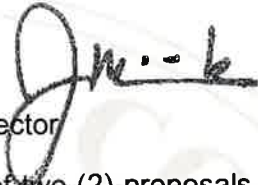




Imperial County Planning & Development Services Planning / Building

Jim Minnick
DIRECTOR

TO: Chairman Mike Goodsell
Vice-Chairman Jenell Guerrero
Commissioner Dennis Logue
Commissioner Jerry Arguelles
Commissioner Sylvia Chavez

FROM: Jim Minnick, Secretary
Planning & Development Services Director 

SUBJECT: Public Hearing for the consideration of two (2) proposals to update the Imperial County 1996 Airport Land Use Compatibility Plan; a Countywide Project (**ALUC 09-23**) [Luis Valenzuela, Planner I at 442-265-1736, extension 1749 or by email at luisvalenzuela@co.imperial.ca.us].

DATE OF REPORT: November 2, 2023

AGENDA ITEM NO: 2

HEARING DATE: November 15, 2023

HEARING TIME: 6:00 P.M.

HEARING LOCATION: County Administration Center
Board of Supervisors Chambers
940 Main Street
El Centro, CA 92243

STAFF RECOMMENDATION

It is the Secretary's recommendation that the Airport Land Use Commission select Coffman Associates to update the Imperial County 1996 Airport Land Use Compatibility Plan.

SECRETARY'S REPORT

Consultant's: ESA and Coffman Associates

Current ALUC Plan Background:

The basic purpose of airport land use commissions is to help ensure that proposed development in the vicinity of airports will be compatible with airport activities.

The Airport Land Use Compatibility Plan sets forth the criteria and policies which the Imperial County Airport Land Use Commission will use assessing the compatibility between the principal airports in Imperial County and proposed land use development in the areas surrounding them. The emphasis of the plan is on review of local, general, specific plans, zoning ordinances, and other land use development proposals.

The Plan specifically pertains to the land uses surrounding the following seven airports:

1. Brawley Municipal Airport
2. Calexico International Airport
3. Calipatria Municipal Airport
4. Holtville Airport
5. Imperial County Airport
6. Salton Sea Airport
7. Naval Air Facility – El Centro

Additionally, the Plan provides guidance for Commission review of new airports and heliports proposed for construction in the County.

Consultant's Review and Analysis:

Coffman Associates have been involved in noise studies and comprehensive land use plans at airports across the country since our inception in 1979. Coffman Associates understand that ALUCPs are needed to protect and promote the safety and welfare of residents, businesses, and airport users near public use airports, while also supporting the continued operation of these facilities. Specifically, the ALUCPs are developed to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, protect the public from the adverse effects of airport noise and ensure that no structures or activities encroach upon, or adversely affect, the use of navigable airspace. Coffman Associates has prepared over 50 ALUCPs in California. Their team members have a unique combination of skills, which include land use planning, aviation, and GIS, enable us to prepare plans that meet the needs of communities from a compatibility perspective while also supporting the long-term viability of airports. Coffman staff is familiar with the guidance provided by the California Department of Transportation (Caltrans), Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* and the requirements of California Public Utility Code Sections 21674.5 and 21674.7.

ESA: A successful update of the Imperial County ALUCP will result in a document that helps ensure that future development in areas around Imperial County's airports helps maintain the safety of people and property on the ground while allowing for their continued safe operation. Clear, concise policies easily implemented by local land use agencies and readily understandable by the public are hallmarks of successful ALUCPs. ESA is committed to compatibility policy solutions that successfully address the needs of communities surrounding airports. Recently, ESA worked with Humboldt County in the update to their ALUCP to help develop safety criteria that successfully addressed the concerns of property owners, planners, and Caltrans. In Sacramento County, ESA supported the Sacramento Area Council of Governments (SACOG) and the Sacramento County Department of Airports with substantial outreach to successfully address stakeholder concerns regarding the effects of ALUCP policies on future development plans. The ESA team proposes to approach this project in two phases. The first phase will focus on successfully updating the Imperial County ALUCP. To accomplish this goal, ESA will review the latest airport documents and other technical data to develop updated compatibility factors for each of the County's airports that are consistent with the guidance provided in the Caltrans Handbook. ESA will work collaboratively with the Imperial County planners.

Conclusion:

Coffman Associates and Environmental Science Associates (ESA) are both experienced with the preparation of the update to the Airport Land Use Compatibility Plan (ALUC). Both consultants provided a detailed proposal with scope of services and qualifications. During the past 44 years, Coffman Associates have been involved in several airport planning assignments and airport land use compatibility plans (ALUCPs) for airports in the State of California.

ESA has been working in the region and surrounding county (San Diego) for more than 10 years, most notably the San Dieguito Wetlands Restoration Monitoring Project and holding current on-calls for Environmental Planning for the County of San Diego and On-Call CEQA Services for the San Diego Unified School District, as well as many projects for the Port of San Diego. ESA's knowledge of the region's planning environment, coupled with their experience preparing ALUCPs in urban, suburban, and rural environments throughout the state.

Attachments

- A – Proposal Matrix
- B – Coffman Associates' Proposal
- C – ESA's Proposal
- D – Request for Proposal

Attachment A
Proposal Matrix

Airport Land Use Compatibility Plan (ALUC) Update

Scope of Services	Coffman Associates	ESA
Rating	1	2
RFP Components		
Introduction/Background	YES	YES
Scope of Services	YES	YES
Proposal Content	YES	YES
Review and update existing ALUC	YES	YES
Refine ALUCP to reflect updated ALPs and narrative reports for all airports in the County.	YES	YES
Review Naval Air Facility - El Centro Joint Land Use Study; and, compatibility issues	YES	YES
Update Noise, Overflight, Safety, Airspace protection, Noise Contours, obstruction, Safety Zones and FAA	YES	YES
Update ALUC chapters	YES	YES
Public participation program	YES	YES
Maps, drawings, reports and other data	YES	YES
Public and final draft ALUCP for review by County, Cities and the public	YES	YES
Ability to maintain adequate files and records	YES	YES
Administrative and fiscal capability to provide and manage the services	YES	YES
Address any changes pursuant to State statues	YES	YES
Responsible for the development of technical work	YES	YES
Coordinate with County Staff	YES	YES
Assist with presentations at public hearings	YES	YES
Assist with establishing review policies	YES	YES
Coordination with the County, Cities and Caltrans	YES	YES

Attachment B
Coffman Associates' Proposal

A Proposal to Prepare an Airport Land Use Compatibility (ALUCP) Update and Associated California Environmental Quality Act (CEQA) Documentation for the Imperial County Airports



CA
IMPERIAL COUNTY



Submitted By:



September 28, 2023

County of Imperial
Planning & Development Services Department
801 Main St.
El Centro, CA 92243

RE: Request for Proposals:
County of Imperial's Airport Land Use Compatibility Plan Update

To Whom it May Concern:

In response to your recent Request for Proposals (RFP) to conduct the above-referenced Airport Land Use Compatibility Plan Update, Coffman Associates, Inc. is pleased to submit our experience, qualifications, and proposal for your review. I am authorized to negotiate and contractually bind Coffman Associates, Inc., and my contact information is:

Mr. Kory Lewis, Principal
Coffman Associates, Inc.
12930 Metcalf Avenue, Suite 300
Overland Park, KS 66213
Phone: 816-524-3500
Fax: 816-524-2575
Email: klewis@coffmanassociates.com

Since our founding in 1979, we have been dedicated exclusively to aviation-related planning. During the past 44 years, we have been involved in over 1,300 airport planning assignments, including over 50 airport land use compatibility plans (ALUCPs) for airports in the State of California, over 550 airport master plans, 70 airport noise compatibility studies, and over 250 airport environmental studies – more than any other firm in that same period. We have provided airport planning services to 79 California airports and welcome the opportunity to provide our services to Imperial County.

I will be the Project Manager for this assignment. I have been with Coffman Associates for over 19 years and have managed land use compatibility planning projects throughout California. Through this experience, I have not only established an excellent working relationship with our clients, but also with the Caltrans - Division of Aeronautics and Federal Aviation Administration (FAA) staff.

September 28, 2023

Page 2

Having prepared ALUCPs for more than 50 airports, we believe our experience makes us uniquely suited to prepare the Imperial County Airport Land Use Compatibility Plan Update. We have enjoyed working on each of our other ALUCP updates and welcome the opportunity to work on this challenging assignment. Coffman Associates is eager and available to extend our services to Imperial County, particularly because we sincerely believe that this assignment is ideally suited to our qualifications and competitive strengths. We also feel that the very best information about our services can be obtained from our clients, whose names and telephone numbers are provided in this submittal. We strongly urge you to contact these individuals to discuss our qualifications and past performance. In the meantime, if you have any questions or need additional information, please contact us at your convenience.

Sincerely,

A handwritten signature in blue ink that reads "Kory Lewis". The signature is written in a cursive, flowing style.

Kory Lewis, Principal
Coffman Associates, Inc.



