

CALIFORNIA COASTAL COMMISSION

NORTH COAST DISTRICT OFFICE
710 E STREET • SUITE 200
EUREKA, CA 95501
VOICE (707) 445-7833
FACSIMILE (707) 445-7877



W15c

MEMORANDUM

Date: May 11, 2009

To: Commissioners and Interested Parties

From: Peter M. Douglas, Executive Director
Robert S. Merrill, District Manager – North Coast District
James R. Baskin AICP, Coastal Program Analyst – North Coast District

Subject: **Addendum to Commission Meeting for Wednesday, May 12, 2010
North Coast District Item W15c, CDP No. A-1-DNC-09-048
(Border Coast Regional Airport Authority McNamara Field Terminal
Replacement Project)**

STAFF NOTE

The staff is proposing to make certain changes to the staff recommendation on Coastal Development Permit Application No. A-1-DNC-09-048, revising six of the special conditions to provide for: (a) phased development of the various elements of the airport terminal project; (b) the installation of selected street lighting at certain points along the eastern secondary access roadway for traffic safety and site security reasons; (c) the establishment of criteria for determining suitable compensatory wetlands mitigation sites; and (d) replacing a deed restriction with a written agreement between the Commission and the County and Airport Authority stipulating that notification of the conditions and restrictions of the subject coastal development permit shall be included in the provisions of all leases and franchise agreements with airport facility tenants.

In addition, staff is recommending additional findings language regarding the protection of coastal water quality, the siting of new development, and criteria for determining suitable compensatory wetlands mitigation sites, either omitted from the April 29, 2010 report or needed to provide additional clarity. The addendum also contains an errata sheet correcting various inadvertent typographic errors in the April 29, 2010 report (Attachment 1), and a revised site plan showing that all portions of the project would be development outside of pine-spruce forested and riparian vegetation ESHA on the property (Attachment 2).

Since publication of the April 29, 2010 staff recommendation report, staff has received correspondence from members of the public through May 10, 2010, making various comments on the written staff recommendation. Full copies of this correspondence are attached as Attachment 3. Staff has reviewed and considered these comments and continues to recommend that the Commission approve the project with the special conditions included in the staff recommendations of April 29, 2010 as revised by the attached revisions to the special conditions and supplemented by the findings below.

I. REVISIONS TO STAFF RECOMMENDATION

The revisions to the staff report dated October 22, 2009, entail changes to both the text of certain project Special Conditions as well as the findings supporting conditional issuance of the subject coastal development permit. Text to be deleted text is shown in **~~bold strikethrough~~**, text to be added appears in **bold double-underline**.

- Revise the wording of the lead paragraph of Part “A” of Special Condition Nos. 2, 3, and 6, to read as follows:

2. **Revised Design and Construction Plans**

- A. **PRIOR TO THE ISSUANCE COMMENCEMENT OF CONSTRUCTION OF EACH ELEMENT (E.G., TERMINAL BUILDING, AIRCRAFT APRON, ACCESS ROADWAY, UTILITY INSTALLATIONS, ETC.) OF THE REPLACEMENT AIRPORT TERMINAL PROJECT AUTHORIZED BY COASTAL DEVELOPMENT PERMIT NO. A-1-DNC-09-048**, the applicant shall submit to the Executive Director for review and approval: ~~(1)~~ final design and construction plans **for the project element** which are consistent with the approved project narrative and preliminary site plans titled “Passenger Terminal Replacement Amended Project,” dated April 19, 2010, as prepared by the Border Coast Regional Airport Authority and URS Airport Services, attached as Exhibit No. 6, including site plans, floor plans, building elevations, roofing plans, foundation plans, structural plans, final exterior (roofing, siding, glazing) material specifications, signage, drainage facilities, site security / ESHA perimeter fencing and screening, and lighting plans, consistent with all special conditions of Coastal Development Permit No. A-1-DNC-09-048, including Special Condition Nos. 1, ~~3, 5, 6, 12, and 15 10;~~ **and (2), PRIOR TO THE COMMENCEMENT OF CONSTRUCTION OF ANY PARKING LOT, the applicant shall submit to the Executive Director for review and approval,** a revised parking plan demonstrating conformity with

Local Coastal Program Zoning Enabling Ordinance Chapter 21.44, including but not limited to the minimum number of spaces, minimum stall width and depth dimensions, minimum aisle widths, minimum wall-to-wall dimensions, and screening/landscaping parameters, consistent with the Commission's action on Coastal Development Permit No. ~~A-1-CRC-09-048~~ A-1-DNC-09-048.

3. Erosion and Run-Off Control Plan

- A. **PRIOR TO THE ISSUANCE COMMENCEMENT OF CONSTRUCTION OF EACH ELEMENT (E.G., TERMINAL BUILDING, AIRCRAFT APRON, ACCESS ROADWAY, UTILITY INSTALLATIONS, ETC.) OF THE REPLACEMENT AIRPORT TERMINAL PROJECT AUTHORIZED BY COASTAL DEVELOPMENT PERMIT NO. ~~A-1-CRC-09-048~~ A-1-DNC-09-048**, the applicant shall submit, for review and approval of the Executive Director, a plan for erosion and run-off control...

6. Landscape Plan.

- A. **PRIOR TO THE ISSUANCE COMMENCEMENT OF CONSTRUCTION OF EACH ELEMENT (E.G., TERMINAL BUILDING, AIRCRAFT APRON, ACCESS ROADWAY, UTILITY INSTALLATIONS, ETC.) OF THE REPLACEMENT AIRPORT TERMINAL PROJECT AUTHORIZED BY COASTAL DEVELOPMENT PERMIT NO. ~~A-1-DNC-09-048~~**, the applicant shall submit, for the review and approval of the Executive Director, a plan for landscaping to soften the appearance of the commercial visitor-serving facility, while assuring that the landscaping materials are located and sized so as not to obstruct views to and along the coast from designated view corridors and vista points. The plan shall be prepared by a licensed landscape architect,
- 1) The plan shall demonstrate that:...
 - e. Except for clearing for site improvements authorized by Coastal Development Permit No. ~~A-1-CRC-09-048~~ A-1-DNC-09-048, all existing mature native vegetation (i.e., pine-spruce forest and fringing riparian vegetation) shall be retained; and...

REASON FOR CHANGES: (1) To allow construction to be commenced independently on portions of the overall project, such as its roadways, community service upgrades, and utility placements, while reviews are concurrently being conducted by federal aviation and national security agencies for the final design of the terminal and apron components. (2) To correct typographical errors.

- Revise the wording of Special Condition No. 5 to read as follows:

5. Design Restrictions

All exterior materials, including the roofing materials and windows, shall be non-reflective to minimize glare. Terminal building siding and roofing materials shall be of naturally-occurring earthtones to blend harmoniously in hue and shade with the color of the surrounding landforms and vegetation. All exterior lights, including lights attached to the outside of any structures, shall be low-wattage, limited to levels necessary to provide adequate operational and site security illumination, non-reflective and have full cut-off shielding, hooding, or sconces to cast lighting in a downward direction and not beyond the boundaries of the property. **No With the exception of lighting incorporating the above design criteria to be installed at the intersection of the eastern secondary access road with the rear gate of the airfield and collocated lighting on existing poles behind the general aviation hangers, no additional** roadside street lighting shall be installed along the portions of the facility's access roadway between the County agricultural department offices and the round-about at the intersection of the terminal, general aviation, and fire hall access routes. Instead, reflective stripping and signage shall be used to demarcate roadway margins and directional lane dividers **as needed**. Aircraft apron operational lighting shall be designed to be powered down when not in active use. All signage shall conform to the standards of Title 18 of the Del Norte County Code.

REASON FOR CHANGES: To provide for the installation of lighting at an access road intersection and behind existing general aviation hangers for traffic safety and site security reasons, while ensuring that significant adverse impacts to sensitive wildlife species does not result.

- Revise the wording of Special Condition No. 7 sub-section A.1. to read as follows:

7. Final Compensatory Wetlands Mitigation and Monitoring Program

- A. PRIOR TO ISSUANCE OF COASTAL DEVELOPMENT PERMIT A-1-DNC-09-048**, the applicant shall submit for review and written approval of the Executive Director in consultation with the U.S.

Department of Fish and Game and the Fish and Wildlife Service, a final detailed compensatory wetlands mitigation and monitoring program designed by a qualified wetland biologist for the construction and monitoring of compensatory wetlands mitigation site(s). The mitigation and monitoring program shall at a minimum include the following:

1. Provision for the creation of a minimum of 1.92 acres of riverine and palustrine wetlands (.48-acre project-filled wetlands @ 4:1 in-kind, off-site replacement ratio) **at a suitable location within Del Norte County meeting all of the following criteria:**
 - a. **An area having significant contiguous land base for undertaking the subject replacement wetlands mitigation, as contrasted with a series of smaller detached sites, where there is the greatest likelihood that the wetland values and functions being lost at the project can be replicated at the mitigation site;**
 - b. **An area having similar submerged, emergent, or near-surface saturated hydrologic conditions to those on the portions of the project site (i.e., non-tidally influenced, perched and/or seasonal shallow groundwater conditions within the Smith River Plan Hydrologic Sub-area);**
 - c. **An area having similar wetland plant community composition to those on the wetlands portions of the project site to be filled (i.e., forested palustrine wetlands and palustrine emergent wetlands adjoining beach pine, Sitka spruce and beach pine-Sitka spruce forested areas) ; and**
 - d. **An area having similar soil and substrate conditions to those on the wetlands portions of the project site to be filled (uplifted marine terrace with sand dune derived course soil clastics).**

REASON FOR CHANGES: To establish specific criteria for the selection of suitable off-site in-kind mitigation sites.
--

- Revise the wording of Special Condition No. 9 to read as follows:
 9. **Deed—Restriction Notification/Imposition of Permit Conditions Agreement**

- ~~A. PRIOR TO ANY CONVEYANCE OF ANY PORTION OF THE PUBLIC PROPERTY THAT IS THE SUBJECT ISSUANCE OF COASTAL DEVELOPMENT PERMIT NO. A-1-DNC-09-048, the County of Del Norte (“County”) as fee-simple owner of the airport facility (“Property”), and the Border Coast Regional Airport Authority (“Authority”), as delegated facility operator, shall submit to the Executive Director for review and approval documentation demonstrating that the County and Authority have executed and recorded against the parcel(s) governed by this permit a deed restriction, enter into an agreement with the Coastal Commission, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the County and the Authority each acknowledge and agree that: (1) the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that Property; and (2) all rental, lease, and franchise contracts entered into with tenants of the Property shall incorporate the Special Conditions of this permit as covenants, conditions and restrictions on the renter’s, lessee’s, franchisee’s, and/or tenant’s use and enjoyment of the Property. The deed restriction agreement shall include a legal description of the entire parcel or parcels governed by this permit. The deed restriction agreement shall also indicate that, in the event of an extinguishment or termination of the deed restriction agreement for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.~~
- ~~B. PRIOR TO ISSUANCE OF COASTAL DEVELOPMENT PERMIT NO. A-1-DNC-09-048, the applicant shall submit a written agreement by the County of Del Norte, in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition.~~

REASON FOR CHANGES: To replace the requirement for recording a deed restriction with a written agreement consistent with the restriction placed on encumbering or conveying title to the airport property included in the Civil Aeronautics Administration and Department of War’s 1942 transfer of the facility to the County of Del Norte.

II. REVISIONS TO THE PROJECT FINDINGS

- Append additional language to Findings D, Protection of Coastal Wetlands, Section IV.D.2, sub-section 3.a, of the staff recommendation report (commencing on page 37) to read as follows:

a. Filling of Wetlands / Development Adjacent to ESHA

The project involves construction activities in and adjacent to the emergent, riverine, and palustrine wetlands along the periphery of the pine-spruce forested ESHA and within open areas between the taxiways and Dale Rupert Road Creek. As discussed in the Project Description Findings Section IV.B.2 and under the preceding permissible use criterion, although the dredging diking, and filling within site wetlands has been largely avoided by revisions to the project's original design, approximately .48 acre of unavoidable fill would need to be placed within the wetlands on the site to construct the secondary airport access road and minor portions of the terminal, apron, and parking lot improvements. To offset these potential impacts, the applicant proposes the following mitigation measures:

- The .48 acres of wetlands filled in the construction of the replacement terminal improvements will be replaced in-kind at off-site a compensatory site or sites at a 3:1 replacement ratio.
- Offset the conversion of wetland area suitable for threatened western lily species through undertaking a habitat improvement project for restoration of over an area of between one to three acres on an appropriate candidate site of similarly suitable, but currently overgrown, habitat located just east of the project site.
- Conduct prior to construction vegetation clearing activities outside of the nesting season for migratory bird species.
- Install fencing around the perimeter of the pine-spruce forest/wetlands ESHA complex to reduce the adverse effects of noise, light, and human activity on the habitat resources within the area.
- Incorporate four "frog-friendly" crushed culvert or similar road undercrossings within the access roadways to facilitate safe movement of amphibian species of special concern through the wetland habitat areas.

Notwithstanding the above-listed mitigation measures having been incorporated into the proposed project, the Commission has further conditioned the permit to ensure that all potentially significant adverse impacts to environmentally sensitive habitat areas are minimized: Special Condition No. 7 requires the applicant to submit, for the review and approval of the Executive Director, a final wetlands mitigation and monitoring plan that provides for the establishment of emergent, riverine, and palustrine wetlands habitat at a 4:1 replacement ratio to compensate for the direct spatial and indirect temporal loss of wetlands to be filled for the ~~trail's~~ construction of the terminal eastern secondary access roadway, and small portions of the terminal proper, its apron, and parking lot. Given the

size of the area affected, its location on the fringes of adjoining pine-spruce forest ESHA, and the significance of the habitat it provides, namely to the rare red-legged frog, a species of special concern, the Commission finds the required mitigation at a 4:1 replacement ratio, rather than at the 3:1 ratio proffered by the applicant¹, is necessary to sufficiently mitigate for the filling of these high value wetlands.

Moreover, with respect to the specific off-site location for establishing the compensatory wetlands, the Commission notes that the applicant has proposed several potential mitigation sites, including the Pacific Shores Subdivisions, the former Del Norte County landfill, and the Crescent City Marsh. The Commission finds that the most suitable mitigation site for replacing the wetland values and functions at the development site must be one which reflects all of the following geo-physical attributes present on the project property: (1) An area having significant contiguous land base for undertaking the subject replacement wetlands mitigation, as contrasted with a series of smaller detached sites, where there is the greatest likelihood that the wetland values and functions being lost at the project can be replicated at the mitigation site; (2) An area having similar submerged, emergent, or near-

¹ The Commission notes that the applicant's rationale for the proposed 3:1 compensatory wetlands replacement ratio is based on reasoning relating to: (a) the candidate Pacific Shores Subdivision site may be the only large tract of land in Del Norte County where such wetlands replacement projects could be undertaken to meet current and future mitigation requirements and there are other pending wetland filling projects at McNamara Field (i.e., runway safety area improvements, animal exclusion perimeter fencing) that would require significant acreage at the same candidate site; (b) the costs of creating replacement wetlands at such a high mitigation ration could adversely affect the County's ability to provide matching funds for these public projects; (c) the quality and function of the wetlands that would be filled at the airport would allegedly be of a much lower value than that which would be created at the candidate site; and (d) how the Commission has purportedly only required the higher 4:1 replacement ratio to the loss of open water wetlands rather than to compensate for the loss of other forms of wetlands such as occur at the project site, and thus a 4:1 ration would be excessive. The Commission finds the first two reasons to be irrelevant bases by which the particular amount of compensatory wetlands should be based, and the third rationale to be presumptive that the mitigation efforts will be fully successful in an efficient and timely manner. With respect to the last basis, the Commission notes that the presence of open water areas within wetlands areas being proposed for dredging, diking, or filling, is not the sole determinant for setting a replacement ratio at 4:1. Other factors, such as the temporary losses to habitat associated with the lag in establishing the compensatory wetlands, the uncertainty that habitat conditions being lost can be fully reestablished at the mitigation site, and the presence of particular sensitive plant and animal species in the wetlands slated for conversion, are equally determinative of the mitigation replacement ratio.

surface saturated hydrologic conditions to those on the portions of the project site (i.e., non-tidally influenced, perched and/or seasonal shallow groundwater conditions within the Smith River Plan Hydrologic Sub-area); (3) An area having similar wetland plant community composition to those on the wetlands portions of the project site to be filled (i.e., forested palustrine wetlands and palustrine emergent wetlands adjoining beach pine, Sitka spruce and beach pine-Sitka spruce forested areas) ; and (4) An area having similar soil and substrate conditions to those on the wetlands portions of the project site to be filled (uplifted marine terrace with sand dune derived course soil clastics). The Commission finds that there are several problematic conditions at some of the proposed mitigation sites that bring into question their suitability for valid and successful establishment of viable replacement wetlands for those to be filled as part of the terminal development project. These factors include: (a) dissimilar hydrologic, botanical, and soil conditions; and (b) limitations on the availability of cohesive tracts of upland within the landfill and marsh areas where the wetland functions and habitat characteristics of the project site wetlands could likely be replicated and not result in resource impacts at the replacement wetlands site. Therefore, the Commission includes within Special Condition No. 7 criteria for determining the selection of sites within Del Norte County suitable for replacement wetlands to those with similar geo-spatial project site characteristics.

With respect to impacts to sensitive amphibian species, as discussed further in Protection of Environmentally Sensitive Habitat Areas Findings Section IV.C, the Commission attaches Special Condition No. 8 requiring the applicant to provide a minimum of six sub-grade crossings subject to certain specified design criteria, on the secondary eastern access road, instead of the three crushed culverts proposed by the applicant. With the inclusion of these additional passageways, funneled openings, fencing, signage, and lighting restrictions, impacts to rare red legged frogs and other sensitive amphibian species will be reduced to less than significant levels.

REASON FOR CHANGES: To identify criteria for selecting a compensatory wetlands mitigation site that is suitable and most likely to achieve the restoration goals of replacing the contiguous area and wetlands functions that would be lost at the project site.

- Append a new Finding G, titled “Protection of Coastal Water Quality” at page 46 of the staff recommendation report, and renumber subsequent sections accordingly, to read as follows:

G. Protection of Coastal Water Quality.

1. Applicable LCP Provisions

Policy No. 1 of the LUP's Marine and Water Resources chapter states:

The County seeks to maintain and where feasible enhance the existing quality of all marine and water resources.

Policy No. 3 of the LUP's Marine and Water Resources chapter states:

All surface and subsurface waters shall be maintained at the highest level of quality to insure the safety of public health and the biological productivity of coastal waters.

Policy No. 4 of the LUP's Marine and Water Resources chapter states:

Wastes from industrial, agricultural, domestic or other uses shall not impair or contribute significantly to a cumulative impairment of water quality to the extent of causing a public health hazard or adversely impacting the biological productivity of coastal waters.

2. Consistency Analysis

The subject parcel is located on a gently sloping portion of uplifted coastal terrace planned, zoned for public facility and associated compatible commercial-industrial development. Runoff from the property generally flows southerly and westerly across the property and into drainage ditching or streambed tributaries to Marhoffer Creek along the southwestern and southern sides of the airport property. The runoff eventually discharges onto the beach areas along the western side of Pebble Beach Road, approximately ¼ to ½ mile to the southwest of the project site.

Storm water runoff from new development can adversely affect the biological productivity of coastal waters by degrading water quality. Sedimentation impacts from runoff would be of the greatest concern during and immediately after construction of the replacement terminal improvements. In addition, pollutants entrained within stormwater runoff from long-term commercial aviation and related commercial-industrial facility uses have the potential to degrade water quality of the nearshore environment. Parking lots contain pollutants such as heavy metals, oil and grease, and polycyclic aromatic hydrocarbons that deposit on these surfaces from motor vehicle traffic. Outdoor maintenance equipment, routine washing and steam-cleaning have the potential to contribute metals, oil and grease, solvents, phosphates, and suspended solids to the stormwater conveyance system.

Policy No. 1 of the LUP's *Marine and Water Resources* chapter indicates that the County seeks to maintain and, where feasible, enhance the quality of water resources. *Marine and Water Resources* Policy No. 3 directs that all surface and subsurface waters are to be maintained at the highest level of quality to insure the public health and safety, and the biological productivity of coastal waters. *Marine and Water Resources* Policy 4 goes further to prohibit waste discharges from land uses that would cause public health hazards or result in the impairment of the biological productivity of coastal waters.

The proposed project identifies a series of measures to be undertaken to mitigate stormwater runoff impacts through development of a combination of drainage, grading, erosion and runoff, and pollution control plans (see Exhibit No. 5. However, no preliminary identification of the specific measures to be implemented or their feasibility for accomplishing the water quality objectives of the LUP *Marine and Water Resources* policies were identified.

To ensure that these mitigation measures will be implemented as proposed, the Commission attaches Special Condition No. 3. Special Condition No. 3 requires that the development be performed consistent with an erosion and runoff control plans comprised of a variety of established effected water quality best management practices designed to prevent, intercept, and/or treat a variety of potential construction phase and long-term pollutants, including sediment, oils and grease, cleaning solvents, and solid wastes.

In addition, the Commission attaches Special Condition No. 4. Special Condition No. 4 requires that the permittee comply with various construction-related standards designed to protect the site from water quality and aquatic habitat impacts, including: (1) prohibiting the placing and storage of materials outside of areas where they could enter coastal waters; (2) requiring that construction debris be promptly removed from the site upon the completion of construction; (3) excluding construction equipment or machinery from environmentally sensitive areas; (4) prohibiting the use of sand from the beach, cobbles, or shoreline rocks used for construction or landscaping materials; (5) limiting the rinsing of concrete trucks and tools used for construction only at the specific wash-out area(s) to be described within the approved erosion and runoff control plan; and (6) requiring that staging and storage of construction machinery or materials and storage of debris not take place in any environmentally sensitive area or within public street rights-of-way.

As conditioned, the Commission finds that the project is consistent with the LUP's Marine and Water Resources Policy Nos. 1, 3 and 4, as the project is required to include best management practices (BMPs) for controlling stormwater runoff and maintaining water quality. The Commission further finds that with the BMPs for controlling stormwater runoff and maintaining water quality, and with the other provisions required by Special Condition Nos. 3 and 4, the project as conditioned will protect the biological productivity of the adjacent and downstream riverine and intertidal habitats from the impacts of the development consistent with Marine and Water Resources Policy Nos. 1, 3, and 4 of the LUP.

REASON FOR INCLUSION: To document the basis for the attachment of water quality protection Special Condition Nos. 3 and 4.

- Append a new Findings H titled "Planning and Locating New Development" after the proposed new Findings G to the staff recommendation report, and renumber subsequent sections accordingly, to read as follows::

H. Planning and Locating New Development.

1. Applicable LCP Provisions

The LUP's New Development chapter includes the following policies relevant to the proposed development:

- 1. Proposed development within the urban boundary shall meet land use criteria described in each area plan and in Land Use Plan policies.**
- 2. Proposed development within the urban boundary may be approved only after it has been adequately proven that the location of the proposed development will accommodate the development. These factors include but are not limited to sewage disposal, water supply and street system capacity.**

The LUP Land Use Categories chapter defines the purpose of the Light Industrial / Heavy Commercial (LI/HC) category as follows:

Light Industry - Includes industrial uses without nuisance features and industrial parks.

Heavy Commercial - This category includes lumber yards, warehousing, contractors yards, food processing and light industrial uses without nuisance features.

The LUP Land Use Categories chapter defines the purpose of the Public Facility (PF) category as follows:

All undesignated areas on the land use plan map owned by the county, state or federal governments shall be shown as public facilities and will be subject to and consistent with all applicable policies of the county's final certified land use plan.

LCPZEO Chapter 21.32 establishes the prescriptive use and development standards for the Manufacturing and Industrial Performance (MP) zoning district. LCPZEO Section 21.32.010 states, in applicable part:

This district classification is intended to apply to areas suited to normal operations of industries, subject to such regulations as are necessary to protect the public health, safety, convenience and general welfare within the district and adjacent districts. All uses shall be subject to the use performance standards set forth in Section 21.32.110. No MP district shall be located adjacent to an R district. [Emphases added.]

The list of enumerated conditionally permitted uses in Section 21.33.030 for MP zoning districts include:

Other commercial and industrial uses which might be objectionable by reason of production or emission of noise, offensive odor, smoke, dust, bright lights, vibration or involving the handling of explosive or dangerous materials.

With respect to special regulations as to the density and intensity of development within MP zoning districts, LCPZEO Section 21.32.040 through 21.32.100 direct, in part:

Building height limit shall be seventy-five feet...

Required front yard shall be thirty feet, except as provided in Section 21.46.090 (exceptions for certain structural projections into setbacks, accessory structures, etc.)...

Required side yard shall be none, except that the side yard on the street side of a corner lot shall be no less than thirty feet...

Required rear yard shall be none.

In addition, as previously stated, Section 21.32.110, all activities allowed in the MP district shall be subject to limitations of their external effects to be applied as conditions attached to the approval of all such uses permitted, including:

Noise or vibration created by or resulting directly or indirectly from any industrial machinery or process...

Odors, glare or heat created by or resulting directly or indirectly from any use...

Discharge into the atmosphere of air contaminants including but not limited to sulphur compounds, nitrogen compounds, smoke, charred paper, dust, soot, grime, carbon, noxious acids, fumes, gases, mist, odors or particulate matter or any combination thereof from any single source of emission whatsoever...

Industrial activities...

Water supply, drainage, rubbish and waste disposal systems and practices...

LCPZEO Chapter 21.33 establishes the prescriptive use and development standards for the Public Facilities (PF) zoning district. LCPZEO Section 21.33.010 states, in applicable part:

This district classification is designed to provide for the reservation of land for, development of, and the continued operation of public facilities which serve the community on a county-wide or regional basis and is to be applied in those areas designated by the General Plan for public or quasi-public use... [Emphases added.]

The list of enumerated conditionally permitted uses in Section 21.33.030 for PF zoning districts include:

Airports... when consistent with adopted General Plan land use policies... Public buildings...

With respect to special regulations as to the density and intensity of development within PF zoning districts, LCPZEO Section 21.33.040 directs that:

Special regulations regarding issues such as yards, building height and lot coverage shall be determined at the time of issuance of the use permit.

2. Consistency Analysis

Conformance with Base Zone Requirements

The portion of the county airport on which the proposed replacement terminal improvements would be developed is designated on the *Crescent City / Lake Earl Area Land Use* diagram as a combination of “Light Industrial / Heavy Commercial” (LI/HC), along the frontages of Dale Rupert Road, and “Public Facility” (PF), within the developed airport operational and general aviation areas. These land use designations are implemented respectively through two corresponding zoning designations, Manufacturing and Industrial Performance (MP) and Public Facility with Coastal Area Combining Zone “Access” and “Hazard” Overlays (PF-C(A)(H)). Local Coastal Program Zoning Enabling Ordinance (LCPZEO) Chapter 21.32 establishes the prescriptive standards for development within PF zoning districts. The MP zoning district enumerates its conditionally permitted uses as including those other commercial and industrial uses (such as commercial aviation facilities) which might be objectionable for locating elsewhere by reason of their production or emission of noise, offensive odor, smoke, dust, bright lights, vibration or their handling of explosive or dangerous materials. Airports and public buildings identified are principally permitted uses in the PF zoning district. The proposed replacement terminal project would conform with the use restrictions and prescriptive standards of both of the MP and PF zoning districts. With respect to the prescriptive height, bulk, and areal development regulations, as proposed at a 32-foot-height, comprising less than 1/2-acre of coverage on a 155-acre parcel, and situated over 1,000 feet from the nearest property line, the replacement terminal project would conform with the MP and PF zoning districts prescriptions standards.

Adequate Services

Domestic water service for the proposed replacement passenger terminal would be provided from the City of Crescent City as the project site, though situated within an unincorporated area, is located within the Urban Services Boundary. As detailed within the project environmental impact report, the City has reserve water system volumetric and transmission capacity to

provide the replacement terminal with an adequate and dependable supply of water for domestic consumption and fire-fighting to support the proposed public facility use, provided certain transmission line pumping improvements are made to at the existing 50,000-gallon storage reservoir.

Wastewater from the replacement terminal would be accommodated by an individual septic disposal system to be located on open field areas adjacent to the terminal building. Since Appeal No. A-1-DNC-09-048 was filed with the Commission, the preliminary sewage disposal plan design has received a preliminary approval "clearance" letter from the County Department of Environmental Health (see Exhibit No. 10). In addition, the staff of the North Coast Regional Water Quality Control Board has recently indicated its concurrence with the local agency's conclusion that wastewater treatment can feasibly be accommodated at the project site.²

With regard to the adequacy of roadway circulation, the project's environmental review identified that certain turn pocket and lane striping improvements would be needed to resolve the unsafe turning movement situation at the intersection of Dale Rupert Road and Washington Boulevard. In addition, similar restriping and turn lane improvements are also indicated along Washington Boulevard at its intersection with the eastern secondary access roadway.

The development of the property with a passenger terminal and related aircraft loading and unloading, parking, roadway, and utility site improvements is envisioned under the certified LCP. The potential direct and cumulative impacts of the proposed development on water supply, wastewater treatment capabilities, and traffic capacity, and their relative capacities to serve the project, were addressed as part of the project's environmental document, which, in turn, identified specific water system and street improvements needed to ensure adequate support infrastructure for the replacement terminal project. Further, the proposed development would meet the prescriptive standards for development within its zoning districts in terms of maximum structural height and coverage, and minimum yard area and property line setbacks. Therefore, the proposed development is consistent with the LI/HC and PF land use designations, and the LCPZEO's MP and PF zoning and Coastal Access and Hazards combining zone district standards, and would not adversely impact transportation or public service infrastructure capacities consistent with applicable provisions of the *Public Facilities and New Development* chapters of the LUP.

REASON FOR INCLUSION: To document the proposed development's consistency with LCP planning and new development policies and standards.

² Pers. comm. John Short, Senior Water Resources Control Engineer, April 19, 2010.

III. COMMENTS RECEIVED

Staff has also received a correspondence from appellant stating their support for the staff recommendation for approval of the project as revised for the Commission's de novo review with the attachment of the enumerated special conditions.

IV. ATTACHMENTS

1. Errata Sheet
2. Revised Exhibit No. 6, Figure 1 (Proposed Project Site Map with ESHA Overlay).
3. Letter from Friends of Del Norte, dated, received May 10, 2010

ERRATA

The following typographic errors and outdated project descriptions within the April 29, 2009 should be corrected and updated as follows:

- **Project Description (as amended de novo), page 1:**

Jack McNamara Field Terminal Replacement Project - (as amended de novo) "Alternative 10, Option ~~€~~ 2"

- **Summary of Special Condition No. 3, page 4, ¶3:**

Special Condition No. 3 requires the applicant to submit prior to issuance of the coastal development permit and for the review and approval of the Executive Director an erosion and stormwater runoff control plan to prevent impacts to coastal water quality during both temporarily during the construction phase and permanently over the life of the ~~condominium development~~ airport terminal.

- **Special Condition No. 8, page 14, first sentence:**

A. **PRIOR TO THE ISSUANCE OF COASTAL DEVELOPMENT PERMIT NO. ~~A-1-CRC-09-048~~ A-1-DNC-09-048**, the applicant shall submit, for review and approval of the Executive Director, a plan for the incorporation of sub-grade passageways into the design of the approximately 600-lineal-foot portion of replacement terminal project's eastern access road between the County agricultural department facilities and the rear gate to McNamara Field adjoining the row of general aviation aircraft hangers.

