
CHAPTER 1.0
EXECUTIVE SUMMARY

1.1 INTRODUCTION

The Border Coast Regional Airport Authority has prepared this Draft Environmental Impact Report (EIR) to identify and consider potential environmental impacts associated with the development of proposed improvements to the Runway Safety Areas (RSAs) at Del Norte County Regional Airport, Jack McNamara Field (CEC or the Airport).

1.2 PROJECT OBJECTIVES

The 2006 Department of Transportation Appropriations Act (Public Law [PL] No. 109-115) requires that airport sponsors that own or operate commercial airports certificated under 49 United States Code 4706 ensure that their RSAs meet current Federal Aviation Administration (FAA) design standards required by Federal Aviation Regulations (FAR) Part 139, *Certification and Operations: Land Airports Serving Certain Air Carriers* (14 Code of Federal Regulations Part 139), by December 31, 2015. The objective of the Proposed Project is to meet the requirements of PL No. 109-115 by providing and maintaining adequate RSAs in a timely and cost-effective manner.

The requirement to ensure that all commercial service airports have compliant RSAs was brought about by aircraft accidents that resulted in passenger and crew fatalities or injuries and millions of dollars in property damage. Accordingly, the purpose of the Proposed Project is to bring the existing RSAs into compliance with current FAA airport design standards. The need for the Proposed Project is to meet current FAA airport requirements by providing compliant RSAs to enhance the safety of operations at CEC.

1.3 PROJECT DESCRIPTION

The Proposed Project is to construct RSAs that meet FAA design standards for both Runways 11/29 and 17/35 at Del Norte County Regional Airport, Jack McNamara Field (CEC or the Airport). CEC is a commercial service airport located in Del Norte County, California, adjacent to the Pacific Ocean and approximately three miles from downtown Crescent City.

The RSA construction would be accomplished by filling and grading the uneven terrain (humps and depressions) that exceed the allowable gradient in RSAs along the length and ends of the runways. The RSA would be graded to provide a smooth transition, with minimal change in elevation and surface variation, from the paved runway surface to compacted mowable ground cover. RSA improvements are proposed to maintain the existing runway dimensions at CEC.

1.3.1 RUNWAY 11/29

- Nonstandard objects or conditions would be relocated, removed, or otherwise addressed accordingly. Nonstandard objects or conditions include variations in terrain within the RSAs that would be filled and graded.

- Adjustments would be made to the existing Runway End Identifier Lights (REILs) for Runway 11/29 to account for changes in grade.
- Adjustment would be made to the existing Instrument Landing System (ILS) for Runway 11/29 to account for changes in grade.

1.3.2 RUNWAY 17/35

- Nonstandard objects or conditions would be relocated, removed, or otherwise addressed accordingly. Nonstandard objects or conditions include variations in terrain within the RSAs that would be filled and graded.
- Adjustments would be made to the existing REILs for Runway 17/35.
- A section of utility road passing through the Runway 35 RSA would be removed.

1.4 ALTERNATIVES

Alternatives are identified in this Draft EIR that could reduce potential environmental impacts of the project while meeting most of the project objectives. The following alternatives are analyzed in this Draft EIR:

1.4.1 ALTERNATIVE G (FILL AND DISPLACED THRESHOLD COMBINATION)

Under Alternative G, the RSAs for Runways 11/29 and 35 would be extended, filled, and graded to meet the requirements of FAA design standards for standard RSAs. The Runway 17 threshold would be displaced 150 feet south and declared distances would be implemented, allowing for development of a fully compliant RSA that minimizes impacts to wetlands beyond the Runway 17 end. Alternative G would provide for standard RSAs for all runways at the Airport, thus meeting the objective of the Proposed Project as described under the criterion for the Level 1 Screening. Additional components of this alternative for each runway are listed below.

