*Oncorhynchus clarkia clarkia*), a Species of Special Concern.

i. Wetlands

The proposed perimeter fence would be constructed in upland areas along an existing elevated perimeter levee and abandoned railroad bed and would be located, on average, approximately 30 feet from adjacent wetlands. The fence would be sited as close as 10 feet to adjacent wetlands at a “pinch point” along the northwest fenceline, and as far as 80 feet from wetlands along a portion of the northeast fenceline. The runway/taxiway lighting, which would be replaced in its existing location, would continue to be located approximately 20 feet from adjacent wetlands. The proposed hangars, which would be located in the existing developed operational area of the airport, would also be as close as 30 feet from adjacent wetlands.

The proposed fence alignment would cross drainage channels and associated wetlands in two locations along the northwest portion of the perimeter fence, traversing a total width of approximately 32 feet of perennial emergent wetland and 6 feet of drainage channel. As proposed, the fence would essentially span the wetland ESHA in these locations with the fence base suspended slightly above the water or ground surface. Temporary disturbance of wetland ESHA would occur during construction within the proposed 5-foot-wide construction corridor, resulting in less than 0.004 acres of temporary impact to wetland ESHA in the form of vegetation clearing. No permanent impacts to wetlands or coastal waters would occur as a result of the proposed project. As proposed, the project would avoid the placement of fencing, fence support structures, or any other form of fill within wetlands.

Wetland habitat generally surrounds the entire airport and also occurs among undeveloped areas between the runway and tiedown areas (see Exhibit No. 5). The extensive presence of wetlands and coastal waters at the site largely constrains where development can occur at the airport. Several alternatives to the siting and alignment of the proposed perimeter fence were considered to ensure that the proposed project would minimize impacts to wetland ESHA. Due to the extensive nature of wetland habitat at the site, no alignment exists that would avoid placing the fence adjacent to wetland

ESHA while still meeting the objective of excluding wildlife (e.g., deer) from the operational areas of the airport. Alternatives to the proposed fence alignment are further limited by the fact that the fence must (1) be of sufficient height and design to effectively restrict wildlife from entering the airport operations area, and (2) be a sufficient distance from the runway so that the fence does not pose a safety hazard to aircraft. The height and proximity of structures in relation to runways are precisely codified in FAA regulations.

The proposed fence alignment is considered the least environmentally damaging feasible alternative with regard to potential impacts to wetland ESHA given the height and location requirements of the FAA. The proposed fence has been sited in a manner that would avoid development within wetland ESHA, and would be setback the greatest distance possible from adjacent wetland habitat while remaining sufficiently distant from aircraft operation areas.

Although the proposed project would avoid development within wetlands, construction of the proposed perimeter fence adjacent to wetland ESHA presents the potential for adverse impacts to ESHA resulting from sediment, and construction equipment and debris potentially entering coastal waters and wetlands. Removal of vegetation from the 5-foot-wide construction corridor necessary to facilitate fence construction, would expose underlying soils and cause increased potential for the release of sediment into adjacent wetland ESHA.

Sediment is considered a pollutant that affects visibility through the water, and affects plant productivity, animal behavior (such as foraging) and reproduction, and the ability of animals to obtain adequate oxygen from the water. Sediments may physically alter or reduce the amount of habitat available in a wetland or watercourse by replacing the pre-existing habitat structure with a bottom habitat composed of substrate materials unsuitable for the pre-existing aquatic community. In addition, sediment is the medium by which many other pollutants are delivered to aquatic environments, as many pollutants are chemically or physically associated with these sediment particles.

To avoid such impacts, the applicant proposes to implement general erosion control measures during and following construction, including the use of standard Best Management Practices (BMPs) such as installing fiber rolls or straw wattles, revegetating disturbed soils, and limiting ground disturbance during the rainy season. The implementation of these types of Best Management Practices (BMPs) would result in the interception and containment of sediment during the construction of the project and would also reduce potential erosion prior to the full establishment of vegetation along the fence construction corridor. To ensure that Best Management Practices (BMPs) are implemented during the project, the Commission imposes Special Condition No. 1 that sets forth construction-related responsibilities. These required BMPs include (a) installing fiber rolls and/or an erosion control blanket with weed-free straw prior to, and maintained throughout, the construction period to contain runoff from construction areas,

trap entrained sediment and other pollutants, and prevent discharge of sediment and pollutants to coastal waters and wetlands; (b) removing and disposing of any excess excavated material and construction debris resulting from construction activities at a disposal site outside the coastal zone or within the coastal zone pursuant to a valid coastal development permit; (c) maintaining on-site vegetation to the maximum extent possible during construction activities; (d) limiting all ground disturbing activity to the dry season between April 15th and October 31st; (e) containing all on-site stockpiles of soil and construction debris at all times; and (f) replanting any disturbed areas with native vegetation immediately following project completion.