- **Project Description, page 21, ¶3:**

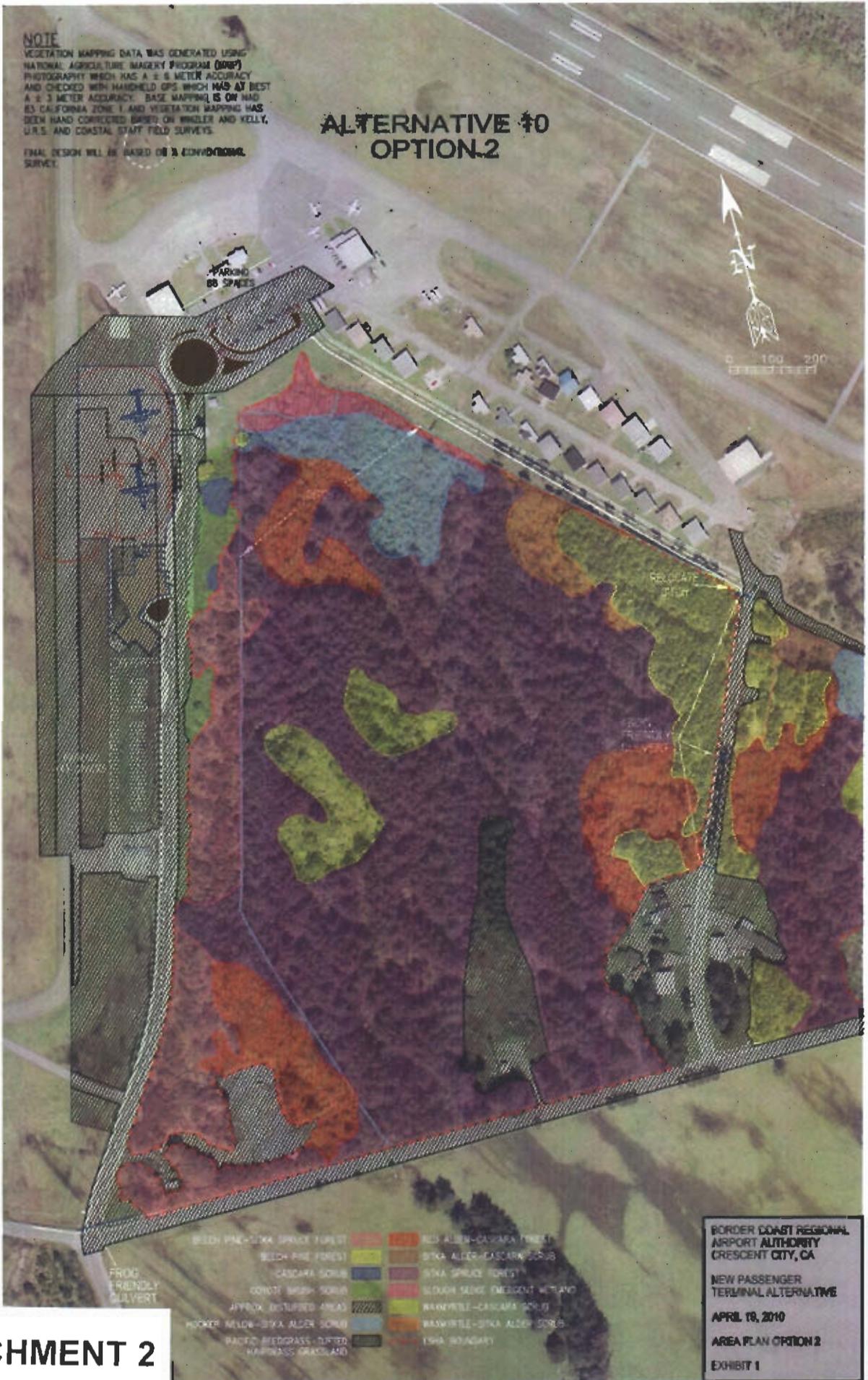
A new ~~96-space~~ 143-space parking lot would also be developed immediately to the south of the replacement terminal site. Similar to the existing terminal building, the current parking lot does not provide sufficient off-street parking for passengers, employees and visitors. Currently, McNamara Field has 85 paved parking spaces on an existing surface lot for short-term parking and an additional overflow gravel lot with 25 spaces for long-term parking. The short-term lot is shared with Airport employees. Neither parking lot is compliant with current TSA regulations and recommended blast protection and high alert zones due to their proximity to the existing terminal building. A parking survey at McNamara Field indicated that during the peak holiday season the short-term parking lot was at capacity and the long-term overflow lot was at 65 percent capacity. The short-term and overflow parking lots within the existing airport complex will be reconfigured into an 88-space facility.

NOTE

VEGETATION MAPPING DATA WAS GENERATED USING NATIONAL AGRICULTURE IMAGERY PROGRAM (NAIP) PHOTOGRAPHY WHICH HAS A ± 3 METER ACCURACY AND CHECKED WITH HANDHELD GPS WHICH WAS AT BEST A ± 3 METER ACCURACY. BASE MAPPING IS ON NAD 83 CALIFORNIA ZONE 1 AND VEGETATION MAPPING HAS BEEN HAND CORRECTED BASED ON WHILLER AND KELLY, U.S. AND COASTAL STAFF FIELD SURVEYS.

FINAL DESIGN WILL BE BASED ON A CONDUCTED SURVEY.

**ALTERNATIVE #0
OPTION 2**



BORDER COAST REGIONAL
AIRPORT AUTHORITY
CRESCENT CITY, CA
NEW PASSENGER
TERMINAL ALTERNATIVE
APRIL 18, 2010
AREA PLAN OPTION 2
EXHIBIT 1

Friends of Del Norte, Committed to our environment since 1973

*A nonprofit, membership based conservation group
advocating sound environmental policies for our region.*

PO Box 229, Gasquet, CA 95543 707-954-BIRD

May 10, 2010

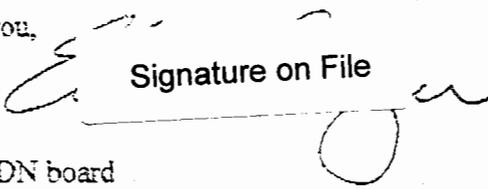
ATT: California Coastal Commission, Jim Bashin
710 E Street, Eureka, FAX: 707-445-7877

Regarding: A-1-DNC-09-048 Terminal Replacement Project, Jack McNamara Field (CBC)

The Friends of Del Norte express our gratitude for the detailed and hard work of your staff, as well as the work of the Border Coast Airport staff, in significantly redesigning the airport terminal replacement project. We support the recommendations of Coastal staff as fully conditioned, as these changes are essential for the conservation of ESHA and for Coastal Act Consistency.

Again, it is proven that only with the oversight of the Coastal Commission, and unhampered citizen access to appeal, the Coastal protection of valuable resources is possible.

Sincerely thank you,


Signature on File

Eileen Cooper, FDN board
Joe Gillespie President

RECEIVED

MAY 10 2010

CALIFORNIA
COASTAL COMMISSION

ATTACHMENT 3

CALIFORNIA COASTAL COMMISSION

NORTH COAST DISTRICT OFFICE
710 E STREET • SUITE 200
EUREKA, CA 95501
VOICE (707) 445-7833
FACSIMILE (707) 445-7877



W15c

Filed: November 9, 2009
49th Day: Waived
Staff: James R. Baskin AICP
Staff Report: April 29, 2010
Hearing Date: May 12, 2010
Commission Action:

STAFF REPORT: APPEAL HEARING *DE NOVO*

APPEAL NO.: **A-1-DNC-09-048**

APPLICANT: Border Coast Regional Airport Authority

LOCAL GOVERNMENT: County of Del Norte

DECISION: Approval with Conditions

PROJECT LOCATION: Jack McNamara Field (CEC) 150 Dale Rupert Road, Crescent County, Del Norte County, APNs 110-010-21 & 120-020-02.

PROJECT DESCRIPTION:
(as approved by the County) *Jack McNamara Field Terminal Replacement Project - "Staff Alternative C" – Development of a 20,800-square-foot passenger terminal complex, with ancillary aircraft apron, domestic and firefighting water supply utilities, onsite sewage disposal system, public and employee off-street parking lots, and looped access roadway facilities.*

PROJECT DESCRIPTION:
(as amended *de novo*) *Jack McNamara Field Terminal Replacement Project - "Alternative 10, Option C" – Development of a 17,867-square-foot passenger terminal complex, with ancillary aircraft apron, domestic and firefighting water supply utilities, onsite sewage disposal system, consolidated public and employee*

off-street parking lots, and round-about based access roadway facilities.

- APPELLANT(S):
- (1) **Friends of Del Norte**; and
 - (2) **Commissioners Mary Shallenberger & Sara Wan**
- SUBSTANTIVE FILE DOCUMENTS:
- (1) County of Del Norte Coastal Use / Development Permit No. UP0736C;
 - (2) County of Del Norte Coastal Building / Development Permit No. B308031C; and
 - (3) County of Del Norte Local Coastal Program (LCP)

SUMMARY OF STAFF RECOMMENDATION DE NOVO:
APPROVAL WITH CONDITIONS

Staff recommends that the Commission approve with conditions the coastal development permit for the proposed project. Staff believes that as conditioned, the development, as amended for purposes of the Commission's *de novo* hearing, is consistent with the County of Del Norte LCP and the public access policies of the Coastal Act

During the Substantial Issue portion of the appeal hearing in April, 2010, the Commission found that the appeal of the project, as approved by the County, raised a substantial issue of conformance with the policies and standards of the County's certified LCP, particularly with regard to: (1) the permissibility of developing the uses within a rare shore pine-Sitka spruce forest environmentally sensitive habitat area (ESHA) for a use that is not dependent upon the resources within the forested area; (2) the approved project not being the least environmentally damaging feasible alternative with respect to permissible dredging, diking, and filling of wetlands; (3) the adequacy of the preliminary design of the onsite wastewater disposal system to protect coastal resources; and (4) the development's potential for having significant impacts on coastal visual resources.

At the April 2010 hearing on the Substantial Issue determination, the *de novo* portion of the appeal hearing was continued to allow the applicant to provide additional information needed for Commission staff to complete a comprehensive review of the proposed development's consistency with the policies of the County's LCP and the access policies of the Coastal Act. Moreover, the continuance allowed time for the applicant to revise the project and provide additional information on the effects the proposed revised project would have on coastal resources.

For the purposes of *de novo* review by the Commission, the applicants submitted a revised project description and revised plans (see Exhibit No. 5) that make changes to the development originally approved by the County. The revised project description involves significant changes to the layout and configuration of the replacement terminal complex,

including the terminal building proper, its off-street parking facilities, and access roadway system, to avoid encroachment into the pine-spruce ESHA. In addition, the amount of wetlands unavoidably filled by the development was further decreased from .62 acre to .48 acre.

To prevent impacts to adjacent environmentally sensitive areas, the project has been redesigned to completely avoid encroachment into the beach pine-Sitka spruce and riparian vegetation ESHAs on the site and to further minimize filling of wetlands through realigning and reducing the width of the access roadways. In addition, the proposed revised project includes a mitigation proposal for the replacement of the wetlands unavoidably filled in the development of the project improvements and a commitment to include provisions for safe, sub-grade passage of red-legged frogs in the design of the project eastern roadway.

The applicant has also provided Commission staff with supplemental information consisting of: (1) vegetation mapping illustrating that all portions of the replacement terminal project will be located outside of the pine-spruce ESHA; (2) additional mapping of extent of wetlands within and adjacent to the proposed project site improvements; (3) an explanation of how the round-about based circulation through the site; (4) further substantiation of the proposed terminal's spatial requirements for ensuring minimum compliance with applicable federal aviation facility and security requirements; and (5) indication from the North Coast Regional Water Quality Control Board supporting the County environmental health department's approval of the preliminary wastewater disposal system design. This supplemental information addresses issues raised by the appeal and provides additional information that was not a part of the record when the County originally acted to approve the coastal development permit.

To help the Commission assess the visual impacts of the development and the consistency of the proposed development with the visual policies of the certified LCP, the applicant has provided, for purposes of the Commission's *de novo* review, additional visual impact assessments, attached as part of the revised project description in Exhibit 5. The study includes photographs of the terminal building site from various vantages, comparing existing views with views from the same locations showing superimposed simulations of the proposed development as revised for purposes of the Commission's *de novo* review. The photos show how the development would not significantly obstruct views to and along the coast and scenic areas, and will be compatible with the character of its surroundings. In addition, new seaward blue-water and offshore views lot would be facilitated through the provision of an observation deck area within the terminal complex. With these modifications, the development as proposed for the Commission's *de novo* review would not significantly affect views to and along the ocean and would be subordinate to the character of its setting.

The principal issues raised by the application concern: (1) ensuring that development adjacent to environmentally sensitive habitat areas is designed and sited to prevent degrading impacts and be compatible with such areas; and (2) the effects of the development on the visual resources of the area. To ensure that the proposed

development's adverse effects relating to environmentally sensitive areas are avoided and visual resources are reduced to levels of insignificance, and to ensure that the final design of the replacement terminal complex is fully consistent with the LCP and applicable Coastal Act policies and standards, staff is recommending the attachment of ten special conditions to the approval of the coastal development permit, as follows:

Special Condition No. 1 sets specific limitations on the scope of the approved development to that proposed in the project description as amended for the Commission's *de novo* review, as further modified by the other special conditions.

Special Condition No. 2 requires the applicant to submit a set of revised final construction plans detailing the design of the site improvements in full conformance with the standards of the LCP as further adjusted by the conditions of the permit's approval.

Special Condition No. 3 requires the applicant to submit prior to issuance of the coastal development permit and for the review and approval of the Executive Director an erosion and stormwater runoff control plan to prevent impacts to coastal water quality during both temporarily during the construction phase and permanently over the life of the condominium development.

Special Condition No. 4 sets various additional construction performance standards for the ensuring that impacts to coastal resources do no result.

Special Condition No. 5 establishes specific design standards for exterior building materials, glazing, and illumination to minimize light and glare, and other impacts to coastal visual resources.

Special Condition No. 6 requires the applicant to submit for approval of the Executive Director prior to permit issuance a landscape plan, detailing the use of native, locally obtained genetic stocks, setting performance and maintenance criteria, and prohibiting the use of exotic/invasive species or the use of bio-accumulating rodenticides.

Special Condition No. 7 requires the applicant to submit for the review and approval of the Executive Director, a compensatory wetlands mitigation and monitoring program for offsetting the losses of wetlands unavoidably filled in developing the project improvements.

Special Condition No. 8 set standards for the inclusion of sub-grade conduits within the eastern airport access road cross-section to provide for safe migration of red-legged frogs through the surrounding forested ESHA to be incorporated into a roadway plan submitted for the review and approval of the Executive Director.

Special Condition No. 9 requires the owners and applicant-operator prior to sale, transfer, or leasing the project site to private parties to record a deed restriction against the subject property noticing the prospective owners of the conditions attached to the subject permit.

Finally, Special Condition No. 10 provides notice that the Commission's permit issuance has no effect on conditions imposed by a local government pursuant to an authority other than the Coastal Act, such as mitigation measures applied through the environmental review and ministerial permitting processes relating to structural stability and safety, air quality standards, or noise regulations.

As conditioned, staff recommends that the Commission find that the development as conditioned is consistent with the certified County of Del Norte LCP and the public access policies of the Coastal Act.

The motion to adopt the staff recommendation of approval with conditions is on page 6 .

STAFF NOTES:

1. Procedure.

On April 15, 2010, the Coastal Commission found that the appeal of the County of Del Norte's approval raised a substantial issue with respect to the grounds on which the appeal had been filed, pursuant to Section 13115 of the Title 14 of the California Code of Regulations. As a result, the County's approval is no longer effective, and the Commission must consider the project *de novo*. The Commission may approve, approve with conditions (including conditions different than those imposed by the County), or deny the application. Since the proposed project is within: (a) an area for which the Commission has certified a Local Coastal Program (LCP); and (b) between the first public road and the sea, the applicable standard of review for the Commission to consider is whether the development is consistent with the County's certified LCP and the public access and public recreation policies of the Coastal Act. Testimony may be taken from all interested persons at the *de novo* hearing.

2. Incorporation of Substantial Issue Findings.

The Commission hereby incorporates by reference the Substantial Issue Findings contained in the Commission staff report, dated April 1, 2010 (<http://documents.coastal.ca.gov/reports/2010/4/Th16a-4-2010.pdf>).

I. **MOTION, STAFF RECOMMENDATION DE NOVO, AND RESOLUTION:**

Staff has determined that with the recommended conditions, the project is consistent with the certified LCP and the Coastal Act public access and recreation policies. Therefore, staff recommends that the Commission adopt the following resolution and findings.

Motion:

I move that the Commission approve Coastal Development Permit No. A-1-DNC-09-048 pursuant to the staff recommendation.

Staff Recommendation of Conditional 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 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 certified County of Del Norte LCP. 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.

III. **STANDARD CONDITIONS:** See Attachment A.

III. **SPECIAL CONDITIONS:**

1. **Scope of Authorization**

The development authorized under this permit comprises that described in the narrative and preliminary plans depicting “*Del Norte Regional Airport Passenger Terminal Replacement Amended Project – Alternative 10, Option 2,*” attached as Exhibit Nos. 5 and 6, including the physical construction of the terminal, airport apron, roadway, and parking facilities, together with all associated utility and community service connections and upgrades, and amenities, and all related onsite and off-site mitigation measures, as further modified by the Special Conditions herein attached. Any proposed deviations

from, or substitutions and additions to, the approved development, including provisions for phased or reduced building envelope construction, shall require the securing of a permit amendment unless the Executive Director determines no amendment is legally required.

2. Revised Design and Construction Plans

- A. **PRIOR TO THE ISSUANCE OF COASTAL DEVELOPMENT PERMIT NO. A-1-DNC-09-048**, the applicant shall submit to the Executive Director for review and approval: (1) final design and construction plans which are consistent with the approved project narrative and preliminary site plans titled "Passenger Terminal Replacement Amended Project," dated April 19, 2010, as prepared by the Border Coast Regional Airport Authority and URS Airport Services, attached as Exhibit No. 6, including site plans, floor plans, building elevations, roofing plans, foundation plans, structural plans, final exterior (roofing, siding, glazing) material specifications, signage, drainage facilities, site security / ESHA perimeter fencing and screening, and lighting plans, consistent with all special conditions of Coastal Development Permit No. A-1-DNC-09-048, including Special Condition Nos. 1, 6, 12, and 15; and (2) a revised parking plan demonstrating conformity with Local Coastal Program Zoning Enabling Ordinance Chapter 21.44, including but not limited to the minimum number of spaces, minimum stall width and depth dimensions, minimum aisle widths, minimum wall-to-wall dimensions, and screening/landscaping parameters, consistent with the Commission's action on Coastal Development Permit No. A-1-CRC-09-048.
- B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final site plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

3. Erosion and Run-Off Control Plan

- A. **PRIOR TO THE ISSUANCE OF COASTAL DEVELOPMENT PERMIT NO. A-1-CRC-09-048**, the applicant shall submit, for review and approval of the Executive Director, a plan for erosion and run-off control.
- 1) **EROSION CONTROL PLAN COMPONENT**
- a. The erosion control plan shall demonstrate that:
- (1) During construction, erosion on the site shall be controlled to avoid adverse impacts on adjacent properties and coastal resources;
 - (2) The following temporary erosion control measures, as described in detail within in the "California Storm Water Best Management "New Development and Redevelopment," "Construction," and

“Municipal Activity” handbooks, developed by Camp, Dresser & McKee, *et al.* for the Storm Water Quality Task Force (<http://www.cabmphandbooks.com/>), shall be used during construction: EC-1 Scheduling, EC-2 Preservation of Existing Vegetation, EC-6 Straw Mulch, NS-4 Temporary Stream Crossing, SE-1 Silt Fence, SE-9 Straw Bale Barrier, and WE-1 Wind Erosion Control;

- (3) Following construction, erosion on the site shall be controlled to avoid adverse impacts on adjacent properties and coastal resources; and
- (4) The following permanent source control and treatment measures, as described in detail within in the “California Storm Water Best Management “New Development and Redevelopment,” “Construction,” and “Municipal Activity” handbooks, developed by Camp, Dresser & McKee, *et al.* for the Storm Water Quality Task Force (<http://www.cabmphandbooks.com/>), shall be installed: SD-10 Site Design & Landscape Planning, SD-11 Roof Runoff Controls, Pervious Pavements, Vegetated Swale, and TC-31 Vegetated Buffer Strip.

b. The plan shall include, at a minimum, the following components:

- (1) A narrative report describing all temporary run-off and erosion control measures to be used during construction and all permanent erosion control measures to be installed for permanent erosion control;
- (2) A site plan showing the location of all temporary erosion control measures;
- (3) A schedule for installation and removal of the temporary erosion control measures;
- (4) A site plan showing the location of all permanent erosion control measures; and
- (5) A schedule for installation and maintenance of the permanent erosion control measures.

2) RUN-OFF CONTROL PLAN COMPONENT

a. The runoff control plan shall demonstrate that:

- (1) Runoff from the project shall not increase sedimentation into coastal waters;
- (2) Runoff from all roofs, patios, driveways and other impervious surfaces and slopes on the site shall be collected and discharged into an infiltration interceptor to avoid ponding or erosion either on or off the site. The system shall be designed to treat or filter

- stormwater runoff from each storm, up to and including the 85th percentile, 24-hour storm event;
- (3) An on-site infiltration interceptor or retention basin system shall be installed to capture any pollutants contained in the run-off from parking lots and other paved areas. The system shall be designed to treat or filter stormwater runoff from each storm, up to and including the 85th percentile, 24-hour storm event;
 - (4) Site drainage shall be directed away from the bluff;
 - (5) The following temporary runoff control measures, as described in detail within in the “California Storm Water Best Management “New Development and Redevelopment,” “Construction,” and “Municipal Activity” handbooks, developed by Camp, Dresser & McKee, *et al.* for the Storm Water Quality Task Force (<http://www.cabmphandbooks.com/>), shall be used during construction: *NS-3 Paving and Grinding Operations, NS-8 Vehicle and Equipment Cleaning, NS-9 Vehicle and Equipment Fueling, NS-12 Concrete Curing, NS-13 Concrete Finishing, SE-1 Silt Fence, SE-9 Straw Bale Barrier, SE-10 Storm Drain Inlet Protection, TR-1 Stabilized Construction Entrance/Exit, TR-2 Stabilized Construction Roadway, WM-1 Material Delivery and Storage, WM-2 Material Use, WM-3 Stockpile Management, WM-4 Spill Prevention and Control, WM-5 Solid Waste Management, WM-6 Hazardous Waste Management, WM-8 Concrete Waste Management, and WM-9 Sanitary/Septic Waste Management*; and
 - (6) The following permanent runoff control measures, as described in detail within in the “California Storm Water Best Management “New Development and Redevelopment,” “Construction,” and “Municipal Activity” handbooks, developed by Camp, Dresser & McKee, *et al.* for the Storm Water Quality Task Force (<http://www.cabmphandbooks.com/>), shall be installed: *SC-10 Non-Stormwater Discharges, SC-11 Spill Prevention, Control & Cleanup, SC-20 Vehicle and Equipment Fueling, SC-34 Waste Handling & Disposal, SC-41 Building & Grounds Maintenance, SC-43 Parking/Storage Area Maintenance, SC-70 Road and Street Maintenance, SC-71 Plaza and Sidewalk Cleaning, SC-73 Landscape Maintenance, SC-74 Drainage System Maintenance, SC-75 Waste Handling and Disposal, SC-75 Waste Handling and Disposal, SD-10 Site Design & Landscape Planning, SD-11 Roof Runoff Controls, SD-13 Storm Drain Signage, SD-20 Pervious Pavements, SD-30 Fueling Areas, SD-31 Maintenance Bays & Docs, SD-32 Trash Storage Areas, SD-35 Outdoor Work Areas, TC-30 Vegetated Swale, TC-31 Vegetated Buffer Strip, TC-32 Bioretention, and TC-40 Media Filter (parking lots).*

- b. The plan shall include, at a minimum, the following components:

- (1) A narrative report describing all temporary runoff control measures to be used during construction and all permanent runoff control measures to be installed for permanent runoff control;
- (2) A site plan showing the location of all temporary, construction-phase erosion and runoff control measures;
- (3) A schedule for installation and removal of the temporary runoff control measures;
- (4) A site plan showing the location of all permanent runoff control measures;
- (5) A schedule for installation and maintenance of the roof and parking lot drainage conveyance systems, and rain garden, tree box, swale and bio-filtration galleries, and perimeter stormwater diking and berming controls; and
- (6) A site plan showing finished grades (at 1-foot contour intervals) and stormwater drainage improvements.

B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

4. **Construction Responsibilities and Debris Removal.**

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

- No construction materials, debris, or waste shall be placed or stored where it may be subject to entry into coastal waters, including drainage courses, creeks, streams, and other water bodies;
- Any and all debris resulting from construction activities shall be removed from the site within one week of completion of construction;
- Except as specifically stipulated herein, no construction equipment or machinery shall be allowed at any time within either the shore pine-Sitka spruce forested areas, riparian vegetation, or wetlands on the site;
- Sand from the beach, cobbles, or shoreline rocks shall not be used for construction or landscaping materials;
- Concrete trucks and tools used for construction of the approved development shall be rinsed at the specific wash-out area(s) described within the approved Erosion and Runoff Control Plan approved by the that Commission;
- Except as specifically stipulated herein, staging and storage of construction machinery or materials and storage of debris shall not take place on the beach or within public street rights-of-way.

5. **Design Restrictions**

All exterior materials, including the roofing materials and windows, shall be non-reflective to minimize glare. Terminal building siding and roofing materials shall be of naturally-occurring earthtones to blend harmoniously in hue and shade with the color of the surrounding landforms and vegetation. All exterior lights, including lights attached to the outside of any structures, shall be low-wattage, limited to levels necessary to provide adequate operational and site security illumination, non-reflective and have full cut-off shielding, hooding, or sconces to cast lighting in a downward direction and not beyond the boundaries of the property. No roadside street lighting shall be installed along the portions of the facility's access roadway between the County agricultural department offices and the round-about at the intersection of the terminal, general aviation, and fire hall access routes. Instead, reflective stripping and signage shall be used to demarcate roadway margins and directional lane dividers. Aircraft apron operational lighting shall be designed to be powered down when not in active use. All signage shall conform to the standards of Title 18 of the Del Norte County Code.

6. Landscape Plan.

A. **PRIOR TO THE ISSUANCE OF COASTAL DEVELOPMENT PERMIT NO. A-1-DNC-09-048**, the applicant shall submit, for the review and approval of the Executive Director, a plan for landscaping to soften the appearance of the commercial visitor-serving facility, while assuring that the landscaping materials are located and sized so as not to obstruct views to and along the coast from designated view corridors and vista points. The plan shall be prepared by a licensed landscape architect.

1) The plan shall demonstrate that:

- a. All proposed plantings site shall be limited to vegetation native to northern coastal habitats of Del Norte County obtained from local genetic stocks within Del Norte 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 as may be identified from time to time by the State of California, shall be employed or allowed to naturalize or persist on the site. No plant species listed as a "noxious weed" by the governments of the State of California or the United States shall be utilized within the property that is the subject of CDP No. A-1-DNC-09-048.
- b. All proposed plantings shall be obtained from local genetic stocks within Del Norte 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 of the local area may be used. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California, shall be employed or allowed to naturalize or persist on the site. No plant species listed as a 'noxious weed' by the governments of the State of California or the United States shall be utilized within the property.

- c. All planting will be completed by within 60 days after completion of construction;
 - d. All required plantings will be maintained in good growing conditions through-out the life of the project, and whenever necessary, shall be replaced with new plant materials to ensure continued compliance with the landscape plan;
 - e. Except for clearing for site improvements authorized by Coastal Development Permit No. A-1-CRC-09-048, all existing mature native vegetation (i.e., pine-spruce forest and fringing riparian vegetation) shall be retained; and
 - h. The use of bio-accumulating rodenticides containing any anticoagulant compounds, including, but not limited to, Bromadiolone, Brodifacoum or Diphacinone, shall not be used.
2. The plan shall include, at a minimum, the following components:
- a. A map showing the type, size, and location of all plant materials that will be on the developed site, the irrigation system, topography of the developed site, and all other landscape features; and
 - b. A schedule for installation of plants.
- B. The permittee shall undertake development in accordance with the approved final plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

7. **Final Compensatory Wetlands Mitigation and Monitoring Program**

- A. **PRIOR TO ISSUANCE OF COASTAL DEVELOPMENT PERMIT A-1-DNC-09-048**, the applicant shall submit for review and written approval of the Executive Director in consultation with the U.S. Department of Fish and Game and the Fish and Wildlife Service, a final detailed compensatory wetlands

mitigation and monitoring program designed by a qualified wetland biologist for the construction and monitoring of compensatory wetlands mitigation site(s). The mitigation and monitoring program shall at a minimum include the following:

1. Provision for the creation of a minimum of 1.92 acres of riverine and palustrine wetlands (.48-acre project-filled wetlands @ 4:1 in-kind, off-site replacement ratio).
2. Quantitative and qualitative performance standards that will assure achievement of the mitigation goals and objectives of no net loss of wetlands, taking into account temporal loss associated with the time-lag in establishing compensatory wetlands at off-site locales, as set forth in Coastal Development Permit Application No. A-1-DNC-09-048, as summarized in Findings Section IV.D, "Protection of Coastal Wetlands," including but not be limited to the following standards: (a) timely initiation of the compensatory wetlands plan within six (6) months of the initiation of construction of the authorized replacement terminal improvements; (b) milestones and timelines for successful establishment of the compensatory wetlands; and
3. A compensatory wetlands mitigation plan consisting of: (a) dimensioned, to-scale mapping of compensatory wetlands site(s); (b) assessment of hydrologic, soil, and vegetative conditions at the mitigation site(s); (c) grading plan; (d) planting schedule, detailing species, sizes, installation standards; (d) short- and long-term irrigation and watering requirements; (e) measures for the removal and/or management of proximate non-native, exotic-invasive species; and (f) thinning, pruning, and other on-going maintenance needs
4. Provisions for annual monitoring the following attributes: (1) cover; (2) density; (3) species diversity; and (4) habitat utilization, using the following methods, as applicable, to the particular plant stratum or habitat: (1) basal area and/or stem counts; (2) transect sampling; (3) stocking and stand density; (4) point-intersect surveys; and (e) trap & release population studies.
5. Provisions for assessing the initial biological and ecological status of the "as built" mitigation site within 30 days of establishment of the mitigation site in accordance with the approved mitigation program. The assessment shall include an analysis of the attributes that will be monitored pursuant to the program, with a description of the methods for making that evaluation.
6. Provisions to ensure that the mitigation site will be remediated within ninety (90) days of a determination by the permittee or the Executive

Director that monitoring results indicate that the site does not meet the goals, objectives, and performance standards identified in the approved mitigation program.

7. Provisions for monitoring and remediation of the mitigation site in accordance with the approved final mitigation program for a period of five (5) years.
 8. Provisions for submission of annual reports of monitoring results to the Executive Director for the duration of the required monitoring period, beginning the first year after submission of the “as-built” assessment. Each report shall include copies of all previous reports as appendices. Each report shall also include a “Performance Evaluation” section where information and results from the monitoring program are used to evaluate the status of the wetland mitigation project in relation to the performance standards.
 9. Provisions for submission of a final monitoring report to the Executive Director at the end of the five-year reporting period. The final report must be prepared in conjunction with a qualified wetlands biologist. The report must evaluate whether the mitigation site conforms with the goals, objectives, and performance standards set forth in the approved final mitigation program. The report must address all of the monitoring data collected over the five-year period.
- B. If the final report indicates that the mitigation project has been unsuccessful, in part, or in whole, based on the approved performance standards, the applicant shall submit a revised or supplemental mitigation program to compensate for those portions of the original program which did not meet the approved performance standards. The revised mitigation program shall be processed as an amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.
- C. The permittee shall construct, monitor, and remediate as necessary the wetland mitigation site in accordance with the approved mitigation and monitoring program. Any proposed changes to the approved mitigation and monitoring program shall be reported to the Executive Director. No changes to the approved mitigation and monitoring program shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.
8. **Amphibian Underpass Systems Roadway Design Plan**
- A. **PRIOR TO THE ISSUANCE OF COASTAL DEVELOPMENT PERMIT NO. A-1-CRC-09-048**, the applicant shall submit, for review and approval of the

Executive Director, a plan for the incorporation of sub-grade passageways into the design of the approximately 600-lineal-foot portion of replacement terminal project's eastern access road between the County agricultural department facilities and the rear gate to McNamara Field adjoining the row of general aviation aircraft hangers. The plan shall include, at a minimum the following design features:

1. A minimum of six (6) sub-grade passages, each spaced approximately 100 to 200 feet from each other, appropriately sized to allow for the passage of northern red-legged frogs (*Rana aurora*) and other related amphibians endemic to the project environs;
 2. The sub-grade crossings shall include permeable, natural substrates which retain moist conditions while allowing for receiving sunlight and rainfall, but not be completely inundated;
 3. Flared, minimum ten-foot wide funnel entrances, bounded by minimum 18-inch-high winged retaining walls, tapering toward the underpasses to facilitate amphibians finding the under-crossings;
 4. Minimum 18-inch-high fencing with mesh fine enough to prevent the passage of red-legged frogs through the fence, along both sides of the roadway segment between the underpasses to prevent at-grade crossings;
 5. Signage at either end of the access roadway segment, advising motorists of the potential presence of rare amphibians and urging their care in preventing impacts.
- B. The permittee shall undertake development in accordance with the approved final plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

9. **Deed Restriction**

- A. **PRIOR TO ANY CONVEYANCE OF ANY PORTION OF THE PUBLIC PROPERTY THAT IS THE SUBJECT OF COASTAL DEVELOPMENT PERMIT NO. A-1-DNC-09-048**, the County of Del Norte ("County") as fee-simple owner of the airport facility, and the Border Coast Regional Airport Authority ("Authority"), as delegated facility operator, shall submit to the Executive Director for review and approval documentation demonstrating that the County and Authority have executed and recorded against the parcel(s) governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2)

imposing the Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include a legal description of the entire parcel or parcels governed by this permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

- B. **PRIOR TO ISSUANCE OF COASTAL DEVELOPMENT PERMIT NO. A-1-DNC-09-048**, the applicant shall submit a written agreement by the County of Del Norte, in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition.

10. Conditions Imposed by Local Government

This action has no effect on conditions imposed by a local government pursuant to an authority other than the Coastal Act.

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. Project History / Background.