Runway 11/29

- Nonstandard objects or conditions would be relocated, removed, or otherwise addressed accordingly. Nonstandard objects or conditions include variations in terrain within the RSAs that would be filled and graded.
- Adjustments would be made to the existing REILs and Medium Intensity Approach Lighting System With Runway Alignment Indicator Lights for Runway 11/29 to account for changes in grade.
- Adjustment would be made to the existing ILS for Runway 11/29 to account for changes in grade.

Runway 17/35

- Nonstandard objects or conditions would be relocated, removed, or otherwise addressed accordingly. Nonstandard objects or conditions include variations in terrain within the RSAs that would be filled and graded.

- Adjustments would be made to the existing REILs for Runway 17/35.
- Adjustments would be made to the Runway 17 threshold markings.
- A section of utility road passing through the Runway 35 RSA would be removed.

1.4.2 **NO PROJECT ALTERNATIVE**

As required by Section 15126.6(e) of the California Environmental Quality Act Guidelines, the No Project Alternative has been retained for detailed analysis to disclose to decision makers the potential environmental impacts that would arise without implementation of the Proposed Project. The No Project Alternative represents what would happen at the Airport were the Proposed Project not implemented. However, because the Airport currently holds a Part 139 certificate, it must comply with the requirements of the certification program. FAR Part 139.309 requires that each certificate holder provide and maintain RSAs that are compliant with FAA design standards. The existing RSAs at the Airport do not satisfy this requirement. If the FAA finds that the Airport is not meeting its obligations, it may impose an administrative action; impose a financial penalty for each day the Airport continues to violate a Part 139 requirement; revoke the Airport's certificate; or limit the areas of the Airport where air carriers can land or take off. Therefore, implementation of the No Project Alternative may result in actions that could potentially affect the Airport's FAR Part 139 certification and passenger service.

1.5 **SUMMARY OF IMPACTS AND MITIGATION**

Table 1-1 summarizes the potential environmental impacts that would arise from the Proposed Project by environmental resource category, level of impact, and mitigation measures that would reduce potentially significant impacts to a less-than-significant level. **Table 1-2** summarizes the potential environmental impacts for the Proposed Project, Alternative G, and No Project alternatives, and describes their level of impact before mitigation.

The significance criteria used for each environmental resource category is described in Chapter 3, following the description of the regulatory and environmental setting and before the discussion of impacts. For the impact analyses, the following categories are used to determine impact significance:

- **No Impact:** This category applies if there is no potential for impacts to the environmental resource category as a result of the project.
- **Less than Significant:** This category applies if there is a potential for some limited impact but not a substantial adverse impact that qualifies under the significance criteria as a significant impact.
- **Significant Impact:** This category applies if there is a potential for a substantial adverse effect to an environmental resource category that meets the significance criteria. Mitigation is available to reduce significant impacts to a less-than-significant level.

**Table 1-1
Summary of Potentially Significant Impacts and Mitigation**

Potential Impacts and Mitigation	Level of Significance	Level of Significance with Mitigation
Aesthetics		
Have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings.	No Impact	No Mitigation Required
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No Impact	No Mitigation Required
Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	Less Than Significant Impact	No Mitigation Required
Air Quality		
Conflict with or obstruct implementation of the applicable air quality plan, violate any air quality standard or contribute substantially to an existing or projected air quality, expose sensitive receptors to substantial pollutant concentrations, or result in a cumulatively considerable net increase of any criteria pollutant.	Less Than Significant Impact	No Mitigation Required
Create Objectionable Odors.	Less Than Significant Impact	No Mitigation Required
Biological Resources		
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	No Impact	No Mitigation Required
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	No Impact	No Mitigation Required
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by the U.S. Fish and Wildlife Service (USFWS)	Less Than Significant Impact	No Mitigation Required
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	Less Than Significant Impact	No Mitigation Required
<p>Impact BIO-1: The Proposed Project may have significant adverse impacts, either directly or through habitat modifications, to terrestrial special-status wildlife species including: Northern red-legged frog.</p> <p>Mitigation Measure BIO-1: Conservation measures to protect the northern red-legged frog:</p> <ul style="list-style-type: none"> • Construction activities would be timed to occur during the latter part of the dry season, corresponding to the non-breeding season for northern red-legged frogs (July 15 to October 15), to minimize take of dispersing frogs. If work is required earlier or later than these dates, exclusion fencing would be installed and a qualified biologist would conduct preconstruction surveys and potentially relocate frogs as described below. • A qualified biologist would conduct preconstruction surveys of all ground disturbance areas to determine if red-legged frogs are present prior to the start of construction. These surveys would be conducted less than two days prior to start of construction activities. If northern red-legged frogs are found in the Proposed Project area during any preconstruction surveys, the frogs would be relocated to a safe location nearby and prevented from reentering the project area with silt fencing or other exclusion fencing. The California Department of Fish and Game (CDFG) would be notified of this action. • Exclusion fences comprised of silt fence material would be installed at the margins of the work area to prevent workers from encroaching into adjacent habitat and to prevent northern red-legged frogs from entering the construction area. The fence would be monitored periodically. A fine (less than 1 centimeter) mesh would be used to avoid 	Significant	Less Than Significant