To further minimize potential significant adverse impacts to the adjacent wetland ESHA associated with sediment mobilization, the applicant proposes to install the perimeter wildlife exclusion fence using non-mechanized construction methods including manual equipment to remove vegetation and hand augers to prepare post holes. Use of manual construction methods for installation of the proposed fence would avoid construction impacts associated with the staging and operation of heavy equipment on top of the existing levee, or from within the adjacent wetland habitat. To ensure that the perimeter fence is constructed as proposed by the applicant to minimize the potential for adverse impacts to adjacent wetland ESHA, the Commission imposes Special Condition No. 2 which requires the implementation of the protective measures proposed by the applicant, including (1) avoiding placement of fencing or fence support structures in wetland ESHA, and (2) prohibiting the use of mechanized equipment in areas where the fence alignment traverses drainage channels and associated wetland ESHA.

The Mitigated Negative Declaration prepared for the proposed project indicates that the lighting replacement and improvements to the VASI navigation system would not result in adverse impacts due to increased light or glare. The applicant indicates that the existing lighting and VASI equipment is outdated and prone to failure during inclement weather. The proposed improvements are limited to replacing components that are not functioning properly in the same location and would not involve any expansion of the existing lighting or VASI system. Therefore, these project components would not degrade the surrounding wetland ESHA.

ii. Sensitive Aquatic Species

The muted tidal channel located parallel to Highway 101 provides potential habitat for the federally listed tidewater goby (*Eucyclogobius newberryi*). Although this area is not currently identified as critical habitat for the tidewater goby, recently proposed revision to the critical habitat area include this channel and a portion of Eureka Slough (USFWS, 2006). Construction-related activities that result in changes in persistence, depth, movement, salinity, and substrate characteristics of aquatic habitat can potentially adversely affect tidewater goby.

The USFWS reviewed the proposed project and provided a letter dated February 26, 2008 that states, “*After consideration of the proposed Best Management Practices...to be implemented to prevent the degradation of water quality and construction debris from entering nearby wetlands or water bodies, the Service has determined that Phase I of the proposed improvements at Murray Field Airport will not effect the federally listed tidewater goby.*” (See Exhibit No. 7.)

The construction-related requirements of Special Condition Nos. 1 and 2 described above would minimize adverse impacts to sensitive aquatic species, such as tidewater goby, that potentially utilize the drainages and sloughs by minimizing sedimentation and maintaining the water quality and biological productivity of the habitat.

Therefore, the Commission finds that the proposed development, as conditioned, is consistent with Coastal Act Section 30240, as (1) no development would occur within ESHA, (2) the project is sited and designed to prevent impacts which would significantly degrade adjacent ESHA, and (3) the development would be compatible with the continuance of the adjacent habitat areas.

4. Visual Resources

Coastal Act Section 30251 states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30251 of the Coastal Act states that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance, and requires in applicable part that permitted development be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, and to be visually compatible with the character of surrounding areas.

The project site is located at the northern end of the City of Eureka and east of developed portions of the city. The airport is bound to the northwest by Highway 101, to the east by the Fay Slough Wildlife Area, to the south by open space and agricultural lands, and to the west by Eureka Slough.

The Highway 101 corridor adjacent to the project area provides views of Humboldt Bay and its associated mudflat and marsh habitats to the north and northwest. Views from the Highway to the south and southeast, across and beyond the project site, are dominated by the drainage feature directly adjacent to the highway, the airport development itself, the surrounding expansive grazed seasonal wetlands, and the forested slopes of the coastal range that form the distant backdrop.

Views to and along Humboldt Bay from Highway 101 would not be affected by the proposed project, as the development would be located entirely on the southeast side of the highway at the existing airport. The airport property is also bordered by Jacobs Avenue, a highway frontage road used to access the airport and other commercial development along Highway 101 north of Eureka. While Jacobs Avenue affords some views of Humboldt Bay, this road is not a coastal viewing destination for the public.

The proposed lighting replacement and improvements to the VASI navigation system would not result in adverse visual impacts. The new runway and taxiway lighting system would replace existing lighting equipment in the same location. Similarly, the VASI system would be upgraded in its current location. Therefore, these project components would not result in any changes to the visual character of the site or result in increased light or glare beyond what currently exists at the site.

Additionally, the proposed project would not result in any significant alterations to landforms, as none of the proposed development would require significant grading. The proposed perimeter fence would be located along the top of the existing perimeter levee and a portion of an abandoned railroad bed and would follow existing contours of these features. The proposed new aircraft hangars would be constructed on the existing paved and developed operational area of the airport. Therefore, the proposed project is consistent with Coastal Act Section 30251 to the extent that alterations to landforms would be minimized.