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SECTION ONE

Executive Summary of Qualifications

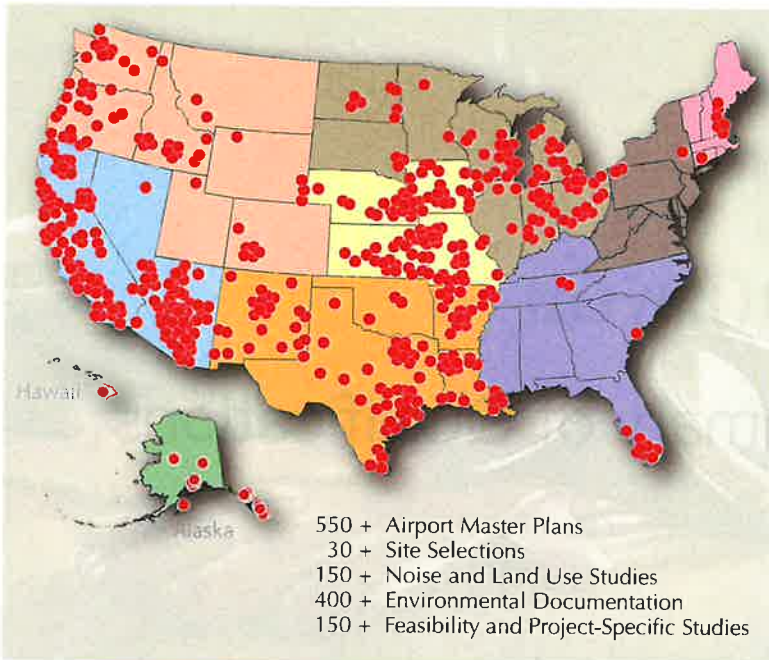


EXECUTIVE SUMMARY OF QUALIFICATIONS



Coffman Associates is a specialized airport planning firm of 29 professional and technical staff members focused exclusively on airport planning and associated airport environmental and noise/land use studies. The firm's unique capabilities and extensive experience provide Coffman Associates with the qualifications required to produce the most valuable airport planning and environmental documentation in the industry. Coffman Associates has earned a reputation for excellence since its founding in 1979. Awards include the American Association of Airport Executives (AAAE) Corporate Cup of Excellence Award and the Federal Aviation Administration (FAA) Partnership Award. During the past 44 years, Coffman Associates has completed more than 1,300 planning assignments, including nearly 600 airport master plans, 150+ airport noise compatibility studies, and 400+ airport environmental studies. **This nationwide experience includes more than 450 planning assignments for 150 FAA Western-Pacific Region airports, including 52 airport land use compatibility plans for California airports.**

Summary of Airport Planning/Environmental Experience



Our Primary Services Include:

- Airport Land Use Compatibility Plans
- Environmental Documentation
- Airport Master Plans
- ALP Updates with Narratives
- Airports GIS
- Exhibit "A" Property Maps
- Part 150 Noise Compatibility Studies
- Airport Zoning and Land Use Planning
- Airspace Analysis
- Benefit-Cost Analysis
- Airport Financial Analysis
- Sustainability Planning
- Rates and Fees Analysis
- Minimum Standards
- Airport Rules and Regulations
- Airport Business and Strategic Planning
- Obstruction Analysis
- Wildlife Hazard Management
- Grant Applications

Personnel by Discipline

Airport Planners	12
Environmental Planners	3
GIS Technicians	4
Airport Planning Technicians	2
Graphic Artists	4
Administrative	4
Total Employees	29

Recognition

- 2022 President's Award (Mike Dmyterko)**
- AAEE South Central Chapter

2017 Corporate Member of the Year Award (James M. Harris)

- Arizona Airports Association

2016 Airport Business "40 Under 40" Award

- Awarded to Matt Quick

2013 Corporate Award

- AAEE South Central Chapter

2008 and 2009

- FAA Partnership Awards**
- FAA Western-Pacific Region

2008 Corporate Award of Excellence

- AAEE Southwest Chapter

2006 Consultant of the Year

- Oregon Airport Managers Assoc.

2005 AAEE National Corporate Cup of Excellence

- American Association of Airport Executives

Scan QR Code for an overview of our services



EXPERIENCE

Coffman Associates has served airports in California since 1984, when we first prepared a Part 150 noise compatibility study for Palm Springs International Airport. Since then, Coffman Associates has completed 260+ planning assignments for 93 airports in the State of California. With this experience, we have developed an excellent working relationship with the FAA Airports District Offices in San Francisco and Los Angeles and the Caltrans Division of Aeronautics office in Sacramento. As a part of nearly every planning assignment, Coffman Associates coordinates with local agencies and stakeholders that have a vested interest in the airport.



- Imperial County
- Independence
- Jacqueline Cochran Reg'l
- Jacumba
- John Wayne Airport
- Kern Valley
- Kingdon
- Livermore Municipal
- Lodi
- Lodi (Precissi) Airpark
- Lone Pine
- Los Angeles International
- Lost Hills
- Marina Municipal
- Meadows Field
- Mesa Del Rey
- McClellan-Palomar
- Modesto City-County
- Mojave Air & Space Port
- Monterey Regional
- Napa County Airport
- NAS Point Mugu
- New Jerusalem
- Oceano
- Ocotillo
- Oxnard
- Palm Springs Int'l
- Petaluma Municipal
- Pine Mountain Lake
- Ramona
- Redding Municipal
- Redlands Municipal
- Reedley
- Riverside
- Ruth
- Salinas Municipal
- San Bernardino Int'l
- San Joaquin County
- San Carlos
- San Luis Obispo County
- Santa Barbara
- Santa Maria Public
- Santa Monica
- Santa Paula
- Selma
- Sierra Sky Park
- Sonoma County
- Sonoma Skypark
- Sonoma Valley
- Southern California Logistics
- Stockton Metropolitan
- Taft-Kern County
- Tehachapi
- Tracy
- Trinity Center
- Truckee-Tahoe
- Twentynine Palms
- Ward Field
- Weaverville
- William Robert Johnston

Coffman Associates has Provided Airport Planning and Environmental Services for the Following California Airports:

- Agua Caliente Springs
- Andy McBeth
- Angwin
- Apple Valley
- Benton
- Bishop
- Blythe
- Bob Hope
- Borrego Valley
- Buchanan Field Airport
- Camarillo
- Castle
- Charles M. Schulz-Sonoma Co.
- Chino
- Chiriaco Summit
- Cloverdale Municipal

- Coalinga
- Columbia
- Del Norte County Regional
- Desert Center
- Fallbrook Community
- Firebaugh
- Flabob
- French Valley
- Fresno Chandler Executive
- Fresno Yosemite Int'l
- Half Moon Bay
- Harris Ranch
- Hawthorne Municipal
- Hayfork
- Hayward Executive
- Healdsburg Municipal
- Hollister Municipal

- Sierra Sky Park
- Sonoma County
- Sonoma Skypark
- Sonoma Valley
- Southern California Logistics
- Stockton Metropolitan
- Taft-Kern County
- Tehachapi
- Tracy
- Trinity Center
- Truckee-Tahoe
- Twentynine Palms
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- Weaverville
- William Robert Johnston

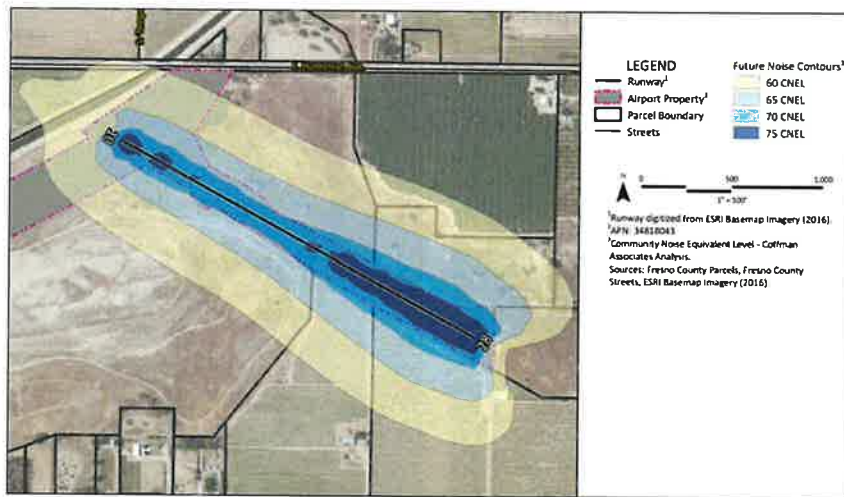
Airport Land Use Compatibility Experience

Coffman Associates has been involved in noise studies and comprehensive land use plans at airports across the country since our inception in 1979. We understand that ALUCPs are needed to protect and promote the safety and welfare of residents, businesses, and airport users near public use airports, while also supporting the continued operation of these facilities. Specifically, the ALUCPs are developed to: ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents; protect the public from the adverse effects of airport noise; and ensure that no structures or activities encroach upon, or adversely affect, the use of navigable airspace. Coffman Associates has prepared over 50 ALUCPs in California. Our team members have a unique combination of skills, which include land use planning, aviation, and GIS, enable us to prepare plans that meet the needs of communities from a compatibility perspective while also supporting the long-term viability of airports. Our staff is familiar with the guidance provided by the California Department of Transportation (Caltrans), Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* and the requirements of California Public Utility Code Sections 21674.5 and 21674.7.

In addition to the following projects, Coffman Associates is currently providing ALUCP services to Tuolumne County and Redding Municipal Airport in California.

Fresno County, California

Fresno Council of Governments (COG) retained Coffman Associates to prepare an ALUCP update and accompanying CEQA documentation for Fresno County's nine public use airports. Prior to the update, Fresno COG was using six plans from varying years, ranging from 1980 to 2012, for compatibility planning in the county. The updated plan consolidated those plans into one document based on the current *California Airport Land Use Planning Handbook*. The plan also incorporated an Air Installation Compatible Use Zone land use guidance for Naval Air Station Lemoore. Coffman Associates also prepared updated noise exposure contours and coordinated with Fresno COG staff to prepare airport diagrams for approval by Caltrans. Coffman Associates has provided ALUCP on-call services to Fresno County since 2019.