On August 13, 2009, the County of Del Norte accepted for filing Coastal Use and Building Development Permit Application Nos. UP0726C and B30831C from the Border Coast Regional Airport Authority for the development of a replacement passenger terminal and related roadway, parking, utility, and community services improvements at the Jack McNamara Field (CEC), (AKA: "Del Norte County Regional Airport") situated at the northeast corner of the intersections of Washington Boulevard, Radio Road, and Pebble Beach Drive, approximately three miles north of the City of Crescent City (see Exhibit No. 1-3). The project entailed the construction of 20,800-square-foot, two-story terminal building together with a 350-foot by 180-foot paved aircraft apron area, and a 1.44-acre, 177-space off-street parking facility. Other proposed improvements included the realignment of Dale Rupert Road, the main access into the airport complex, to create a looped circulation route to and around the parking lots and terminal entrance, and the installation of an onsite sewage disposal system, utility connections, on- and off-site community service upgrades, minor widening and turning lane improvements on adjoining streets, landscaping, walkways, signage and exterior lighting.

Following completion of the planning staff's review of the project, the preparation of a

staff report, and requisite circulation of a public hearing notice, County staff scheduled the applications for coastal development use and building permits for hearing before the Del Norte County Planning Commission for October 14, 2009. The planning commission subsequently approved the subject development, attaching 29 conditions to the permit (see <http://documents.coastal.ca.gov/reports/2010/4/Th16a-4-2010.pdf>, pages 96-102).

The County then issued a *Notice of [Final Local] Action* on October 16, 2009, received by Commission staff on October 20, 2009. On November 9, 2009, appeals were filed with the North Coast District Office by: (1) Friends of Del Norte, a public benefit, not-for-profit organization; and (2) Commissioner's Shallenberger and Wan. The appeals were filed in a timely manner within ten (10) working days of receipt of the County's *Notice of Final Local Action*.

On April 15, 2010, the Commission determined that the project as approved by the County raised a substantial issue of conformance with the County's certified LCP regarding: (1) the permissibility of authorized development insofar as it would be located within, and require the conversion of approximately 5.74 acres of environmentally sensitive habitat area (ESHA) for terminal, roadway, and parking facilities to serve a use that is not dependent upon the resources within the environmentally sensitive area; (2) the design and siting of the approved project not being the least environmentally damaging feasible alternative and/or not having incorporated all feasible mitigation measures to allow for dredging, diking, and filling of wetlands to be authorized; (3) the preliminary design of the onsite wastewater disposal system not having been shown to be adequate to protect coastal water resources; and (4) the potential for the approved development to have significant impacts on coastal visual resources.

The Commission also continued the *de novo* hearing and requested specific information from the applicant to assist the Commission in evaluating the consistency of the project with the LCP, including: (1) supplemental delineation of wetlands and the precise extent of the adjoining rare beach pine – Sitka spruce and fringing riparian vegetation ESHA on and near the site; (2) additional information on the location and types of amphibian passages to be incorporated into access roadways; (3) investigation of a possible reduced-size terminal building project alternative comprising an analysis of the minimal spatial requirements needed for the replacement passenger terminal to meet applicable airport operational and aviation security requirements; and (4) an assessment of requisite vehicular circulation, stipulating how traffic flow to the terminal, the parking areas, and other portions of the airport complex would be provided during normal operations and during periods of enhanced security. Copies of these items are provided in Exhibit Nos. 6 through 11.

Together with the submittal of the requested additional information, the applicant revised the proposed project, for purposes of the Commission's *de novo* review, making a series of significant changes to the development in response to the concerns raised by the appeals. These changes, as further described in Finding Section IV.B.2, below, entail: (1) relocating all portions of the development, including the replacement terminal/aircraft

apron complex, roadways, parking areas, and related site improvements, outside of the pine-spruce forest and riparian vegetation ESHAs; (2) reducing the overall size of the terminal structure by 14%; (3) reducing the amount of wetlands to be unavoidably filled from .62 acre to .48 acre; (4) incorporating sub-grade passageways for amphibian migration in the design of certain roadways; and (5) including fencing and/or screening around the perimeter of the forest, wetlands, and riparian vegetation ESHAs to shield these area from impacts from adjacent airport activities.

B. Project and Site Description.

1. Project Setting

The development site is located at the Del Norte County Regional Airport, also known as “Jack McNamara Field” (CEC), a commercial service and general aviation airport located north of Crescent City, in northwestern Del Norte County California. McNamara Field consists of two 5,002-foot-long by 150-foot-wide paved runways (“11/29” and “17/35”) in an X-cross configuration with peripheral taxiways, VFR lighting, and VORTAC-based avitronic guidance and control componentry, a 3,000-square-foot passenger terminal, and security screening facility, an approximately 110-space parking area, a fire hall, and related fixed based operations and franchise amenities. Although the majority of its operations relate to general aviation, parcel courier, air ambulance, and governmental air transport/patrol activities, the airport is served by one commercial airline, United Express, operated by SkyWest Airlines. McNamara Field serves not only the City of Crescent City and the surrounding communities located within Del Norte County (Gasquet, Smith River, Fort Dick and Klamath), but also the communities in the Curry and Josephine County areas of southwestern Oregon, including Brookings-Harbor, Gold Beach, O’Brien, and Cave Junction.

The airport property, encompassing approximately 500 acres, is situated on a cleared, generally flat, grass-covered area situated on an uplifted marine terrace that contains forested, riverine, and emergent wetlands and riparian vegetation on the periphery of the actively used portions of the airfield (see Exhibit Nos. 1-3). Elevations at the property range from 50 to 60 feet above mean sea level.

The project site’s primary frontage is along Washington Boulevard and Radio Road which function as a collector route, conveying vehicular and other modes of traffic from the airport, the adjoining open space and coastal access/recreational areas to the west, and the residential areas to the east of the airport to State Route 101 approximately three miles further to the east. Land uses in the immediate vicinity of the property are primarily public parklands and wildlife refuge areas to the north, northeast, and west, comprising Tolowa Dunes State Park and the County-owned Point Saint George Management Area. Areas to the south of the airport across Washington Boulevard are in a mixture of agricultural grazing and low-density rural residential uses.

Vegetative cover across the undisturbed portions of the southern airport property slated for development of the replacement terminal complex comprise of a mixture of Pacific reedgrass-tufted hairgrass grassland and coyotebrush-cascara-wax myrtle scrub uplands, and a mosaic of beach pine and beach pine-Sitka spruce forested uplands and wetlands, containing and bordered by an assortment of palustrine, riverine, emergent, and riparian hydrophytic plant communities, including hooker willow-Sitka alder, red alder-cascara, Sitka alder-cascara, and slough sedge series. These later forested and wetlands areas, primarily centered in the area between Washington Boulevard, Dale Rupert Road and the active airport field, comprise environmentally sensitive habitat areas (ESHA).

The subject property is designated with “Public Facility” (PF) on the certified land use plan and zoning maps. The PF land use and zoning designations provide for the development of critical public facilities operated by local, state, regional, or federal entities and other quasi-public uses, including airports, sanitary landfills and related transfer sites, public buildings, complexes and corporation yards, parks and recreation areas, golf courses and country clubs, power generation plants, water and sewer treatment plants, bulk storage facilities, schools, and cemeteries.

The project site lies within the unincorporated boundaries of the County of Del Norte, within the County’s certified and delegated coastal development permitting area. Thus, the development is subject to the policies and standards of the County of Del Norte certified Local Coastal Program (LCP). The parcel is not located within a formally designated highly scenic area, as the County’s LCP does not make that distinction for any specific sites, but focuses instead on the visual resources observable from specific “view”/“vista points” and “view corridors.” Nevertheless, views from the project site are spectacular, consisting of nearby headlands comprising the Point Saint George landform and numerous offshore sea stacks and islands, including Castle Rock, a segment of the U.S. Fish and Wildlife Service’s national wildlife refuge system. Due to the presence of vegetation on the periphery of the airport property, views to and along the coast from and to the replacement terminal project site from the designated public view corridors and vista points are somewhat constrained.

2. Project Description

The proposed development, as revised for purposes of the Commission’s *de novo* review, consists of the construction of a new passenger terminal, aircraft apron, roadway, and parking complex to replace the existing passenger terminal/screening buildings and runway siding tarmac areas that are out of compliance with current airport operational and aviation security standards, as administered by the Federal Aviation Administration (FAA) and the Transportation Safety Administration (TSA) (see Exhibit No. 5). The project can be characterized as comprising five parts, as follows:

Construct a New Terminal Building

The primary project component involves the construction of a new approximately 17,869-square-foot, 32-foot-high, two story replacement passenger terminal to the

southwest of the existing airport parking lot (see Exhibit Nos. 5 and 6).¹ The new terminal would replace the existing single-story 2,020-square-foot terminal, constructed in 1950, and the separate approximately 980-square-foot double-wide, temporary modular building added adjacent in 2002 to accommodate TSA screening procedures, including a small secure passenger holding room. The existing terminal was not originally designed for commercial passenger use, and given its age, it has become outdated and is in poor condition, having had only minimal renovation since its original construction. Neither is the existing terminal building in conformance with current seismic codes and the requirements of the Americans with Disabilities Act (ADA). The existing terminal has been determined by Del Norte County and the FAA as effectively nonfunctional under current airport operational standards and, due to its age and layout, cannot be further modified to provide the required space in a cost-effective manner. Consequently in order to comply with current federal aviation facility regulations and design standards, it is necessary to construct an entirely new terminal building with designated areas and adequate space for each of the airport functions required to process tenants, customers, employees, and passengers in order to maintain the efficiency and security of the airport, and provide an acceptable level of customer service.

The replacement terminal building would include adequate space to provide all the typical functions required to accommodate commercial passenger operations. In addition, as required by contemporary transportation safety regulations, the meet/greet areas would be arranged in a fashion to be separate from the ticketing, baggage claim, and passenger waiting area. In addition, the replacement terminal would be sized pursuant to average peak daily activity to afford sufficient space for enplanement and deplanement of passengers arriving and departing consecutively, as well as providing area for

¹ The Commission acknowledges that, due to the structure of airport upgrade improvement grant funding processes, local and state discretionary permits must be first secured before a specific funding review is conducted by FAA and TSA. In undertaking this process, the applicant's consultant has made several assumptions as to the acceptability of certain features of the proposed terminal to these funding entities (e.g., location of general public and secured employee parking lots, configuration of terminal drop-off area, internal terminal passenger screening and holding, and visitor circulation, heights of blast deflection walls, etc.) As a result of this dynamic, the terminal design is presently at a 25% stage of completion with respect to the precise layout and size of the terminal components. Accordingly, the site and/or the configuration of the terminal areas may likely need to be altered once these risk-based assessment reviews have been undertaken. Provided any such future alterations do not necessitate substantive changes in the location of the terminal siting or expansion of the building envelope that would result in greater impacts to coastal resources, these changes will be authorized administratively through final plan review Special Condition No. 2 attached to the subject coastal development permit. However, any proposed expansion of the size of the terminal building and/or relocation to an area which would involve an increase in the amount of wetland fill, closer encroachment upon and/or entry into the adjacent ESHAs, or an intensification of use that could adversely affect coastal resources will require a permit amendment pursuant to Coastal Act and Commission's administrative standards for same before the changes may be authorized.

accommodating a flight that may have been delayed or diverted to McNamara Field, which happens frequently due to coastal weather conditions.

Construct a New Aircraft Apron Area

Because the new terminal building is proposed to be constructed at a new location, and the existing apron is undersized, a new roughly 200-foot by 400-foot aircraft apron would be constructed adjacent to the new terminal building. The existing aircraft parking apron area in front of the terminal is not adequate to accommodate aircraft plane loads. Recent safety inspections indicate there is ramp congestion which limits aircraft movement

The new apron would be designed to allow for two aircraft to be parked at the same time adjacent to the terminal so passengers could safely and efficiently board and disembark from aircraft. It is projected that the critical aircraft at McNamara Field will likely continue to be the Embraer Brasilia, E-120 or similar 30-50 passenger turbo-prop aircraft. The applicant notes that, it is reasonable to plan for changes within the airline industry which may require a larger aircraft sometime within the life span of this facility. The next step up in aircraft seating capacity would be comparable to the 70 passenger De Havilland Dash 8 turbo-prop Q400 and/or the Bombardier Regional Jet CRJ-200. These aircraft could operate under the airport's current runway classification, and accommodation for their parking would not alter the overall through-capacity of the passenger terminal or the airport operations as a whole. Direct connection of the new apron area to the taxiway would be provided to allow for efficient taxiing to and from the runway system.

Construct New Surfaced Parking Lot

A new 96-space parking lot would also be developed immediately to the south of the replacement terminal site. Similar to the existing terminal building, the current parking lot does not provide sufficient off-street parking for passengers, employees and visitors. Currently, McNamara Field has 85 paved parking spaces on an existing surface lot for short-term parking and an additional overflow gravel lot with 25 spaces for long-term parking. The short-term lot is shared with Airport employees. Neither parking lot is compliant with current TSA regulations and recommended blast protection and high alert zones due to their proximity to the existing terminal building. A parking survey at McNamara Field indicated that during the peak holiday season the short-term parking lot was at capacity and the long-term overflow lot was at 65 percent capacity.

In addition to parking needs driven by increased activity at McNamara Field, post-9/11 security requirements have increased the number of security employees working at the airport. These parking spaces would be provided by reconfiguring the existing parking lots and adding a new parking area south of the terminal building which will become the main parking lot. This split parking arrangement will result in a greater walking distance for passengers from their parked cars to the terminal building (in the south lot a 100- to 600-foot walk, and in the north lot a 700- to 1000-foot walk). The proposed new south lot parking facilities consist of 96 combined public and employee spaces with overflow

spaces in the north lot to accommodate existing aviation activity and forecast future demand. During security high alert periods half of the main southern parking lot will be closed, but the alternate access road will provide open egress to the northern parking area which will be unaffected by security lockdowns. Adequate parking is essential to the safe and efficient flow of landside traffic at a well-designed terminal facility providing for customer, tenant, and employee access to terminals and other airport facilities. The peak holiday season capacity issues at McNamara Field create an inconvenient and inefficient parking condition, which is noncompliant with FAA and TSA guidelines and hinders customer, tenant, and employee access to airport facilities. Construction of new parking facilities at McNamara Field adjacent to the replacement would address existing demand and reduce peak holiday season parking issues. In addition, the construction of a new parking facility and an alternate access road would bring McNamara Field into compliance with TSA regulations regarding airport security.

Realign and Construct Airport Access Road

Because the new terminal building and parking lot is proposed to be constructed in a new location, and the existing Dale Rupert Road does not meet TSA security setback guidelines and Del Norte County road standards, the airport access road needs to be realigned. Access to McNamara Field would be realigned to allow for TSA security setbacks and adequate circulation to and from the relocated terminal building and parking facilities. Dale Rupert road currently does not meet Del Norte County road standards for collector roads serving urban areas. Based on an access plan assessment, it was determined that the four-way intersection currently existing at Dale Rupert Road, Washington Boulevard, and Pebble Beach Drive constituted a traffic hazard. This intersection has skewed angles and curves on Washington Boulevard that are difficult for vehicles to negotiate at the intersection. Currently, there is no left-turn lane, which causes traffic to be impeded when turning vehicles have to stop for oncoming traffic. This has led to confusion and accidents in the past. The new road would be realigned and widened to incorporate a 40-foot design standard with a separate right hand turn lane into the airport entrance and a secondary entrance developed off of Washington Boulevard approximately 750 feet to the east, creating an secondary alternate access road past the existing Agriculture Department building, proceeding northward to the airport's rear gate then turning westerly to run behind the existing general aviation hangars to connect with the current parking lot. A round-about based, looped road configuration would be developed to link the new terminal, the parking lots, and other portions of the airport complex. This circulation pattern would allow for more efficient traffic flow, afford direct access to the front of the terminal building for passenger drop-off or pick-up, provide for TSA security checks of vehicles before entering the parking area, and, during high alert conditions, maintain recommended blast protection zones by allowing for the imposition of a 300-foot restricted zone from the terminal without closing access to other airport facilities. At the same time, a loop road that limits circulation through the parking lot would be compliant with current TSA guidelines for adequate maneuvering space in the case of an emergency. This design layout is recommended in the FAA and TSA design guidelines. The existing Dale Rupert Road would remain as an ongoing primary and emergency response access to the airport, subject to TSA high alert closures.

Implement Associated Infrastructure and Utilities

Because the new terminal building is proposed to be constructed in a new location, infrastructure and utility connections (i.e., electrical connections, water/wastewater piping, drainage systems, lighting, parking meters/machines, etc.) are necessary to support construction and/or operation of the new terminal building, parking facility, and aircraft apron area.

Electrical supply is available to the proposed site. A power increase of ten percent is projected over the existing capacity. This would be accommodated with installation of a new transformer and back-up generator with tie-in connections into the existing system.

The potable water demand for the proposed terminal location can be supplied adequately from the existing pressures and distribution system with improvements to the potable water four-inch-diameter distribution main. This potable water distribution piping is supplied from a connection to an 8-inch-diameter supply main located at the Washington Boulevard/Airport Dale Rupert Road intersection. This main would have sufficient pressure for a fire suppression system that would be needed to service the new terminal. A small pumping station and pump rated at 1,500 gallons per minute would be needed near the existing 50,000-gallon reservoir. The station would be located on the 8-inch-diameter main, between the tank and the proposed facility. All wastewater would be discharged to a new onsite septic system that would be sized accordingly for the new terminal building, requiring approximately 3,000 gallon capacity to support the terminal. The on-site sewage disposal treatment system, once its final design has been approved by the County's public health department, would be placed in the currently disturbed area along Dale Rupert Road.

C. Environmentally Sensitive Habitat Areas.

1. Applicable LCP Provisions

General Policies Section VI.A of the County of Del Norte LUP's *Marine and Water Resources* chapter describes the overarching legal impetus for its policies and standards, stating in applicable part,:

A major objective of the Coastal Act is to maintain and enhance the quality of coastal waters and marine resources and to mitigate potential adverse impacts of land uses adjacent to sensitive coastal habitats. To this end the following policies were enacted by the legislature:...

30240. (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.

Coastal Act Section 30240 is reiterated in LCP Policies Section VI.C.6 of the LUP's *Marine and Water Resources* chapter:

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. Development in areas adjacent to environmentally sensitive habitat 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.

Designation Criteria Section IV.B of the County of Del Norte LUP *Marine and Water Resources* chapter provides that:

The following criteria are proposed for designating biologically sensitive habitats in the marine and coastal water environments and related terrestrial habitats of Del Norte County:

- 1. Biologically productive areas important to the maintenance of sport and commercial fisheries.*
- 2. Habitat areas vital to the maintenance and enhancement of rare and/or endangered species.*
- 3. Fragile communities requiring protective management to insure their biological productivity, species diversity and/or continued maintenance.*
- 4. Areas of outstanding scientific or educational value that require protection to insure their viability for future inquiry and study.*

Coastal habitat areas meeting one or more of these criteria may be considered biologically sensitive and therefore given particular attention in the planning process.

In addition to “wetlands,” the Specific Area Policies and Recommendations section of the *Marine and Water Resources* chapter of the LUP includes “riparian vegetation systems” and “riparian vegetation” among its list of “sensitive habitat types,” defining such as areas, respectively, as:

The habitat type located along streams and river banks usually **characterized by dense growths of trees and shrubs** is termed riparian. Riparian systems are necessary to both the aquatic life and the quality of water courses and are important to a host of wildlife and birds;

and

Riparian vegetation is the plant cover normally found along water courses including rivers, **streams**, creeks and sloughs. Riparian vegetation is usually characterized by dense growths of trees and shrubs. [Emphases added.]

Specific Area Policies and Recommendations Section VII.E.4.a of the County of Del Norte LUP *Marine and Water Resources* chapter states:

Riparian vegetation shall be maintained along streams, creeks and sloughs **and other water courses** within the Coastal Zone for their qualities as wildlife habitat, stream buffer zones, and bank stabilization. [Emphases added.]

Section IV.D.1.f of the LUP's *Marine and Water Resources* chapter's Specific Area Policies and Recommendations sub-section establishes other standards for buffers, stating that:

*Natural vegetation buffer strips may be incorporated to protect habitat areas from the possible impacts of adjacent land uses. These protective zones should be sufficient along water courses and **around** sensitive habitat areas to adequately minimize the potential impacts of adjacent land uses.* [Emphasis added.]

2. Consistency Analysis

Policy No. 6 of the County LUP's *Marine and Water Resources* chapter requires that uses within environmentally sensitive habitat areas be limited to uses dependent upon the resources therein. Moreover Policy 6 requires that such development adjacent to such sensitive areas be sited and designed to avoid significantly degrading impacts and to be compatible with the continuance of the habitat areas. On November 10, 2009, Commission staff biologist John Dixon PhD, together with California Department of Fish and Game staff, visited the project site to review site conditions to determine whether the forested area in which the terminal improvements approved by the County would be placed constitutes ESHA as was alleged in the appeals. The area in question is composed of a composite of wetland and upland areas with a predominant vegetative cover composed of a mixture of shore pine (*Pinus contorta* var. *contorta*) and Sitka spruce (*Picea sitchensis*) which, while seemingly abundant within the immediate area, is rare in its overall geographic extent and provides habitat for a variety of wildlife including the Northern red-legged frog (*Rana aurora*), a species of critical concern. As discussed further in his review memo (see Exhibit No. 9), a reconnaissance of the site was conducted with the following noteworthy features being observed:

- In addition to roughly 40% of the forested area comprising wetlands per se, both the shore pine and Sitka spruce co-dominants are facultative (FAC) wetland indicator species.
- Aside from their overall statewide (vulnerable) and bioregional (imperiled) status, the location of this occurrence of the spruce association of this forest type at the geographic edge of its distribution equates to these trees likely having a genetic structure different from the more central populations to the south. The relatively rare genes harbored by these populations may help the species cope with environmental shifts such as those resulting from the current global warming and concomitant climate change.
- The micro-topography of the forest results in an assemblage of low wetland areas surrounded by raised hummocked areas dominated by wetland indicator species, though not fully comprising a preponderance of hydrophytes. The requisite 100-foot buffer called for in the LUP to be prescribed around the perimeter of wetlands would likely encompass all of these adjoining upland forested areas. Therefore the whole of the forest should be considered a functionally integrated habitat.
- The seasonal ponds and wet forest provide important breeding, foraging, and dispersal habitat for the northern red-legged frog, a “species of special concern” whose populations in California are considered to be at risk, and as such, should be considered “rare.”

In considering the presence and extent of these biological components, Dr. Dixon concluded:

The area encompassing the forest, associated riparian vegetation, and the adjacent seasonal pond² next to the airport parking lot meet the definition of Environmentally Sensitive Habitat Area (ESHA) in the Coastal Act both because the Sitka spruce and beach pine community types are rare in California and because that area provides the important ecosystem function of supporting the rare northern red-legged frog population. I recommend that the ESHA boundary follow the line of contiguous forest trees and include the wetland at the north western edge of the forest.

Therefore, given the conditions observed in the subject forested area, the beach pine-Sitka spruce forest wetlands/upland complex would qualify as ESHA under the LCP insofar as the area comprises: (a) habitat areas vital to the maintenance and enhancement of rare and/or endangered species (b) fragile communities requiring protective management to insure their biological productivity, species diversity and/or continued maintenance; and (c) areas of outstanding scientific or educational value that require protection to insure their viability for future inquiry and study. Therefore, the policies of

² Identified by CDFG biologist Michael Van Hattem as breeding habitat.

the LCP for protecting ESHA, including but not limited to Policy No. 6 of the County LUP's *Marine and Water Resources* chapter would apply to development in or adjacent to the pine-spruce forested area, limiting uses within ESHAs to resource-dependent uses, and requiring protective siting and design in adjacent development to prevent degrading impacts and ensure compatibility with the area's continuance.

As discussed in the preceding Findings Section IV.B.2, the project has been revised for purposes of the Commission's de novo review to site all portions of the terminal complex, roadway and other improvements outside of the pine-spruce forest ESHA. As a result the former appeal issue regarding the consistency of the development with the requirement of the LCP limiting development within ESHAs to only those uses dependent upon the resources within the ESHA has been resolved. In addition, the amended project includes protective design features, such as the provision of undercrossing within the eastern access roadway to allow for the migration of frog species of special concern and other sensitive amphibians through the patches of forested wetlands ESHA on either side of the roadway. In addition, the revised project proposal identifies the construction of protective fencing and screening around the perimeter of the pine-spruce forested ESHA to reduce the impacts associated with human activity in the adjacent active airport use areas.

Notwithstanding these changes, Dr. Dixon has found that the proposal to install only three undercrossings along the roughly 600-foot length of forested wetlands through which the secondary eastern airport access roadway would pass would not adequately provide for safe passage of red-legged frogs. Literature on the subject indicates that such road under crossings for amphibians be provided on average, every 100 feet, allowing for staggered spacings of up to 200 feet between any two sub-grade passageways.³ If an adequate number of crossings are not provided, and/or other measures incorporated into the design of the eastern access roadway, such as flared funnel approaches to the undercrossing to guide frogs to their openings, fencing along other portions of the roadsides, and signage warning motorists of the potential for amphibians crossing the roadway and urging their caution to avoid impacts, these rare frogs will cross the road surface where they will be exposed to being struck by passing vehicles.

Accordingly, to ensure that the project is designed to prevent degrading impacts and to be compatible with the continuance of the pine-spruce forested ESHA as habitat for red-

³ See: (1) Cavallaro, Lindsey, et al., 2005. Designing road crossings for safe wildlife passage: Ventura County guidelines. 90 pp. A group project submitted in partial satisfaction of the requirements for the degree of Master's of Environmental Science and Management for the Donald Bren School of Environmental Science and Management. (2) Jackson, S.D. 2003. Proposed design and considerations for use of amphibian and reptile tunnels in New England. 6 pp. Publication of Department of Natural Resources Conservation University of Massachusetts Amherst MA; and (3) Jackson, S.D. 1996. Underpass systems for amphibians. 4 pp. In G.L. Evink, P. Garrett, D. Zeigler and J. Berry (eds.) Trends in Addressing Transportation Related Wildlife Mortality, proceedings of the transportation related wildlife mortality seminar. State of Florida Department of Transportation, Tallahassee, FL. FL-ER-58-96.

legged frogs, the Commission attaches Special Condition No. 8. Special Condition No. 8 requires that the applicant submit for the review and approval of the Executive Director an amphibian underpass systems roadway design plan incorporating a minimum of six such crossings with flared funnel approaches and barrier fencing along the portion of the eastern roadway passing alongside segments of the forested ESHA. In addition, Special Condition No. 8 requires the posting of appropriate signage along the roadway segment providing notice to motorists of the possibility of frogs on the roadway.

In addition to potential direct mortality from automobile impacts, the quality of amphibian habitat can be adversely impacted by the presence of artificial light into the forested ESHA. Such illumination can disrupt reproductive cycles, give predators undo advantage, and attract frogs to the areas where they could be exposed to risks from passing traffic. To mitigate for these potential impacts, the Commission includes within Special Condition No. 5 prohibitions on roadside street lighting along the portions of the facility's access roadway between the County agricultural department offices and the round-about at the intersection of the terminal, general aviation, and fire hall access routes. Along such roadway segments, reflective stripping, markers, and signage are to be used in place of street lighting to demarcate roadway margins and directional lane dividers.

Therefore, based upon the project having been revised for purposes of the Commission's de novo review to avoid development within the pine-spruce forested ESHA, and with the incorporation of various proposed and or required protective measures to further ensure that significant degrading impacts are avoided and that the development will be compatible with the continuance of these environmentally sensitive areas, the Commission finds the development as conditioned is consistent with the ESHA protection policies of the LCP.

D. Protection of Coastal Wetlands.

1. Applicable LCP Provisions

Section VII.D.4 of the LUP's *Marine and Water Resources* chapter sets policy directives for the review of development in a variety of biologically significant areas and types, including wetlands, stating with particular regard to permissible uses, conditional approval of such development therein or in proximity thereto, and the establishment of wetland buffers, as follows:

a. The diking, filling, or dredging of wetlands shall be permitted in accordance with other applicable provisions of this program, where there is no feasible less environmentally damaging alternative and where feasible mitigation measures have been provided to minimize adverse environmental effects. Such projects shall be limited to those identified in Section 30233 of the Coastal Act...

d. Performance standards shall be developed and implemented which will guide development in and adjacent to wetlands, both natural and man-made, so as to allow utilization of land areas compatible with other policies while providing adequate protection of the subject wetland...

*f. Development in areas adjacent to environmentally sensitive habitat areas shall be sited and designed to prevent impacts which could significantly degrade such areas, and shall be compatible with the continuance of such habitat areas. **The primary tool to reduce the above impacts around wetlands between the development and the edge of the wetland shall be a buffer of one-hundred feet in width. A buffer of less than one-hundred feet may be utilized where it can be determined that there is no adverse impact on the wetland. A determination to utilize a buffer area of less than one-hundred feet shall be done in cooperation with the California Department of Fish and Game and the County's [or the Commission's on appeal] determination shall be based upon specific findings as to the adequacy of the proposed buffer to protect the identified resource...***

Cited Coastal Act (Public Resources Code) Section 30233 at subsection (a) identifies the following as permissible uses for which diking, filling, or dredging within open coastal waters, wetlands, estuaries, and lakes may be authorized:

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities;*
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps;*
- (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities;*
- (4) **Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines;***
- (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas;*
- (6) Restoration purpose; and*
- (7) Nature study, aquaculture, or similar resource dependent activities. [Emphasis added.]*

2. Consistency Analysis

The project involves the construction of public air transportation support facilities on an elevated marine terrace containing a variety of forested, riverine, and emergent wetlands. Based upon supplemental wetland delineation and biological evaluations conducted by

the applicant's consultants in March-April 2010, an area of approximately .48 acres of wetlands would be unavoidably filled in development of the proposed replacement terminal project's access roadway system, as revised for the Commission's *de novo* review (see Exhibit No. 5, pages 3 and 40, and Exhibit No. 6, pages 1 and 2).

The above listed LCP policies set forth a number of different limitations on what development projects may be allowed in coastal wetlands. For analysis purposes, the limitations can be grouped into four general categories or tests. These tests are:

- The purpose of the filling, diking, or dredging is for one of the uses enumerated in Section 30233(a);
- The project has no feasible less environmentally damaging alternative;
- Feasible mitigation measures have been provided to minimize adverse environmental effects; and
- The biological productivity and functional capacity of the habitat shall be maintained and enhanced where feasible.

1. Permissible Use for Fill

The first test for a proposed project involving fill is whether the fill is for one of the seven allowable uses under Section 30233(a). Among the allowable uses involving dredging, diking, and filling in wetlands which most closely matches the project objectives is "*incidental public service purposes, including but not limited to, burying cables, pipes or inspection of piers and maintenance of existing intake and outfall lines*" enumerated as Section 30233(a)(4).

In order to be for an "incidental public service purpose" a proposed fill project must satisfy two criteria: 1) the fill must have a "public service purpose," and 2) the purpose must be "incidental" within the meaning of that term as it is used in Section 30233(a)(4). Because the project will be constructed by a public agency for the purpose of providing transportation support services to the public, the fill is for a public service purpose. Thus, the project satisfies the first criterion under Section 30233(a)(4).

With respect to the second criterion, in 1981, the Commission adopted the "Statewide Interpretive Guidelines for Wetlands and Other Wet Environmentally Sensitive Habitat Areas" (hereinafter, the "Guidelines"). The guidelines analyze the allowable uses in wetlands under Section 30233 including the provision regarding "incidental public service purposes." The Guidelines state that fill is allowed for:

Incidental public service purposes which temporarily impact the resources of the area, which include, but are not limited to, burying cables and pipes,

inspection of piers, and maintenance of existing intake and outfall lines (roads do not qualify).

A footnote (no. 3) to the above-quoted passage further states:

When no other alternative exists, and when consistent with the other provision of this section, limited expansion of roadbeds and bridges necessary to maintain existing traffic capacity may be permitted.

The Court of Appeal has recognized the Commission's interpretation in the Guidelines' of the term "incidental public service purposes" as a permissible one. In the case of *Bolsa Chica Land Trust et al., v. The Superior Court of San Diego County* (1999) 71 Cal.App.4th 493, 517, the court found that:

... we accept Commission's interpretation of sections 30233 and 30240... In particular we note that under Commission's interpretation, incidental public services are limited to temporary disruptions and do not usually include permanent roadway expansions. Roadway expansions are permitted only when no other alternative exists and the expansion is necessary to maintain existing traffic capacity.

In past cases the Commission has considered the circumstances under which fill associated with the expansion of an existing "roadbed or bridge" might be allowed under Section 30233(a)(4). In such cases the Commission has determined that, consistent with the analysis in the Guidelines, the expansion of an existing road or bridge may constitute an "incidental public service purpose" when: (1) no other alternative exists; and (2) the expansion is necessary to maintain existing traffic capacity.

The Commission has, in recent years, issued affirmative consistency certifications and determinations to the Cities of Los Angeles (CC-061-04/CD-062-04, February 17, 2005) and Santa Barbara (CC-058-01, June 10, 2002) for expansions to their safety areas, taxiways, reconfiguration of runways, and installation of aids-to-navigation, which involved the filling of wetlands, determining such uses to be forms of "incidental public service purposes."

In addition, the Commission granted the Cities of Seal Beach and Long Beach a coastal development permit (5-00-321), for the construction of bridge abutments and concrete piles for the Marina Drive Bridge located on the San Gabriel River. The Commission found that the project involved the fill of open coastal waters for an incidental public service purpose because the fill was being undertaken by a public agency in pursuit of its public mission, and because it maintained existing road capacity.