**Table 1-1
Summary of Potentially Significant Impacts and Mitigation (Continued)**

Potential Impacts and Mitigation	Level of Significance	Level of Significance with Mitigation
<p>entrapment of amphibians in the silt fence. The silt fence would be monitored periodically during construction to evaluate its effectiveness. All fencing in this area would be maintained for the duration of construction and removed on project completion.</p> <ul style="list-style-type: none"> To avoid transferring disease or pathogens, the qualified biologist would follow the Declining Amphibian Populations Task Force Fieldwork Code of Practice (USFWS, 2005a). Prior to construction, a qualified biologist would conduct training sessions to familiarize all construction personnel and supervisors with the following: identification of northern red-legged frogs, their habitat, general provisions and protections afforded to this species, measures implemented to protect the species, and a review of the project boundaries. This training would also be provided by construction supervisors within 30 days of the arrival of any new worker. Standard best management practices and erosion control measures would be implemented during construction to minimize possible discharge of sediment into aquatic habitats. These measures include, but are not limited to, installing and maintaining silt fences immediately downslope of disturbed areas and installing and maintaining erosion control blankets on all disturbed ground. To avoid attracting predators, food-related trash would be kept in closed containers and removed regularly from the action area. Compensation for impacts to frog habitat would be included in the offsite establishment, rehabilitation, and preservation of aquatic and upland habitats at a resource agency approved ratio and coastal wetland mitigation location for this project. 		
<p>Impact BIO-2: The Proposed Project may have significant adverse impacts, either directly or through habitat modifications, to terrestrial special-status or CDFG fully-protected wildlife species including northern harrier, white-tailed kite, and cackling (Aleutian) goose.</p> <p>Mitigation Measure BIO-2: Conservation measures to protect nesting and migratory bird species:</p> <ul style="list-style-type: none"> If possible, vegetation clearing activities would take place between July 1 and February 14, outside of the active nesting season for migratory bird species (i.e., February 15 to June 30). If work must be completed during the nesting season, a qualified biologist would conduct preconstruction surveys of all ground disturbance areas to verify absence of nesting migratory birds in the project area prior to vegetation removal and the start of construction. These surveys would be conducted within two weeks prior to start of vegetation removal or any construction activities. If nesting migratory birds are found in the project area during the preconstruction surveys, they would be avoided with an appropriate buffer area until the young birds have fledged, or a Migratory Bird Treaty Act permit would be sought. 	Significant	Less Than Significant
<p>Impact BIO-3: The Proposed Project may have significant adverse impacts, either directly or through habitat modifications, to special status plant species: sand dune phacelia, short-leaved evax, and Del Norte buckwheat.</p> <p>Mitigation Measure BIO-3: Potential impacts to special-status plants would be mitigated by development and implementation of a management plan in coordination with resource agencies that would provide for on-site relocation to a suitable area, off-site mitigation or relocation of special-status plant species. The mitigation location and management plan would be developed in coordination with relevant agencies and land owners.</p>	Significant	Less Than Significant
<p>Cultural Resources</p>		
<p>Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.</p>	No Impact	No Mitigation Required
<p>Impact CR-1: No cultural resources that are listed or eligible to be listed in the National Register of Historic Places (NRHP) or California Register of Historical Resources have been identified within the Runway Safety Area (RSA) Project's area of potential effect (APE); however, project construction could potentially disturb previously unidentified cultural resources located beneath the vertical APE.</p>	Significant	Less Than Significant