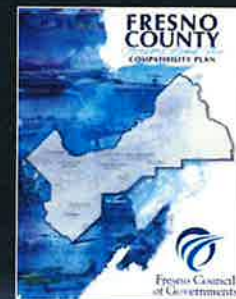


Project: Airport Land Use Compatibility Plan and CEQA Documentation

Completed: December 2018

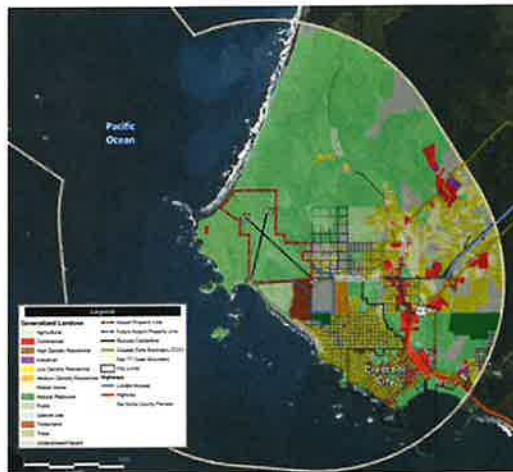
Reference: Brenda Veenendaal, Administrative Services Manager, Fresno Council of Governments (559) 233-4148

brendlav@fresnocog.org

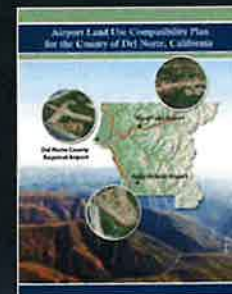


Del Norte County, California

Coffman Associates was selected to aid Del Norte County – one of the few remaining counties in California without an Airport Land Use Commission (ALUC) or adopted Airport Land Use Compatibility Plan (ALUCP) – in establishment of an ALUC. This involved summarizing the formation options and making a recommendation regarding the type of ALUC that should be established. In 2016, Del Norte County established its ALUC, which is comprised of the County Planning Commission augmented by two members of the Border Coast Regional Airport Authority. Coffman Associates was also retained to prepare an ALUCP for the three public use airports in the county, which included preparation of Part 77 airspace exhibits, noise contours, and safety zones for the airports. Additionally, Coffman Associates was responsible for preparation of airport diagrams for two of the airports which did not have FAA-approved airport layout plans. Upon approval of the ALUCP, Coffman Associates also prepared CEQA documentation for the plan approval.



Project: Airport Land Use Compatibility Plan
Completion: July 2017
Reference: Randy Hooper, Assistant Director, Del Norte County Community Development Department (707) 464-7254
 randy.hooper@co.del-norte.ca.us



Marina Municipal Airport, California

Coffman Associates was hired by the City of Marina to prepare an update to the ALUCP in conjunction with their airport master plan update. Planned airport improvements, non-aviation uses on airport property, and the age of the current plan were the primary reasons for updating the ALUCP. Consistency with a larger countywide ALUCP update process was also an important factor for Marina’s ALUCP update.

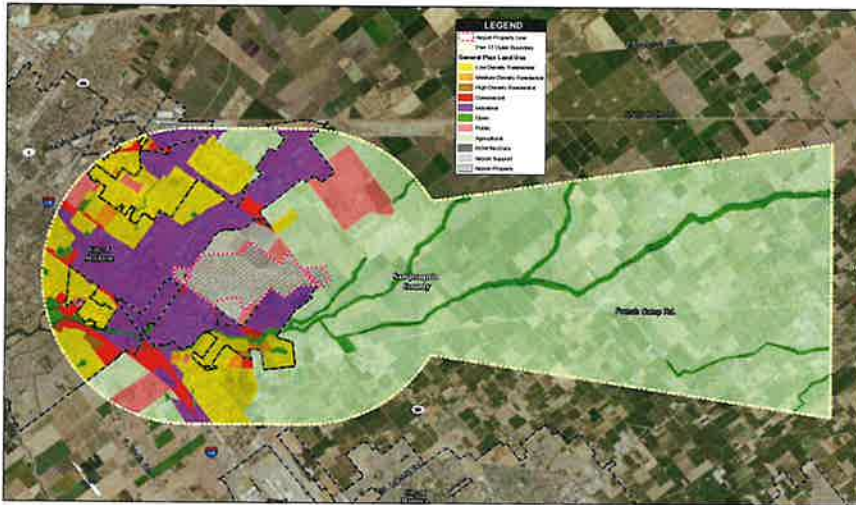


Project: Comprehensive Land Use Compatibility Plan
Completion: December 2016
Reference: Joe Sidor, Associate Planner (831) 755-5262
 sidorj@co.monterey.ca.us



Stockton Metropolitan Airport, San Joaquin County

The San Joaquin County Council of Governments hired Coffman Associates to update their countywide ALUCP document. The age of the current plan (1998) and an updated *Airport Land Use Planning Handbook* were the primary reasons for updating the ALUCP. Stockton Metropolitan Airport could not get the airport layout plan approved by the Federal Aviation Administration until recently. Landfill expansion and development pressure made stakeholder coordination a key component of this update.



Project: Comprehensive Land Use Plan

Completed: July 2016

Reference: Kim Anderson
(209) 235-0565
anderson@sjcog.org



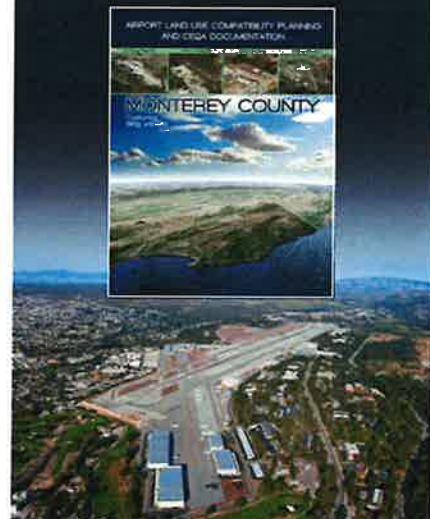
Monterey Regional Airport, Monterey County

Coffman Associates was hired by the Monterey Peninsula Airport District to prepare an update to the ALUCP in conjunction with the Monterey Regional Airport Master Plan Update. Recent airport improvements, development pressure, and issues with the current plan were the primary reasons for updating the ALUCP. Coordination with multiple jurisdictions and consistency with a larger countywide ALUCP update process made this a unique and challenging project.

Project: Comprehensive Land Use Plan

Completed: November 2015

Reference: Joe Sidor,
Associate Planner
(831) 755-5262
sidorj@co.monterey.ca.us



Environmental Documentation

Coffman Associates has extensive recent experience in preparation and coordination of environmental documentation for airport development projects. While a few of these studies have been simple and non-controversial projects, many have been unique, complex, and highly controversial. Our knowledge of the *National Environmental Policy Act* (NEPA) and *California Environmental Quality Act* (CEQA) makes us uniquely qualified to move our airport sponsors through environmental documentation processes. In the past five years, we have completed NEPA analyses at nearly 40 airports and CEQA analyses at 12 airports. Each of our project team members has worked closely with the FAA and local approval bodies, to ensure a seamless transition from project environmental clearances through design and implementation. Through our environmental assessment (EA) experience in the San Francisco Airports District Office (ADO), we have developed relationships with FAA Environmental Protection Specialists that provide insight into their project requirements.

San Carlos Airport, California

San Mateo County, as the sponsor of San Carlos Airport, proposed construction of two aircraft hangar buildings with a total of 14 aircraft storage spaces to meet existing demand for aircraft storage. The project included extension of water, electrical, and sewer utilities. Additionally, the project included drainage system expansion to accommodate the changes in grading near the hangars. Utility construction resulted in ground disturbance within the 100-foot shoreline band regulated by the San Francisco Bay Conservation and Development Commission (BCDC), requiring a regionwide permit.

Marina Municipal Airport, California

Coffman Associates prepared an initial study on the Marina Municipal Airport Master Plan Update, which included cultural and biological evaluations. The initial study used the *City of Marina General Plan*, the *Monterey County General Plan Draft Environmental Impact Report*, and the *Fort Ord Reuse Plan Final Environmental Impact Report* to assess the airport's proposed development and its relationship to the city and county general plans. Monterey County's updated ALUCP for the airport was also considered. A Mitigated Negative Declaration was approved by the City of Marina.

Monterey Regional Airport, California

The proposed safety enhancement project evaluated in the EA and Environmental Impact Report (EIR) included several interrelated, connected actions associated with increasing the runway-taxiway separation between the airport's main Runway 10R-28L and its parallel Taxiway A. This change allows the hold lines on connecting taxiways to meet standards. To make room for the taxiway shift, relocation of several landside components was determined to be necessary. Project components in need of relocation included: GA hangars; the commercial terminal, apron, and associated vehicular parking; and the aircraft rescue and firefighting building. The project is being phased over 7-10 years. The EA and EIR involved in-depth field studies (cultural, historic, and biological), air quality and greenhouse gas modeling, noise contour modeling, and vehicular traffic analysis. The project was recently awarded *Bipartisan Infrastructure Law* (BIL) funding.

Project:

Categorical Exclusion

Completed: June 2017

Key Personnel:

Judi Krauss, Project Manager

Reference: Gretchen Kelly,

Airports Division Manager

(650) 573-3700

gkelly@smcgov.org

Project: Master Plan - Initial Study

Completed: June 2018

Key Personnel:

Judi Krauss, Project Manager

Reference: Matt Mogensen,

Assistant City Manager

(831) 884-1240

mmogensen@cityofmarina.org

Project: Environmental Assessment/Environmental Impact Report

Completed: June 2020

Key Personnel:

Judi Krauss, Project Manager

Reference: Chris Morello,

Deputy Executive Director

(831) 648-7000

cmorello@montereyairport.com



Camarillo Airport, California

Coffman Associates completed an EA on Camarillo Airport's Northeast Hangar Development Project. The project included development of approximately 20 acres of open land on the northeast quadrant of the airport. The purpose of the proposed project was to provide additional county-owned hangars at the airport. The airport currently has a waiting list of 130 tenants, which typically involves an approximate five- or six-year wait.