The Commission has also determined in connection with a project (El Rancho Rd. Bridge) proposed by the U.S. Air Force (USAF) that permanent impacts to wetlands are allowable under Section 30233(a)(4) of the Coastal Act as an incidental public service because the USAF was undertaking the fill in the pursuit of a public service mission and

because the “permanent fill [was] associated with a bridge replacement project [that] would not result in an increase in traffic capacity of the road.” (CD-70-92, and reiterated in CD-106-01).

Thus, based on past interpretations, fill for the expansion of existing roadways and bridges may be considered to be an “incidental public service purpose” if: (1) there is no less damaging feasible alternative; (2) the fill is undertaken by a public agency in pursuit of its public mission; and (3) the expansion is necessary to maintain existing traffic capacity. An important question raised in this case is the applicability of this interpretation to transportation infrastructure other than roads and bridges, such as the construction of an access road extension to serve a replacement passenger terminal.

One such case was a light rail train mass transit proposal in San Diego (CC-64-99), where a bridge support piling was located in a wetland. The Commission determined that the proposal was not an allowable use under Section 30233 because the purpose of the project was not to maintain existing capacity but rather to expand the capacity of the light rail service by extending it to a new area. The Commission’s analysis in CC-64-99 supports the proposition that the above identified interpretation of section 30233(a)(4) may be applied to forms of public transportation facilities other than surface streets. The proposed secondary access roadway will extend and connect two existing roadways for purposes of providing alternative vehicular access to the passenger terminal vicinity, especially during periods of high security alert when the portions of the primary access road and parking lot areas within 300 feet of the terminal must be closed. Accordingly, the roadway extension comprises a public transportation project very similar in nature to road or bridge construction projects. The question thus becomes whether the improvements are necessary to maintain the existing capacity of the terminal.

As discussed in Project Description Findings Section IV.B.2 and further detailed within the applicant’s revised project narrative (see Exhibit No. 5), the continued utilization of the 60-year-old, size-constrained 3,000-square foot passenger terminal / security screening building is not tenable. The building is falling into disrepair and cannot be feasibly reconditioned in its existing location, either from economic or legal perspectives. Accordingly, a new terminal building must be constructed. The size and location of the replacement terminal building, along with its other ancillary aircraft apron, parking, and access roadway improvements, has been designed to meet the demands of the volume of air transportation demand currently and historically experienced at McNamara Field. As discussed within the terminal space plan analysis (see Exhibit No. 7), a minimum of 17,867-square-feet of terminal space is required to meet contemporary federal standards for airport terminal facilities and flight security requirements, based upon accepted peak daily activity and reasonable short-term forecast models developed by the FAA.

With regard to wetland fill relating to this development, as presently proposed, only a very small portion of the terminal, airplane apron, and parking lot areas would require filling of wetlands. The majority of wetlands filling would be associated with the construction of the secondary access road, especially in the area along the backside of the general aviation hangars and southeast of the existing airport parking lot (see Exhibit No.

6, page 1). The Commission finds, as discussed further under the alternatives test, below, there is no alternative feasible location or terminal, apron, parking lot, or access roadway design which would fully avoid and/or further reduce the amount of wetland fill that could be pursued without a corresponding increase in potential impacts to coastal resources. Moreover, the construction of the portions of the replacement terminal complex improvements requiring the filling of wetlands would allow for the airport to maintain its existing capacity in terms of the types of aircraft and the volumes of air traffic for which its runways and infrastructure are currently rated, notwithstanding that fact that the airport, as well as many commercial aviation facilities, has been experiencing depressed levels of demand for such services since 2000, and particular since the current economic recession which started in late 2007.⁴ Provided a turn-around in economic conditions, air travel demand could once again return to these past historic levels. Accordingly, basing the terminal's space requirements on current peak activity during what may end up being a temporary period of down-turn in enplanement volumes, should be counter-balanced with reasonable forecasted future demand levels to ensure that the terminal's ability to meet "existing airport capacity" as averaged over an appropriate timeframe is not unduly constrained.

The Commission further observes that the operational capacity of a passenger terminal facility is not a simple calculation, but a complex analysis that considers the subtle relationships between capacity, demand and delay. The current operational capacity of the airfield, the FAA's Advisory Circulars related to forecasting aviation activity, and the existing level of use of the airfield relative to its planned capacity are all important factors to be weighed in concluding that this project does not increase capacity. However, in order to find the project "necessary" to maintain capacity, the Commission must determine that "no other alternative exists"; feasible alternatives are analyzed in the following section of this report, which concludes that the proposed project represents the least environmentally damaging feasible alternative available.

The proposed improvements are strictly defined as measures necessary to bring the McNamara Field passenger terminal and aircraft loading area into compliance with applicable federal standards to ensure the safe operation of aircraft and security of national air transportation. The project will not increase the existing volumetric throughput of terminal embarking/disembarking passengers, and not include an expansion to apron areas, or loading/unloading operations that would alter or increase the overall capacity of the airport by allowing for larger classes of aircraft to land and depart for which the airport is not currently certified. Moreover, while the location and size of the terminal building and airport apron will be reconfigured to accommodate the larger passenger holding, screening, circulation, and baggage processing areas prescribed by the FAA and TSA (and even larger capacity aircraft should the regional airline carriers decide to modify their fleets to such), the maneuvering capacities, and the physical

⁴ After reaching a historic peak of over 15,000 enplanements in 2000 and undergoing the post-9/11 decrease and subsequent partial rebound, since 2004, McNamara Field commercial activity levels have remained essentially unchanged hovering between approximately 11,000 to 12,000 annual enplanement levels.

lengths and widths of the twin runways (5,002 feet by 150 feet), the dimensions of the attending taxiways, or the capabilities of the navigation and air control infrastructure as presently installed will not change. Nor is there any indication that the size of the proposed replacement terminal, by itself, would generate greater demand for flights to and from McNamara Field. The Commission therefore finds that, the proposed fill is for an incidental public service under Section 30233(a)(4) of the Coastal Act.

2. Least Environmentally Damaging Feasible Alternative

The second test of Section 30233(a) is whether there are feasible less environmentally damaging alternatives to the proposed project. In this case, the Commission has considered various project options developed both during the environmental review for the original project approved by the County and subsequently appealed to the Commission and since the Commission's April 15 determination on Substantial Issue, and determines that there are no feasible less environmentally damaging alternatives to the proposed "Alternative 10, Option 2" project as conditioned. Alternatives that have been identified and subsequently dismissed as either infeasible and/or having potentially being more environmentally damaging include: (1) "A-1" Rehabilitation of Existing Terminal Building; (2) "A-2" Construction of New Terminal Adjacent to Existing Terminal; (3) "B-1" Construction of New Terminal at Northern Terminus of Dale Rupert Road; (4) "B-2" Construction of New Terminal Near Airport Rear Gate; (5) "Staff Alternative 'C'" Construction of New Terminal, Parking, and Looped Roadway within West Side of Pine-Spruce Forest; (6) "Alternative 10, Option 6" Construction of Terminal Parking Lot Partially within West Side of Pine-Spruce Forest and (7) the "no project" alternative.

Alternatives Dismissed for Legal Feasibility

Four of the reviewed alternatives, "B-1," "B-2," "Staff Alternative 'C,'" and "Alternative 10, Option 6," were summarily dismissed as legally infeasible as their siting involves development within portions of the beach pine-Sitka spruce forest determined as constituting ESHA. Consistent with Coastal Act Section 30240, LUP *Marine and Water Resources* Policy No. 6 limits development within ESHAs to that for uses dependent upon the resources within the ESHA. As there is no functional linkage between the the operation of an airport terminal and the biological componentry of the pine-spruce forest to necessitate its location within such an area, an airport terminal is not a resource dependent use. Consequently, authorization of such a development type in an ESHA would be infeasible from a legal perspective as the Coastal Act and the LCP in turn limit the approval of development in such localities to those serving resource-dependent uses.

"A-1" Rehabilitation of Existing Terminal Building

Alternative A-1 would involve rehabilitating and expanding the existing terminal to accommodate federally required operational and security space requirements. The existing short-term and long-term parking lots and portions of the access road would also need to be modified to meet TSA and FAA setback guidelines, resulting in greater

wetland impacts than the proposed alternative. These set-back requirements are based upon blast protection calculations, typically requiring a distance of 150 feet from the terminal under normal operating conditions. During high TSA security alert periods a 300-foot restricted area setback distance is required from a passenger terminal facility. The aircraft apron area would also have to be expanded and moved to the south in order to create a safe aircraft movement area and accommodate two aircraft in front of the terminal for passenger loading. Complete realignment of Dale Rupert Road would not be required under this alternative; however, road connections to other airport facilities would need to be realigned. Additionally, the need to have a secondary emergency access road would not be accomplished by this alternative.

The existing terminal building is in substandard condition and contains asbestos and lead based paint and therefore renovation would not be practical from a function, material and cost standpoint. The terminal building would need to be increased in size from 2,020 square feet to 17,867 square-feet to meet the minimal per passenger space requirements plus additional square footage for related service facilities. The layout of the existing terminal building would make it difficult to design, rehabilitate and fit an addition at the current location in a cost-effective manner. The site of the existing terminal facility is also not viable because it has limited space to accommodate ADA, FAA, and TSA design standards. To construct a functional terminal building, much of the existing structure would have to be demolished and altered. This approach is often less cost effective and efficient than constructing a new building. The sponsoring funding agency must ensure airport operations are maintained during terminal construction and/or renovation, which is not possible given the dimensions and configuration of the existing terminal building and trailer that houses the TSA screening function. Accordingly, a temporary terminal and screening activity would need to be provided elsewhere on the airport complex and the existing parking lot would be encroached onto to allow for adequate apron area to maintain a safe aircraft movement area and accommodate two aircraft directly in front of the terminal for passenger loading. This would displace the parking and require relocation and expansion in the adjoining areas to the southeast impacting 2.5 acres of emergent and riverine wetlands. For these reasons and taking into consideration the economic and environmental social factors, Alternative A-1, rehabilitation and expansion of the existing passenger terminal building, would result in more significant impacts compared to the Alternative 10 Option 2 proposed revised project.

“A-2” Construction of New Terminal Adjacent to Existing Terminal

Alternative A-2 would involve the construction of a new terminal building adjacent to the existing terminal facility and the expansion of the existing paved short-term parking lot to accommodate both short-term and long-term parking needs. Expansion of the aircraft apron area to accommodate two aircraft, of appropriate size, in the front of the terminal would be required for passenger loading and creation of a safe aircraft movement area. The overall realignment of Dale Rupert Road would not be required; however, road connections to other parts of the airport would be needed under this alternative. It would be difficult to situate a new terminal building adjacent to the existing terminal due to limited space to fit terminal functions including an adequately sized ramp and apron area,

set back from the taxiway. It would also have to be set back far enough to be compliant with current FAA landing visibility and TSA secured perimeter standards. This would require shifting the new terminal building to the south toward the current parking, which would impact the emergent wetland area on the northwestern side of the pine-spruce forest. Depending upon the configuration of Alternative A-2, a new terminal building in this area would remove several general aviation T-hangars and also require replacement of the Airport's only water tanks and relocation of the Airport emergency generator, impacting civil aviation-based coastal access and entailing additional construction having its own set of impacts. During construction, most of the existing short-term parking lot would be rendered unusable, requiring temporary automobile parking to be found elsewhere on site or off site. If the existing terminal was to be utilized in any manner, the parking lot would also have to be relocated further south into wetland areas. Alternative A-2 would arguably accommodate existing passenger demand, significantly improve the function of the airport, and increase the McNamara Field's opportunity for providing quality service. However, this alternative would have significant environmental impacts due to the displacement of 4.0 acres of wetlands and encroachment into the pine-spruce ESHA south of the existing parking area. Accordingly, , taking into consideration the economic, environmental, and social factors, Alternative A-2, construction of a new adjacent terminal building, would result in more significant impacts compared to the proposed project as amended for the Commission's de novo review.

"No Action"

The No-Action or "no project" alternative would not bring the airport into compliance with applicable federal operational and air security regulations, nor accommodate existing levels of passenger demand. Current airport users would continue to experience crowded and occasional overcrowded conditions, requiring in some instances for passengers to remain on in-bound aircraft until there is available space in the terminal, or even causing flights to be diverted to other airports. Eventually, the existing terminal would reach a state of dilapidation necessitating its closure, the subsequent loss of passenger terminal and security screening facilities, and the eventual decertification of McNamara Field for commercial aviation uses. Such a loss would significantly impact coastal access to Del Norte County. Therefore, taking into consideration the economic, environmental, and social factors, the No-Action alternative is not a less environmentally damaging feasible alternative.

Thus, based on the alternatives analysis above, the Commission concludes that there are no less environmentally damaging feasible alternatives to the proposed project as conditioned.

3. Feasible Mitigation Measures

The third test set forth by Section 30230 is whether feasible mitigation measures have been provided to minimize significant adverse environmental impacts.

Depending on the manner in which the proposed terminal facilities and related site improvements are constructed and maintained, the proposed project could have potential

adverse effects on the biological, aquatic, resources of the project site and its environs by: (a) filling an estimated .48 acres of emergent, riverine and palustrine wetlands from construction of terminal, aircraft apron, parking lot, and access roadway; (b) polluting terrestrial and aquatic fish and wildlife habitat with sediment, debris, or hazardous materials originating from the project site; (c) impacts from airport noise and lighting, and human activity on adjoining environmentally sensitive habitat areas; (d) planting of exotic invasive plant species in areas disturbed by construction or construction activities that foster the spread of exotic invasive species into potential rare plant habitat; and (e) using certain rodenticides that could deleteriously bio-accumulate in predator bird species.

a. Filling of Wetlands / Development Adjacent to ESHA

The project involves construction activities in and adjacent to the emergent, riverine, and palustrine wetlands along the periphery of the pine-spruce forested ESHA and within open areas between the taxiways and Dale Rupert Road Creek. As discussed in the Project Description Findings Section IV.B.2 and under the preceding permissible use criterion, although the dredging diking, and filling within site wetlands has been largely avoided by revisions to the project's original design, approximately .48 acre of unavoidable fill would need to be placed within the wetlands on the site to construct the secondary airport access road and minor portions of the terminal, apron, and parking lot improvements. To offset these potential impacts, the applicant proposes the following mitigation measures:

- The .48 acres of wetlands filled in the construction of the replacement terminal improvements will be replaced in-kind at off-site a compensatory site or sites at a 3:1 replacement ratio.
- Offset the conversion of wetland area suitable for threatened western lily species through undertaking a habitat improvement project for restoration of over an area of between one to three acres on an appropriate candidate site of similarly suitable, but currently overgrown, habitat located just east of the project site.
- Conduct prior to construction vegetation clearing activities outside of the nesting season for migratory bird species.
- Install fencing around the perimeter of the pine-spruce forest/wetlands ESHA complex to reduce the adverse effects of noise, light, and human activity on the habitat resources within the area.
- Incorporate four "frog-friendly" crushed culvert or similar road undercrossings within the access roadways to facilitate safe movement of amphibian species of special concern through the wetland habitat areas.

Notwithstanding the above-listed mitigation measures having been incorporated into the proposed project, the Commission has further conditioned the permit to ensure that all potentially significant adverse impacts to environmentally sensitive habitat areas are minimized: Special Condition No. 7 requires the applicant to submit, for the review and approval of the Executive Director, a final wetlands mitigation and monitoring plan that provides for the establishment of emergent, riverine, and palustrine wetlands habitat at a

4:1 replacement to compensate for the direct spatial and indirect temporal loss of wetlands to be filled for the trail's construction. Given the size of the area affected, its location on the fringes of adjoining pine-spruce forest ESHA, the and the significance of the habitat it provides, namely to the rare red-legged frog, a species of special concern, the Commission finds the required mitigation at a 4:1 replacement ratio, rather than at the 3:1 ratio proffered by the applicant⁵, is necessary to sufficiently mitigate for the filling of these high value wetlands.

With respect to impacts to sensitive amphibian species, as discussed further in Protection of Environmentally Sensitive Habitat Areas Findings Section IV.C, the Commission attaches Special Condition No. 8 requiring the applicant to provide a minimum of six sub-grade crossings subject to certain specified design criteria, on the secondary eastern access road, instead of the three crushed culverts proposed by the applicant. With the inclusion of these additional passageways, funneled openings, fencing, signage, and lighting restrictions, impacts to rare red legged frogs and other sensitive amphibian species will be reduced to less than significant levels.

b. Impacts to Estuarine Water Quality and Aquatic Habitat

Construction activities in and adjacent to the drainage courses on the project site could result in degradation of water quality through the entry of soil materials either directly or entrained in runoff passing over ground disturbed areas. To prevent sediment and other

⁵ The Commission notes that the applicant's rationale for the proposed 3:1 compensatory wetlands replacement ratio is based on reasoning relating to: (a) the candidate Pacific Shores Subdivision site may be the only large tract of land in Del Norte County where such wetlands replacement projects could be undertaken to meet current and future mitigation requirements and there are other pending wetland filling projects at McNamara Field (i.e., runway safety area improvements, animal exclusion perimeter fencing) that would require significant acreage at the same candidate site; (b) the costs of creating replacement wetlands at such a high mitigation ration could adversely affect the County's ability to provide matching funds for these public projects; (c) the quality and function of the wetlands that would be filled at the airport would allegedly be of a much lower value than that which would be created at the candidate site; and (d) how the Commission has purportedly only required the higher 4:1 replacement ratio to the loss of open water wetlands rather than to compensate for the loss of other forms of wetlands such as occur at the project site, and thus a 4:1 ration would be excessive. The Commission finds the first two reasons to be irrelevant bases by which the particular amount of compensatory wetlands should be based, and the third rationale to be presumptive that the mitigation efforts will be fully successful in an efficient and timely manner. With respect to the last basis, the Commission notes that the presence of open water areas within wetlands areas being proposed for dredging, diking, or filling, is not the sole determinant for setting a replacement ratio at 4:1. Other factors, such as the temporary losses to habitat associated with the lag in establishing the compensatory wetlands, the uncertainty that habitat conditions being lost can be fully reestablished at the mitigation site, and the presence of particular sensitive plant and animal species in the wetlands slated for conversion, are equally determinative of the mitigation replacement ratio.

discharge from upland sources into adjoining watercourses and coast waters, including the environmentally sensitive Marhoffer Creek drainage, the applicant proposes the following mitigation measures:

- All construction would be performed consistent with all applicable County grading, drainage, and building ordinance requirements, and approved stormwater runoff and pollution control, and hazardous materials spill prevent, response, and cleanup plans.

Notwithstanding the applicant's commitment to prepare the various grading, drainage, stormwater control plans, and conduct the project according to County standards, the Commission has attached Special Condition Nos. 3 and 4, requiring the applicant to develop the project consistent to an erosion and runoff plan and subject to specified construction performance standards that contain established and proven water quality best management practices developed by the California's Stormwater Quality Task Force and the state water resources and water quality regional boards. The water quality measures proposed by the applicant were quite vague and lacked specificity as to the locations and types of measures to be employed, development of a formal erosion and runoff control plan is necessary to address those deficiencies. As conditioned, the project will minimize adverse environmental effects on the quality of coastal waters in the project site vicinity.

c) Introduction of Exotic Invasive Plants

The use of native, non-invasive plant species adjacent to environmentally sensitive habitat areas (ESHAs) is critical to protecting such areas from disturbance. If exotic and/or invasive species are planted adjacent to an ESHA they can displace native species and alter the composition, function, and biological productivity of the ESHA.

The project description does not identify any specific landscaping to be installed as part of the replacement terminal project. In addition, the project only identifies the an erosion control plan would be developed to mitigate for loss of vegetation removed during project construction." Presumably such an erosion control plan would include mulching, hydro-seeding, or some other form of plant-based stabilization for treating exposed erodable surfaces. However, no detail is provided as to the source or composition of any such plant materials in the project materials.

To assure that the biological integrity of the project area is maintained, the Commission attaches Special Condition No. 6. Special Condition No. 4 requires that for all project landscaping utilize only native species appropriate to the site be installed. Plantings derived from local genetic stocks are to be used when available. The use of exotic invasive species are prohibited. Special Condition No. 6 also specifically prohibits the planting of any plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California, shall be employed or allowed to naturalize or persist on the site. Furthermore, no plant species listed as a 'noxious weed' by the

governments of the State of California or the United States are to be utilized in project revegetation and landscaping areas.

d) Use of Anticoagulant-based Rodenticides

To help in the establishment of vegetation, rodenticides are sometimes used to prevent rats, moles, voles, and other similar small animals from eating the newly planted saplings. Certain rodenticides, particularly those utilizing blood anticoagulant compounds such as brodifacoum, bromadiolone and diphacinone, have been found to pose significant primary and secondary risks to non-target wildlife present in urban and urban/ wildland areas. As the target species are preyed upon by raptors or other environmentally sensitive predators and scavengers, these compounds can bioaccumulate in the animals that have consumed the rodents to concentrations toxic to the ingesting non-target species.

To avoid this potential cumulative impact to environmentally sensitive wildlife species, the Commission includes in the requirements for approval of a final landscaping plan, as set forth in Special Condition No. 6, a prohibition on the use of such anticoagulant-based rodenticides.

e) Mitigation Conclusion

Therefore as proposed and further conditioned as described above, the Commission finds that feasible mitigation is included within the project design to minimize all significant adverse impacts associated with the proposed filling of coastal waters, consistent with Section VII D.4 a and d of the LUP's Marine and Water Resources chapter.

E. Visual Resources.

1. Applicable LCP Provisions

The County of Del Norte's certified LCP contains several policies relating to the protection of visual resources within those portions of the coastal zone meeting the criteria for designations as "highly scenic areas."

LUP *Visual Resources* Policy No. 1 states:

The County encourages the continuation of existing land uses, where appropriate, to maintain open views in highly scenic areas.

LUP *Visual Resources* Policy No. 2 states:

Proposed development within established highly scenic areas shall be visually compatible with their scenic surroundings, by being reflective of the character of the existing land uses while conforming to the land use

criteria. As set forth in the land use component and subsequent zoning ordinance. [sic]

LUP *Visual Resources* Policy No. 5 states:

The alteration of natural landforms in highly scenic areas shall be minimized, where feasible, in construction projects by:

- a. Designing roadways, driveways and other corridors to blend with the natural contours of the landscape by avoiding excessive cuts and fills.*
- b. Concentrating development on relatively level areas over steep hillsides. Provisions to be considered include: clustering; density exchange and open space dedication.*

With regard to areas qualifying for recognition as “highly scenic areas,” Section II.A & B of the LUP’s *Visual Resources* chapter state, in applicable parts:

...Criteria for designating highly scenic coastal areas in Del Norte County are proposed as follows:

- 1. Views of special interest to the general public (e.g., Pacific Ocean; lighthouses, old growth forests);*
- 2. Visually distinctive scenes resulting from unique contrasts or diversity in landscape patterns (e.g., offshore rocks, forested uplands);*
- 3. Views with special integrity or unimpaired conditions (e.g., open space, nature preserves)...*

Views within the coastal region of Del Norte County with particular visual distinctiveness, integrity, harmony and/or of special interest to the general public include the following:

- 1. View of water bodies (e.g., ocean, estuary, streams);*
- 2. Views of sensitive habitats and open space (e.g., wetland, rocky intertidal);*
- 3. View of expressive topographic features (i., offshore rocks, sea cliffs);*

4. *View of special cultural features (e.g., historical, maritime settings).*

Areas identified as having present one or more of the above elements are inventoried [sic] and evaluated by this study for their value as significant visual resources.

In addition, the visual inventory within LUP *Visual Resources* Section III.C.6 identifies and described the following “view points” (alternately referred to as “vista points”) and “view corridors,” within the vicinity of the project site:

VIEWPOINTS: (V)

1. *Point St. George: The Point St. George Public Fishing Access offers a full panoramic view of marine and terrestrial features. Seaward are views of offshore rocks, sea cliffs, and the Point St. George Lighthouse. Landscape views include the vast coastal strand extending northward, distant uplands and mountains as far east as Preston Peak in Siskiyou County, and the surrounding agricultural grazing lands. An older Coast Guard Station dating from 1926 stands on the high terrace and is presently used as a medical facility. Archaeological sites have also been recognized within the Point St. George area.*

2. *Pebble Beach Drive Pull-Outs: Immediately south of Washington Blvd. on Pebble Beach Drive, two vehicle pull-outs provide ocean vantage points. Situated some 30 feet above the beach on a marine terrace, these vista points offer a wide range of scenic views. Castle rock with its abundant bird life lies oceanward. Landward are views of grazing lands, spruce forest and distant uplands.*

VIEW CORRIDORS: (—)

1. *Radio Road*
2. *Pebble Beach Drive*
3. *Westerly end of Washington Boulevard*

LUP’s *Visual Resources* Policy No. 6 also directs that:

Activities which significantly and permanently alter natural landforms, such as mining and excavation, shall be required to restore disturbed areas to, close as possible, a natural appearance.

2. Consistency Analysis.

The LUP’s *Visual Resources* chapter provides an inventory of specific areas with significant scenic resources, lists criteria for the designation of “highly scenic areas,” and

sets forth policies requiring that the scenic and visual qualities of coastal areas be considered and protected by siting and designing permitted development, through, among other efforts:

- Protecting open views in highly scenic areas by encouraging the continuance of existing land uses, where appropriate;
- Ensuring that new development be visually compatible with its surroundings;
- Minimizing natural landform alteration and requiring post-development restoration of disturbed areas to a natural appearance;
- Installing new utilities underground, whenever feasible; and
- Minimizing the visual expression of utility placements in highly scenic areas that cannot be feasibly installed underground.

The project site is not located within a formally designated “highly scenic area” insofar as the County’s LCP does not assign such distinction for any specific sites or areas, but instead focuses on inventorying the locations and characteristics of the visual resources visible from and within certain “view points” or “vista points” and “along “view corridors.” Nonetheless, the project area surroundings would qualify for such a designation as it meets the several of the criteria set forth in Section II.A of the LUP Visual Resources chapter, as the project site: (1) contains views of special interest to the general public (e.g., Pacific Ocean, Saint George Reef Lighthouse, inland old growth forested hillsides); (2) has visually distinctive scenes resulting from unique contrasts or diversity in landscape patterns (e.g., offshore rocks, forested uplands); and (3) affords views with special integrity or unimpaired conditions (e.g., open spaces within Tolowa Dunes State Park, Point Saint George Management Area nature preserve). According, the policies relating to the protection of highly scenic areas would apply to development at the airport site.

LUP Visual Resources Policy No. 2 requires that, *“Proposed development within established highly scenic areas shall be visually compatible with their scenic surroundings, by being reflective of the character of the existing land uses while conforming to the land use criteria... (as) set forth in the land use component and subsequent zoning ordinance.”* Visual Resources Policy No. 6 continues on to require that, *“Activities which significantly and permanently alter natural landforms, such as mining and excavation, shall be required to restore disturbed areas to, close as possible, a natural appearance.”*

Though the airport site is presently developed with a number of buildings in a variety of heights and bulk, the development of the proposed two-story passenger terminal complex would introduce a significant new urban-appearing structure into the viewshed of this relatively rural, scenic area. While the project would not involve substantial grading,

vegetation removal, other forms of landform altering construction, and would occur in an area back-dropped by a forested treeline, the proposed terminal complex would be visible from several vantage points along segments of the adjoining public streets as well from recreational areas, and affect the lateral inland-oriented views of the forested areas on the uplifted marine terrace portions of the Smith River/Crescent City coastal plain. The terminal's relative high visibility is due in part to its design: In an effort to make the terminal architecturally consistent with the other buildings on the open, active operational portions of the airport grounds, a relatively high-toned, brightly-hued exterior has been proposed (see Exhibit No. 6, page 4). While such an outward appearance may be appropriate on the cleared areas of the site where active runway flight operations make such visual distinctiveness desirable, when back-dropped against the relatively dark earth-toned pine-spruce forest area to the east of the proposed replacement terminal site, such highly contrasting light exterior treatments cause the building site to stand out to distant viewers (see Exhibit No. 8, pages 2 and 3).

Accordingly, to ensure the development's compatibility with the character of its surroundings, the Commission attaches Special Condition No. 5. Special Condition No. 5 requires that all exterior materials for the replacement terminal building, including the roofing materials and windows, be non-reflective to minimize glare. In addition terminal building siding and roofing materials must be of naturally-occurring earthtones to blend harmoniously in hue and shade with the color of the surrounding landforms and vegetation. Furthermore, all exterior lights, including lights attached to the outside of any structures, are to be of low-wattage, limited to levels necessary to provide adequate operational and site security illumination, non-reflective, and have full cut-off shielding, hooding, or sconces to cast lighting in a downward direction and not beyond the boundaries of the property. Aircraft apron operational lighting is also required to be designed to be powered down when not in active use. In addition, all related signage is required to conform to the standards of County's sign regulations.

The Commission therefore finds that as: (1) views to and along the ocean have been protected through placing limitations of the lighting of the replacement terminal exterior areas; (2) visually compatible of the terminal structure with the character of surrounding areas would be achieved through conditioning the exterior appearance of the terminal building to blend and harmonize with the character of its forested back-dropped setting; (2) natural landform alteration would be minimized, the proposed project as conditioned is consistent with the policies of the LUP's *Visual Resources* chapter.

F. Public Access.

1. Coastal Act Access Policies

Projects located between the first public road and the sea and within the coastal development permit jurisdiction of a local government are subject to the coastal access policies of both the Coastal Act and the LCP. Coastal Act Sections 30210, 30211, and 30212 require the provision of maximum public access opportunities, with limited exceptions. Section 30210 states that maximum access and recreational opportunities

shall be provided consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. Section 30211 states that development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. Section 30212 states that public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, adequate access exists nearby, or agriculture would be adversely affected.

2. LCP Provisions

The Del Norte County LUP includes a number of policies regarding standards for providing and maintaining public access:

Section III.C of the LUP's Public Access chapter states that:

The County shall work actively towards the attainment of maximum coastal access for the public, where it is consistent with public safety, property owner rights and the protection of fragile coastal resources.

However, much of the focus of the LCP's policies and standards address the protection, acquisition, and improvement of lateral and vertical accessways in immediate shoreline settings, rather than in more inland locales such as where the subject property is situated.

3. Consistency Analysis

In its application of the above policies, the Commission is limited by the need to show that any denial of a permit application based on this section, or any decision to grant a permit subject to special conditions requiring public access is necessary to avoid or offset a project's adverse impact on existing or potential access.

The subject property is situated on a portion of an uplifted coastal terrace that is between the first through public road (Highway 101) and the sea (see Exhibit Nos. 1-3). The County's land use maps do not designate the subject parcel for public access, and, other than along the existing public roadsides, there does not appear to be any safe vertical access to the shoreline areas to the bluffs and beaches to the west that would avoid trespassing through private agricultural and rural residential properties to the south or passing through active airport operational areas or environmentally sensitive rare plant and wetland habitats of the Point Saint George Management Area.

The LUP identifies three coastal access points within the vicinity of the replacement terminal project site. Table 1, below, summarizes the location and features of these coastal access points:

Table 1: Inventory of Coastal Access Points in Proximity to Jack McNamara Field

Facility Name	Location	Distance from Project Site	Features
Lakeview Drive	Trailhead at Street End	1 mi. to northeast	Unpaved vertical accessway leading through forested dunes depression plain of the Dead Lake Unit of Tolowa Dunes to beach areas north of Point Saint George headlands
Point Saint George	Trailhead at Street End	±1 mi. to northwest	Improved footpath providing access to bluff and beach areas
North Beach	Western Street End	±½ mi. to southwest	Unimproved footpath entry to beach area at Castle Rock with limited roadside parking (4-6 spaces)
North Pebble Beach	Roadside	± 1⅛ mi. to southwest	Unimproved footpath entry to ¾-beach areas below Pebble Beach Drive with several limited on-street parking (1-2 spaces each)

All of these beach access points are available for use within a reasonably short distance from the project site. According to the County, there is no evidence of public prescriptive use of the private lands bordering the site to the south, and so, the County did not instigate a prescriptive rights survey. Since the proposed development would not increase significantly the demand for public access to the shoreline and would have no other impacts on existing or potential public access, the Commission finds that the proposed project, which does not include provision of public access, is consistent with the public access policies of the Coastal Act and the County's LCP.

G. California Environmental Quality Act.

On April 2, 2010, the Board of Commissioners of the Border Coast Regional Airport Authority (“Authority”) adopted Resolution No. 2009-01 certifying the FEIR Final Environmental Impact Report (FEIR) for the *Terminal Replacement Project – Jack McNamara Field (CEC) Del Norte County Regional Airport* (SCH 2006112120). Following from public testimony received at the April 2nd meeting in which concerns were voiced regarding the scope of alternatives investigated in the document, on May 7, 2009, the Authority adopted Resolution No. 2009-02, rescinding its previous resolution and recertifying the FEIR with the addition of a response to the April 2, 2009 comments and an addendum containing detailed coverage of the extent of environmentally sensitive areas on the project site.