**Table 1-1
Summary of Potentially Significant Impacts and Mitigation (Continued)**

Potential Impacts and Mitigation	Level of Significance	Level of Significance with Mitigation
<p>Mitigation Measure CR-1: Archaeological Monitoring: The Point St. George vicinity contains multiple archaeological sites listed on the NRHP including one, CA-DNO-13, that is situated within a ½-mile radius of the APE. Given the increased archaeological sensitivity of this region, it is recommended that the Border Coast Regional Airport Authority (BCRAA) develop a plan to monitor those ground-disturbing activities identified in the plan as requiring such effort. The development of this plan would be conducted in consultation with the BCRAA, the State Historic Preservation Office, and local Native American community.</p> <p>If intact archaeological deposits are observed by the tribal monitors, the Airport Director will halt all ground-disturbing activities within the vicinity of the exposed materials until the nature and significance of the find can be evaluated and mitigation measures can be implemented in accordance with the monitoring plan.</p> <p>Mitigation Measure CR-2: Native American Monitoring: Representatives of the local Native American community should have the opportunity to be present during those ground-disturbing activities identified in the plan as requiring archaeological monitoring.</p> <p>In addition, representatives of the local Native American community should be present during the removal of the gravel road bed in the Runway 35 RSA. Although proposed grading is slight (less than 30 centimeters below existing ground surface) and the cultural material present within the APE in this locale lacks sufficient integrity to be considered eligible to the NRHP, material may be exposed that the local Native American community considers important. As such, they should have the opportunity to collect this material.</p> <p>Mitigation Measure CR-3: Worker Training: To ensure that the construction crews working within the APE recognize buried archaeological resources; it is recommended that a brief worker education program be initiated prior to project implementation. This should include information describing potential site characteristics and the procedures to be followed in the event of such a discovery should be provided in both oral (i.e., tailgate presentation) and written (i.e., pamphlet) form.</p>		
<p>Impact CR-2: No paleontological resources have been identified within the RSA Project area; however, project construction could potentially disturb previously unidentified paleontological resources located beneath the Proposed Project area.</p> <p>Mitigation Measure CR-4: Paleontological Monitoring: Should any previously unidentified paleontological resource be found during construction of the Proposed Project, work should stop, in accordance with Section 15064.5(f) of California Environmental Quality Act of 1970 until the significance of the resource can be evaluated by a qualified paleontologist to ensure that proper preservation protocols are completed.</p>	Significant	Less Than Significant
Greenhouse Gases		
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Less Than Significant	No Mitigation Required
Hazards and Hazardous Materials		
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	No Impact	No Mitigation Required
Result in a safety hazard for people residing or working in the project area within two miles of a public airport or public use airport.	No Impact	No Mitigation Required
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	No Impact	No Mitigation Required
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	No Impact	No Mitigation Required
Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	Less Than Significant Impact	No Mitigation Required