Napa County Airport, California

The initial study and resulting Mitigated Negative Declaration evaluated the potential environmental effects of proposed redevelopment of the existing terminal area of Napa County Airport pursuant to CEQA. The proposed project included the redevelopment of approximately 24 acres of the existing GA terminal area of the airport which would increase the aircraft apron area; set aside area for up to two fixed-base operator (FBO) development areas which could include terminals, maintenance facilities, and hangars; and a shared vehicular parking area. An expansion of the existing fuel farm on the north end of the airport was also included in the project. The existing airfield lighting vault, beacon, and AvGas (100 LL) self-serve fuel area would be relocated. Approximately 12 acres of existing apron located between the FBO development area, and the airfield would be reconstructed after completion of FBO development. The proposed project also included the realignment of Airport Road east of the vehicular parking lot.

Santa Barbara Airport, California

Following the completion of an initial study on the proposed airport master plan at Santa Barbara Airport, Coffman Associates was contracted to complete a program EIR on the master plan, which included several airfield safety projects as well as the relocation of general aviation uses to accommodate the long-term expansion of the commercial passenger terminal. Because the airport is located within the California Coastal Zone, the Goleta Slough, and in proximity to both the City of Goleta and the University of California at Santa Barbara, coordination with numerous stakeholders has occurred. Environmental issues included wildlife management, jurisdictional wetlands, and sea level rise.

Tehachapi Municipal Airport, California

Coffman Associates completed an EA on a taxiway and drainage project for Tehachapi Municipal Airport. The proposed improvements involved the removal of parallel Taxiway A and its reconstruction in a shifted location 150 feet from Runway 11-29, centerline to centerline, to meet federal design standards (FAA AC 150/5300-13A, Change 1) and to fix deteriorating pavement. This southerly shift of approximately 28 feet from its existing location also necessitated the reconstruction of existing south side connecting taxiways and the reconfiguration of hold aprons at each taxiway end. The proposed improvements also included grading, installation of drainage pipes, and erosion control to address infield standing water issues and surface flows across the connecting taxiways.

Project:

Environmental Assessment

Completed: June 2017

Key Personnel:

Judi Krauss, Project Manager

Reference: Erin Powers,
Projects Manager, (805) 388-4205
erin.powers@ventura.org

Project: Initial Study and
Mitigated Negative Declaration

Completed: August 2020

Key Personnel:

Judi Krauss, Project Manager

Reference: Greg Baer, Director of
Airports (currently at Contra Costa
County, CA)
(844) 359-8687

Greg.Baer@airport.cccounty.us

Project: Program Environmental
Impact Report

Completed: July 2017

Key Personnel:

Judi Krauss, Project Manager

Reference: Andrew Bermond, AICP,
Capital Project Supervisor
(805) 560-7576
ABermond@SantaBarbaraCa.gov

Project:

Environmental Assessment

Completed: June 2019

Key Personnel:

Judi Krauss, Project Manager

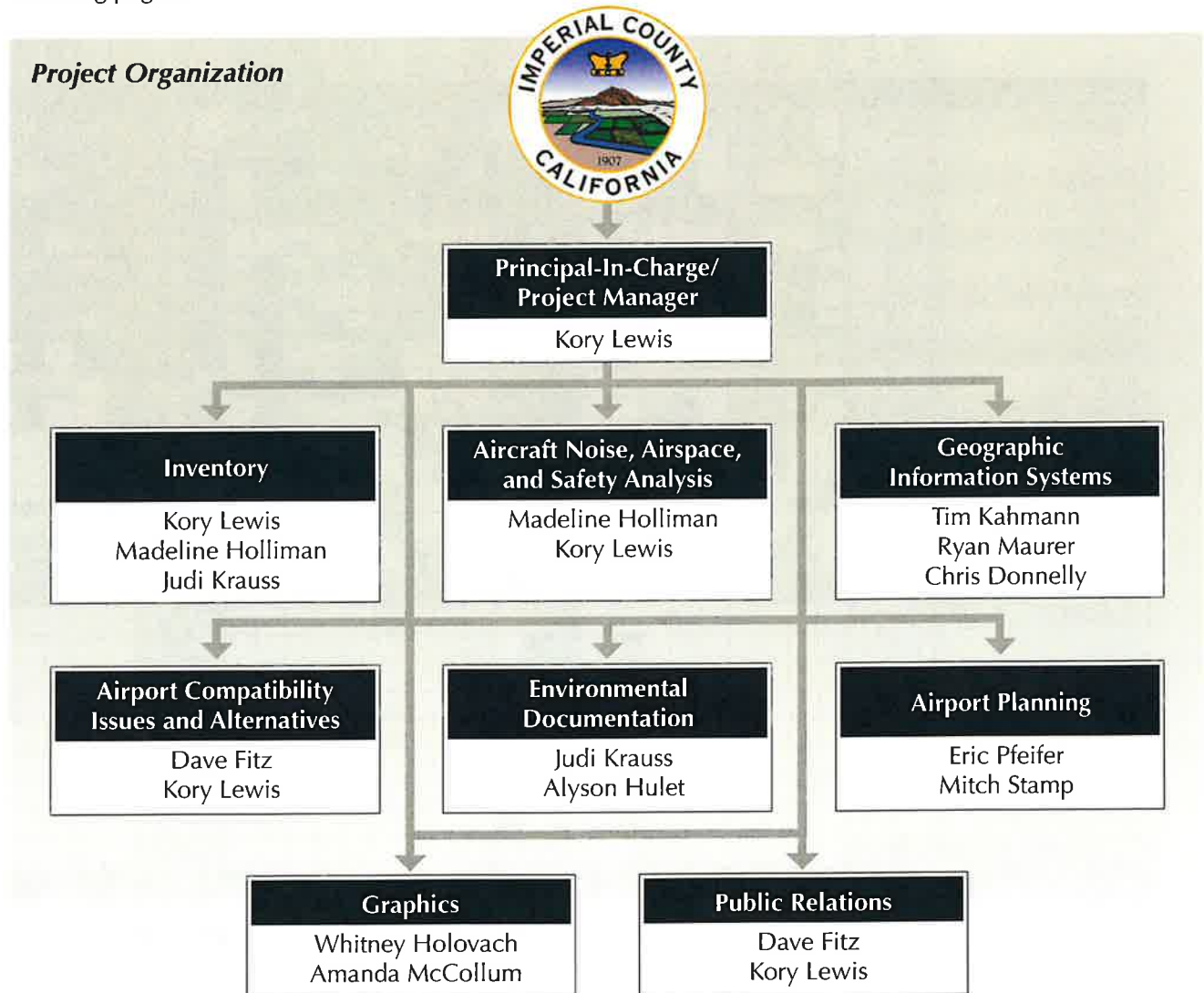
Reference: Ashley Whitmore,
Airport Manager
(661) 822-2200
awhitmore@tehachapicityhall.com

KEY PERSONNEL

Kory Lewis, a principal with the firm, will be the principal-in-charge/project manager for the project. He will be responsible for the day-to-day supervision of the planning effort and overall project controls, including quality control and contract compliance. Kory will be the primary contact for on-call airport land use compatibility planning and will provide input and direction throughout the project.

Our specialization in airport planning allows us to integrate the collective talents of every staff member into the assignment. Key personnel not only assist our project manager with specific tasks as needed, but also have an assigned specialty discipline for which they are independently responsible. The primary benefit to our clients that results from this approach is that every major activity of the study is initiated at the same time, allowing for much better coordination and a more comprehensive level of service. This permits our project manager to have a great deal more time to concentrate on providing responsive personal service and refining detailed elements of our product.

The chart below shows the anticipated staffing assignments. ***Our personnel were selected for this project due to their expertise in land use/environmental planning, their experience working on aviation projects in the region, and their availability to work on the anticipated projects.*** Resumes of key personnel are included in the following pages.



Summary of Professional Staff Experience

Our staff is collectively experienced in all disciplines of airport planning and has a vast knowledge of the requirements set forth in various federal and state guidance documentation. This includes a thorough understanding of the FAA Advisory Circulars 150/5300-13B, *Airport Design*, and 150/5070-6B, *Airport Master Plans*. Regarding NEPA documents, we also have a complete understanding of FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and the FAA Office of Airports *Environmental Desk Reference for Airport Actions*. Coffman Associates staff have become experts in these regulations because we work with these guidance documents and the FAA daily at airports across the United States. Below is a chart of our personnel and their experience as it relates to airport and environmental planning.

LEGEND

- ★ Primary Involvement
- Some Experience
- Extensive Experience

Coffman Experience	Years of Experience	Acoustics/Noise Modeling	Airport Industrial Facilities	Airport Management & Operations	Airspace/Air Traffic Control	Benefit-Cost Analysis (BCA)	Business/Strategic Planning	Cargo Facilities	Computer-Aided Drafting (CAD)	Engineering & Construction	Environmental Documentation	Facilities & Airport Function	Geographic Information Systems (GIS)	Financial Analysis	Forecasting Analysis	Heliport/Vertiport Facilities Planning	Land Use/Urban Planning	Air Quality/GHG Modeling	Military Facilities	Noise Abatement	Parking & Roadways	Pavement Management	Production Graphics & Support	Project Management/Production	Project Quality Control	Public Involvement	Systems Analysis	Terminal Development	Utilities & Support Facilities	Sustainability Planning	Wildlife Hazard Planning
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Planners

Steve Benson	43	46	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Jim Harris	42	45	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Dave Fitz	31	33	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Mike Dmyterko	28	28	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Kory Lewis	19	21	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Eric Pfeifer	19	19	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Patrick Taylor	19	22	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Matt Quick	17	20	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Tim Kahmann	15	21	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Judi Krauss	12	26	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Chandra Burks	19	19	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Scott Nugent	2	2	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Ksenia Kerentseva	2	2	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Madeline Holliman	1	7	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Alyson Hulet	1	1	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Mitchell Stamp	1	5	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★

Technicians

Chris Riffle	35	35	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Maggie Beaver	24	29	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Diana Przybycien	20	31	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Ryan Maurer	12	15	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Chris Donnelly	10	16	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Amanda McCollum	4	10	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Whitney Holovach	4	5	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Ethan Blackburn	1	1	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Storm Davis	1	10	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★

Administrative

Pete Babinski	1	30	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Mark Dye	2	25	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Ashton Lilley	1	6	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Hope DeYoung-Daniels	1	6	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★

KORY A. LEWIS

Upon completion of his master's degree in Urban Planning, Kory joined Coffman Associates as an airport planner. For 19 years, Kory has prepared the environmental documentation for a wide range of airport development and air service projects and has served as project manager for environmental projects at general aviation and commercial service airports. With expertise in land use planning, he performs aircraft noise analyses, land use compatibility analyses, and noise measurement analyses. Kory also conducts air quality modeling and greenhouse gas inventories. Prior to joining Coffman Associates, Kory worked in the engineering industry performing field reconnaissance and GIS support for public infrastructure projects.