The primary visual issue raised by the proposed project is whether the perimeter wildlife exclusion fence and the proposed new aircraft hangars would be visually compatible with the character of the surrounding area as viewed from public vantage points along Highway 101.

i. Perimeter Wildlife Exclusion Fence

As discussed previously, a total of 7,250 feet of 8 to 11-foot-high, green vinyl coated chain-link fencing would be constructed around the perimeter of the airport property to exclude wildlife from entering the operational areas of the airport and causing a risk of a collision with aircraft.

The majority of the proposed perimeter fence, as it extends southeastward away from Highway 101, would be largely set against the backdrop of the existing airport

development and would not be visibly prominent from the highway, or from any other public vantage points. However, the portion of the proposed perimeter fence located along the northeast property boundary would be located as close as 110 feet to the edge of Highway 101 and would be highly visible due to its close proximity to the highway and its location in an area where no fencing, other development, or screening vegetation currently exists.

Project Alternatives

The County and Commission staff considered several alternatives to the siting and design of the perimeter wildlife exclusion fence that would potentially minimize visual impacts. However, feasible alternatives to the height, design, and siting of the fence are largely limited by the specifications required by the FAA to meet the wildlife exclusion and safety objectives of the project. For example, a shorter, open-style fence would not provide an adequate barrier to deer and thus, would not be a feasible alternative. As discussed previously, the choice of fence location is also constrained by the need to avoid environmentally sensitive wetland ESHA to ensure consistency with Section 30240 of the Coastal Act.

Commission staff and the County also considered the alternative of fencing all property boundaries except for the northeast boundary adjacent to the highway since the highway itself acts as a barrier to wildlife entering the airport property. While this alternative would avoid locating the fence directly adjacent to Highway 101 where it is most visible, it was similarly rejected by the applicant as being inadequate to satisfy the safety objectives and FAA requirements.

Compatibility with the Character of Surrounding Areas

The character of the area on the southeast side of the highway, opposite Humboldt Bay, is largely defined by the undeveloped, grazed seasonal wetlands that surround the airport and by the airport development itself. Some fencing currently exists at the site in an area adjacent to Jacobs Avenue and extending in and among several of the existing airport buildings and parking area along the southwest portion of the site. This existing cyclone fencing is approximately six feet high with additional angled barbed wire along the top and is coated with green vinyl, similar to the County's proposed fence design for the perimeter fence.

Commission staff visited the site and noted that the existing fencing is not prominently visible from Highway 101 because it is setback from the highway and it recedes into the distance toward the existing developed areas of the site. Staff noted that the existing green vinyl-coated fencing is visually prominent, however, when viewed at closer range and when viewed from an angle, as would be the case with the portion of the proposed perimeter fence sited along Highway 101. While the open-style fence structure itself seems to blend into the passing view of a motorist, similar to the way a passing view

from a car of the vertical members of a bridge or bridge railing seem to disappear from view, the green color is particularly prominent. Intuition suggests that a green fence would more easily blend visually with the natural vegetation that comprises the grazed seasonal wetlands surrounding the site than black, silver, or any other color. However, the green vinyl coating is not a naturally occurring shade of green, but rather, is a brighter, more “artificial” appearing shade of green, which causes the fence to stand out in stark contrast with the natural surroundings.

While the existing green cyclone fencing may be visually compatible in its existing location setback from the highway in and among existing development, the northeast segment of the proposed perimeter fence would be taller, more extensive, and in the forefront of the viewshed in an undeveloped area as compared to the existing green fence. In this case, due to the surrounding setting of the northeast segment of the proposed perimeter fence, the Commission finds that a black fence would be less visually contrasting than the proposed green vinyl-coated fence as it would better blend into the shadows and the surrounding landscape.

The Commission notes that green vinyl fencing was also installed at the Arcata-Eureka Airport pursuant to CDP No. A-1-HUM-01-058 approved by the Commission in 2001. The Arcata-Eureka Airport is located approximately ten miles north of Murray Field. However, unlike the proposed fence at Murray Field, the perimeter wildlife fence at the Arcata-Eureka Airport is not prominently within the viewshed of Highway 101. Intervening topography and vegetation largely screens the fence from view, diminishing any impact of the appearance of the fence on views from Highway 101 to a level of insignificance.