**Table 1-1
Summary of Potentially Significant Impacts and Mitigation (Continued)**

Potential Impacts and Mitigation	Level of Significance	Level of Significance with Mitigation
<p>Impact HZ-1: Project construction could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p> <p>Mitigation Measure HZ-1: Prepare hazardous substances control plan. The Airport shall include a requirement in all approved specifications that construction contractors handle, store, label, and dispose of hazardous substances (e.g., fuel, waste oil, solvents, paint, and other hydrocarbon-based products) in accordance with federal, state, and local regulations. The contractors would be held responsible for reporting any discharges of hazardous materials/wastes or other similar substances (in amounts at or above their reportable quantities). If threshold limits are exceeded for fuel storage, a spill prevention control and countermeasures plan as part of the hazardous substances control plan shall be required for the storage of flammable fuel hydrocarbons.</p>	Significant	Less Than Significant
<p>Impact HZ-2: No hazardous materials sites have been identified within the RSA Project area; however, project construction could potentially disturb previously unidentified hazardous materials.</p> <p>Mitigation Measure HZ-1: Prepare hazardous substances control plan. The Airport shall include a requirement in all approved specifications that construction contractors handle, store, label, and dispose of hazardous substances (e.g., fuel, waste oil, solvents, paint, and other hydrocarbon-based products) in accordance with federal, state, and local regulations. The contractors would be held responsible for reporting any discharges of hazardous materials/wastes or other similar substances (in amounts at or above their reportable quantities). If threshold limits are exceeded for fuel storage, a spill prevention control and countermeasures plan as part of the hazardous substances control plan shall be required for the storage of flammable fuel hydrocarbons.</p> <p>Mitigation Measure HZ-2: Notify qualified Del Norte County Environmental Health Department personnel. In all contract specifications, the Airport shall require that construction contractors immediately stop ground-disturbing activities and notify the Airport Manager if hazardous substances are discovered during construction. Should this situation arise, work in the Proposed Project area may only proceed after the Airport Manager obtains authorization to proceed from Del Norte County Environmental Health Department personnel.</p>	Significant	Less Than Significant
Hydrology/Water Quality		
Substantially deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	No Impacts	No Mitigation Required
Place housing or structures within a 100-year flood hazard area or expose people or structures to a significant risk of loss as a result of the failure of a levee or dam.	No Impacts	No Mitigation Required
Violate any water quality standards or waste discharge requirements.	Less Than Significant	No Mitigation Required
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site.	Less Than Significant	No Mitigation Required
Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Less Than Significant	No Mitigation Required
Otherwise substantially degrade water quality.	Less Than Significant	No Mitigation Required
Inundation by seiche, tsunamis, or mudflow.	Less Than Significant	No Mitigation Required

**Table 1-1
Summary of Potentially Significant Impacts and Mitigation (Continued)**

Potential Impacts and Mitigation	Level of Significance	Level of Significance with Mitigation
Land Use/Planning		
Physically divide an established community	No Impacts	No Mitigation Required
Conflict with applicable land use plans or policies.	No Impacts	No Mitigation Required
Conflict with any applicable habitat conservation plan or natural community conservation plan	No Impacts	No Mitigation Required
Noise		
Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	No Impacts	No Mitigation Required
For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.	No Impacts	No Mitigation Required
Result in a substantial permanent, temporary, or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Less Than Significant	No Mitigation Required
Expose persons to or generate excessive groundborne vibration or groundborne noise levels	Less Than Significant	No Mitigation Required
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or for a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.	Less Than Significant	No Mitigation Required
Recreation		
Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	No Impacts	No Mitigation Required
Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	No Impacts	No Mitigation Required
Coastal Resources		
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including local coastal programs) adopted for the purpose of avoiding or mitigating an environmental effect: Visual Quality Visual Resources Local Coastal Plan (LCP) Policy 2: 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.	No Impacts	No Mitigation Required
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including local coastal programs) adopted for the purpose of avoiding or mitigating an environmental effect. Public Access and Recreation <ul style="list-style-type: none"> Public Access 1: 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 resources. Marine Environment <ul style="list-style-type: none"> Marine and Water Resources LCP Policy 3: 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. Marine and Water Resources LCP Policy 5: Water conservation measures should be required 	Less Than Significant	No Mitigation Required