Recent Relevant Experience:

Fresno County, California

Project: Airport Land Use Compatibility Plan

Role: Project Manager

Description: Fresno Council of Governments (COG) retained Coffman Associates to prepare an ALUCP Update and accompanying environmental documentation for the county's nine public-use airports. Prior to the update, Fresno COG was using six plans from varying years, ranging from 1980 to 2012, for compatibility planning in the county. The updated plan consolidated the plans into one document based on the current *California Airport Land Use Planning Handbook*. The plan also incorporated Air Installation Compatible Use Zone land use guidance for Naval Air Station Lemoore. Coffman Associates prepared updated noise exposure contours and coordinated with Fresno COG staff to prepare airport diagrams for approval by the California Department of Transportation.

San Diego County, California

Project: Airport Land Use Compatibility Plan

Role: Project Manager

Description: As part of a multi-phase process, Coffman Associates prepared an update to the ALUCP for six of 13 public-use airports within San Diego County. The existing ALUCPs for these airports are contained in separate reports. As part of the update process, Coffman Associates consolidated the reports into one plan. Coffman Associates was responsible for preparing updated noise exposure contours using the FAA's Airport Environmental Design Tool (AEDT) and updating safety zones to reflect current conditions at these airports.

San Carlos Airport, California

Project: Part 150 Noise and Land Use Compatibility Study

Role: Project Manager

Description: Next Generation Airspace implementation has created aircraft noise concerns in communities surrounding San Carlos. The study evaluated recent changes to operations and the implementation of the existing quiet-flying program. An extensive public process designed to educate area residents on the process and recommendations was conducted throughout the study. Recommendations included updating the quiet-flying program brochure, Community General Plan amendments, updating the County ALUCP, and continued coordination with the FAA on the Bayside Approach implementation.



Professional Information

- Principal
- 21 Years of Experience
- Master of Urban Planning, University of Kansas (2004)
- B.A. Geography, University of Kansas (2000)

Member

- American Planning Association

Planning Experience at Coffman Associates



LEGEND

- Airport Noise and Land Use Compatibility Plan
- Environmental Study
- Wildlife Hazard Assessment

Summary of Experience

Environmental Studies	69
Airport Noise and Land Use Compatibility Plans	28
Wildlife Hazard Assessments	4
Total Studies	101

DAVID W. FITZ, AICP, LEED Green Associate

Dave serves as the company's Chief Executive Officer and is also the firm's noise and airport land use compatibility planning specialist. In addition to his management role, Dave supervises the development of airport noise exposure contours, noise abatement strategies, land use management strategies, public participation and outreach, and FAA coordination processes. Dave has prepared more than 100 airport noise and land use compatibility plans, NEPA/CEQA environmental documents, and wildlife hazard assessment/management studies at air carrier and general aviation airports across the country.

Recent Relevant Experience:

Hawthorne Municipal Airport, California

Project: Part 150 Noise and Land Use Compatibility Study

Role: Project Manager

Description: The 2007 airport master plan for Hawthorne Municipal Airport recommended the City of Hawthorne update the 1990 noise compatibility study to address ongoing concerns about aircraft noise. The noise compatibility plan explores the full range of options available, including overlay zoning, property acquisition, and home sound insulation so that local officials can meet the increasing aviation demand while continuing to be a good neighbor.

Del Norte County, California

Project: Airport Land Use Compatibility Plan

Role: Principal-In-Charge

Description: Coffman Associates was selected to aid Del Norte County in the establishment of an airport land use commission (ALUC). This involved summarizing the formation options and making a recommendation as to the type of ALUC that should be established. Coffman Associates was also retained to prepare an ALUCP for the three public-use airports in the county which included preparation of Part 77 airspace exhibits, noise contours, and safety zones for the airports.

Monterey County, California

Project: Airport Land Use Compatibility Plan

Role: Principal-In-Charge

Description: The Monterey County Regional Mobility Authority (RMA) hired Coffman Associates to update its countywide ALUCP and corresponding CEQA documentation. The age of then-current plan (1996) and updates to the *Airport Land Use Planning Handbook* were the primary reasons for updating the ALUCP. Complete ALUCP updates and CEQA documentation were completed for Salinas Municipal and Mesa Del Rey Airports. This work effort included CEQA documentation for Monterey Regional and Marina Municipal Airports.



Professional Information

- Chief Executive Officer
- 33 Years of Experience
- M.S. Community and Regional Planning, Iowa State University (1992)
- B.A. Landscape Architecture, Iowa State University (1989)

Member

- American Institute of Certified Planners (AICP)
- American Planning Association
- Airport Consultants Council
- Airports Council International - North America

Planning Experience at Coffman Associates



LEGEND

- Part 150 Study
- Airport Land Use Compatibility Plan
- Environmental/Special Study/Master Plan
- Wildlife Hazard Assessment

Summary of Experience

Part 150 Studies	38
Airport Land Use Compatibility Plans	40
Environmental/Special Studies/Master Plans	42
Total Studies	120

JUDI KRAUSS, AICP

Judi is a native of California with extensive environmental experience in the West and Southwest regions of the country. Since joining Coffman Associates, Judi has managed or contributed to numerous environmental evaluations associated with airport development and planning projects under both federal and applicable state regulations. She has participated in several Part 150 studies, airport land use compatibility plans, and airport master plans. Prior to joining Coffman Associates, Judi worked as an environmental analyst for the Arizona Department of Transportation's Environmental Planning Section and as an environmental planner and project manager for a large, multi-discipline environmental consulting firm. Her expertise lies in managing complex environmental projects under the *National Environmental Policy Act (NEPA)*, the *California Environmental Quality Act (CEQA)*, and other special purpose laws, as well as in conducting socioeconomic studies.

Relevant experience includes:

Marina Municipal Airport, California

Project: Mitigated Negative Declaration/Initial Study

Role: Project Manager

Description: Coffman Associates prepared an Initial Study on the Marina Municipal Airport Master Plan Update, which included cultural and biological evaluations. The Initial Study used the *City of Marina General Plan*, *Monterey County General Plan Draft Environmental Impact Report*, and the *Fort Ord Reuse Plan Final Environmental Impact Report* to assess the airport's proposed development and its relationship to the City and County General Plans. Monterey County's updated ALUCP for the airport was also considered. A Mitigated Negative Declaration was approved by the City of Marina.

San Carlos Airport, California

Project: Categorical Exclusion for Hangar Development

Role: Project Manager

Description: The project included extension of water, electrical, and sewer utilities. Additionally, the project proposed construction of two aircraft hangar buildings and included drainage system expansion to accommodate the changes in grading near the hangars. Construction of the utilities resulted in ground disturbance within the 100-foot shoreline band regulated by the San Francisco Bay Conservation and Development Commission (BCDC), requiring a Regionwide Permit.

Half Moon Bay Airport, California

Project: Initial Study for Proposed ALUCP Update

Role: Project Manager

Description: Coffman Associates completed an ALUCP update, replacing the Half Moon Bay Airport (HAF) Land Use Plan in Chapter III of the 1996 San Mateo County Comprehensive Airport Land Use Plan (previously referred to as a CLUP). The updated ALUCP considered the HAF airport layout plan (ALP), aviation activity forecasts, and noise contour maps, which were all updated since the previous CLUP was established. The ALUCP update and Initial Study also considered the Local Coastal Plan for the area, as well as existing and proposed county-specific planning documents. The Initial Study analyzed both ALUCP policy changes within an updated Airport Influence Area (AIA) and potential for displacement of future land uses. A Negative Declaration by C/CAG of San Mateo County was adopted as a result of this study.



Professional Information

- Associate
- 26 Years of Experience in the Public and Private sectors
- M.A. Economics w/Emphasis in Natural Resource Economics, University of California, Santa Barbara (1989)
- B.A. Environmental Studies w/Minor in Biology, California State University, Sacramento (1984)

Member

- American Institute of Certified Planners (AICP)/American Planning Association
- Arizona Airports Association
- Association of California Airports (ACA)
- Nevada Aviation Association
- National and California Association of Environmental Professionals
- Southwest Chapter AAEP

Planning Experience at Coffman Associates



LEGEND

- Environmental Study
- Part 150 Study
- Special Study

Summary of Experience

Environmental Studies	107
Part 150 Studies	2
Special Studies	3
Total Studies	112

ERIC PFEIFER, C.M., LEED Green Associate

Since joining Coffman Associates in 2004, Eric has been involved in more than 60 planning studies, including airport master plans, ALP updates/narrative reports, sustainability planning, runway safety area evaluations, feasibility studies, general aviation strategic plans, and environmental assessments. Eric is a Certified Member (C.M.) of the American Association of Airport Executives (AAAE) and has earned Leadership in Energy and Environmental Design (LEED) Green Associate (GA) accreditation. Eric specializes in incorporating sustainability practices into the master planning process, allowing airports to address unique natural resource, social, and economic concerns. Eric is also well versed in all aspects of the conventional master planning process and public outreach efforts, organizing community visioning sessions, public hearings, and workshops for environmental and master plan projects.