On October 14, 2009, the Planning Commission of the County of Del Norte, as a responsible agency under the California Environmental Quality Act (CEQA), adopted Resolution No. 2009-01, effectively tiering its environmental review of the replacement terminal project from the FEIR previously adopted by the Airport Authority, and

certifying the document with supplemental coverage of substituted mitigations measures found to be providing equivalent or additional protection than those previously adopted, as complete and adequate under CEQA.

Section 13906 of the Commission's administrative regulation requires Coastal Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as modified by any conditions of approval, is consistent with any applicable requirements of CEQA. Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are any 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. Those 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. As discussed above, the proposed project has been conditioned to be consistent with the policies of the Coastal Act. As specifically discussed in these above findings, which are hereby incorporated by reference, mitigation measures that will minimize or avoid all significant adverse environmental impacts have been required. As conditioned, there are no other feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impacts, which the activity may 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.

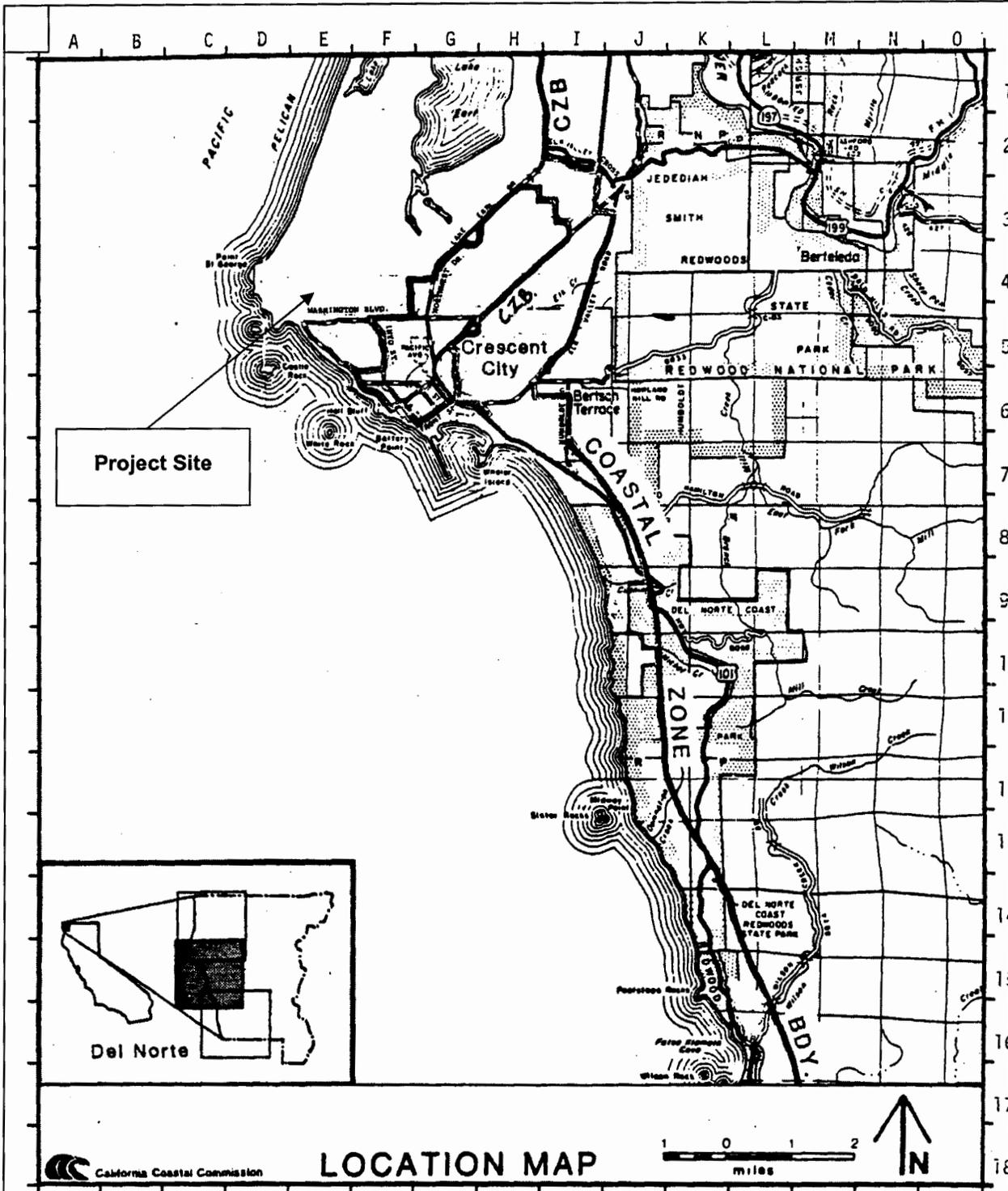
III. EXHIBITS:

1. Regional Location Map
2. Vicinity Map
3. Project Site Aerial Photograph
4. Project Site Oblique Aerial Photograph
5. "Alternative 10, Option 2" Revised Project Narrative
6. "Alternative 10, Option 2" Revised Project Site and Elevation Plans
7. Terminal Space Plan Analysis
8. Visual Resources Impact Analysis
9. Commission Staff Biologist's Review Memo
10. Agency Correspondence

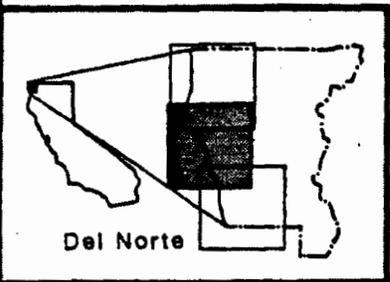
ATTACHMENT A:

STANDARD CONDITIONS

1. Notice of Receipt and Acknowledgment. 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 period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent or 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.



Project Site



Del Norte

California Coastal Commission

LOCATION MAP



County of Del Norte

EXHIBIT NO. 1
 APPLICATION NO.
 A-1-DNC-09-048
 BORDER COAST REGIONAL
 AIRPORT AUTHORITY
 REGIONAL LOCATION MAP

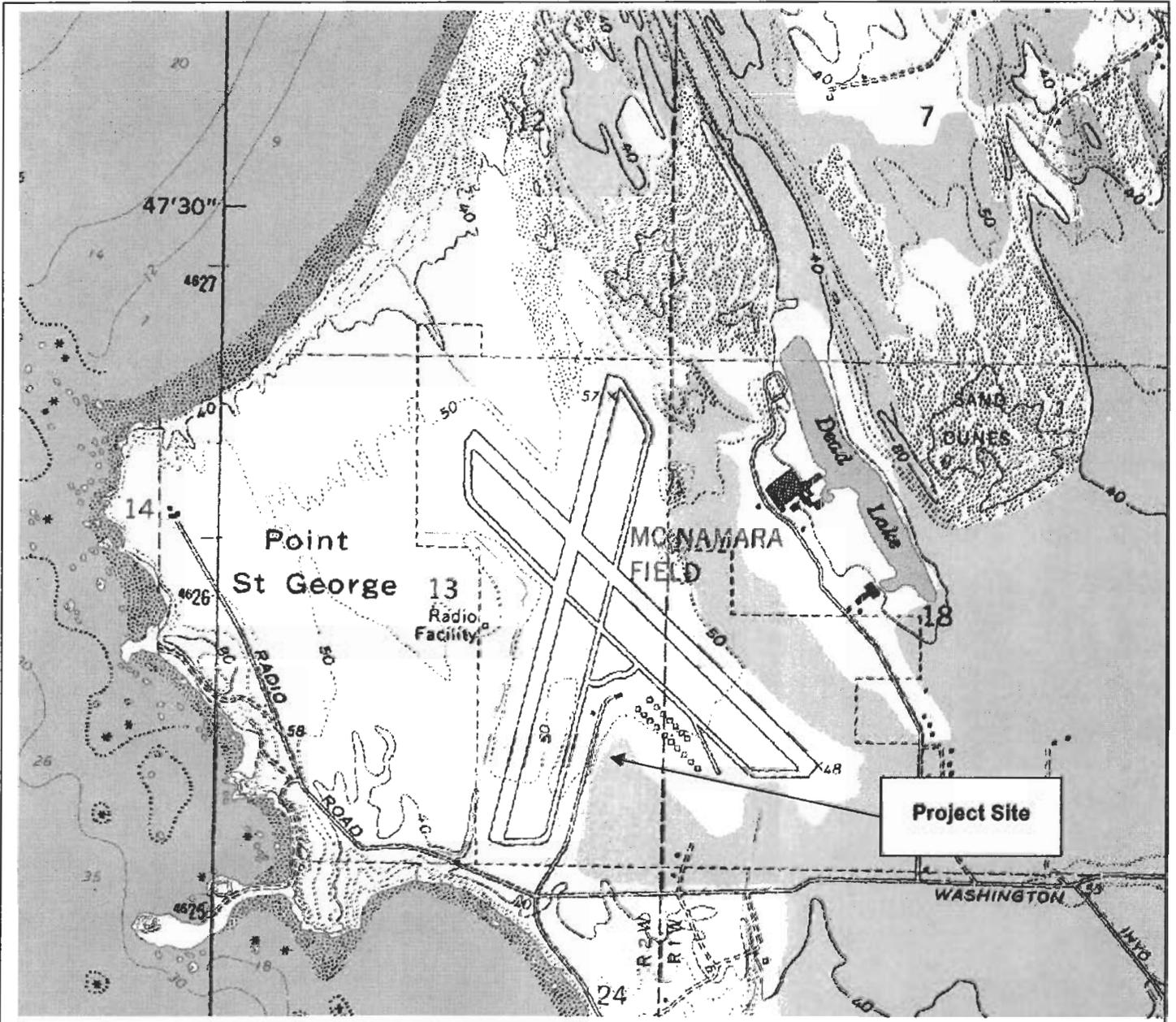
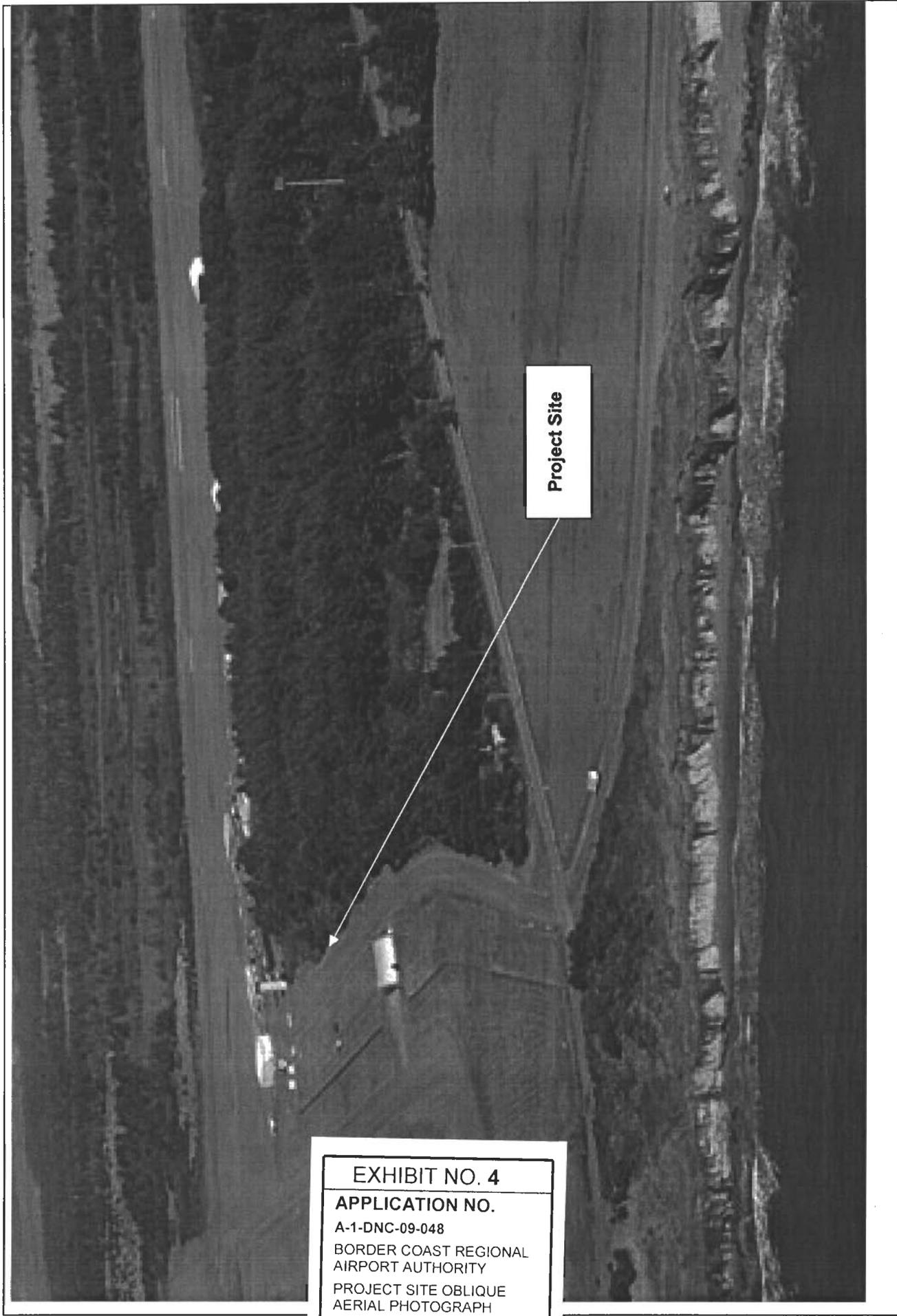


EXHIBIT NO. 2
APPLICATION NO.
A-1-DNC-09-048
BORDER COAST REGIONAL
AIRPORT AUTHORITY
VICINITY MAP



Project Site

EXHIBIT NO. 3
APPLICATION NO.
A-1-DNC-09-048
BORDER COAST REGIONAL
AIRPORT AUTHORITY
PROJECT SITE AERIAL
PHOTOGRAPH



Project Site

EXHIBIT NO. 4
APPLICATION NO.
A-1-DNC-09-048
BORDER COAST REGIONAL
AIRPORT AUTHORITY
PROJECT SITE OBLIQUE
AERIAL PHOTOGRAPH

RECEIVED

APR 23 2010

CALIFORNIA
COASTAL COMMISSION

BORDER COAST REGIONAL AIRPORT AUTHORITY

150 Dale Rupert Road
Crescent City, CA 95531



EXHIBIT NO. 5

APPLICATION NO.

A-1-DNC-09-048 - BORDER
COAST REGIONAL AIRPORT
AUTHORITY

"ALTERNATIVE 10, OPTION 2"
REVISED PROJECT
NARRATIVE (1 of 40)

DEL NORTE COUNTY REGIONAL AIRPORT

PASSENGER TERMINAL REPLACEMENT AMENDED PROJECT

The Border Coast Regional Airport Authority submits the Amended Jack McNamara Field, Terminal Replacement Project, Option 2, for your review and submission to the Coastal Commission for purpose of de novo review in response to the commission's appeal #A-1-DNC-09-048.

Del Norte County began this project in 2001 when it was determined by the FAA that the existing passenger terminal was too substandard to qualify for federal funds to remodel the building. Since then planning alternatives were explored, a wetland delineation, conceptual design, an Environmental Impact Report (EIR) and a Draft Environmental Assessment (EA) have been completed for this project at a cost, close to one million dollars.

The management and operation of the Del Norte County Regional Airport was transferred to the Border Coast Regional Airport Authority (Authority), a cross state Oregon and California regional Joint Powers Authority, in 2007. The Authority has continued with this project using the work previously completed by the County. On October 14, 2009 the Del Norte County Planning Commission approved a Coastal Development Use Permit, 0736C/B 30831C, for this project adopting Staff recommended Alternative "C" (Original design, herein). Subsequently this Use Permit action was appealed to the California Coastal Commission (Coastal) by Commissioners Wan and Schallenberger and the Friends of Del Norte..

The Authority has amended the terminal layout plan to meet Coastal Staff's conditions as per their letter dated January 6, 2010. The Authority firmly believes there is an intangible operational, functional, human and economic cost to such an amended layout plan. This amended layout plan splits the project elements into a more elongated, stretched out, less efficient design, primarily west of Dale Rupert Road. Based on existing mapping and numerous ground surveys conducted by private consultants and verified in the field by Coastal Staff, to support the observation that all portions of the Option 2 terminal, parking, roadway, and other improvements can be developed without encroachment into the pine-spruce forest and fringing riparian vegetation ESHAs consistent with Marine and Water Resources Policy No. 6. It is intended that Final Design efforts will provide a higher level of detailed surveys and mapping to verify this contention. The Authority contracted with URS Corporation, an aviation engineering and environmental firm that works with FAA on projects across the U.S., to conduct a technical review of Amended Alternative Option 2. (Option 2, herein) URS was asked to refine the amended layout option to assure it will : (1) Function to satisfy the community's need for a new airline passenger terminal,(2) Meet FAA & TSA design and operational guidelines, regulations and criteria. (3) Minimize environmental impacts, to the extent feasible.

The result of this technical review is what the Authority considers to be the last feasible option for this project, Alternative 10, Option 2. (URS technical review attached)

1.

BORDER COAST REGIONAL AIRPORT AUTHORITY

150 Dale Rupert Road
Crescent City, CA 95531

Telephone: (707)464-7288
Fax: (707) 464-1023

April 20,2010

Robert Merrill
California Coastal Commission
North Coast District Office
710E Street Suite 20C
Eureka, CA 95501

Subject: Terminal Replacement Project at Del Norte County Regional Airport Appeal No.
A-1-DNC-09-048

Dear Bob,

This alternative design packet presents "conceptual layout Alternative 10, Option 2", previously discussed with Coastal Staff and referred to in your letter of 1-6-10. This amended Alternative 10, Option 2 represents the last feasible layout option available to address the various coastal resource issues associated with the Terminal Replacement Project at Del Norte County Regional Airport, as appealed in Coastal appeal A1-DNC-09-048.

In moving forward to develop our amended alternative design Option we specifically focused on the recommendations in your 1-6-2010 letter by:

1. Provide for at least a 25-foot setback from the Shore Pine-Sitka Spruce forest:

The 25 foot buffer will be compromised to various degrees along the edge of relocated Dale Rupert Road as there is no feasible alternative. However, based on recent field work and surveys by Coastal Staff and Coastal Biologist it appears all portions of the Option 2 terminal, parking, roadway, and other improvements can be developed without encroachment into the pine-spruce forest and fringing riparian vegetation ESHAs consistent with Marine and Water Resources Policy No. 6. It is intended that Final Design efforts will provide a higher level of detailed surveys and mapping to verify and confirm this assertion.

2. Minimize Wetland Fill:

In designing the new access roadway from the Agricultural Department entrance, behind the Hangars and into existing parking area we have reduced the road footprint from 36ft wide to 30 ft by eliminating a sidewalk and bike lane. In the interest of avoiding wetlands, we moved the airport perimeter fence to within a few feet of the back of hangars and changed a sharp curved roadway into a 90 degree turn location. We have also proposed relocating approximately 120ft of open drainage ditch, clear of ESHA, instead of covering to accommodate red legged frogs and further reduce wetland fill. These efforts have reduced proposed wetland fill along the new loop roadway from .45 to .27 acres. With another .21 acres of wetland fill, in the form of existing drainage ditches, along Dale Rupert Road for a Project total of .48 acres of wetland fill

3. Design to Accommodate Red Legged Frogs:

To accommodate red legged frogs we are proposing to move and leave open 120 feet of drainage ditch, that parallels the new Hangar Row road, instead of filling and culverting. Based on the recommendation of subject matter experts, we intend to design multiple under-crossings with squash culverts or suitable frog friendly alternatives and some cost effective frog fencing to be utilized along the Ag Department road to facilitate red legged frog passage. Along Dale Rupert a frog under-crossing will be placed at the intersection of Washington Blvd. The subject matter expert, Michael van Hattem, from the California Department of Fish and Game has offered to assist in the final design of amphibian friendly design features where appropriate.

4. Mitigation of wetland Fill:

The least environmentally damaging feasible design will involve mitigation for wetland fill. An agreement with the County of Del Norte for suitable mitigation acreage will be negotiated upon completion of final design surveys verifying amount of wetlands to be filled and contingent upon a commitment of federal funding.

The County has indicated their desire for a 3:1 ratio for wetland mitigation for several reasons:

- 1.) There is a very limited amount of acreage available county wide for suitable wetland mitigation projects to meet current and future mitigation needs.
- 2.) There is another large airport safety project in the planning stage at this time that will require 40 to 70 acres of wetland mitigation at approximately the same time.
- 3.) The costs associated with a high mitigation ratio can quickly move projects out of the County's ability to match available federal funds.
- 4.) The quality and functionality of wetlands being replaced at the airport are of a much lower value than what will be created or restored elsewhere.
- 5.) A 3:1 ratio seems common for the Coastal Commission to impose for seasonal wetlands with a 4:1 ratio more common in open water wetland locations. The wetlands affected on the airport are not open water wetlands.

Information requested by Coastal Staff on 1-6-2010, for the de novo hearing:

1. An Amended Project Description for Purposes of the Commission's De Novo Review:

An Amended Project Description for Purposes of the Commission's De Novo Review. As discussed above, once the details of the alternative design have been worked out, please submit a revised project description for purposes of the Commission's de novo review of the project. The revised project description should include a narrative description of the project in its new form as well as sufficient 8-1/2" x 11" plans that adequately depict the revised site plan and road, terminal building, parking lot, other project elements in sufficient detail;

PROJECT DESCRIPTION:

Automobile parking and terminal buildings are typically adjacent and centralized at airport facilities. And terminal access driveways typically include loop roadways to allow vehicles to circulate between the terminal loading area and parking areas without the need to exit the terminal driveway system. The original design reflects this approach. In Option 2 these functional relationships are changed in order to limit encroachment into the forested strand. This option eliminates the proposed loop access road included in the original design; substituting instead a single access driveway roughly aligned with the existing Dale Rupert Road. Due to restrictions that may be imposed under TSA guidelines for blast protection setbacks, an additional access road is proposed of Washington Blvd that would circulate past the Department of Agriculture building and along the east side of the forested strand. This would allow access to FBO and ARFF facilities during high alert periods. In Option 2 the proposed terminal building would be located as close as possible to existing Taxiway B, and the aircraft apron would be positioned immediately to the northwest side of the building. Vehicle parking would be separated into two lots, located on opposite sides of the proposed terminal. One of these lots would be a reconfiguration of the existing terminal parking lot. The other lot would be located south of the new terminal building. Covered walkways would be incorporated to connect the parking facilities with the terminal building.

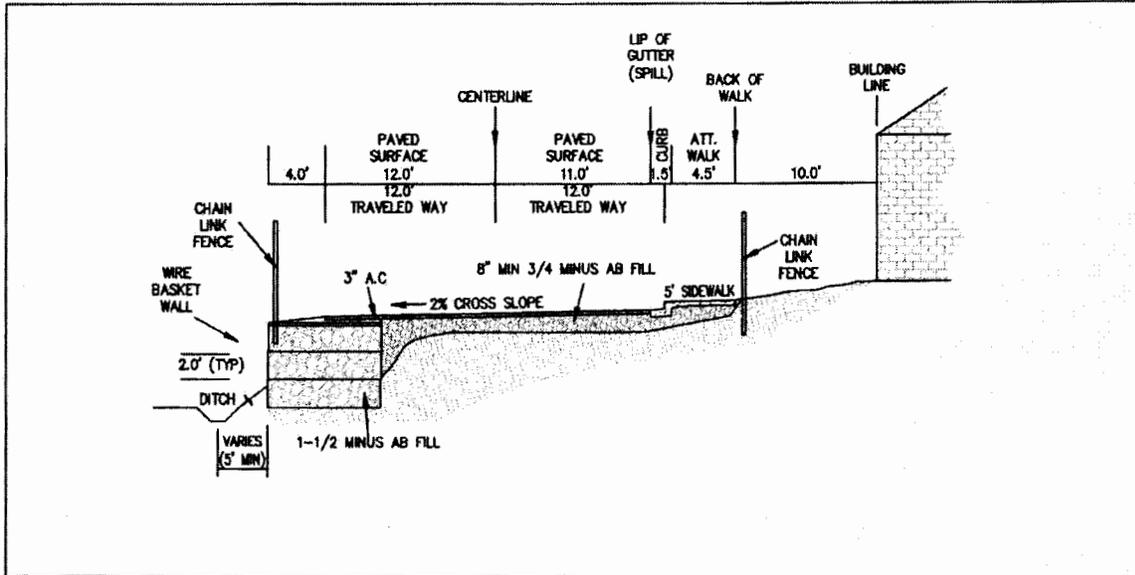
2. Wetland Fill Alternative analysis:

Wetland Fill Alternative Analysis. As discussed above, to be consistent with the wetland fill policies of the certified LCP, the project must incorporate the least environmentally damaging feasible alternative. Therefore please submit an alternatives analysis for the proposed roadway fill associated with the project that analyzes the relative amount of fill, impacts, and feasibility of alternative roadway cross-sections and alignments of the roadway;

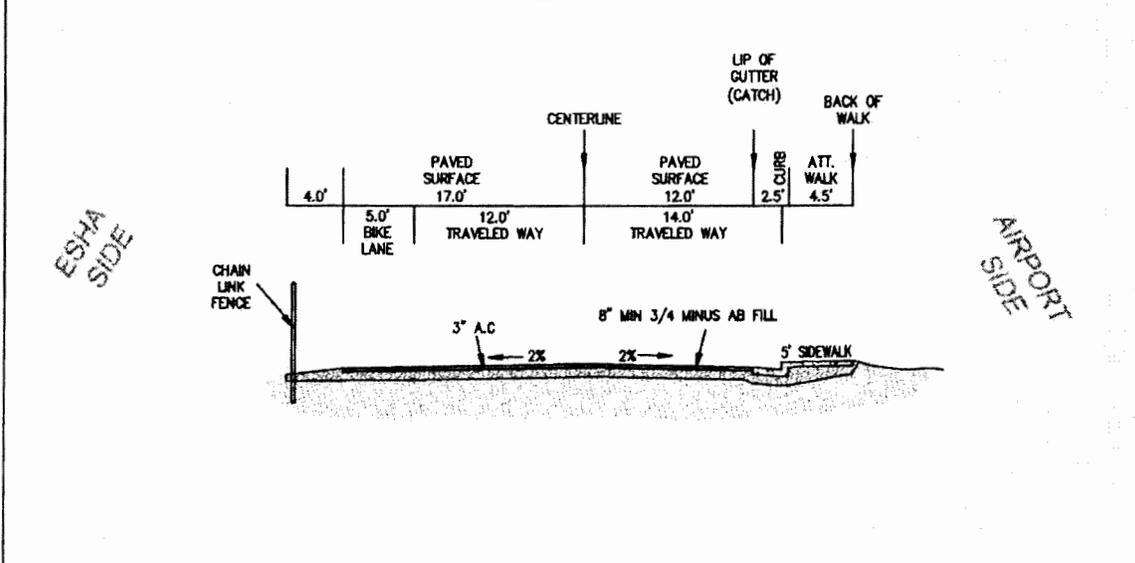
In designing the new Ag Dept/Hangar Row entry access roadway we have reduced the road footprint further from 36ft to 30ft by eliminating a sidewalk and bike lane. The roadway will be posted as joint use to accommodate bike and vehicle traffic and only one 5ft bike lane/emergency pullout lane instead of two will be constructed on the eastern edge parallel to the perimeter fence. In addition to reduce wetland impact further we have moved the perimeter fence to within a few feet of the back of the last two hangars and instead of a curved transition from the Ag Dept road to the Hangar Road we have chosen a 90 degree turn which has reduced our wetland impact even more. We have also proposed relocating approximately 120 ft of drainage ditch, clear of ESHA, along the Hangar road instead of covering, to accommodate red legged frogs and further reduce wetland fill. These efforts have reduced proposed wetland fill along the new loop roadway to .27 acres. With another .21 acres of wetland fill, in the form of existing drainage ditches, along Dale Rupert Road for a Project total of .48 acres of wetland fill.

The Dale Rupert Road section has also been reduced from 44 to a 40 foot road section which includes curb and gutter on the west side adjacent to the terminal and parking lots, two 12 ft car lanes and a 5 ft emergency pull-out/bike lane plus a 4 ft shoulder on the east side.

(cross sections attached)

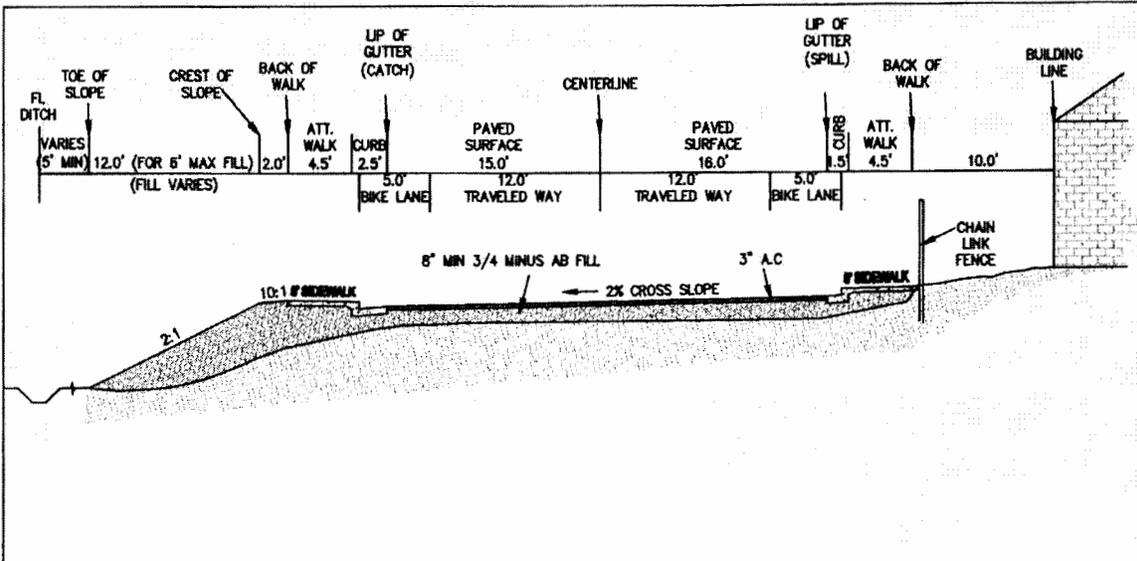


ROAD CROSS SECTION - ALTERNATIVE D - HANGAR ROAD

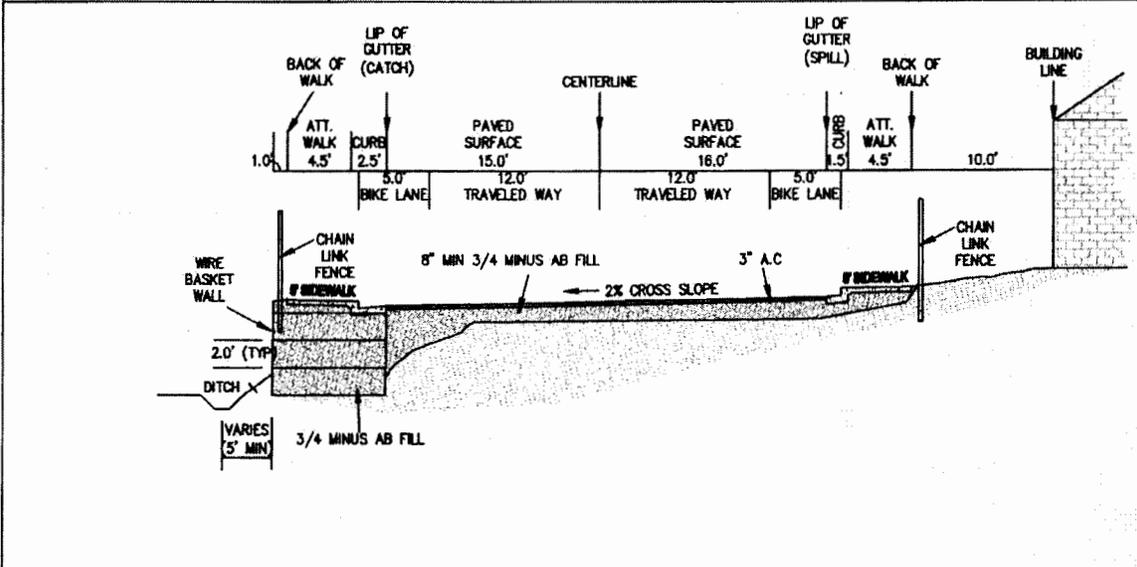


ROAD CROSS SECTION - ALTERNATIVE D - DALE RUPERT ROAD

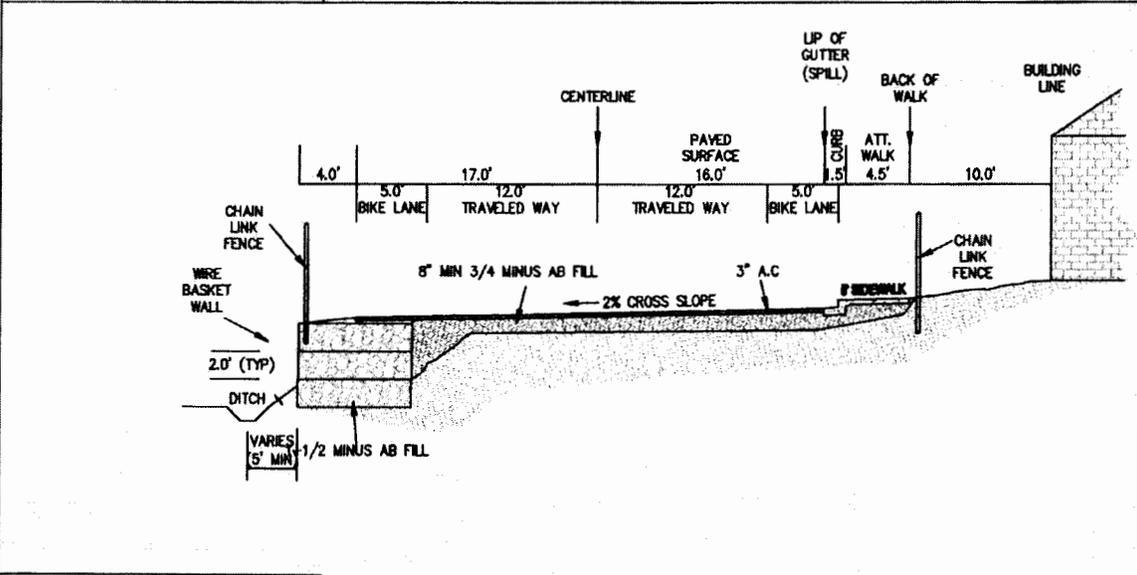
BCRAA
4-19-2010



ALTERNATIVE A - HANGAR ROAD



ALTERNATIVE B - HANGAR ROAD



ALTERNATIVE C - HANGAR ROAD

BCRAA
4-20-10

3. Terminal Building Design:

Terminal Building Design. The visual impact of the project and the terminal building in particular will need to be considered in the Commission's de novo review of the project. The mass of the building is a primary element of the visual impact of the project. Therefore, please present a discussion of whether smaller alternatives to the size of structure approved by the County would be feasible and why the proposed size of the terminal building ultimately proposed is necessary to meet the project objectives. In addition, please present a conceptual elevation of the chosen building design.