**Table 1-1
Summary of Potentially Significant Impacts and Mitigation (Continued)**

Potential Impacts and Mitigation	Level of Significance	Level of Significance with Mitigation
<p>in new development to lessen cumulative impacts on existing water systems and supplies.</p> <ul style="list-style-type: none"> Specific Area Wetland Policy 4a: The diking, filling, or dredging of wetlands shall be permitted in accordance with other applicable provisions of this program, where 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. 		
Wetlands		
<p>Impact WL-1: The Project would have significant impacts to wetlands within the RSA Project area.</p> <p>Mitigation Measure WL-1: Off-Site Wetland Mitigation: Impacted the U.S. Army Corp of Engineers and the California Coastal Commission (CCC) wetlands would be mitigated at a location agreed upon with the appropriate regulatory agencies, including the USFWS, the CDFG, and the CCC. Mitigation would include wetland areas that would be created, restored, enhanced, and preserved. This measure would mitigate both the permanent onsite loss of wetlands as a result of the Proposed Project and also the temporary reduction in wetland area within Del Norte County that would result between the time of impact and the successful completion of mitigation. The wetland mitigation would need to provide the same or similar ecological functions and habitats as the impacted wetlands. This would include creating, restoring, enhancing, and preserving wetlands with a similar hydrologic regime, and similar vegetation types. The wetland mitigation should be designed to function with the intact wetland features of the mitigation area. As a result, not all wetland mitigation sites may serve exactly the same function, but each area should contribute to the diversity of the ecosystem as a whole.</p>	Significant	Less than Significant

**Table 1-2
Impact Summary Table – Proposed Project and Alternatives Before Mitigation**

Impact	Proposed Project	Alternative G (Fill and Displaced Threshold Combination Alternative)	No Project Alternative
Aesthetics			
Have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings.	No Impact	No Impact	No Impact
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No Impact	No Impact	No Impact
Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	Less Than Significant	Less Than Significant	No Impact
Agricultural and Forest Resources			
None	n/a	n/a	n/a
Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan, violate any air quality standard or contribute substantially to an existing or projected air quality, expose sensitive receptors to substantial pollutant concentrations, or result in a cumulatively considerable net increase of any criteria pollutant.	Less Than Significant	Less Than Significant	No Impact
Create Objectionable Odors.	Less Than Significant	Less Than Significant	No Impact
Biological Resources			
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	No Impact	No Impact	No Impact
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	No Impact	No Impact	No Impact
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by the U.S. Fish and Wildlife Service	Less Than Significant	Less Than Significant	No Impact
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	Less Than Significant	Less Than Significant	No Impact
Impact BIO-1: The Proposed Project may have significant adverse impacts, either directly or through habitat modifications, to terrestrial California Department of Fish and Game (CDFG) special-status wildlife species including: Northern red-legged frog.	Significant	Significant	No Impact
Impact BIO-2: The Proposed Project may have significant adverse impacts, either directly or through habitat modifications, to terrestrial special-status or CDFG fully-protected wildlife species including northern harrier, white-tailed kite, and cackling (Aleutian) goose.	Significant	Significant	No Impact
Impact BIO-3: The Proposed Project may have significant adverse impacts, either directly or through habitat modifications, to CDFG special status plant species: sand dune phacelia, short-leaved evax, and Del Norte buckwheat.	Significant	Significant	No Impact

**Table 1-2
Impact Summary Table – Proposed Project and Alternatives Before Mitigation (Continued)**

Impact	Proposed Project	Alternative G (Fill and Displaced Threshold Combination Alternative)	No Project Alternative
Cultural Resources			
Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.	No Impact	No Impact	No Impact
Impact CR-1: No cultural resources that are listed or eligible to be listed in the National Register of Historic Places or California Register of Historical Resources have been identified within the Runway Safety Area (RSA) Project's area of potential effect; however, project construction could potentially disturb previously unidentified cultural resources located beneath the vertical area of potential effect.	Significant	Significant	No Impact
Impact CR-2: No paleontological resources have been identified within the RSA Project area; however, project construction could potentially disturb previously unidentified paleontological resources located beneath the Proposed Project area.	Significant	Significant	No Impact
Greenhouse Gases			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Less Than Significant	Less Than Significant	No Impact
Geology/Soils			
None	n/a	n/a	n/a
Hazards and Hazardous Materials			
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	No Impact	No Impact	No Impact
Result in a safety hazard for people residing or working in the project area within two miles of a public airport or public use airport.	No Impact	No Impact	No Impact
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	No Impact	No Impact	No Impact
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	No Impact	No Impact	No Impact
Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	Less Than Significant	Less Than Significant	No Impact
Impact HZ-1: Project construction could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Significant	Significant	No Impact
Impact HZ-2: No hazardous materials sites have been identified within the RSA Project area; however, project construction could potentially disturb previously unidentified hazardous materials.	Significant	Significant	No Impact
Hydrology/Water Quality			
Substantially deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits	No Impacts	No Impacts	No Impact