Recent Relevant Experience:

Benton Airpark, Redding, California

Project: ALP Update and Narrative

Role: Airport Planner

Description: The study's recommended improvements included: 1) the relocation of the Airpark's wash rack; 2) the implementation of GPS instrument approach capabilities to attract flight training and itinerant aircraft operators; and 3) the installation of an AWOS to improve on-site weather reporting for pilots. A capital improvement program (CIP) was also prepared to identify potential funding sources for individual projects and to allow Airpark officials to budget accordingly for future projects.

Hollister Municipal Airport, California

Project: ALP Update and Narrative

Role: Airport Planner

Description: Hollister Municipal Airport is home to a California Department of Forestry and Fire Protection (CalFire) Air Attack base. The project's focus was to plan for the relocation of the CalFire base facilities to another area of the airport and develop new taxiway infrastructure to accommodate its expanding operation. The plan also provided a solution to reactivate previously abandoned runway pavement, making the airport more accessible to larger/heavier aircraft. Other issues addressed included plans for acquiring additional property to expand landside facilities, including hangars and apron areas, to accommodate future demand.

Santa Maria Public Airport, California

Project: ALP Update and Narrative

Role: Airport Planner

Description: Due to increased usage by large/heavy aerial firefighting aircraft, the master plan addressed failing taxiway infrastructure and non-standard taxiway design to improve operational safety and efficiency, and a permanent and dedicated United States Forest Service (USFS) tanker base apron and facilities. Additional issues addressed included development of a large-scale maintenance/repair/overhaul (MRO) operator and a business park on the airport's south side to expand and diversify its revenue base.



Professional Information

- Principal
- 19 Years of Experience
- Master of Business Administration, Baker University (2008)
- B.S. Aviation Administration, University of Nebraska, Omaha Aviation Institute (2004)
- Licensed UAS Pilot
- Licensed Private Pilot

Member

- Leadership in Energy and Environmental Design (LEED) Green Associate (GA)
- Certified Member (C.M.) of the American Association of Airport Executives

Planning Experience at Coffman Associates



LEGEND

- Master Plan/ALP Update
- Environmental Study
- Feasibility Study
- Strategic Plan

Summary of Experience

Master Plans	48
Environmental Studies	9
Feasibility Studies	2
Strategic Plans	1
Total Studies	60

MADELINE HOLLIMAN

After graduating from Truman State University with a research-focused Bachelor of Science in Psychology, Madeline began her professional career in rural north Missouri, eventually relocating to the Kansas City metropolitan area. During her first three years as a real estate professional, Madeline assisted with managing a large portfolio of 62 buildings, over three million square feet in the North Kansas City historic industrial area, which included construction redevelopment projects, property leases, tenant improvements, acquisitions, and dispositions, as well as representing the landowner as a stakeholder in city planning projects. During this time, Madeline also received technical training in surveying and site design through the U.S. Army Corps of Engineers (USACE). Prior to joining Coffman Associates, Madeline was the lead real estate property manager for Class II short line railroad assets across the western United States and Great Lakes regions, managing property leases, acquisitions, dispositions, and redevelopment of railroad property. This experience included significant cooperation with local municipalities, state, and federal agencies. At Coffman Associates, Madeline utilizes her diverse skill set assisting airports with environmental documentation, land use compatibility plans, and Part 150 studies.

Relevant experience includes:

Meadows Field Airport, Bakersfield, California

Project: Categorical Exclusions

Role: Airport Planner

Description: Coffman Associates completed categorical exclusions for two pavement rehabilitation projects pursuant to Environmental Orders FAA Order 1050.1F and FAA Order 5050.4B and compliance with the *National Environmental Policy Act* (NEPA). The two projects approved for categorical exclusion included asphalt rehabilitation on the Terminal Road loop and Runway 12L-30R at Meadows Field Airport.

Ventura County Department of Airports, Oxnard and Camarillo, California

Project: Part 150 Studies

Role: Airport Planner

Description: Coffman Associates previously prepared the Part 150 study Noise Exposure Map and Noise Compatibility Programs for Oxnard and Camarillo Airports in 1998 and 2001. In Advisory Circular 150/5020-1A, *Noise Control and Compatibility Planning for Airports*, the FAA recommends airport sponsors periodically update the Noise Exposure Maps and evaluate whether revisions to the Noise Compatibility Program are necessary. Due to complaints from community members in the surrounding area and changes in the aviation industry, the Ventura County Department of Airports engaged Coffman Associates to complete new Part 150 studies for both airports.

Johnson County Planning Department, Johnson County, Kansas

Project: Comprehensive Land Use Compatibility Plans

Role: Airport Planner

Description: Two publicly owned airports in Johnson County, KS, have Comprehensive Land Use Compatibility Plans in place from 1996 and 2004. Since the plans were adopted, the property boundaries and land uses surrounding the airports have changed considerably. Johnson County has engaged Coffman Associates to update the Comprehensive Land Use Compatibility Plans for New Century AirCenter and Johnson County Executive Airport. Coffman Associates is also assisting Johnson County with Planning Advisory Committee meetings and public outreach efforts for both airports.



Professional Information

- Airport Planner
- 6 Years of Experience
- B.S. degree in Psychology w/Minor in Biology, Truman State University (2014)

Service

- Army National Guard (2020)
12T Technical Engineer SGT

Planning Experience at Coffman Associates



LEGEND

- Part 150 Study
- Airport Land Use Compatibility Plan
- Environmental/Special Study/Master Plan

Summary of Experience

Part 150 Studies	2
Airport Land Use Compatibility Plans	6
Environmental Studies	5
Total Studies	13

ALYSON HULET

Alyson is a native of Arizona with an educational background in sustainability and urban planning. During her undergraduate program, Alyson specialized both her capstone and thesis projects on areas of climate resiliency within planned communities. Her capstone project focused on ways in which desert communities can capture rainwater through a biomimicry design lens by looking towards nature's designs for inspiration. Alyson's thesis examined how Pacific Island nations can adapt to and mitigate the impacts of climate change through both community-oriented and government-led solutions. Utilizing her educational background in sustainability and urban planning, she has aided in writing several environmental inventories, recycling plans, and environmental overviews for airport master plans. In addition, Alyson has been involved in writing environmental documentation subject to the *National Environmental Policy Act* (NEPA), such as categorical exclusions and environmental assessments.

Relevant experience includes:

Wilmington International Airport, North Carolina

Project: Environmental Assessment

Role: Environmental Planner

Description: Coffman Associates prepared short-form environmental assessments (EAs) for two different airport development projects at the airport. The projects related to these EAs included the development of a cold storage facility and the construction of an airport ramp. Work efforts for the projects included outreach to North Carolina's State Historic Preservation Office (SHPO) and the evaluation of natural resources located within the project area.

Napa County Airport, California

Project: Categorical Exclusion

Role: Environmental Planner

Description: Coffman Associates completed a categorical exclusion for a terminal building project pursuant to FAA Order 1050.1F and FAA Order 5050.4B and compliance with NEPA. The project proposed for categorical exclusion included demolition of the old terminal building and the rehabilitation of a former airline training building for the new terminal building location.

Glendale Municipal Airport, Arizona

Project: Categorical Exclusion

Role: Environmental Planner

Description: Coffman Associates completed a categorical exclusion for a flight training building project pursuant to Environmental Orders FAA Order 1050.1F and FAA Order 5050.4B and compliance with NEPA. The project proposed for categorical exclusion involves the construction of a new flight training building that would consist of office and hangar space.



Professional Information

- Environmental Planner
- 1 Year of Experience
- B.A. Sustainability, Arizona State University
- B.S. Urban Planning, Arizona State University
- Research Assistant for Transportation Lab: Pedestrian Safety in Phoenix Metropolitan Area

Membership

- Arizona Airports Association
- National Association for Environmental Professionals (NAEP)

Planning Experience at Coffman Associates



LEGEND

- Environmental Study
- Recycling Plan

Summary of Experience

Environmental Studies	23
Recycling Plans	4
Total Studies	27

TIMOTHY M. KAHMANN

Since joining Coffman Associates, Tim has served as the GIS/CAD team lead. He has implemented GIS technology across all lines of business to improve operational efficiency and accuracy. He oversees the collection of environmental data available in GIS databases for most environmental projects undertaken by our firm. Tim also performs airspace and obstruction analyses, as well as site analysis, wind analysis, land use analysis, demographics analysis, and statistical analysis, including spatial database design and cartography. Tim serves as the firm's primary 3D modeler, using GIS to perform three-dimensional analysis and rendering. Prior to joining the firm, he worked for city and county governments as a GIS Analyst.

Relevant experience includes:

Phoenix-Mesa Gateway Airport, Arizona

Project: Airports-GIS/eALP

Role: GIS Manager

Description: Phoenix-Mesa Gateway Airport developed an eALP as part of the FAA Phase II Pilot program. Phoenix-Mesa Gateway Airport had no GIS system, and data were stored in AutoCAD files on a network drive. Due to being in the pilot program, a near complete build of the FAA data model was provided. Additionally, Coffman Associates worked with the airport to incorporate utility data from the AutoCAD files, building a foundation for a GIS system. Coffman Associates conducted a GAP Analysis as part of the eALP effort to assist the airport in the decision-making process and recommended best ways to develop the Airports-GIS. Electronic data submission standards were also developed as part of the planning effort, and the ALP was updated with the eALP survey data.