Therefore, to minimize the visual impact of the proposed perimeter fence and to ensure that the perimeter fence would be visually compatible with the character of the surrounding area, the Commission imposes Special Condition No. 3 requiring that the perimeter wildlife exclusion fence to be installed be constructed of black (rather than green) vinyl-coated cyclone fencing.

ii. Aircraft Hangars

The proposed project also involves the construction of ten 25-foot-high hangars within a 50’ x 450’ area of the existing paved operational area of the airport. The proposed hangars would be sited in approximately the middle of the airport property to the southeast of, and among, existing airport buildings. The proposed new hangars would be located over 0.2 miles (1,000 feet) from Highway 101 and would be only minimally visible from the highway due to the distance from public vantage points. Additionally, the proposed hangars would be sited adjacent to one another and perpendicular to the highway, rather than scattered throughout the site, such that any view of the hangars from the highway would be further minimized by consolidating the hangars in one area.

Moreover, the hangars would be similar to existing airport buildings at the site with regard to size and bulk, and the proposed hangars would not exceed the height of any existing structures. As the existing airport facilities themselves comprise, in large part, the character of the area, the Commission finds that the proposed hangars would be visually compatible with the character of the surrounding area.

Therefore, the Commission finds that the proposed development, as conditioned, is consistent with Coastal Act Section 30251, as the project has been sited and designed to minimize the alteration of natural landforms, protect public views to and along the ocean and scenic coastal areas, and to be visually compatible with the character of surrounding areas.

5. State Lands Commission Approval

The project site is located in an area subject to the public trust. Therefore, to ensure that the applicant has the necessary authority to undertake all aspects of the project on these public lands, the Commission attaches Special Condition No. 4, which requires that the project be reviewed, and where necessary approved, by the State Lands Commission prior to the commencement of construction.

6. Department of Fish and Game Approval

The project also potentially requires a Section 1600 Streambed Alteration Agreement from the Department of Fish and Game (DFG). To ensure that the project ultimately approved by the DFG is the same as the project authorized herein, the Commission attaches Special Condition No. 5 which requires the applicant to submit to the Executive Director a copy of any necessary Section 1600 Streambed Alteration Agreement or other approval required by the Department of Fish and Game for the project or evidence that no approval is required. The condition requires that any project changes resulting from DFG approval not be incorporated into the project until the applicant obtains any necessary amendment to this coastal development permit.

7. California Environmental Quality Act

The County of Humboldt Department of Public Works, Division of Aviation, prepared a Mitigated Negative Declaration pursuant to CEQA requirements for the proposed project.

Section 13096 of the Commission's administrative regulations requires Commission approval of a coastal development permit application to be supported by findings showing that the application, as modified by any conditions of approval, is consistent with any applicable requirement of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available,

which would substantially lessen any significant adverse effect the proposed development may have on the environment.

The Commission incorporates its findings on Coastal Act consistency at this point as if set forth in full. As discussed above, the proposed project has been conditioned to be found consistent with the policies of the Coastal Act. These findings address and respond to all public comments regarding potential significant adverse environmental effects of the project that were received prior to preparation of the staff report. Mitigation measures that will minimize or avoid all significant adverse environmental impact have been required. As conditioned, there are no feasible alternatives or feasible mitigation measures available, beyond those required, which would substantially lessen any significant adverse impact that the activity would have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, can be found consistent with the requirements of the Coastal Act and to conform to CEQA.

Exhibits

1. Regional Location Map
2. Vicinity Map
3. Existing Facilities
4. Proposed Project Site Plan
5. Vegetation and Wetland Habitat Site Map
6. Wetland Delineation Map
7. USFWS Correspondence

ATTACHMENT A

Standard Conditions:

1. Notice of Receipt and Acknowledgement. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable amount of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent of interpretation of any condition will be resolved by the Executive Director of the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