One of the community planning goals of this Terminal design effort was to design a facility with the capacity to accommodate two aircraft at a time to meet current and future needs. We believe any reasonable reduction in proposed square footage would be minimal as far as reducing the overall mass of the building. We still must plan for a footprint that allows for future build-out in the same location as needs demand. Costs of any future build-out efforts would probably be greater than today's' construction costs. As far as the mass of the building Option 2's structure will be built between an existing 35 foot tall water tower and a 20 foot tall Quonset type hangar. In addition the trees currently bordering the site to the east are taller than the proposed Terminal building. Terminal building colors and materials will be chosen to blend in with the surrounding landscape.

(see building size analysis attached)

4.

Preliminary Review of Proposed Onsite Sewage Disposal System. LUP New Development Chapter Policy No. 2 states that, "Proposed development within the urban boundary may be approved only after it has been adequately proven that the location of the proposed development will accommodate the development. These factors include but are not limited to sewage disposal, water supply and street system capacity." The project will depend upon the development of an onsite sewage disposal system in an area known to have a high groundwater table. Please provide evidence that the Regional Water Quality Control Board or the County Department of Environmental Health (depending on which agency must ultimately grant approval for the system) has reviewed the proposed design of the system and has at least preliminarily determined that the system will function adequately to serve the proposed development.

The County Environmental Health Officer has submitted a letter stating that in his analysis the sewage disposal system as designed will function adequately to serve the proposed project. RWQCB Staff reviewed the sewage disposal system design plans and visited the site stating that even in an area of high ground water the mound system as designed, should serve this project demand adequately. RWQCB also stated that this project will be under the jurisdiction of the County Environmental Health Department.

(County Health letter attached, RWQCB letter to follow)



COUNTY OF DEL NORTE
DEPARTMENT OF HEALTH AND HUMAN SERVICES
Public Health Branch

Gary Blatnick, Director/Public Guardian
Thomas Martinelli, M.D., Health Officer

Brian McNally REHS
Del Norte County Env. Health
880 Northcrest Dr.
Crescent City, CA 95531

James Bernard
Director
Del Norte County Airport Authority

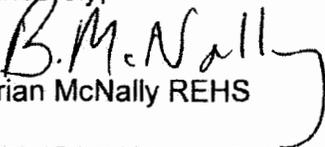
Subject: Sewage disposal system for proposed airport improvements.

Mr. Bernard,

I have reviewed the plans for the new sewage disposal system, visited the site and discussed the project with Ryan Young PE and Ward Stover PE. It is my determination that the system will function adequately to serve the proposed airport development.

Please call me if you have any comments or questions.

Sincerely,


Brian McNally REHS

707-464-3191 ext. 341
bmcnally@co.del-norte.ca.us

Subject: 4-1-10, Alternative Analysis for Terminal Replacement Project at Del Norte County Regional Airport, Appeal No. A-1-DNC-09-048

1.) Alternatives Analysis- Biological Supplement

a.) Additional studies, mapping and evaluation work was conducted by URS Biologists the week of April 19, 2010 to create detailed mapping delineating the boundaries of the ESHA areas along the western side of the forested ESHA east of Dale Rupert Road. This additional mapping was provided to Coastal Staff on 4-20-10 for their review and comments. It appears the project site alternatives of Option 2 can be developed without encroaching into the adjacent pine-spruce forest and fringing riparian vegetation, avoiding ESHA but resulting in reduced buffers. (additional detailed mapping attached)

Estimated Environmental Impacts of OPTION 2 =

0.48 acres of CCC/ACE wetlands (reduced ESHA buffer area along Dale Rupert road)

This estimate is based on existing mapping and numerous ground surveys conducted by private consultants and verified in the field by Coastal Staff, to support the belief that all portions of the Option 2 terminal, parking, roadway, and other improvements can be developed without encroachment into the pine-spruce forest and fringing riparian vegetation ESHAs consistent with Marine and Water Resources Policy No. 6. It is intended that Final Design efforts will provide a higher level of detailed surveys and mapping to verify and confirm this assertion.

Subject: 4-1-10, Alternative Analysis for Terminal Replacement Project at Del Norte County Regional Airport, Appeal No. A-1-DNC-09-048

1.) Alternatives Analysis- Biological Supplement

b.) In addition, in order to introduce appropriate design road features that facilitate the movement of sensitive red- legged frogs consultation was initiated with a subject matter expert at the California Department of Fish and Game, Michael Van Hattem. Mr. Van Hattem recommended multiple under crossings on this stretch of road (AG Dept) with the focus on water courses. As a result the County Engineer has corrected the project maps to show two culverts at the main water course (existing drainage ditch) near the airport SE gate and one on the south end of the road in a seasonal wetland location, as well as 1 to 2 others evenly spaced along the middle of the roadway. Mr. Van Hattem also suggested some sort of cost-effective permanent frog fencing (which he will research) on both sides of the road to direct amphibians toward culverts. Mr. Van Hattem offered to assist in the final design process of these features in order to utilize industry standard best practices based on further site studies and final road design details. (County Engineers letter and CDF&G email attached)



COUNTY OF DEL NORTE
COMMUNITY DEVELOPMENT DEPARTMENT

981 "H" Street, Suite 110
Crescent City, California 95531

Fax (707) 465-0340

Planning
(707) 464-7254

Engineering & Surveying
(707) 464-7229

Roads
(707) 464-7238

Building Inspection
(707) 464-7253

Environmental Health
(707) 465-0426

DEL NORTE COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT
INTEROFFICE MEMORANDUM

TO: JAMES BERNARD, AIRPORT DIRECTOR

FROM: W. ARTHUR REEVE, COUNTY ENGINEER 

SUBJECT: DEL NORTE COUNTY REGIONAL AIRPORT, JACK MCNAMARA
TERMINAL DESIGN ACCESS ROAD/FROG CROSSINGS

DATE: APRIL 21, 2010

In response to Coastal staff's request for, "Engineering information to disclose the location, number, size, and spacing of proposed crush culverts along the eastern access roadway (Agriculture Department) depicted on the project site alternatives to provide under-crossings to facilitate the movement of sensitive red legged frogs."

After consultation with local subject matter expert, Michael Van Hattem of the California Department of Fish and Game staff has tentatively determined that 3 to 5 frog under-crossings will be strategically placed on the Agriculture Department access road at the Del Norte County Regional Airport as part of the terminal replacement project, to facilitate the movement of sensitive red legged frogs. The exact size, location and shape of the under-crossings will be determined through the final design process based on field observations and the type and amount of road fill to be utilized. The main focus for under-crossing location placement should be where water courses cross the roadway: the main water course crossing is parallel to the airport SE gate and two under crossings should be placed there spaced 6 to 8 feet apart, an additional water course under-crossing exists right along the northern edge of the Agriculture Department (Ag) in an area of seasonal wetlands. An additional 1 to 2 under-crossings will be spaced evenly along the road from the Ag crossings to the airport drainage ditch crossings. In addition to strategically placed under-crossings, a cost-effective permanent frog-fence should parallel the roadway on both sides to direct amphibians toward the culverted under-crossings. It was also noted that a suitable frog under-crossing should also be placed at the intersection of Washington Blvd and Dale Rupert Road. Michael Van Hattam is familiar with the latest industry standards and offered to assist in this final design process as well as field implementation.(see attached e-mail)

McNamara Field amphibian crossing

From: "Michael van Hattem" <MVANHATTEM@dfg.ca.gov>

To: <JBernard@co.del-norte.ca.us>

CC: "William Condon" <WCONDON@dfg.ca.gov>

Date: Tuesday - April 20, 2010 10:28 AM

Jim,

Thanks for stopping by today, it was good to catch up with you on your projects. I understand your terminal replacement project is or will be conditioned to provide safe passage of amphibians across the agricultural department road. As I mentioned I have been collecting literature on the topic for other projects and expect to be able to assist you. I look forward to working with you on the final design to provide safe passage for amphibians in order to satisfy the final design conditions. Let me know when you want to schedule some time to discuss this further. Thanks

m

Michael G. van Hattem
Environmental Scientist
Coastal Conservation Planning
Northern Region
California Department of Fish and Game
619 Second Street
Eureka, California 95501
(707) 445-5368 (707) 441-2021 (fax)

Pursuant to the Governor's Executive Order S-13-09, DFG offices will be closed most Fridays through June 2010. Visit <http://gov.ca.gov/executive-order/12634> for more information.

Subject: 4-1-10, Alternative Analysis for Terminal Replacement Project at Del Norte County Regional Airport, Appeal No. A-1-DNC-09-048

2.) Alternatives Analysis-Reduced-sized project Alternative Supplement:

In order to prudently plan for future regional needs, a project footprint is required that will accommodate a reasonable amount of growth in air travel. Whether the footprint is built out now or at a later date it will have to occur at this project location, within this footprint. Given the constraints now placed on airport property there simply is not the space, nor the capital to outgrow and relocate this facility at a future date. The final terminal size is typically determined through the final design process and based on FAA approval and available funding.

In addition to original Terminal size program included in previous submittals, URS Architects have conducted another analysis of Terminal Facility programming based on different assumptions and smaller average enplanement numbers. These calculations show the minimum size feasible for a terminal capable of handling two planes as 17,867 sq ft. (see attached URS analysis)

Subject: 4-1-10, Alternative Analysis for Terminal Replacement Project at Del Norte County Regional Airport, Appeal No. A-1-DNC-09-048

3.) Alternatives Analysis-Vehicular Circulation Supplement:

a.) Roundabout: In this case the "roundabout" shown in Option 2 takes the place of a standard airport terminal loop entry road. Traffic enters Dale Rupert northbound and drives past the terminal building entering the roundabout where they will do a complete circle and exit southbound on Dale Rupert and lined up to pass directly in front of the terminal building where they can utilize the drop-off/pick-up area in front of the terminal. Traffic can then proceed to the southern parking lot or continue to exit the airport at Washington Blvd. In the roundabout they will also have the option of exiting to the alternate access road, exiting into the north parking lot to the general aviation side of the field, or exiting toward the Fire Hall. Additional roadway arrows on project layout maps show the general flow of traffic through this area. Signage will be key in the safe and efficient flow of traffic through this layout. Which is another element of final design detail yet to be fine tuned. (see attached close-up of traffic flow)

Subject: 4-1-10, Alternative Analysis for Terminal Replacement Project at Del Norte County Regional Airport, Appeal No. A-1-DNC-09-048

3.) Alternatives Analysis-Vehicular Circulation Supplement

b.) Roadway Improvements: Additional wetland surveys and delineations were done on April 15th by URS Biologists in the vicinity of the proposed turn lanes on Washington Blvd at the Agricultural Department and at the intersection of Dale Rupert Road. There are no wetlands in the affected area of a standard 12 ft right hand turn lane off of Washington Blvd into the Agricultural Department. Along Washington Blvd and the intersection of Dale Rupert road there is an open ditch on the right hand side that will be incidental fill of the roadway improvements. This open ditch will require a frog friendly under crossing of approximately 100 feet to allow for a standard 12 foot right hand turn lane to be built. This area was surveyed as a wetland by CCC and ACE criteria and adds about .03 acres of wetland impact to the project.

Fw: CEC Terminal wetland Write-up and photos

From: <David_Reel@URSCorp.com>

To: <JBernard@co.del-norte.ca.us>, <dwilliams@co.del-norte.ca.us>

Date: Thursday - April 22, 2010 3:08 PM

David Reel, Vice President
Manager of Planning and Environmental Services
221 Main Street, Suite 600
San Francisco, CA 94105-1917
415-243-3743 (direct)
415-882-9261 (fax)
415-250-5767 (cell)

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

----- Forwarded by David Reel/SanFrancisco/URSCorp on 04/22/2010 03:00 PM -----

Casey Stewman/SanJose
/URSCorp

ToDavid Reel/SanFrancisco/URSCorp@URSCORP

04/18/2010 03:24 PM

cc

SubjectCEC Terminal Vegetation Type Write-up for CCC

David,

The wetland ditch I mapped at the junction of W Washington Blvd and Dale Rupert Dr. is dominated by small Hooker willow, slough sedge and rushes and had hydric soils and hydrology (water in pit to the surface). It will be both USACE and CCC wetland and drains through a culvert to have connectivity to other waters outside the project area. Other than the ditch this area was disturbed upland with non-native meadow fescue (*Festuca pratensis*) and other ruderal non-native upland weeds. The other area near the edge of W. Washington Blvd near the Animal control Building had disturbed areas with mowed upland ruderal grassland vernal grass (*Anthoxanthum odoratum*), smooth cat's ear (*Hypochaeris glabra*) and European daisy (*Bellis perennis*) (e.g. lawn weeds). No wetlands there, but it is near base of Beach pine trees that had flooded bases at teh time of survey.

Casey J. Stewman, M.A.
Project Ecologist

URS Corporation
100 San Fernando St., Suite 200
San Jose, CA 95113

Main: (408) 297-9585

**COASTAL DEVELOPMENT PERMIT APPLICATION
DEL NORTE COUNTY REGIONAL AIRPORT
JACK MCNAMARA FIELD
TERMINAL REPLACEMENT PROJECT**

**TECHNICAL REPORT/AMENDED PROJECT DESCRIPTION
and LAYOUT PLAN OPTION 2
for the purpose of "*de novo review*"
In RESPONSE to COASTAL COMMISSION APPEAL
#A-1-DNC-09-048**

APRIL 2010

TABLE OF CONTENTS

	Page
1.0 SUMMARY	1
1.0 PROJECT DESCRIPTION	4
Figure 1-Project Location and Vicinity	
Figure 2- Primary Project Components	
1.1 EXISTING FACILITIES	6
1.2 AVIATION FORECAST.....	6
Terminal Space Program	
TSA Space Allocation worksheet	
1.3 PURPOSE AND OBJECTIVES FOR THE PROPOSED PROJECT.....	6
1.4 NEED FOR THE PROPOSED PROJECT	7
1.4.1 Construct a New Terminal Building	7
1.4.2 Construct a New Aircraft Apron Area	8
1.4.3 Construct New Surface Parking Lot	9
2.4.4 Realign and Construct Airport Access Road.....	9
2.4.5 Implement Associated Infrastructure and Utilities	10
2.0 DESIGN BASIS.....	11
Figure 5- Terminal First Floor Layout Plan	
3.0 EVALUATION OF COASTAL RESOURCE MANAGEMENT ISSUES	19
3.1.1 Coastal Zone Management Act of 1972.....	19
Figure 6- Coastal Zone Map	
3.1.2 State and Local Coastal Resource Management.....	19
Figure 7- Project Area Wetlands	
Figure 8- Vegetation Communities in the Proposed Project Area	
3.1.3 No-Action Alternative	30
4.2 ALTERNATIVES CONSIDERED BUT REJECTED	30
4.2.1 Alternative A-1	31
4.2.2 Alternative A-2	32
4.2.3 Alternative B-1	33
4.2.4 Alternative B-2	33

4.2.4 Alternative B-233
Figure 9- Alternatives

5.0 MITIGATION MEASURES.....38

- Figure 10 Northwest Corner of CEC Property Boundary at the Shoreline
- Figure 11 Looking East Toward buildings from Offshore
- Figure 12 Landcover of the Area
- Figure 13 View of Coast and Rock Outcroppings Looking Southwest Along Airport Road
- Figure 14 View from Pebble Beach Drive facing west
- Figure 15 Approximate scale of simulated Building as viewed from Pt. St. George parking area
- Figure 16 View from Washington Blvd intersection toward terminal
- Figure 17 View from Pebble Beach Drive turn-out toward terminal
- Figure 18 View from Radio Road turn-out toward terminal

COASTAL RESOURCES IMPACT EVALUATION

1.0 SUMMARY

The Border Coast Regional Airport Authority submits the "Amended" Jack McNamara Field, Terminal Replacement Project, Option 2, for your review and submission to the Coastal Commission for purpose of a "*de novo review*" in response to the Commission's appeal #A-1-DNC-09-048.

Del Norte County began this project in 2001 when it was determined by the FAA that the existing passenger terminal was too substandard to qualify for federal funds to remodel the building. Since then planning alternatives were explored, a wetland delineation and conceptual design work completed, and an Environmental Impact Report (EIR) and Draft Environmental Assessment (EA) have also been completed for this project at a cost of close to one million dollars.

The management and operation of the Del Norte County Regional Airport was transferred from Del Norte County to the Border Coast Regional Airport Authority (Authority), a cross state Oregon and California regional Joint Powers Authority, in 2007. Authority Board members include elected officials from Crescent City, CA, Brookings, OR, Del Norte County CA and Curry County OR, as well as Tribal leaders from the Elk Valley Rancheria. The Authority has continued with this project using the work previously completed by the County. On October 14, 2009 the Del Norte County Planning Commission approved a Coastal Development Use Permit, #0736C/B 30831C, for this project adopting Staff recommended Alternative "C" (Original design, herein). Subsequently this Use Permit action was appealed to the California Coastal Commission (Coastal) by Commissioners Wan and Schallenberger and the Friends of Del Norte.

The Authority has amended the terminal layout plan to meet Coastal Staff's conditions as per their letter dated January 6, 2010. The Authority firmly believes there is an intangible operational, functional, human and economic cost to such an amended layout plan. This amended layout plan splits the project elements into a more elongated, stretched out, less efficient design, primarily west of Dale Rupert Road. Based on existing mapping and numerous ground surveys conducted by private consultants and verified in the field by Coastal Staff, to support the observation that all portions of the Option 2 terminal, parking, roadway, and other improvements can be developed without encroachment into the pine-spruce forest and fringing riparian vegetation ESHAs consistent with Marine and Water Resources Policy No. 6. It is intended that Final Design efforts will provide a higher level of detailed surveys and mapping to verify and confirm this assertion. The Authority contracted with URS Corporation, an aviation engineering and environmental firm that works with FAA on projects across the U.S., to conduct a technical review of the Amended Project Alternative, Option 2. (Option 2, herein) URS was asked to refine the amended layout option to assure it will: (1) Function to satisfy the community's need for a new larger airline passenger terminal, (2) Meet FAA & TSA design and operational guidelines, regulations and criteria and (3) Minimize environmental impacts, to the extent feasible.

The result of this technically reviewed design work is what the Authority considers to be the last feasible option for this project, Alternative 10, Option 2. (URS technical review attached)

URS technical review stated the following about the Amended design Option 2...*"This Option eliminates the proposed loop access road included in the Original design; substituting instead a single access driveway roughly aligned with the existing Dale Rupert Road. Due to restrictions that may be imposed under TSA guidelines for blast protection setbacks, an additional access road is proposed off Washington Blvd that would circulate past the Department of Agriculture building and along the east side of the forested strand. This would allow access to FBO and ARFF facilities during high alert periods. In Option 2 the proposed terminal building would be located as close as possible to existing Taxiway B and the aircraft apron would be positioned immediately to the northwest side. Vehicle parking would be separated into two lots, located on opposite sides of the proposed terminal. One of these lots would be a reconfiguration of the existing terminal parking lot. The other lot would be located south of the new terminal building. Covered walkways would be incorporated to connect the parking facilities with the terminal building"*.

ALTERNATIVE 10, OPTION 2: Option 2 is a feasible alternative which utilizes many aspects of the original design committee efforts. These community design efforts were focused on creating an efficient functional layout plan that had the least feasible environmental impacts while providing a terminal building design that fits within the site contextually and blends with the surrounding landscape, to the extent feasible. It was important to the community to create a unique design rather than placing a simple box-like structure onto the site.

Estimated Environmental Impacts of OPTION 2 =

0.48 acres of CCC/ACE wetlands (reduced ESHA buffer area along Dale Rupert road)

This estimate is based on existing mapping and numerous ground surveys conducted by private consultants and verified in the field by Coastal Staff, to support the belief that all portions of the Option 2 terminal, parking, roadway, and other improvements can be developed without encroachment into the pine-spruce forest and fringing riparian vegetation ESHAs consistent with Marine and Water Resources Policy No. 6. It is believed that Final Design efforts will provide a higher level of detailed surveys and mapping to verify this contention.

The remainder of this amended report includes a summary of potential impacts to coastal resources in connection with Option 2 proposed at CEC.

COASTAL RESOURCES:

Coastal resources are managed in California by federal, state, and local plans and regulations. This analysis examines the coastal resources in the area of Option 2 at CEC and determines whether the Proposed Project is consistent with the policies set forth in the Coastal Zone Management Act (CZMA) (16 USC 1451, et seq.) as implemented through the California Coastal Act (CCA) (PRC 30000, et seq.), and the Del Norte County Local Coastal Program (LCP).

Implementation of Option 2 may result in impacts to coastal resources. Specifically, development of Option 2 has the potential to impact upland habitat and natural drainage systems, affecting coastal water quality and habitat areas. However, the potential impacts to marine environment and land resources can be addressed through design in the form of Best Management Practices (BMPs) and through the implementation of mitigation measures.

Estimated Environmental Impacts of the proposed Project Option 2 vs the original design option include the following:

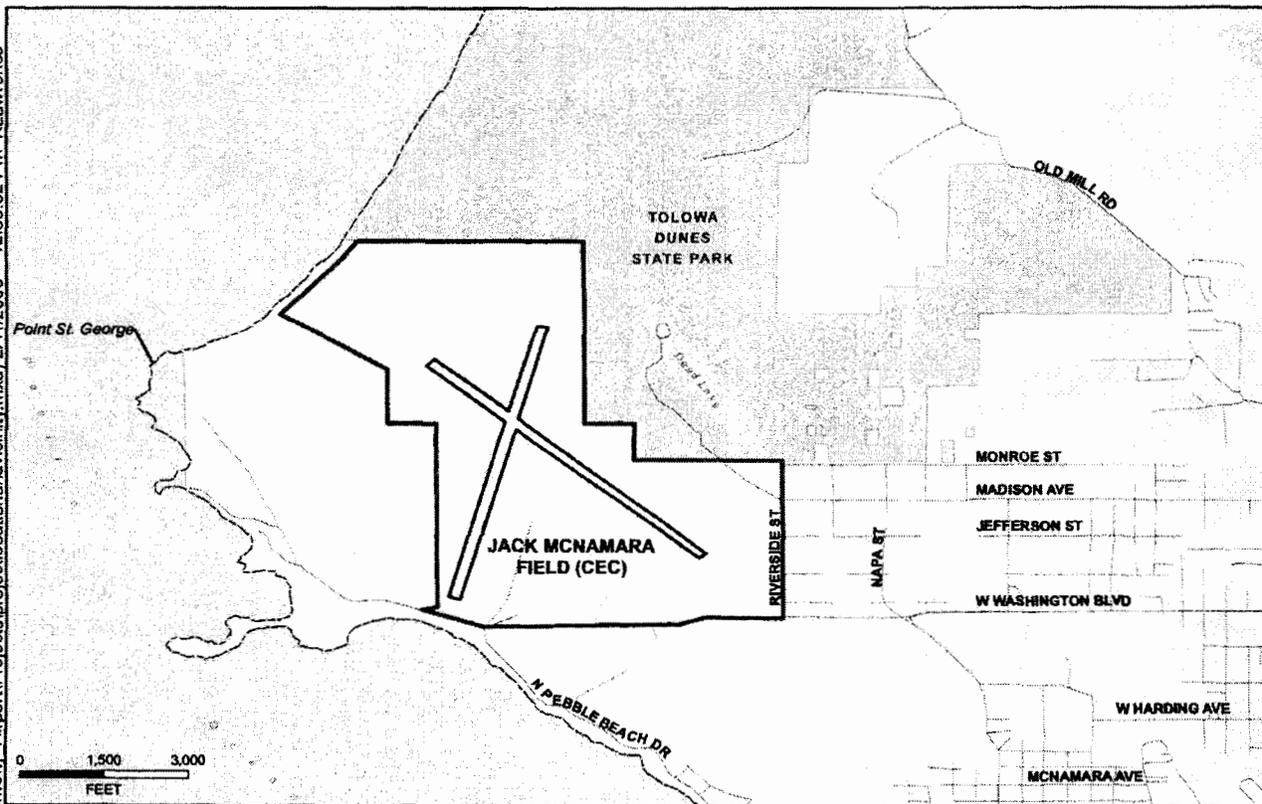
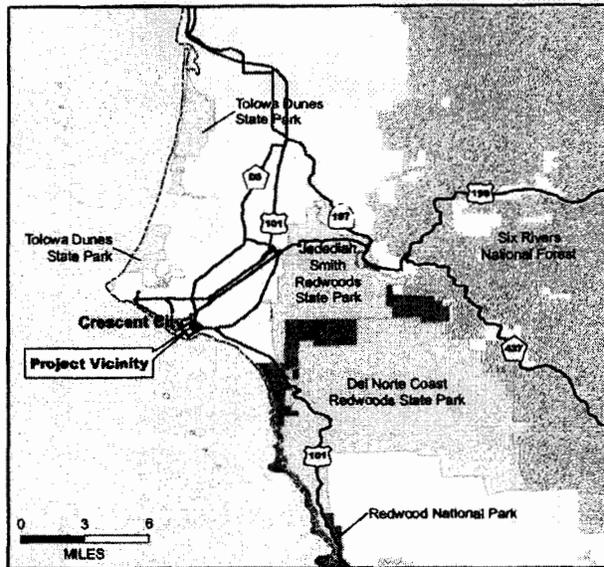
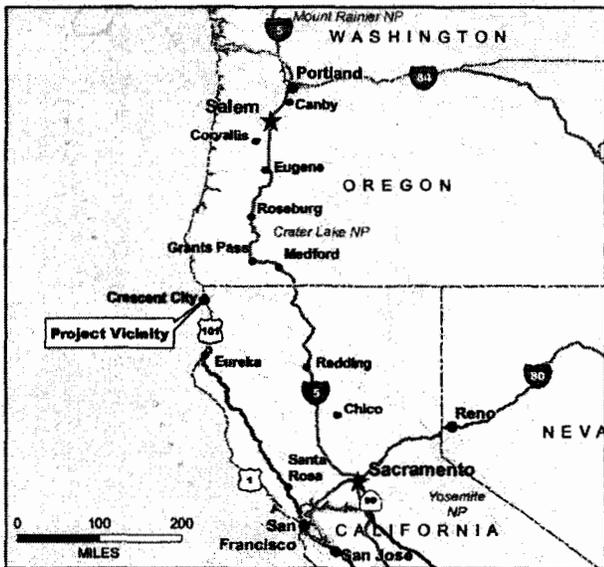
Original design = 0.62 acres of ACE/CCC wetlands and 5.74 acres of ESHA recently designated by Coastal Staff)

Option 2 = 0.48 acres of ACE/CCC wetlands (reduced ESHA buffer area along Dale Rupert Road)

This estimate is based on existing mapping and numerous ground surveys conducted by private consultants and verified in the field by Coastal Staff, to support the belief that all portions of the Option 2 terminal, parking, roadway, and other improvements can be developed without encroachment into the pine-spruce forest and fringing riparian vegetation ESHAs consistent with Marine and Water Resources Policy No. 6. It is believed that Final Design efforts will provide a higher level of detailed surveys and mapping to verify this contention.

Option 2 does not have a significant impact on public access and coastal recreational uses in the area and would not have long-term cumulative effects on the coastal resources of Del Norte County. The Option 2 location is based upon FAA siting criteria as well as the planning analysis, which was used to determine the placement within the Airport Layout Plan with the least environmental impact. Much of CEC was disturbed and cleared by construction activities when the Airport was originally developed at the beginning of World War II in the early 1940s. The alternative evaluation considered the ability of other potential sites and Option 2 to meet FAA and TSA design criteria while maintaining the operational capabilities of CEC and limiting environmental impacts. Potential environmental impacts were considered and it was determined that rejected alternatives A-1, A-2, B-1, and B-2 would have greater impacts than the option 2. The impacts included Clean Water Act jurisdictional wetlands species habitat along with aviation related operational issues. The Option 2 footprint represent the maximum area of disturbance. Future design refinements in the final phase of design will take into consideration, in more detail, the final sizing within the footprint as well as verifying potential environmental impacts and their treatment. Additional details on the design, analysis of the alternatives and avoidance measures taken are described below.

Several alternative locations for the Terminal Replacement Project were studied at CEC. Del Norte County LCP Specific Wetland Policy 4a states that where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, impacts to wetlands shall only be permitted for specific uses as specified with Section 30233 of the Coastal Act. CEC is a critical public use



LEGEND

Detailed Study Area - CEC

PROJECT LOCATION AND VICINITY

Jack McNamara Field
 February 2009 Terminal Replacement Project EIR
 2806712 Del Norte County, California

FIGURE 1

Map Document: (F:\GIS\CrescentCity_Airport\Projects\projectlocationandvicinity.mxd) 2/11/2009 - 12:55:32 PM K.Lawrence

Source: City and County Boundaries, Local Roads, Lake Earl, Airport Runways and State Park Boundaries, California Spatial Information Library, 1993-2007; Other Roads, ESRI, 1999; Redwood National Park Boundary, National Park Service, 1990; Other Park Boundaries, State Boundaries and Major Roads, ESRI streetmap, 1992-2004.

facility. The construction of the Proposed Project Alternative is consistent with this policy because the project would be considered an incidental public service, per the Coastal Act, Section 3023. The original design and Option 2 are an upgrade to an existing critical public use facility, not intended to increase capacity, but to allow the commercial Airport and its terminal to function more effectively to meet existing projected demand.

1.0 PROJECT DESCRIPTION

Del Norte County Regional Airport, Jack McNamara Field (CEC) is located approximately 3 miles northwest of downtown Crescent City, and adjacent to the Pacific Ocean. Crescent City is located in Del Norte County, about 20 miles south of the California/Oregon border. The project vicinity and location of CEC are depicted in **Figure 1**. The Airport is owned by Del Norte County and managed by the Border Coast Regional Airport Authority (BCRAA), the project Sponsor, through a Joint Powers Agreement (JPA) effective as of October 4, 2007, consisting of Del Norte County, CA, the City of Crescent City, CA, the City of Brookings, OR, and the Elk Valley Rancheria. CEC is a commercial service airport that provides airfield, terminal, and support facilities for scheduled commercial airlines, air charter/taxi, military, and general aviation (GA) operations. CEC airport is considered an essential critical public-use facility, as it is the only commercial airport in the local commuting area serving Del Norte County, CA and Curry County, OR.

CEC participates in the Federal Essential Air Service (EAS) subsidy Program which helps support scheduled commercial airline service to remote rural areas like Crescent City. The EAS program was put in place by Congress as part of the Airline Deregulation Act of 1978. The intent was to guarantee small communities would maintain a minimum level of certificated air carrier service even as airlines retracted into major hub airports. It was believed then as now that efficient air travel availability is a key component to the economic sustainability of any region. Congress continually approves and has recently expanded the program whereby the Department of Transportation (DOT) currently subsidizes commercial airline service to approximately 140 rural communities across the United States.

CEC is a certified Federal Aviation Regulation Part 139 commercial service airport that is part of the National Integrated Airport Systems (NPIAS). Additionally, as part of the California Aviation System Plan (CASP), CEC is one of only two designated primary commercial non-hub airports in the North Coast Region that have scheduled airline passenger service. CEC is an important connection in the region's air transport network and provides access to national and international air service. CEC also plays a crucial role in providing emergency services and staging area for disaster relief, firefighting operations, and search and rescue activities for the region and state. During emergency events, firefighting and search and rescue aircraft use CEC as a major staging location.