Monterey Regional Airport, California

Project: ALP Update

Role: GIS Manager

Description: Coffman Associates updated the ALP to reflect runway improvements and make it compliant with FAA AC 150/5300-16A, -17B, and -18B. The eALP was processed through the FAA Airports-GIS portal for approvals, providing the airport district with a GIS-compliant ALP. The product database continues to be populated utilizing the GIS control established during the eALP survey including the as-built runway improvements as they come online, as well as for use during the upcoming master plan process.

Santa Barbara Airport, California

Project: Master Plan

Role: GIS Manager

Description: In addition to scheduled airline activities, the airport has a thriving business/corporate jet market, as well as air cargo, military, and small general aviation activities. The airport layout plan associated with the master plan project was developed following the guidance provided in FAA AC 150/5300-16A, -17C, and -18B. The eALP will be processed through the FAA Airports-GIS portal for all approvals. 3D modeling was used to depict planned development, including rendering the airport environment and buildings.



Professional Information

- Principal
- 21 Years of Experience
- M.S. Geographic Information Systems, Northwest Missouri State University (2015)
- B.S. Geography, University of Central Missouri (2002)

Member

- Association of American Geographers (AAG)

Planning Experience at Coffman Associates



LEGEND

- Airspace Analysis
- Master Plan
- Environmental Study
- Wildlife Hazard Assessment
- eALP/AGIS

Summary of Experience

Airspace Analysis	33
Master Plans	3
Environmental Studies	7
Wildlife Studies	10
eALP/Airports-GIS	12
Total Studies	65

RYAN MAURER

Ryan is a GIS Analyst and lead application developer. Currently pursuing his master's degree in computer science, he has been instrumental in the success of the AIRS system by solving complex application issues. He also works on mapping and data analysis related to a variety of airport studies. He is extensively involved in noise modeling and land use compatibility analysis. Ryan's role has expanded into GIS web server and database development. He incorporates airport spatial data into the enterprise GIS and provides system administration support. Ryan's prior GIS experience includes work as a GIS Technician for local government.

Relevant experience includes:

Lincoln Airport, Nebraska

Project: Web Application Suite

Role: Application Developer

Description: Coffman Associates provided the basic GIS applications without the need for GIS licensing and staff. Access to real-time data and mapping was accomplished by producing a base map, property map, utility map, and security map through a web-based application suite. The next goal was to expand the system through the addition of geoprocessing tasks which perform real-time airspace evaluations and zoning determinations. The data are particularly important: for example, parcels are passed through to our applications from county web services. Fully developed, complex geoprocessing tasks conduct airspace and land use analysis.

Meadows Field Airport, California

Project: Web Application Suite

Role: Application Developer

Description: Kern County Department of Airports includes seven airports – one of which is Meadows Field Airport – with commercial service and six general aviation facilities. Kern County requested a digital inspection tool and work order management system. During their annual review, the FAA identified quality control issues with the paper-based digital inspection process. Coffman Associates implemented a digital inspection and work order suite, immediately alleviating FAA concerns about the integrity of the inspection process. The automated notification system emails the Airport Operations Supervisor when work orders are created, and the scalability of the application led to its use by airport staff in many of the county airports.

Lubbock Preston Smith International Airport, Texas

Project: Web Application Suite

Role: Application Developer

Description: Lubbock International Airport sought a tool for digital Part 139 inspections, which save airport operations staff time on data entry and provide more accurate methods of reporting airfield issues. Inspectors can use mobile devices to capture real-time images or mark locations on a digital map. The inspection form required by the FAA is automatically generated and saved in the airport's database for retrieval as needed. This system also includes a work order feature to enable all airport maintenance staff to efficiently address airport work. The applications suite includes a map-based lease management interface with a multi-level map of the terminal, wildlife hazard tracking, and airport asset management.



Professional Information

- GIS Analyst
- 15 Years of Experience
- B.S. Geography, Undergraduate Certificate GIS, Emphasis: Information Science, University of Iowa

CHRIS DONNELLY

Chris is a GIS Analyst working primarily on mapping, data analysis, and enterprise database design. He has been extensively involved in land use compatibility studies, county-wide system plans, and processing aircraft operations data for planning analysis. Chris worked extensively on the enterprise geodatabase and web application system for the State of New Mexico System Plan and wrote many of the spatial queries used in the study. He is also helping expand the utilization of GIS into additional areas – including ALP creation – that use different applications, increasing project efficiency. Prior to joining Coffman Associates, Chris worked in defense mapping, where he was responsible for stereo compilation, database integration, and aerial remote sensing data acquisition.

Relevant experience includes:

New Mexico Systems Plan, State of New Mexico

Project: Web Application Suite

Role: Database Developer

Description: The State of New Mexico System Plan collected data and analyzed the roles of the airports in relation to each other and the statewide transportation network. This involved developing an enterprise database and web platform to manage the data in-house and enable remote users to provide data updates. Tasks included porting data from an existing enterprise system into the new database, then writing complex queries required to produce the summary tables. Detailed data were captured for each airport, including runway data, operational counts by year, services available, weather reporting equipment, and more. The data were compiled into a relational database and made available through a GIS-driven mapping interface.

Lincoln Airport, Nebraska

Project: Web Application Suite

Role: Database Developer

Description: Coffman Associates provided the basic GIS applications without the need for GIS licensing and staff. Access to real-time data and mapping was accomplished by producing a base map, property map, utility map, and security map through a web-based application suite. The next goal was to expand the system through the addition of geoprocessing tasks which perform real-time airspace evaluations and zoning determinations. The data are particularly important: for example, parcels are passed through to our applications from county web services. Fully developed, complex geoprocessing tasks conduct airspace and land use analysis.

Texas Gulf Coast Regional Airport, Texas

Project: Web Application Suite

Role: Database Developer

Description: Airspace analysis is particularly important as development increases in the vicinity of the airport. Wildlife management is also a significant issue in a southern coastal zone, which has high levels of bird activity. The wildlife management module enables the airport to track sightings and incidents and monitor mitigation measures it employs. Over time, effectiveness of these techniques will be measurable. The airport also uses the lease management application to monitor and track leases. This is especially important as the automated notification system notifies staff when leases are due or if a tenant's insurance is expiring, which allows adequate time to properly negotiate new terms with tenants.



Professional Information

- GIS Analyst
- 16 Years of Experience
- B.S. Geography, Undergraduate Certificate GIS, Kansas State University
- Private Pilot with Instrument Rating

PROJECT UNDERSTANDING

Coffman Associates understands that the current Imperial County Airport Land Use Compatibility Plan (ALUCP) was adopted by the Imperial County Airport Land Use Commission (ALUC) in 1996. One of the primary responsibilities of the ALUC is the preparation and adoption of an Airport Land Use Compatibility Plan. This plan must be updated regularly to ensure compatible land use development occurs within the vicinity of a public airport. Since adoption of the ALUCP, changes have occurred at the seven airports considered by the plan, the *California Airport Land Use Compatibility Planning Handbook* has been updated, and a joint land use study for Naval Air Facility (NAF) El Centro was completed, all of which necessitate an update to the plan. The ALUCP update will be conducted in accordance with the *2011 California Airport Land Use Compatibility Planning Handbook* and applicable FAA Advisory Circulars.

The Imperial County Airport Land Use Compatibility Plan is intended to promote compatible development near the following airports:

Brawley Municipal Airport | Brawley Municipal Airport is a publicly owned airport located northeast of Brawley, California.



Calexico International Airport | Calexico International Airport is a city-owned public use airport located northwest of Calexico, California.



Calipatria Municipal Airport | Also known as Cliff Hatfield Memorial Airport, Calipatria Municipal Airport is a city-owned public use airport located on the north end of Calipatria, California.



Holtville Airport | Holtville Airport is a county-owned public use airport located northeast of Holtville, California.



Imperial County Airport | Also known as Boley Field, Imperial County Airport is located south of Imperial, California.



Salton Sea Airport | Salton Sea Airport is a privately owned public-use airport located south of Salton City, California.



NAF El Centro | Naval Air Facility El Centro is a military training installation located northwest of El Centro, California.



Staff for the Commission are provided by the Imperial County Planning and Development Services Department.



SECTION TWO

Scope of Services



PROJECT APPROACH

Element 1 – Project Initiation and Coordination

Task 1.1 – Establish Planning Advisory Committee (PAC). Potential members will be identified from the following organizations: Imperial County; City of Brawley; City of Calexico; City of Calipatria; the City of El Centro; City of Imperial; and Caltrans. The PAC will advise ALUC staff and Coffman Associates on the content and recommendations of the land use plan through meetings and review of the draft document. Coffman Associates will coordinate with Imperial County Airport Land Use Commission staff to address issues or conflicts identified by the PAC. The PAC will be limited to no more than 15 members.

Task 1.2 – PAC Meeting #1. A meeting of the PAC will be convened to discuss the roles and responsibilities of the PAC, ALUCP study process, goals and objectives, and schedule. Input regarding local land use issues and airport characteristics will be discussed. Following the meeting, Coffman Associates will prepare a meeting summary.

Element 2 – Public Participation

Task 2.1 – Develop a Public Outreach Plan. To ensure that the public is engaged and aware of the ALUCP Update process, a public outreach plan will be prepared. The outreach plan will outline the strategies used to connect with the public and community stakeholders including airport users, vicinity property owners, real estate brokers, homeowners’ associations, and local business groups. It is anticipated that specific messages and graphics will be developed for each of the public workshops. Coffman Associates will coordinate with Imperial County staff to develop the plan which will be presented at the ALUCP public workshop.



Task 2.2 – Project Web Site. A website dedicated to this study will be prepared to provide a platform for downloading study materials and obtaining comments. Materials that will be posted include the Public Draft ALUCP, presentations, and meeting notices.