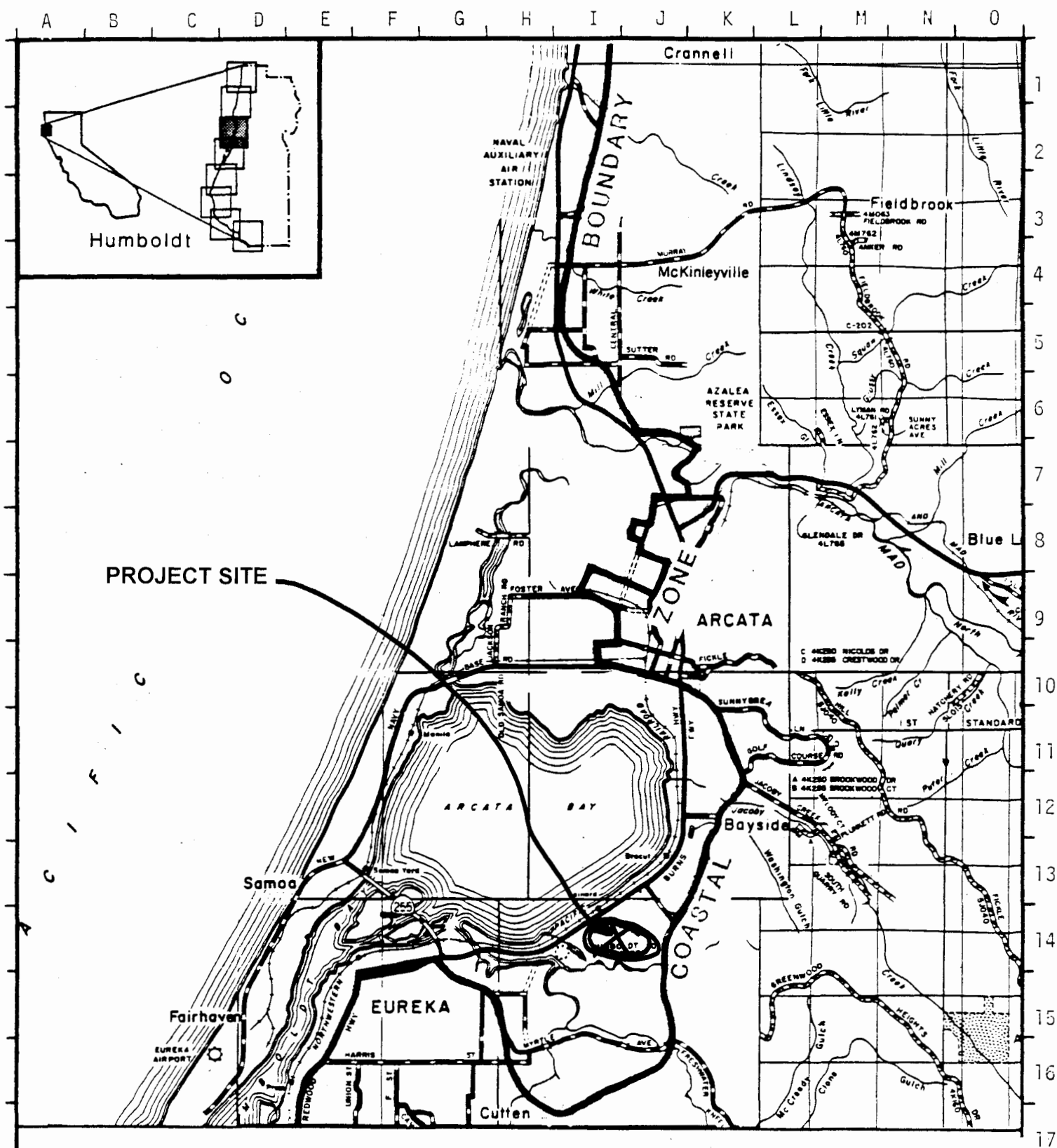


EXHIBIT NO. 1

APPLICATION NO.