**Table 1-2
Impact Summary Table – Proposed Project and Alternatives Before Mitigation (Continued)**

Impact	Proposed Project	Alternative G (Fill and Displaced Threshold Combination Alternative)	No Project Alternative
have been granted).			
Place housing or structures within a 100-year flood hazard area or expose people or structures to a significant risk of loss as a result of the failure of a levee or dam.	No Impacts	No Impacts	No Impact
Violate any water quality standards or waste discharge requirements.	Less Than Significant	Less Than Significant	No Impact
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site.	Less Than Significant	Less Than Significant	No Impact
Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Less Than Significant	Less Than Significant	No Impact
Otherwise substantially degrade water quality.	Less Than Significant	Less Than Significant	No Impact
Inundation by seiche, tsunami, or mudflow.	Less Than Significant	Less Than Significant	No Impact
Land Use/Planning			
Physically divide an established community	No Impacts	No Impacts	No Impact
Conflict with applicable land use plans or policies.	No Impacts	No Impacts	No Impact
Conflict with any applicable habitat conservation plan or natural community conservation plan	No Impacts	No Impacts	No Impact
Mineral Resources			
None	n/a	n/a	n/a
Noise			
Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	No Impacts	No Impacts	No Impact
For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.	No Impacts	No Impacts	No Impact
Result in a substantial permanent, temporary, or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Less Than Significant	Less Than Significant	No Impact
Expose persons to or generate excessive groundborne vibration or groundborne noise levels	Less Than Significant	Less Than Significant	No Impact
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or for a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.	Less Than Significant	Less Than Significant	No Impact
Population/Housing			
None	n/a	n/a	n/a
Public Services			

**Table 1-2
Impact Summary Table – Proposed Project and Alternatives Before Mitigation (Continued)**

Impact	Proposed Project	Alternative G (Fill and Displaced Threshold Combination Alternative)	No Project Alternative
None	n/a	n/a	n/a
Recreation			
Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	No Impacts	No Impacts	No Impact
Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	No Impacts	No Impacts	No Impact
Transportation/Traffic			
None	n/a	n/a	n/a
Utilities/Service Systems			
None	n/a	n/a	n/a
Coastal Resources			
<p>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including local coastal programs) adopted for the purpose of avoiding or mitigating an environmental effect: Visual Quality.</p> <p>Visual Resources Local Coastal Plan (LCP) Policy 2: 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.</p>	No Impacts	No Impacts	No Impact
<p>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including local coastal programs) adopted for the purpose of avoiding or mitigating an environmental effect.</p> <p>Public Access and Recreation</p> <ul style="list-style-type: none"> Public Access 1: 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 resources. <p>Marine Environment</p> <ul style="list-style-type: none"> Marine and Water Resources LCP Policy 3: 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. Marine and Water Resources LCP Policy 5: Water conservation measures should be required in new development to lessen cumulative impacts on existing water systems and supplies. Specific Area Wetland Policy 4a: The diking, filling, or dredging of wetlands shall be permitted in accordance with other applicable provisions of this program, where 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. 	Less Than Significant	Less Than Significant	No Impact
Wetlands			
Impact WL-1: The Project would have significant impacts to wetlands within the RSA Project area.	Significant	Significant	No Impact

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