Del Norte County and the Authority have identified improvements needed at CEC to accommodate existing aviation activity and future demand. The alternative Terminal Replacement Project Option 2, has been amended and submitted for Coastal Commissions de novo review and as evaluated in this report consists of the construction of a new terminal building and related facilities (i.e., parking lot, access road, aircraft apron, infrastructure/utilities) at CEC. The size of the new terminal building is based upon FAA approved projected enplanements through the year 2018. Development of the Project would commence after project approval and funding commitments have been secured from the FAA. The funding source for this project is the FAA, Airport Improvement Program, within this program non-hub terminal airport facilities are considered a high priority nationwide. It is anticipated that construction would occur between 2011 and 2013 with the new terminal building being in

operation by 2013. The components of the Proposed Project are shown on **Figure 2 and Figure 3** and listed in **Table 1**.

Table 1
Terminal Replacement Project Components

- Site work to implement infrastructure and utilities improvements (i.e., electrical connections, water/wastewater piping, drainage systems, lighting, parking meters/machines, etc.) necessary to support construction and operation of the terminal building, parking lot, access road and aircraft apron area.
- Construct alternate access circulation road behind hangars;
- Realign and widen Dale Rupert Road as main terminal access;
- Construct new aircraft apron area (350 feet by 190 feet);
- Construct new parking facilities (approximately 152 public spaces and 25 employee spaces);
- Construct new terminal building

A joint Draft Environmental Assessment (EA) and Draft Environmental Impact Report (EIR) was prepared to address the potential environmental impacts associated with the Terminal Replacement Project to satisfy the requirement of the National Environmental Policy Act and California Environmental Quality Act (CEQA) respectively. The Draft EA/EIR was released on September 2, 2008 for a 45-day review period. A public hearing was held on October 2, 2008. All comments received concerning the Draft EIR were addressed in the Final EIR and are included in Appendix L, Comments and Responses from that document. The Final EIR covers most of the affected area of the Amended Project layout options, with the exception of an alternate access road. An amendment to the Final EIR will be completed to address the minor changes discussed in this Amended CDP including the final Coastal Commission approved project.

Resolution 2009-02 was passed and adopted on May 7, 2009 and encompassed several actions, including (1) certification of the Final Environmental Impact Report ("Final EIR" or "FEIR"); (2) the application for and issuance of a Coastal Development Use Permit ("CDP") by the County of Del Norte pursuant to the County's approved Local Coastal Plan; and (3) related discretionary approvals, including those from federal, state and other local agencies; and

On October 14, 2009 the Del Norte County Planning Commission approved a Coastal Development Use Permit, #0736C/B 30831C for staff recommended alternative "C" for this project. This action was subsequently appealed to the California Coastal Commission on November 9, 2009 by Coastal Commissioners Wan and Schallenberger and the Friends of Del Norte. Since that time Airport Staff and Coastal Staff have worked cooperatively to explore feasible options for an Amended Project layout plan which would address issues raised in the appeals while still meeting airport operational needs.

1.1 EXISTING FACILITIES

CEC has two intersecting runways, both with full-length parallel taxiways. Runway 11/29 and Runway 17/35 are both 5,002 feet in length and 150 feet wide, and constructed of asphalt. Runway 11 is considered to be the primary runway with precision instrument approach capability (Instrument Landing System/Distance Measuring Equipment [ILS/DME]) and three non-precision instrument approach procedures. The ARC classification for Runway 11/29 is C-III. Runway 17/35 is considered to be the secondary crosswind runway with two non-precision instrument approach procedures. The ARC classification for Runway 17/35 is B-II. The runways pavement strengths were designed to accommodate a 43,000-pound, dual-wheel aircraft. Taxiways A and B are parallel taxiways. They are 50 feet wide and marked with standard yellow, centerline striping. CEC does not have an operating Airport Traffic Control Tower.

Thirty-six general aviation aircraft are currently based at the Airport. These aircraft are stored in hangars provided by the fixed-base operator, on private leaseholds, or in hangars managed by the Authority. There are 7 individual T-hangars, 17 small box hangars, and 3 large box hangars. Transient aircraft parking is also available. Currently, CEC is served by one commercial passenger carrier, United Express (operated by SkyWest Airlines), which operates six flights daily using an Embraer 30 passenger, EMB-120 Brasilia. Commercial air cargo, air taxi, commuter, and emergency service operators also use CEC facilities.

The existing terminal building is a single-story facility, which was constructed in 1950 and is 2,020 square feet in size. Only minimal renovation has occurred since its original construction. A separate temporary double-wide, modular building of approximately 980 square feet was added adjacent to the terminal building in 2002 to accommodate new U.S. Department of Homeland Security – Transportation Security Administration (TSA) screening procedures and a small secure pre-boarding passenger hold room. Terminal area parking facilities include short-term and long-term parking for passengers; employee, staff and visitor parking; and car rental spaces (85 total spaces and a small gravel overflow lot with approximately 25 spaces).

1.2 AVIATION FORECAST

The historical aviation activity and forecast summary provides a basis for describing the need for the Proposed Project Alternative. Aviation demand forecasts provide a basis for determining the type, size, and timing of future facility development at CEC, including terminal facilities, apron areas, airside/landside access, and parking facilities. Consequently, the forecasts influence nearly all phases of the future development. Forecasting the number of passenger carrier operations at CEC helped with Airport facility planning. An aircraft operation is defined as a take-off or a landing; thus, each flight consists of two operations. A direct relationship exists between the number of passenger carrier operations, the level of passenger enplanements and the facility space requirements. The FAA reviewed the historical Air Carrier Activity Information System (ACAIS) information to verify the enplaned passenger numbers. The ACAIS records indicated that 13,694 enplaned passengers were recorded in 2007. A conservative growth rate of 2 percent was used to determine enplaned passenger estimates in the future resulting in 14,822 in 2011 and 16,116 in 2016.

1.3 PURPOSE AND OBJECTIVES FOR THE PROPOSED PROJECT

The purpose of the Proposed Project is to ensure that CEC can accommodate existing commercial aviation passenger needs and future demand as projected by the TAF, and provide an acceptable level of customer service. The efficiency of passenger handling facilities involves a number of factors, including adequate terminal space for Airport patrons, ticketing operations, security screening, concessions, and baggage handling. A lack of adequate space for these

functions can affect the safe and efficient movement of people through an airport. A secondary goal of Option 2 is to minimize environmental impacts given CEC's location within Del Norte County's Coastal Zone. Several alternative locations were considered and the location for Option 2 was selected based upon the fact that there is no other feasible alternative with the ability to minimize impacts as per Coastal staffs letter of 1-6-2010, while adhering to FAA and TSA design standards.

Because the location of Option 2 would be different from that of the existing terminal facilities, a new aircraft parking apron area, vehicle parking facilities, access road, and associated infrastructure/utilities need to be developed taking into account FAA and TSA guidelines and setbacks. To maximize the new aircraft apron's utility, it would need to be sized to accommodate the range and number of aircraft that could potentially use CEC, with direct access to existing taxiways and runways. Adequate vehicle parking is essential to the air transportation system as convenient, efficient, secure, and appropriately sized and located parking facilities are needed for an airport to be successful. Surface transportation circulation is a critical component of a successful airport. To accommodate this requirement, a new access road is proposed past the existing Agricultural Department building to provide secondary Airport access and efficient circulation for passengers and Airport tenants. This road is designed to provide the required 300-foot restriction from the terminal during high TSA security alert conditions. The existing entrance portion of Dale Rupert Road would be maintained for access to the terminal building as well as emergency access to Runway 17/35. Utility connections are necessary to support construction and/or operation of the new terminal building, parking facility, and aircraft apron area. The selection process for Option 2 also considered the proximity to utility tie-in locations to minimize new infrastructure.

The overall goal of CEC is to promote the maintenance and improvement of general and commercial aviation facilities. In addition to this goal, the Sponsor has established five principal policies for future facilities at CEC:

1. To continue to pursue opportunities for the economic development and modernization of CEC which is the only critical use aviation transportation and service facility in the region;
2. Determine the projected needs of all Airport users for both airside and landside facilities;
3. Create a customer friendly, easily accessible facility that provides opportunities for additional passenger amenities and improve passenger connectivity between secure and non-secure areas;
4. Provide adequate capacity to serve travel demand; and
5. Minimize environmental impact within Del Norte County's Coastal Zone.

1.4 NEED FOR THE PROPOSED PROJECT

The objectives/purposes identified are based on several needs. The following is a summary of the specific needs.

1.4.1 Construct a New Terminal Building

The existing terminal is a single-story building, which was constructed in 1950 and is 2,020 square feet in size. A separate double-wide, temporary modular building of approximately

980 square feet was added adjacent to the existing terminal building in 2002 to accommodate TSA screening procedures, including a small secure passenger holding room which is used just prior to boarding an aircraft.

The terminal was not originally designed for commercial passenger use. It has become outdated and is in poor condition, having had only minimal renovation since its original construction. It had previously been determined by Del Norte County and the FAA that the existing terminal building is not functional and, due to its age and layout, cannot be modified to provide the required space in a cost-effective manner. The existing terminal building does not have adequate space to provide all the typical functions required to accommodate commercial passenger operations. The meet/greet areas are combined together with the ticketing, baggage claim, and the passenger waiting area, which is not in compliance with current post 9/11 TSA regulations (TSA,2006). More importantly, the existing terminal building can barely accommodate one flight at a time because the arriving and departing passengers waiting to board aircraft share the same space. When a flight is delayed or a flight is diverted to CEC, which happens frequently due to coastal weather conditions, the existing terminal building cannot handle the additional capacity of arriving and departing passengers.

The existing terminal building is not compliant with current seismic codes and the requirements of the Americans with Disabilities Act (ADA). Furthermore, the design standards of 1950, when the existing terminal building was constructed, do not adequately address or meet the demands and expectations of today's airline operators and the traveling public. TSA security screening has also evolved considerably since the events of September 11, 2001 (9/11) and requires additional terminal space in order to function properly.

The existing aircraft parking apron area in front of the terminal is not adequate to accommodate aircraft plane loads. Recent safety inspections indicate there is ramp congestion which limits aircraft movement. To allocate more space, in the existing configuration, the terminal building would have to be moved farther back into the parking lot to the southeast. Based on blast protection guidance (which will be determined in the next phase of design), normal exterior TSA design standards typically recommend an average 150-foot setback distance from the terminal building for parking areas. A distance of 300 feet from the terminal building is required by TSA regulations during elevated threat level conditions as depicted in **Figure 4**. Due to environmental constraints we are unable to meet the suggested 150 setback for normal parking areas. However the high alert restrictions are not optional and there needs to be an Airport access road clear of the 300-foot terminal lock-down zone during elevated security threat levels. An alternate access clear of this zone is necessary in order to maintain general aviation, tenant and emergency vehicle access to the non-terminal related side of the Airport. The Airport is currently non-compliant with these regulations and recommendations and in order to comply would need to move and expand the current parking area into the area directly behind the existing parking lots. This move would result in greater potential impacts to jurisdictional wetlands when compared to Option 2. Consequently in order to comply with current regulations and design standards it is necessary to construct an entirely new terminal building with designated areas and adequate space for each of the Airport functions required to process tenants, customers, employees, and passengers in order to maintain the efficiency and security of the Airport, and provide an acceptable level of customer service.

1.4.2 Construct a New Aircraft Apron Area

Because the new terminal building is proposed to be constructed at a new location, and the existing apron is undersized a new aircraft apron area is necessary to provide an area adjacent to the new terminal building. The apron would be designed to allow for two aircraft to be parked at the same time adjacent to the terminal so passengers could easily and efficiently board and disembark from aircraft.

It is projected that the critical aircraft at CEC will likely continue to be the Embraer Brasilia, E-120 or similar 30-50 passenger turbo-prop aircraft. It is reasonable to plan for future passenger growth, which may require a larger aircraft sometime within the life span of this facility. The next step up in aircraft seating capacity would be comparable to the 70 passenger De Havilland Dash 8 turbo-prop Q400 and/or the Bombardier Regional Jet CRJ-200. These aircraft could operate under the current runway classification approved in the ALP, C-III. The wingspans for this future critical aircraft size range from 69.6 feet (CRJ-200) to 93.3 feet (Q400), while their lengths range from 87.8 feet (CRJ 200) to 107.8 feet (Q400) (URS, 2006). The new aircraft apron would be designed to accommodate two aircraft of this size range, which can operate consistent with the existing CEC runway category. Direct connection to the taxiway would be provided to allow for efficient taxiing to and from the runway system.

1.4.3 Construct New Surface Parking Lot

The terminal building is proposed to be constructed in a new location and the current parking lot is not sufficient, therefore additional surface parking area also needs to be created. Vehicle parking facilities are necessary to provide an area adjacent to the new terminal building where Airport patrons can have easy access to Airport facilities.

CEC operations generate a demand for both public and employee parking. In addition to parking needs driven by increased activity at CEC, post-9/11 security requirements have increased the number of security employees working at the Airport. Currently, CEC has 85 paved parking spaces on an existing surface lot for short-term parking and an additional overflow gravel lot with 25 spaces for long-term parking. The short-term lot is shared with Airport employees. Neither parking lot is compliant with current TSA regulations and recommended blast protection and high alert zones due to their proximity to the existing terminal building. A parking survey at CEC indicated that during the peak holiday season the short-term parking lot was at capacity and the long-term overflow lot was at 65 percent capacity (CEC, 2007). In Option 2 these parking spaces are provided by reconfiguring the existing parking lots and adding a new parking area south of the terminal building which will become the main parking lot. This split parking arrangement will result in a greater walking distance for passengers from their parked cars to the terminal building (in the south lot 100ft to 600 ft walk and in the north lot 700ft to 1000ft walk). The proposed new south lot parking facilities consist of 143 combined public and employee spaces with overflow spaces in the north lot to accommodate existing aviation activity and forecast future demand. During security high alert periods half of the main southern parking lot will be closed, but the alternate access road will provide open egress to the northern parking area which will be unaffected by security lockdowns. Adequate parking is essential to the safe and efficient flow of landside traffic at a well-designed terminal facility providing for customer, tenant, and employee access to terminals and other Airport facilities. The peak holiday season capacity issues at CEC create an inconvenient and inefficient parking condition, which is noncompliant with FAA and TSA guidelines and hinders customer, tenant, and employee access to Airport facilities. Construction of larger parking facilities at CEC in a new location would address existing demand and reduce peak holiday season parking issues. More importantly, the construction of a new parking facility and an alternate access road would bring CEC into compliance with TSA regulations regarding Airport security.

1.4.4 Realign and Construct Airport Access Road

Because the new terminal building and parking lot is proposed to be constructed in a new location, and the existing Dale Rupert Road does not meet TSA security setback guidelines and Del Norte County road standards the Airport access road needs to be realigned (Stover Engineering, 2005). Access to CEC would need to be realigned to allow for TSA security setbacks and adequate circulation to and from the relocated terminal building and parking facilities. Dale Rupert road currently does not meet Del Norte County road standards for collector roads serving urban areas. A

Ground Access Plan (Stover Engineering, 2005) was completed and determined that the four-way intersection currently existing at Dale Rupert Road, Washington Boulevard, and Pebble Beach Drive was a traffic hazard. This intersection has skewed angles and curves on Washington Boulevard that are difficult for vehicles to negotiate at the intersection. Currently, there is no left-turn lane, which causes traffic to be impeded when turning vehicles have to stop for oncoming traffic. This has led to confusion and accidents in the past. The new road would be classified as a collector road serving urban areas, with a 40-foot design standard and a separate right hand turn lane into the airport entrance and the Agriculture Department entrance.

The realigned road option would widen and realign Dale Rupert Road and create an additional alternate access road past the existing Agriculture Department building, which then proceeds behind existing hangars connecting to the current parking lot and a loop road around to the new terminal parking lots. This would also provide a road segment in front of the terminal building for drop-off or pick-up. This new access road and more efficient traffic flow design will allow for TSA security checks of vehicles before entering the parking area and during high alert conditions maintaining recommended blast protection zones and allowing for a 300-foot restricted zone from the terminal without closing Airport access to other facilities. At the same time, a loop road limits circulation through the parking lot, which is compliant with current TSA guidelines for adequate maneuvering space in the case of an emergency. This design layout is recommended in the FAA and TSA design guidelines. The existing Dale Rupert Road would remain as an ongoing primary and emergency response access to the Airport, subject to TSA high alert closures, as recommended in the 2005 Ground Access Plan, compatible with other aviation-related uses at CEC.

1.4.5 Implement Associated Infrastructure and Utilities

Because the new terminal building is proposed to be constructed in a new location, infrastructure and utility connections (i.e., electrical connections, water/wastewater piping, drainage systems, lighting, parking meters/machines, etc.) are necessary to support construction and/or operation of the new terminal building, parking facility, and aircraft apron area and would be implemented as needed.

Electrical supply is available to the proposed site. A power increase of 10 percent is projected over the existing capacity. This would be accommodated with installation of a new transformer and back-up generator with tie-in connections into the existing system.

The potable water demand for the proposed terminal location can be supplied adequately from the existing pressures and distribution system with improvements to the potable water 4-inch distribution main. This potable water distribution piping is supplied from a connection to an 8-inch supply main located at the Washington Boulevard/Airport Dale Rupert Road intersection. This main would have sufficient pressure for a fire suppression system that would be needed to service the new terminal. A small pumping station and pump rated at 1,500 gallons per minute would be needed near the existing 50,000-gallon reservoir. The station would be located on the 8-inch main, between the tank and the proposed facility.

All wastewater (e.g., sewage) would be discharged to a new onsite septic system that would be sized accordingly for the new terminal building, requiring approximately 3,000 gallons to support the terminal. A new 1,500-gallon septic system currently exists. The permitted on-site sewage disposal treatment system (SDS), would be placed in the currently disturbed area along Dale Rupert Road.

DESIGN BASIS

The terminal programming was based upon review of several guidelines. The next phase of design will include refinements based on additional guidelines for terminal planning and considering TSA and FAA regulations.

FAA advisory circulars, and applicable standards were used as the general basis for programming and design the concept of the proposed Terminal Project and would be followed for implementation including the following.

- FAA Advisory Circular 150/5300-13, Airport Design
- FAA Advisory Circular 150/5320-6D, Airport Pavement Design and Evaluation
- FAA Advisory Circular 150/5340-1H, Standards for Airport Markings
- FAA Advisory Circular 150/5370-10A, Standards for Specifying Construction of Airports
- FAA Advisory Circular 150/5370-2D, Operational Safety on Airports During Construction
- Code of Federal Regulations 14 - Aeronautics and Space, Part 77 - Objects Affecting Navigable Airspace
- National Fire Protection Association (NFPA) 415, Standard on Airport Terminal Buildings, Fueling Ramp Drainage, and Loading Walkways
- The Airports Council International (ACI) Apron Markings & Signs Handbook
- International Air Transport Association (IATA) Airport Development Reference Manual
- FAA Advisory Circular 150/5340-18C, Standards for Airport Sign Systems
- IES RP-14-87, Recommended Practice for Airport Service Area Lighting

Airfield Standards

The horizontal geometry of taxiways and taxilanes is dictated by FAA separation and dimensional standards as described in FAA AC 150/5300-13 Airport Design. Apron layout is dependent on the aircraft being served and criteria derived from Airport adopted standards, IATA recommended criteria, and generally accepted airport engineering practices.

Apron

The new Passenger Terminal will require a new aircraft parking apron designed to accommodate the projected aircraft fleet mix with power-in/power-out aircraft operations. The aircraft parking apron will be constructed of Portland cement concrete and connected to the existing adjacent parallel taxiway with a section of asphalt concrete pavement. Minor demolition of existing pavements and utilities will be required as well as grading and excavation of the existing site terrain. The apron area will be provided with drainage facilities, apron floodlighting, fire hydrants, pavement markings, and security fencing.

Airside pavement design was based on the aircraft fleet forecast and a 2/17/06 site geotechnical investigation report by URS. As stated previously it is projected that the critical aircraft at CEC will likely continue to be the Embraer Brasilia, E-120. The apron will be sized to accommodate potential future aircraft including the de Havilland Dash 8 turbo-prop Q400 and/or the Bombardier Regional Jet CRJ-200. The new aircraft apron is designed to accommodate two aircraft at a time.

Standard FAA and Cal Trans specification pavement materials in general are readily and cost-effectively available for the proposed design. Cost comparisons of pavement design sections reflect approximate costs based on similar work at other California airports. In general, equivalent Caltrans specification materials are less expensive than the FAA specification materials and were chosen where allowed by the FAA (apron shoulder pavement and light apron base).

Pavement designs were completed for the following pavement areas and their respective design loads:

- Heavy Aircraft Apron/Taxilane (Forecast Aircraft)
- Paved Airfield Shoulders (Airport Service Vehicles/Occasional Aircraft)
- Light Vehicle Apron (Airport Baggage/Service/ARFF Vehicles)
- Raised Sidewalk Pavement (Pedestrians)

Four major variable factors are incorporated into the pavement design, assuming a constant pavement design life and concrete mix design:

- traffic fleet mix
- traffic volume
- aircraft weight
- subgrade support

Airside Utilities

Drainage facilities for the apron area will consist of a concrete swale and catch basin with all storm water directed to landside conveyances. Rain water leaders from the terminal roof will be connected to collector pipes and likewise routed to landside drainage conveyances.

Two fire hydrants will be provided adjacent to the terminal building on the airside in accordance with FAA ARFF requirements. These hydrants will be supplied with fire water from the landside water distribution system.

The fire sprinkler and flow demands for the proposed terminal cannot be supplied adequately from the existing fire suppression line and pressures. In addition, the existing 8-inch fire suppression system supply main located on the east side of Dale Rupert Road is adjacent to the proposed facility on its west side and small portions of the main are shown underneath the building footprint. Provision of fire sprinkler and flow demands to the proposed terminal will require the following improvements:

- Re-routing portions of the line where the building is located over the existing main
- Install a small pumping station and pump rated at 1500 gpm near the existing 50,000 gallon reservoir, on the 8-inch main, between the tank and the proposed facility.

- Sprinkler system, 8" x 8" x 6" tee connection into the existing 8-inch main northwest of the proposed terminal footprint, installation of +/- 20 lf, C-900 pipe, to get within 10 feet of the proposed building footprint and capping
- Reinstall an existing hydrant on the southwest side of the proposed footprint closer to the south side of the proposed terminal
- Install a new hydrant for the northwest side of the terminal

On-Site Disposal System

The design was based upon information and results obtained from a site evaluation that was conducted on April 27, 2006, during the wet-weather season and from a historical soil evaluation that was conducted by Michael Young and Associates in February 1998.

Ten test holes (TH) were excavated by a backhoe to the depths where groundwater was observed or to a maximum eight foot depth below ground surface (bgs) if groundwater wasn't encountered.

Results of the investigation are as follow:

- Generally ground water was observed between 4 feet and 5 feet bgs in nine of the ten holes with the tenth hole being 8 feet bgs.
- Soils were sandy loam or sand
- Sand content and dampness increased with depth
- In some of the excavations, a random 6 to 12-inch thick organic clay and sand layer was encountered
- Percolation test results were between 5 to 7 minutes per inch

Mound design is based upon Del Norte County Ordinance, Chapter 14.12; California Basin Plan, Chapter 4; Wisconsin Mound Soil Absorption System, 2000; and Uniform Plumbing Code.

Given the soil types observed in Test Holes 6 & 7, it would be advisable to evaluate the land in the general vicinity southeast of the proposed facility for potential on-site SDS areas. It is opined that this general area would be better suited for SDS treatment areas versus the areas described above and as indicated in Exhibit CL2-1 because of the location and the observed soil conditions. In order to ascertain the suitability of the soils in this area to support on-site sewage disposal, additional site and soil investigations are required.

Per the results of the site evaluation, textural analysis and percolation test results, a primary mound system and a reserve area can be supported on the soils where indicated per Exhibit CL-2.

For the on-site sewage disposal treatment system (SDS), the following improvements are recommended:

- 2,750 gallon septic tank
- 20' x 210' primary mound system placed in the area where THs 6 and 7 are located with a pressurized distribution system and pump
- 16' x 150' reserve area placed where THs 2 & 3 are located and a 16' x 200' reserve area placed where TH 1 is located
- Relocate the existing hydrant in close proximity to primary field to the north, closer to the proposed terminal facility.

Increased surface water run-off due to the development of the proposed terminal facility will require the following improvements to be installed or maintenance be performed. Refer to the map in the Appendices for the exact location of each item:

- Remove an existing 12-inch HDPE culvert and fill in channel at location.
- Up-size an existing 15-inch dia., HDPE culvert, slope = .003 ft/ft, L=28 ft, to a 24-inch dia., HDPE culvert at the same slope and length.
- Upsize an existing 15-inch dia., HDPE culvert, slope = .005 ft/ft, L=44 ft, to an 18-inch dia., HDPE culvert at the same slope and length.
- Reinstall an existing 24-inch dia., HDPE culvert at a slope = .002 ft/ft.
- Perform maintenance on the open earth channel to reestablish the flow lines where the channel has silted in.

Construct a surface concrete swale or slotted drain between the apron's drainage collection point and the existing drainage connection point, near Del Norte Ambulance hanger, west side of Dale Rupert Road and tie-in to a new catch basin that will be installed at the existing open channel and culvert location.

Tributary East of Dale Rupert Road

Increased surface water run-off due to the development of the proposed terminal facility will require that the following improvement be installed:

- At the W.B. SE-ly Drainage Structure, install a 30-inch dia., HDPE culvert at a minimum slope = .002 ft/ft.
- Install a new 18" HDPE culvert under the access road at the Washington Blvd. intersection.
- Install storm water treatment units (based upon the patented technology from CDS) with drainage inlet interfaces, at each drainage inlet that discharges directly into the existing open channel. This would treat all the flow generated from the proposed developed areas.

Apron Floodlights

Apron flood lighting shall be accomplished in accordance with IES RP-14-87, Recommended Practices for Airport Service Area Lighting. For the aircraft parking apron, the illumination level

shall average 2 to 5 foot-candles on horizontal surfaces and 2 foot-candles (average) on vertical surfaces. Flood lighting will be pole-mounted and down-shaded with the height of floodlights and poles kept below FAR Part 77 surfaces. All fixtures shall be the metal halide type, nominal 1,000 watts.

Access and road Improvements

The access road alignments were based upon the Del Norte Airport Dale Rupert Road Ground Access Plan that was prepared by Stover Engineering, dated June 2005, and accepted by the Board of Supervisors. Additional clearing and topographical information will be required to complete the street and parking design and thereby to determine final fill and cut quantities.

The parking lot and access road alignments and layouts are included in the Option 2 design.

Pavement design based upon geotechnical report, dated 2/17/2006, prepared by URS and site evaluation information obtained by Stover Engineering on April 27, 2006.

Site drainage based upon topography information from Stover Engineering survey and Crescent City GIS digital survey information.

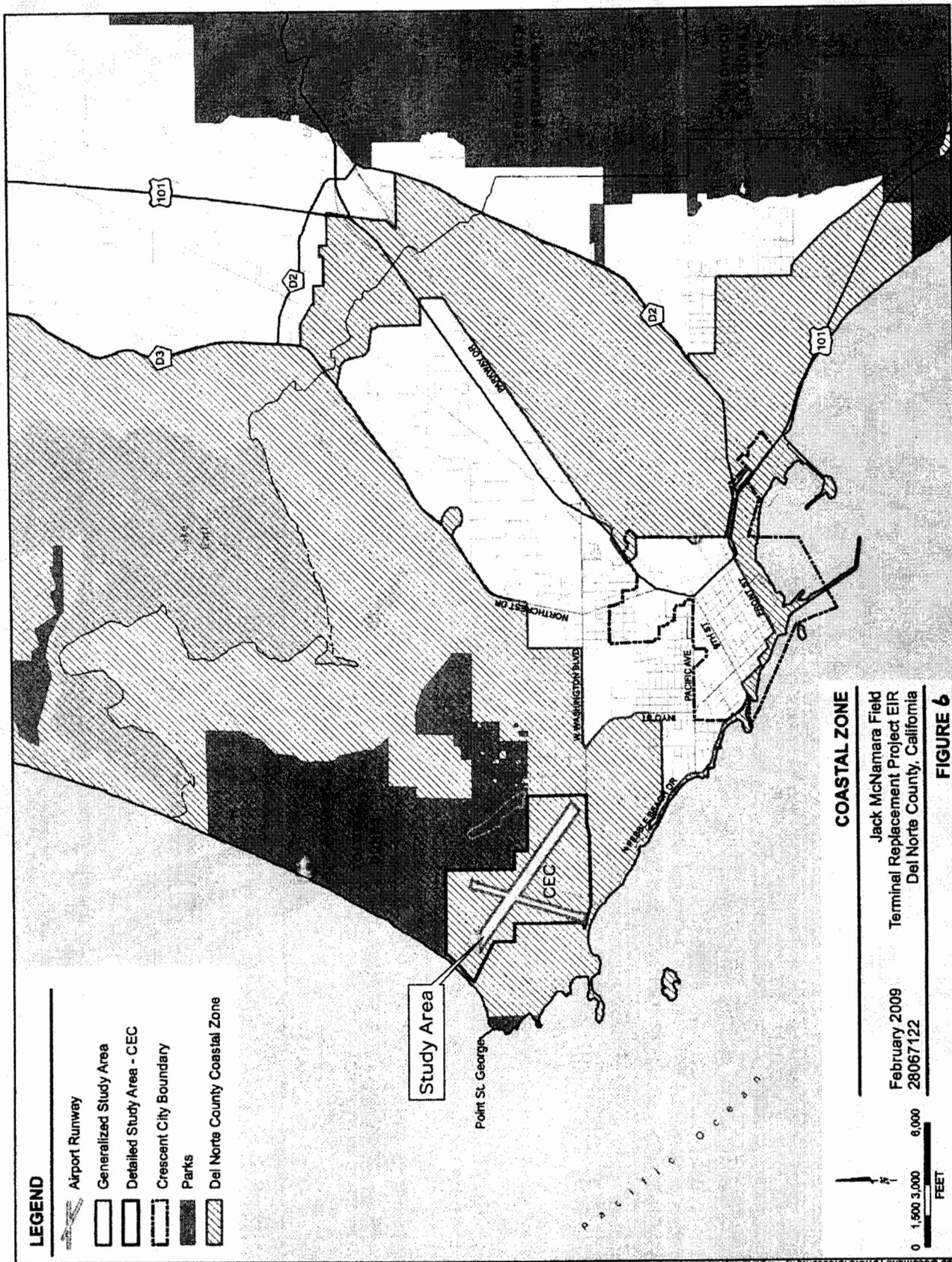
Street, curb and gutter and sidewalk sizes based upon Del Norte County standards.

Street, sidewalk, street lights and standards, parking lot and curb and gutter construction materials specified are based upon Caltrans Standard Specifications, 2002. Street and parking lot improvements include the following:

- 25 foot street travel width with A2-6 curb and gutters along the west side of Dale Rupert road which adds an additional 5' and a 5' emergency pull-out/bike lane on the east side for a 40 ft road section.
- 5' wide x 4" thick sidewalks placed on the west side of Dale Rupert Road only
- 5' wide Class I bike lane/emergency pull-out lane on the east side of roadways.
- Street and parking lot structural sections are the same: .3' AC, .8' AB. This may be revised after detailed R-value testing is performed.

Drainage inlets placed in locations such that the amount of runoff generated from a 100-year rain event is limited to a drainage cross-sectional area formed between the face of curb and an 8' width into the traveled way.

- The cost estimate was predicated upon a culvert length = 40', span = 10' +/- , rise between 3' to 5' and headwalls, etc. specified per Caltrans specifications referenced above.
- down-shaded street lights with 17' standards as needed, Caltrans pole type 18-1-129.



Map Document: (U:\GIS\CrescentCity_Airport\Projects\StudyArea_coastalzone.mxd) 2/12/2009 - 2:55:21 PM Klawrence

Source: Detailed Study Area Boundary, Sower Engineering, January 2006; Generalized Study Area Boundary, derived from 2000 Census Tracts, URS, May 2007; City Boundary, Local Roads Lake East, Airport Runways and State Park Boundaries, California Spatial Information Library, 1993-2007; Other Roads, ESRI, 1998; Coastal Zone Boundaries, California Coastal Commission, 2003; Point St. George Management Plan Boundary, URS, April 2008; Redwood National and State Parks Boundary, National Park Service, 1990 - 2008.

2.1.7.2 Other potential impacts

3.0 MITIGATION MEASURES

Mitigation Measure G-A: Comply with Del Norte County ordinances for all grading, drainage, and construction of improvements. CEC would include in all approved specifications for the Amended Project Option 2 a requirement that construction contractors adhere to all applicable ordinances regarding grading, drainage, and construction of improvements. Plans required would be submitted to and approved by the county prior to commencement of construction activities.

Mitigation Measure G-B: Prepare and implement a grading/erosion control plan. CEC would include in all approved specifications for the Amended Project Option 2 a requirement that construction contractors prepare a grading/erosion control plan to show all proposed grading, drainage improvements, and vegetation removal. Measures employed during construction to prevent eroded soil from entering site drainage ways would include placement of hay bales or other acceptable materials such as sediment barriers, the installation of temporary earth berms and/or sediment traps, use of fabric silt fences, spreading hay or straw on exposed areas, development of temporary settling areas, and use of other means for slowing runoff and reducing sediment loads.