1-08-019

HUMBOLDT COUNTY DEPT.
OF PUBLIC WORKS

REGIONAL LOCATION MAP

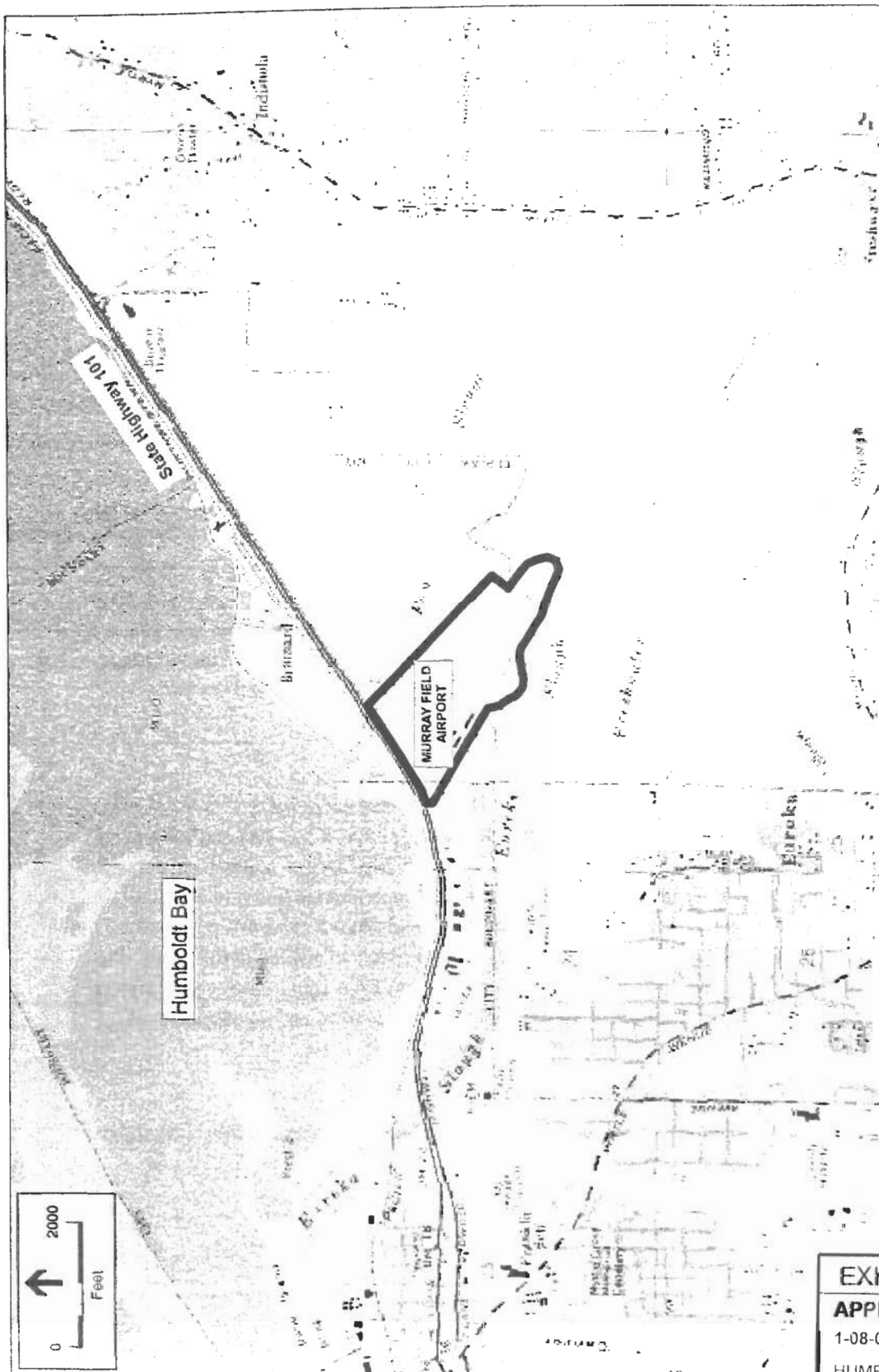
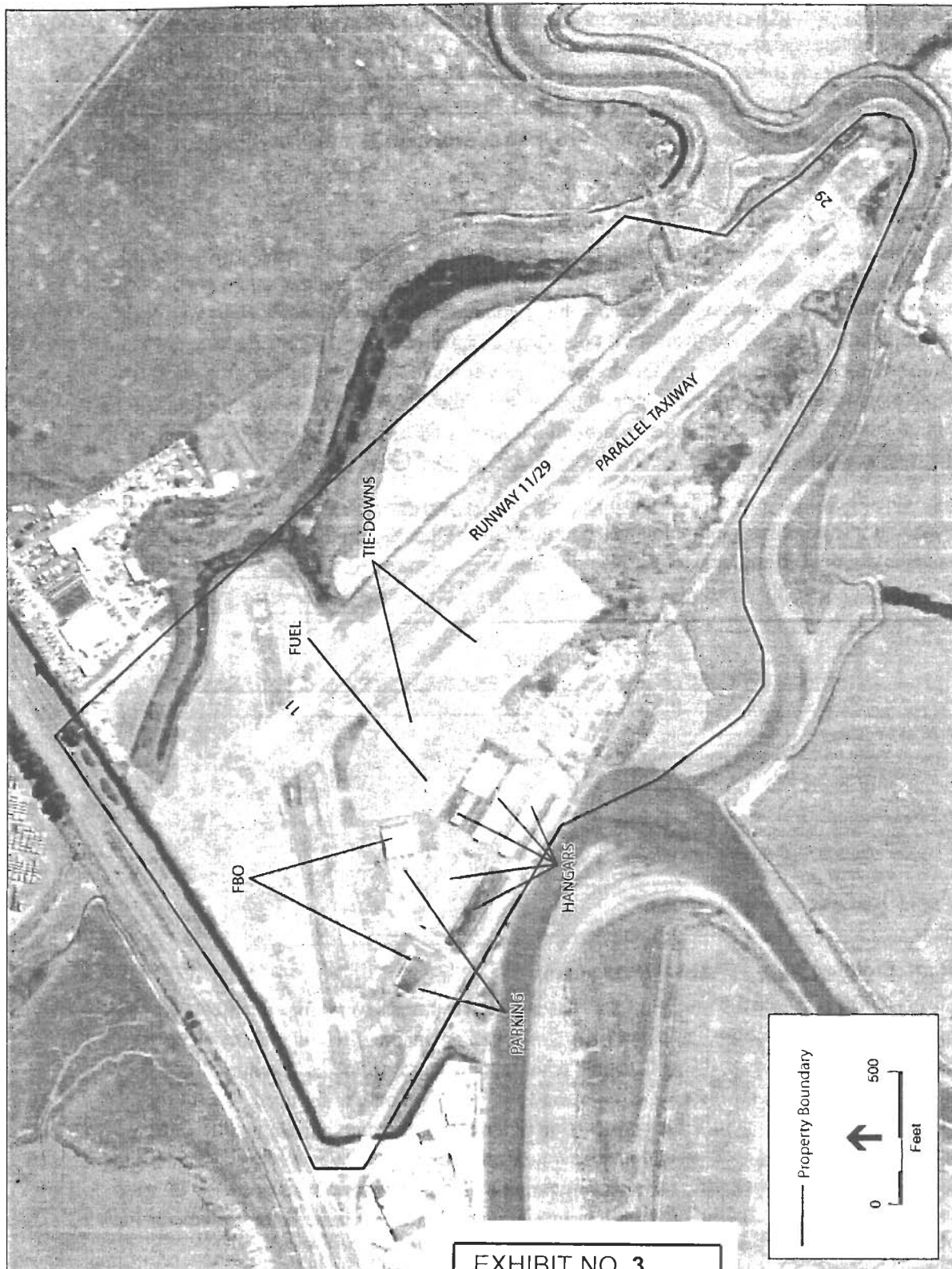


EXHIBIT NO. 2
APPLICATION NO.
1-08-019
HUMBOLDT COUNTY DEPT. OF PUBLIC WORKS
VICINITY MAP

Murray Field Airport Master Plan Update Initial Study - 205093
Figure 2
 Project Area Vicinity

and ESA, 2006



Murray Field Airport Master Plan Update Initial Study - 205093
Figure 3
 Existing Facilities at EKA

SOURCE: Mead & Hunt, Airport Layout Plan, 2006



EXHIBIT NO. 5
APPLICATION NO.

1-08-019
HUMBOLDT COUNTY DEPT.
OF PUBLIC WORKS
VEGETATION & WETLAND
HABITAT SITE MAP



Murray Field CCC Wetland Delineation 2/5/03
Figure 4
Project Area Vegetation Communities and Other Cover Types

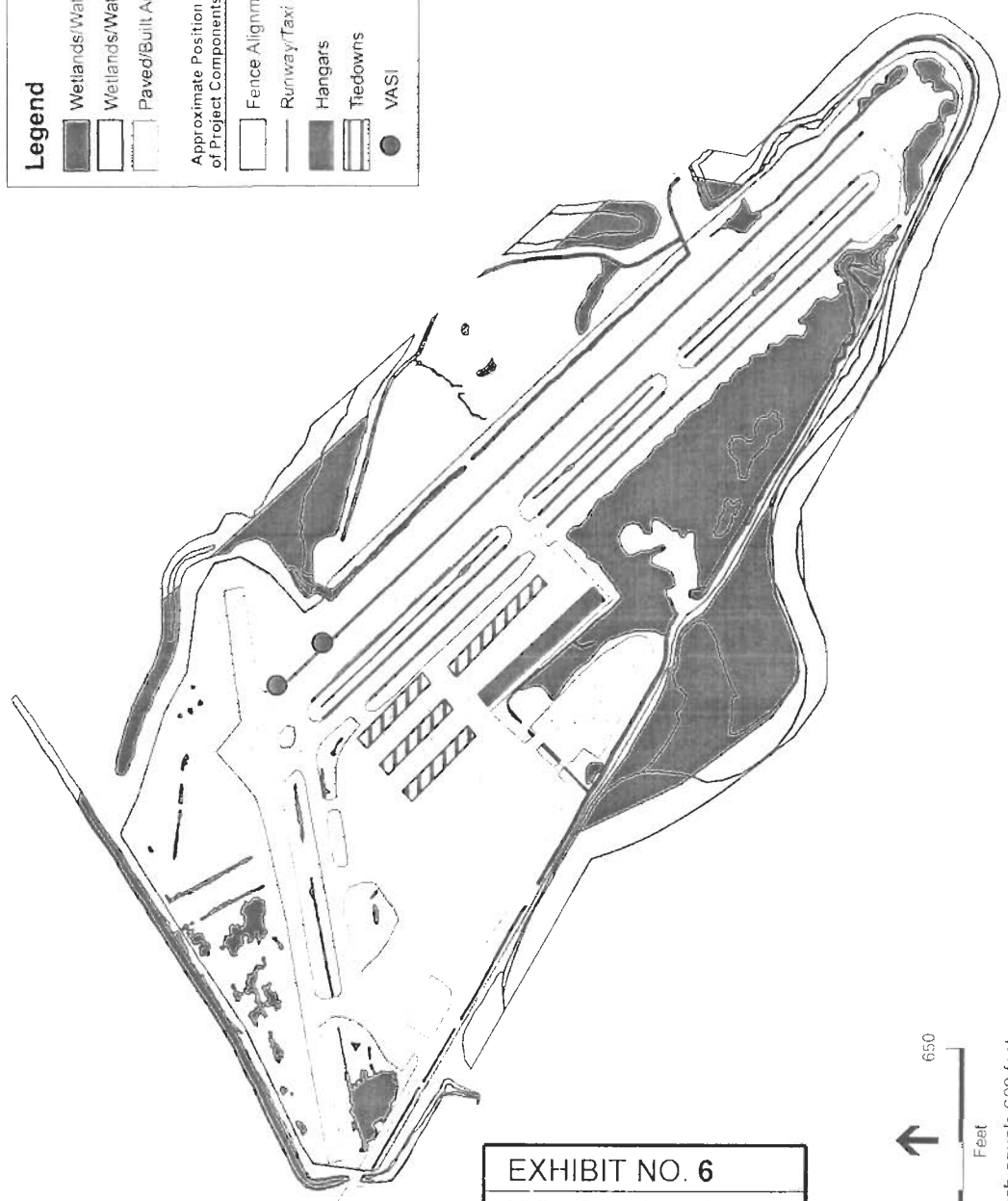
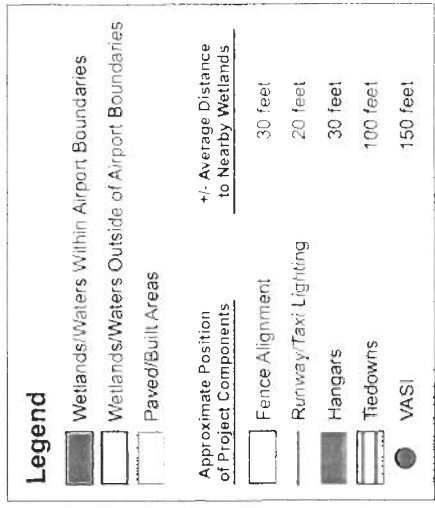
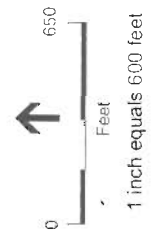