Mitigation Measure H-A: Prepare and implement a SWPPP for construction activities. CEC would include in all approved specifications a requirement that construction contractors prepare and implement a SWPPP because activities associated with the Amended Project Option 2 involve disturbing one or more acres. Under the policies of the SWRCB, the NPDES Program General Permit for Storm water Discharges Associated with Construction Activities regulates surface water quality. To obtain coverage under the general permit, CEC must submit a Notice of Intent with the required permit fee and prepare a SWPPP. The contents of the SWPPP are set forth in detail in the permit application package and include development of site-specific structural and operational BMPs to prevent and control impacts to runoff quality, measures to be implemented before each storm event, inspection and maintenance of BMPs, and monitoring of runoff quality by visual and/or analytical means. The California Stormwater BMP Handbook for Construction provides examples of BMPs that could be used (California Stormwater Quality Association, 2003a). The NCRWQCB would issue Waste Discharge Requirements, which set forth conditions, discharge limitations, and monitoring and inspection requirements. Development and implementation of the SWPPP is the responsibility of CEC and its assignees. The County of Del Norte shall require CEC to submit a copy of the Waste Discharge Requirements prior to commencement of construction of the Proposed Project Alternative.

Mitigation Measure B-A: Undertake western lily habitat improvement. CEC shall require in all contract specifications that industry standard dust control Best Management Practices (BMPs) would be used to the maximum extent feasible. The Airport Manager will coordinate with FAA and USFWS to determine the methods and final area suitable for any restoration efforts if needed (Imper, 2008).

Mitigation Measure B B: Avoidance and minimization measures to protect migratory and protected bird species:

- If feasible, vegetation clearing activities will take place outside of the nesting season for migratory bird species prior to project construction.

- A qualified biologist would conduct preconstruction surveys within 2 weeks prior to the start of construction for all areas to be subject to ground-disturbance to determine if migratory or protected birds are nesting in the project area. If nesting migratory or protected birds are found in the project area during the preconstruction surveys, a 50 foot buffer around the tree will be maintained until chicks have fledged.

Mitigation Measure W-A: Undertake wetland mitigation. To the extent feasible, CEC has avoided filling delineated wetlands by redesigning the project to promote environmentally sensitive siting and design for projects that involve the fill of jurisdictional wetlands or waters of the State or U.S. If avoidance is not feasible, CEC shall minimize the fill acreage. If neither of these options is feasible, the functions and values that would be equal to or greater than the function and value of the waters of the U.S. (wetlands and other waters of the U.S.) impacted by the project would be provided through off-site mitigation at the Del Norte County Landfill, the Crescent City Marsh, Pacific Shores Sub-division, or at an off-site mitigation location, at a 3:1 ratio or another ratio as agreed upon by the oversight agencies (i.e., California Coastal Commission, Army Corps of Engineers, and North Coast Regional Water Quality Control Board). Since all USACE jurisdictional wetlands also meet the CCC jurisdictional wetland definition, these acres will only be mitigated for once. CEC shall also obtain the necessary Del Norte County/California Coastal Commission, USACE and North Coast Regional Water Quality Control Board permits prior to filling or other adverse modifications of any verified jurisdictional wetland water of the U.S.

EXHIBIT NO. 6

APPLICATION NO.

**A-1-DNC-09-048 – BORDER
COAST REGIONAL AIRPORT
AUTHORITY**

**"ALTERNATIVE 10, OPTION 2"
REVISED PROJECT SITE &
ELEVATION PLANS (1 of 5)**

ALTERNATIVE 10
OPTION 2



BORDER COAST REGIONAL
AIRPORT AUTHORITY
CRESCENT CITY, CA
NEW PASSENGER
TERMINAL ALTERNATIVE
APRIL 19, 2010
AREA PLAN OPTION 2
EXHIBIT 1



PARKING
88 SPACES

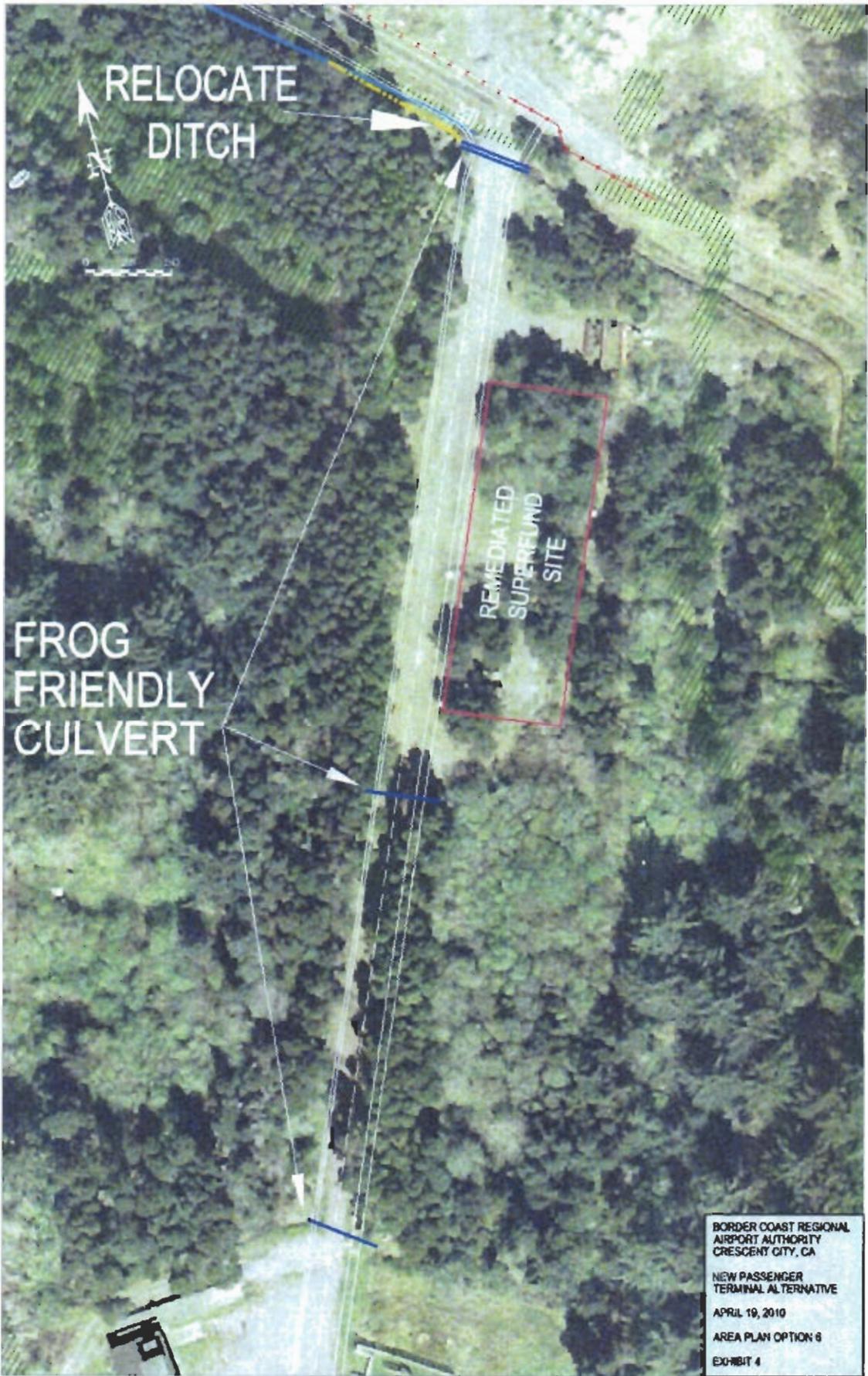
DITCH

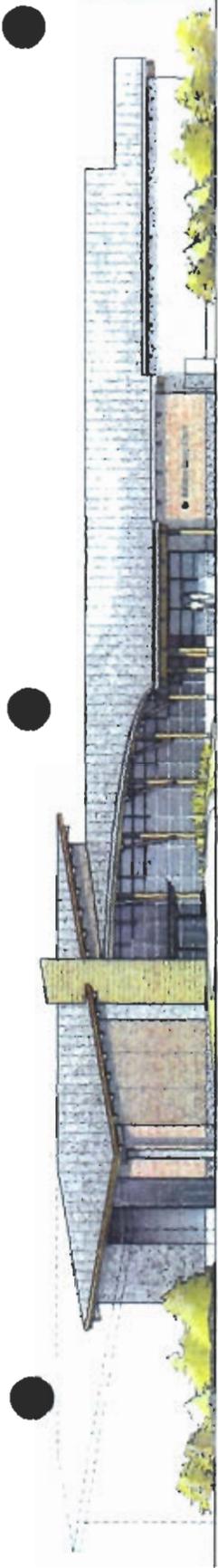
EMPLOYEE
PARKING
(SECURE)
33
SPACES

PARKING
63 SPACES

BORDER COAST REGIONAL
AIRPORT AUTHORITY
CRESCENT CITY, CA

NEW PASSENGER
TERMINAL ALTERNATIVE
APRIL 18, 2010
AREA PLAN OPTION 2
EXHIBIT 2

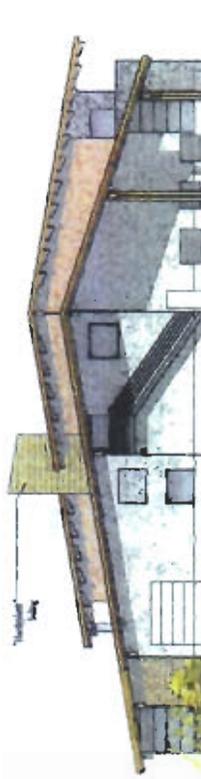




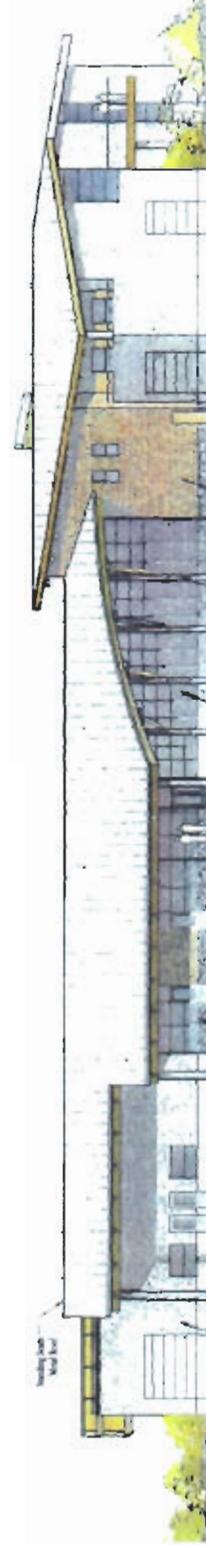
East Elevation



South Elevation



North Elevation



West Elevation





MEMO

April 21, 2010

EXHIBIT NO. 7
APPLICATION NO. A-1-DNC-09-048 BORDER COAST REGIONAL AIRPORT AUTHORITY TERMINAL SPACE PLAN ANALYSIS (1 of 5)

RECEIVED

APR 23 2010

CALIFORNIA
COASTAL COMMISSION

To: James Bernard
Airport Manager
Border Coast Regional Airport Authority (BCRAA)

From: Chris Dowell
Senior Architect
URS Airport Services Group

Subject: Jack McNamara Field, Del Norte County Regional Airport (CEC)
Proposed Terminal Replacement Project
Terminal Building Size – Review of Requirements

Introduction

In their "Advisory Circular AC-150/5360-13" the Federal Aviation Administration notes that "At small airports with less than 250,000 enplanements, estimates [of terminal building size] should be based on peak hour considerations and simple sketches".¹ Toward that end, a detailed terminal facility program has been developed for the new CEC terminal building. With input from BCRAA, TSA and Skywest, each required space has been identified and appropriate factors have been applied to establish the area needed (in square feet) to properly accommodate each function. The estimates are based on recognized industry standards, tenant standards and URS' extensive experience with planning and design of small airport passenger terminal buildings. The study establishes space requirements for the year 2018, assumed to be five years after initial occupancy of the new terminal building.

Basis for Terminal Facility Programming

Passenger terminal buildings are sized to accommodate of the requirements of all building users including airport staff, airline staff, security staff, passengers and people accompanying passengers at the terminal. Of these, the number of passengers and people accompanying them is by far the largest segment. Since the number of passengers is driven by airline schedules, the occupant load of a terminal building can vary widely throughout a typical day in association with aircraft arrivals and departures. As a result, evaluation of the peak building occupant load is a critical factor to consider when developing a detailed facility program for a terminal building. Since there is only one airline currently serving CEC (Skywest), and since the schedule offered by Skywest

¹ FAA AC 150/5360-13 Change 1 pg 53

includes only three flights per day, the peak hour load for CEC can be easily estimated based on capacity of aircraft serving the airport. Skywest currently serves CEC with the Embraer EMB-120 aircraft, and they have indicated that this aircraft will be used through 2016 (at least). The maximum capacity of the EMB-120 aircraft is 30 passengers. The aircraft is frequently full on arrival and departure from CEC. The associated absolute load is 30 passengers boarding the aircraft (enplaning) and 30 passengers leaving the aircraft (deplaning). However, recognizing that the absolute peak load does not always occur, and that designing for the peak load can impose excessive costs for terminal construction, an approach which considers an "average" peak load is typically used to plan terminal buildings. For purposes of this study an average peak hour aircraft load of 22 passengers is used. This assumes that the aircraft will carry 73% of its maximum capacity during the average peak hour. The associated building occupant load is 22 passengers enplaning and 22 passengers deplaning. Passengers are often accompanied at the terminal by people who are not traveling. These people are at the terminal to wish passengers well or to greet an arriving passenger. Terminal size must also accommodate the requirements of these "well-wishers" and "meeters and greeters". This study assumes that 75% of passengers (enplaning and deplaning) will be accompanied at the airport by an average of 1.5 meeters/greeters or well-wishers each.

Other Factors to Consider

Additional passenger loads resulting from delayed flights are frequently experienced at CEC. When a flight is delayed to the point of being nearly simultaneous with a scheduled flight, the passenger load in the terminal building is increased substantially. Due to the scale of operations, larger airports have the ability to accommodate such additional loads without a significant increase in overall passenger load. However, at CEC a delayed flight can have the effect of doubling the peak hour occupant load.

CEC frequently accommodates diverted flights – flights which have been diverted from their scheduled destination due to inclement weather. In this case the terminal building can have additional occupant load until the diverted aircraft leaves CEC. Again the peak hour occupant load is significantly impacted.

Accommodation of changing conditions is a key aspect of planning for any new terminal building. Construction of a terminal facility requires a major investment in time and money; it is essential to ensure that such an investment results in a facility which can adapt to potential changes in aircraft equipment and/or passenger demand. For example, suppose the aircraft serving CEC changed from the EMB-120 to the Q-400. The change could result from a change in airline fleet policies; or from a growth in demand in the CEC market. If for either reason the Q-400 replaced the EMB-120 at CEC, the peak hour passenger load for the CEC terminal building would be increased by a factor of (2) due to the larger capacity of the Q-400. Additional terminal area would be required to serve the additional occupant load.

Terminal Space Program

A detailed facility program is attached. The spreadsheet includes a room-by-room description of each space along with the room size in square feet. These sizes are largely based on passenger and meeter/greeter loads as indicated above. But other factors are also considered including airline space needs, airport staff needs and TSA needs. A second spreadsheet (attached) indicates space requirements for TSA facilities; this spreadsheet was prepared by TSA specifically to identify space requirements at the CEC terminal facility.

Two sets of area totals are included on the spreadsheet: Column A for basic building requirements to serve a peak hour load of 22 enplaning/deplaning passengers. Total area required is 14,735 sf. This total includes a 700 sf "optional" lease area (see line item 28).

A second area total is included for additional space to accommodate 22 additional peak hour enplaning/deplaning passengers. This additional area can be used to accommodate delayed flights, diverted flights, charter operations, change in aircraft equipment, or addition of a second airline at CEC. The total additional area is 3,132 square feet. Total area of the terminal including the additional area is 17,867 square feet.

Del Norte County Airport
TERMINAL SPACE PROGRAM

Design year 2018
 Revised : April 16, 2010

Basis for Terminal Facility Programming		Other Factors to Consider	
Assumptions	Additional 22 to 30 pax enplanement /deplanement (Divered flights/charter ops./Another Airline/Pax growth)	Column A	Column B
		Sub Totals	Square Feet
22	Departing passengers (assumes 75%load factor for 30 seat aircraft)		
25	Wellwishers (1.5 ww per pax for 75% of departing pax)		
22	Arrival passengers (assumes 73%load factor for 30 seat aircraft)		
25	Greeters (1.5 ww per pax for 75% of arriving pax)		
Terminal Area Required for Basic Functions			
1- Ticketing/Check-in			
2- Ticket Counter Positions	2 Positions X4ft per position+3' scale + 6ft access = 17ft.		
3- Ticket Counter Area	3ft counter+ 4ft. Circulation+ 3ft. Conveyer = 10ft.	170	100
4- TSA Baggage Inspection Area	24ft depth per 1 ft. of ticket counter frontage	408	240
5- Airline Baggage Make-Up Area	Area for EDS and ETD machines. (accessible to restrooms& break room	510	240
6- Check-in Queue Area	24ft depth 4' belt+(2) 8' lanes+4' struct	408	300
7- Circulation Zone	15ft depth 20 pax @ 10 sf ea=200sf plus 5' circ	255	240
	8ft. Wide	83	100
	Sub Total	1834	1220
8- Security -Passenger Screening	1 Security StationsX600sq.ft./ each (1 station process an average 100 Pax/H)	600	0
9- Passenger Queue Area	Assume 25% of peak will be in queue at any one time. 22x.25X15sq.ft./pax=	131	131
10- Search room		100	0
11- DFSD, AFSD offices (TSA)	120sf. DFSD Office + AFSD 100sf. Office	220	0
12- Security Staff Break-Room		210	0
	File Room	140	0
	Communications Closet	90	131
	Secured Storage	140	
	Supply/Equipment Storage	140	
	Multi-purpose Training Room	350	
	Screening Changing Room	40	
13- Local Enforcement Officer (LEO)		100	
	Sub Total	2261	
14- Hold Rooms			
14- Departure Hold room seating	30 pax X 15sq.ft/pax. Based on number of aircraft seats	450	450
15- Podium / Check-in Area	1 podium 48sf. + 22x10sf.=220sf. queue area	268	50
16- Circulation/texting	35% of hold room area	251	90
17- Restrooms	1 Men + 1 Woman + custodial storage	200	100
18- Vending Machine Alcove	2 machines x20 sf.	40	0
	Sub Total	1209.3	690
19- Baggage Claim			
19- Baggage Claim Frontage	1.1 bags x 22 pax x 65% claiming x 75% displayed x 3'/bag	210	
20- Baggage Claim Area	35ft. display (. 6sq.ft./ lineal foot: 3' belt+3' space for turn)	570	
21- Airline missed baggage storage	Assume 16ft depth / lineal foot ((22pax+16Greeters)/15sf=570sf/35=16')	30	
22- Inbound Baggage Room	1 closet X30sq.ft. /closet	1440	
	15 ft. wide lane for unloading & bypass+ 3'work zone+3' belt+ 3' belt turn=24' deepX60'wide	2250	
	Sub Total	240	120
Rental Car	2 Agencies: Office+ Counter Position = 12ft X (12+8)	240	
	Sub Total	240	
23- Greeters Wellwishers	Assume an area that can accommodate 50 greeters and wellwishers at 15sf/ each	750	375
24- Information / Tourism Center	Assume floor display	25	0
25- Community Cultural Display Area	Assume floor display	50	0
26- ATM		20	375
	Sub Total	845	
Concessions/Retail			
27- Public Side- food / gift/ News	1.1 bags x 22 pax x 65% claiming x 75% displayed x 3'/bag	300	0
28- Public Side- Leased space	Interpretive center or other business - THIS ITEM IS OPTIONAL	700	0
29- Storage		100	0
30- Office lease area - TSA	See security screening above items 4,10,11,12 up to 13		0
	Sub Total	1100	0
Airport Administration			
31- Airport Management	120sf. Airport Mng. +160sf.2staff+200sf.conf.+100sf.Break rm.+ 100 sf. Filing doc.+150sf.Suite Circ.	830	0
32- Custodial & Maintenance		100	0
33- Security Operation Center		100	1030

795

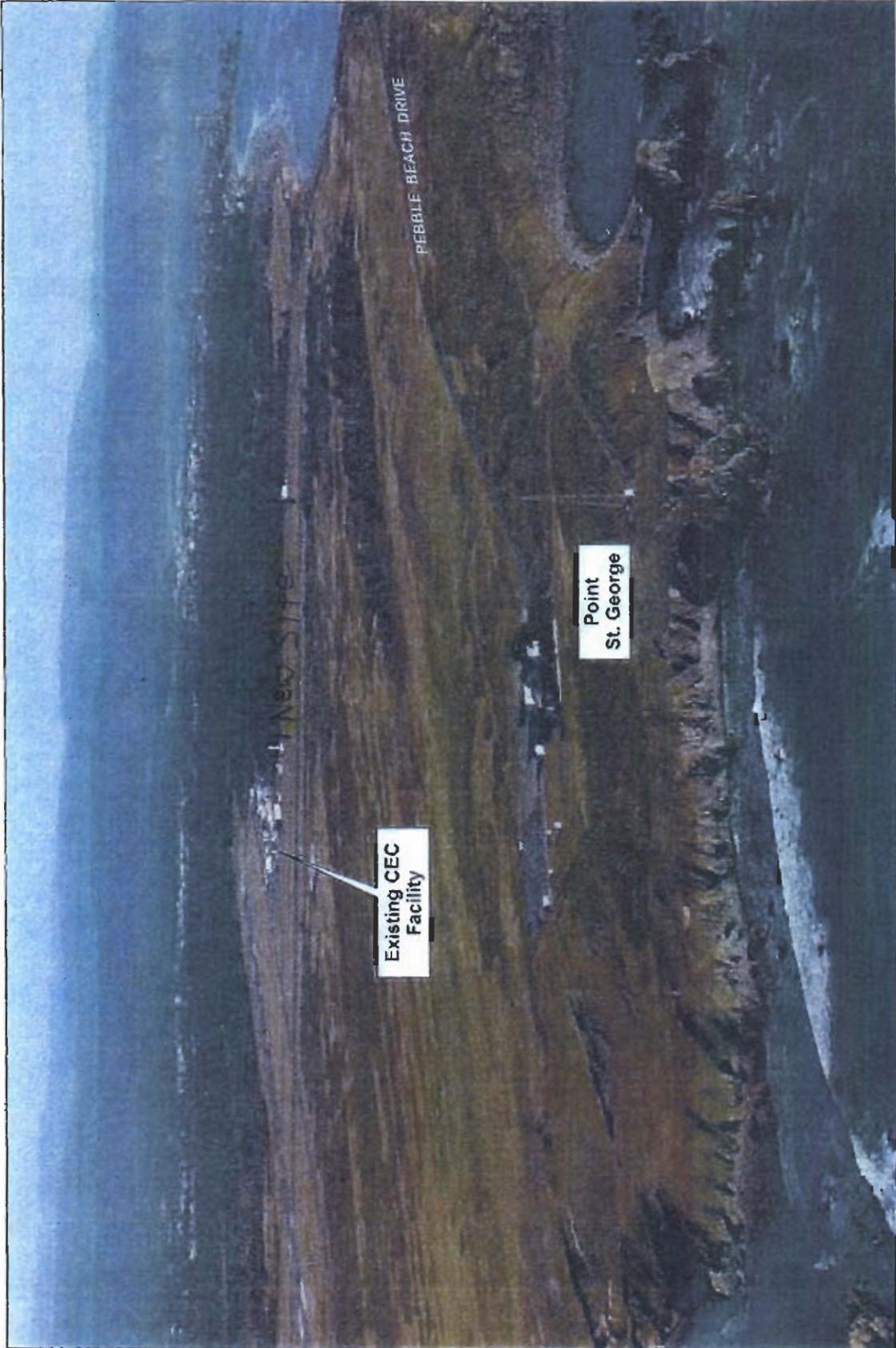
EXHIBIT NO. 8

APPLICATION NO.

A-1-DNC-09-048

BORDER COAST REGIONAL
AIRPORT AUTHORITY

VISUAL RESOURCES IMPACT
ANALYSIS (1 of 4)



AERIAL VIEW OF JACK MCNAMARA FIELD

February 2009
28067122

Jack McNamara Field
Terminal Replacement Project EIR
Del Norte County, California

NEW FIGURE 4.4-11



What you see today from
Washington Blvd.

New Terminal would be
right of water tower

View of what the Terminal
may look like from Point St.
George on a clear day.

New Terminal would be
right of water tower and
approximately same height





CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
 SAN FRANCISCO, CA 94105-2219
 VOICE (415) 904-5200
 FAX (415) 904-5400
 TDD (415) 597-5885

**MEMORANDUM**

FROM: John Dixon, Ph.D.
Ecologist

TO: Jim Baskin

SUBJECT: Crescent City Airport

DATE: March 30, 2010

EXHIBIT NO. 9
APPLICATION NO.
A-1-DNC-09-048
BORDER COAST REGIONAL AIRPORT AUTHORITY
COMMISSION STAFF BIOLOGIST'S REVIEW MEMO
(1 of 3)

Documents reviewed:

Roberts, C. 2008. Letter report to E. Cooper (Friends of Del Norte) regarding "Brief site visit, McNamara Airport expansion proposal" dated October 14, 2008.

Stacy, G.B. (CDFG). 2008. Letter to J. Bernard (Border Coast Regional Airport Authority) regarding "Draft Environmental Assessment and Environmental Impact Report (SCH # 2006112120) for the terminal replacement project Del Norte County" dated October 21, 2008.

URS Corporation. 2009. Final Environmental Impact Report for the Terminal Replacement Project, Del Norte County Regional Airport, Jack McNamara Field. Volumes I & II. A report prepared for the Border Coast Regional Airport Authority dated April 2009.

Del Norte County. 2009. Staff report dated October 6, 2009 concerning the Border Coast Regional Airport Authority application for a Coastal Development Permit and Use Permit for an airport passenger terminal and ancillary facilities.

The area to the south and east of the regional airport is a patchwork of wetlands, riparian vegetation, and Sitka spruce and beach pine forest¹. Although discrete areas are appropriately characterized as either a Sitka spruce or a beach pine vegetation community, individual pines and spruce are scattered within both community types. The airport and the forested area drain by means of ditches. How the ditches relate to the undisturbed drainage patterns is not known, but they probably have increased the rate of drainage and lowered the water table as intended. Nevertheless, probably 40% of the forested area delineates as wetland. Both Sitka spruce and beach pine are themselves facultative (FAC) wetland indicator species.

¹ On November 10, 2009, I traversed much of the site with California Department of Fish and Game biologists Michael Van Hattem and Gordon Leppig.

The beach pine community occurs from Mendocino County to southern Alaska. This community is restricted to coastal dune and bluff habitats in northern California and is ranked G5S3 in the Department of Fish and Game (CDFG) Natural Diversity Database (NDDDB), indicating it is secure in the world but vulnerable in California. As result of continuing losses of habitat, CDFG biologists believe that beach pine forest may now warrant a ranking of S2 (imperiled). Sitka spruce forests range from northern California to Alaska and the community type is ranked G5S2 (secure in the world but imperiled in California). In California, Sitka spruce forest is restricted to the coastal fringe from central Humboldt County to Oregon with a small disjunct population in Mendocino County. Besides being rare in California, these forests may be especially valuable because populations at the extremes of their ranges often have a genetic structure different from central populations. The relatively rare genes harbored by these populations may help the species cope with environmental shifts such as those resulting from the current global warming and concomitant climate change.

The forest near the airport is of particular interest because there are wetlands scattered throughout. The forest floor is irregular and where there are depressions the vegetation tends to be dominated by wetland indicator species. The hummocks and larger elevated areas support understory species which are characteristic of uplands. The areas delineating as "upland" typically are dominated by a wetland indicator tree species and one or two upland shrubs. All of the areas sampled were a mix of upland and wetland species, indicating that the whole forest is at the wet end of the moisture gradient. Were one to draw 100-foot buffers around the many wetland patches, virtually the entire forest would be either wetland or buffer. Open areas near seasonal ponds and water courses are thought to be appropriate habitat for the federally endangered western lily, although the closest documented occurrence is about 1,000 feet away. The seasonal ponds and wet forest provide important breeding, foraging, and dispersal habitat for the northern red-legged frog.

The northern red-legged frog (*Rana aurora*) occurs west of the Cascade crest from British Columbia to southern Mendocino County², where it narrowly overlaps the northern limits of the endangered California red-legged frog (*R. draytonii*) near Elk Creek.³ Although populations in Washington are apparently secure⁴, those in British Columbia, Oregon, and California are considered at risk. The red-legged frog has been designated a "special concern" species⁵ in Canada, a "vulnerable sensitive species" in Oregon⁶, and a "species of special concern" in California. The California Department of

² It is not found in the Sierra Nevada as asserted in the EIR.

³ Shaffer, H.G., G.M. Fellers, S.R. Voss, J.C. Oliver, and G.B. Pauly. 2004. Species boundaries, phylogeography and conservation genetics of the red-legged frog (*Rana aurora/draytonii*) complex. *Molecular Ecology* 13:2667–2677

⁴ Washington Department of Natural Resources. <http://www1.dnr.wa.gov/nhp/refdesk/herp/html/4raau.html> (accessed March 31, 2010).

⁵ A wildlife species that may become threatened or endangered because of a combination of biological characteristics and identified threats (Committee on the Status of Endangered Wildlife in Canada (COSEWIC). 2002. *Canadian Species at Risk*).

⁶ Vulnerable sensitive species are species that are declining in numbers and are facing one or more threats to their populations and/or habitats but are not currently imperiled with extirpation from a specific

Fish and Game applies the latter designation to species when declining population levels, limited ranges, and/or continuing threats have made them vulnerable to extinction. The California Natural Diversity Database lists the northern red-legged frog as "G4 S2?". This indicates that throughout its range the frog is uncommon but not rare (G4). However, there is some cause for long-term concern due to declines or other factors. Within California it has been designated imperiled (S2) because of rarity due to very restricted range, very few populations, steep declines, or other factors making it very vulnerable to extirpation; however, this numeric rank is considered inexact (?), probably due to lack of adequate data to make a more precise determination. Although there is uncertainty in the northern red-legged frog's conservation status in California, the designations accorded it by the California Department of Fish and Game indicates that it should be considered "rare" under the Coastal Act.

The area encompassing the forest, associated riparian vegetation, and the adjacent seasonal pond⁷ next to the airport parking lot meet the definition of Environmentally Sensitive Habitat Area (ESHA) in the Coastal Act both because the Sitka spruce and beach pine community types are rare in California and because that area provides the important ecosystem function of supporting the rare northern red-legged frog population. I recommend that the ESHA boundary follow the line of contiguous forest trees and include the wetland at the north western edge of the forest.

The forested ESHA is bisected by an existing, but little trafficked, road that extends from West Washington Boulevard to a gate near a line of hangers at the airport. If this road is included in a future development proposal, such development could potentially result in impacts that would significantly degrade the adjacent ESHA. Wildlife, especially reptiles and amphibians, could be killed by vehicles or the road could create a barrier to dispersal. Besides avoiding direct impacts to the forested ESHA, an improved road would have to be constructed in such a way as to provide a safe crossing while preventing wildlife from accessing the pavement. There is a significant literature focused on this problem, the solution to which may be quite complex (e.g., undercrossings should be permeable, have a natural substrate, be sized to accommodate the animals that potentially would use them, receive light and rainfall but not flood, and be large enough or sufficiently numerous to provide a high probability of encounter by reptiles and amphibians).

geographic area or the state but could become so with continued or increased threats to populations and/or habitats. (Oregon Department of Fish and Wildlife. 2008 Sensitive species list by category).

⁷ Identified by CDFG biologist Michael Van Hatten as breeding habitat.



COUNTY OF DEL NORTE
DEPARTMENT OF HEALTH AND HUMAN SERVICES
Public Health Branch

Gary Blatnick, Director/Public Guardian
Thomas Martinelli, M.D., Health Officer

Brian McNally REHS
Del Norte County Env. Health
880 Northcrest Dr.
Crescent City, CA 95531

James Bernard
Director
Del Norte County Airport Authority

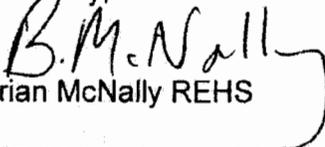
Subject: Sewage disposal system for proposed airport improvements.

Mr. Bernard,

I have reviewed the plans for the new sewage disposal system, visited the site and discussed the project with Ryan Young PE and Ward Stover PE. It is my determination that the system will function adequately to serve the proposed airport development.

Please call me if you have any comments or questions.

Sincerely,


Brian McNally REHS

707-464-3191 ext. 341
bmcnally@co.del-norte.ca.us

EXHIBIT NO. 10
APPLICATION NO. A-1-DNC-09-048
BORDER COAST REGIONAL AIRPORT AUTHORITY
AGENCY CORRESPONDENCE

RECEIVED

APR 23 2010

CALIFORNIA
COASTAL COMMISSION