EXHIBIT NO. 6
APPLICATION NO.
 1-08-019
 HUMBOLDT COUNTY DEPT.
 OF PUBLIC WORKS
 WETLAND DELINEATION MAP



SOURCE: ESA, 2006



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Arcata Fish and Wildlife Office

1655 Heindon Road

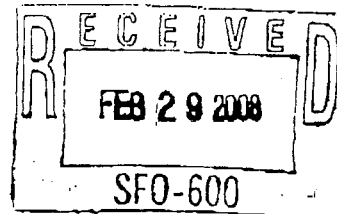
Arcata, California, 95521

Phone: (707) 822-7201 FAX: (707) 822-8411



In Reply Refer To:
8-14-2008-TA-3352

FEB 26 2008



Mr. Barry Franklin
Environmental Protection Specialist
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010

Subject: Response to Request for Technical Assistance Regarding the Proposed Improvements at
Murray Field Airport, Humboldt County, California

Dear Mr. Franklin;

This responds to your request for U.S. Fish and Wildlife Service (Service) concurrence with your determination, received in our office on October 26, 2007, that the above proposed project may affect, but is not likely to adversely affect the federally listed tidewater goby (*Eucyclogobius newberryi*). After review of the information pertaining to this request, the Service provides the following technical assistance.

Humboldt County has proposed improvements to Murray Field Airport to enhance safety and improve function in the core area of the Airport. Your letter and determination referred to Phase I of the proposed project. Phase I of the proposed project includes the installation of a wildlife exclusion fence, the replacement of lighting facilities adjacent to the runway, and reconfiguration of the core aircraft tie-down area entailing the installation of hangers on previously paved areas in the central portion of the airport. Installation of the wildlife exclusion fence would be the only soil disturbing activity among the Phase I projects.

After consideration of the proposed construction Best Management Practices included in your letter, to be implemented to prevent the degradation of water quality and construction debris from entering nearby wetlands or water bodies, the Service has determined that Phase I of the proposed improvements at Murray Field Airport will not effect the federally listed tidewater goby.

All maps and data used to provide this technical assistance are on file at this office. If you have questions regarding this response, please contact Mr. Ken Hoffman of my staff at the Arcata Fish and Wildlife Office at (707) 822-7201.

Sincerely,

Acting
For
Michael M. Long

cc:
DFG: K. Moore, 619 Second Street, 95501

Michael M. Long
Field Supervisor

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EXHIBIT NO. 7

APPLICATION NO.

1-08-019

HUMBOLDT COUNTY DEPT.
OF PUBLIC WORKS

USFWS CORRESPONDENCE