Element 3 – Data Collection and Compilation

Task 3.1 – Inventory – Secure Baseline Data and Documents. Work on the project inventory will begin immediately after receipt of the Notice to Proceed. Coffman Associates will coordinate with Imperial County and make appointments with airport staff, local planning agencies, and others as deemed necessary by Imperial County or Consultant. This task will develop a preliminary assessment of the potentially important issues which must be addressed in the ALUCP. Surrounding communities will be identified, as will preliminary issues of concern to affected agencies and airport users.

The intent of these meetings is to secure all necessary data and discuss with the affected agencies their impressions of current noise and airport land use compatibility issues. It is essential to establish coordination with key agencies from the very beginning of the study. The local land use agencies, for example, have sole control over potentially important aspects of the program, so it is crucial that the Consultant develop good working relationships with their representatives and clearly understand their concerns.

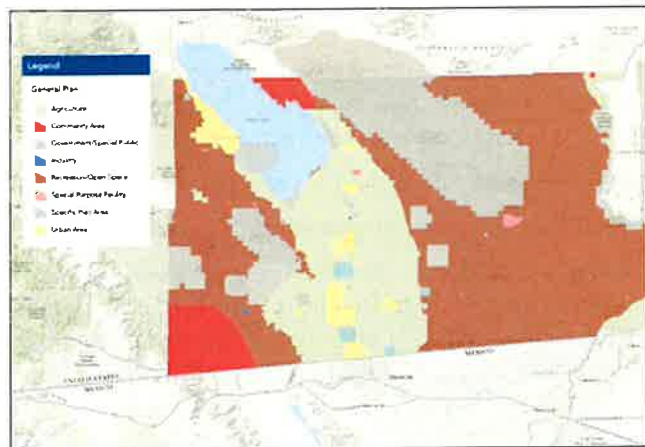
This task will result in background information describing existing conditions and planning issues. It will bring together updated information needed to prepare the Administrative Draft ALUCP.

Task 3.2 – Base Mapping and Aerial Photography. Based on locally available GIS and CAD digital maps, digital mapping for each Airport Influence Area (AIA) will be prepared. Base maps will show the street and railroad networks, airport runways, the airport property line, major streams and ponds, and political boundaries for each airport. This base mapping will provide the basis for detailed maps developed throughout the planning process. The maps will be prepared for use in the report and for public presentations. The most recent digital aerial photography will be obtained from existing sources that encompass an area somewhat larger than the anticipated Part 77 conical surface for each airport. The aerial will be imported into the GIS mapping software for the purposes of updating/determining existing land uses.



Task 3.3 – Existing Land Use. Existing GIS land use maps (if available), aerial photography, general plans, and other documentation of existing land use in the study area will be reviewed. A windshield survey will be conducted as needed to verify land uses that cannot be determined with aerial photography. Data will be obtained for each airport study area. A summary of existing land use conditions, including identification of vacant or undeveloped land within the vicinity of each airport, will be prepared. Vacant or undeveloped land information will be used in the displacement analysis discussed in later tasks. This information is essential during preparation of the *California Environmental Quality Act* (CEQA) (Task 7.3) documentation, as the displacement analysis does not include existing land uses.

Task 3.4 – Future Land Use Controls. Existing general plans, zoning ordinances, subdivision regulations, building codes, land use and transportation plans, area capital improvement programs, conservation plans, and other documentation of land use management will be reviewed in each airport study area. Tables and exhibits of the zoning, future land use plan designations, and improvement project information will be prepared. The policies of these documents will be reviewed to determine if the documents incorporate the Imperial County ALUCP compatibility standards by reference or by establishment of policies. This process will assess the consistency between the local jurisdictions' planning documents and the ALUCP.



Task 3.5 – Key Planning Assumptions. The updated ALUCP will be based on three key planning assumptions: (1) the Airport Layout Plan (ALP), including 14 Code of Federal Regulations (CFR) Part 77 surfaces; (2) the updated aviation activity forecasts; and (3) the updated 20-year forecast noise exposure contours. These three assumptions will be reviewed for currency and incorporated into the plan. In some cases, some or all three of these resources may not be available for an airport. Therefore, our proposal includes the preparation of up to six (6) airport diagrams, six (6) 20-year forecast noise exposure contours, and six (6) Part 77 planning surface diagrams. These materials will be suitable for land use planning purposes, but will not be submitted to FAA for review and/or approval.

Task 3.6 – Background Data Discussion Paper. The information collected in Tasks 3.1 through 3.5 will be summarized and presented in a discussion paper format. The discussion paper will include tables, exhibits, and narrative to present the information. Following review by the PAC, the discussion paper will become the inventory section of the Imperial County ALUCP Update.

Element 4 - Prepare Airport Land Use Compatibility Plan Update

Task 4.1 – Identify Airport Land Use Compatibility Issues, Policies and Draft AIA Boundary. Noise, overflight, safety, and airspace compatibility issues based on existing land use patterns, potential future development patterns, existing and forecasted noise contours, and current compatibility guidelines will be identified. Based on these issues, land use compatibility policies will be identified for consideration. Draft AIA boundary for policy implementation will be developed for each airport.

Task 4.2 – Identify Noise Zones. Based on the information gathered and prepared under Task 3.5, updated noise contours maps will be prepared for each airport. GIS software will be used for this task.

Task 4.3 – Identify Safety Compatibility Zones. Based on the review of information in Task 3.5, as well as the safety zone dimensions and accident data from the most recent version of the *California Airport Land Use Compatibility Handbook*, this data will be used to update safety zones for each airport, if necessary. GIS software will be used for this task.

Task 4.4 – Identify Overflight Zones. Overflight zones will be developed based on the typical flight patterns for each airport for manned and unmanned aircraft. Airport managers and airport users will be interviewed to determine the areas typically overflown in the vicinity of each of the airports. GIS software will be used to delineate the zones.

Task 4.5 – Airspace Protection Zones. Based on the information gathered and prepared under Task 3.5, airspace protection zone maps will be prepared for each airport.

Task 4.6 - Wildlife Hazard Zones. Wildlife attractants include those land uses that bring wildlife into areas where they could prove hazardous to aircraft operations. Wildlife attractants include landfills, wastewater treatment facilities, wetlands, wildlife refuges, or any other land use that attracts wildlife. FAA AC 150/5200-33C states that the aforementioned land uses prove hazardous if they are located within:

- 5,000 feet of an airport serving piston-powered aircraft;
- 10,000 feet of an airport serving turbine-powered aircraft; and/or
- For all airports, the FAA recommends a distance of five miles between the farthest end of the airport's operating area and the hazardous wildlife attractant if the attractant could cause hazardous wildlife movement into or across the airport approach or departure airspace.



Wildlife Hazard maps based on FAA AC 5200-33C will be prepared for each of the airports. A discussion paper will be prepared which summarizes the current trends in wildlife hazard planning for airports and the applicability of FAA guidance on wildlife hazards to the Imperial County airports.

Task 4.7 - Electric Vertical Take-off and Landing (eVTOL) Standards. Using FAA's Engineering Brief No. 105, Vertiport Design, issued on September 21, 2022, Coffman Associates will work with Imperial County to develop ALUCP policies for consideration of new vertiport sites. This task will include consideration of applicable safety zones, state-level coordination, and approach/departure guidance.

Task 4.8 – Procedural Policies. The procedural policies of an ALUCP provide the administrative framework for implementing the plan. These policies must be clearly stated in order for ALUC staff and local jurisdictions with lands subject to the ALUCP to effectively implement the plan. Following review of the 1996 ALUCP procedural policies, input from Imperial County, PAC, and community stakeholders will be sought to identify refinements to the policy language. A discussion paper will be prepared to document the input received during this task and to provide a draft set of revised procedural policies.

Task 4.9 – Countywide Compatibility Policies and Maps. Beginning with a review of the 1996 ALUCP, Coffman Associates will work with Imperial County and the PAC to develop a set of policies, tables, and exhibits for the Imperial County ALUCP Update. Policies and criteria from a variety of sources, including the 14 CFR Federal Aviation Regulation Parts 77 and 150, FAA Advisory Circulars 150/5200-33 and 150/5300-13, the latest edition of the *California Airport Land Use Planning Handbook*, and other sources in the Consultant’s library will be used to guide this process. A discussion paper for the countywide compatibility policies and maps will be prepared for review.

Example land use intensity (people of per acre) calculations will be prepared with supporting graphics to aid implementation of the plan. These will be reviewed by Imperial County and the PAC to ensure clear understanding for implementation of the policies.

Composite compatibility factor maps will be prepared depicting the zones developed in Tasks 4.2 through 4.6. GIS software will be used for this task.

Task 4.10 – PAC Meeting #2. Coffman Associates will attend the PAC meeting and give a presentation on the background information and content developed in Tasks 3.1 through 3.5. Up to two (2) Coffman Associates’ team members will attend this meeting.

Task 4.11 – Public Workshop #1. A public workshop will be conducted as part of the ALUCP public review process. The location of the workshop would be determined through coordination with Imperial County staff. Up to two (2) Coffman Associates’ team members will attend this meeting. It is assumed that the workshop will be held the evening of the PAC meeting.

Task 4.12 – Prepare Administrative Draft ALUCP. Information gathered and analyzed in Tasks 4.1 to 4.9 will be summarized in a report format to facilitate further coordination and consideration by the PAC. Feedback from Imperial County and PAC review of the discussion papers will be incorporated into the Administrative Draft ALUCP. These materials will be formatted in a manner similar to the 1996 ALUCP.



Element 5 - Draft Imperial County ALUCP Update

Task 5.1 – Prepare Public Draft ALUCP. Based on the results of the ALUCP coordination meetings and workshop identified in Task 4.11, refinements to the noise, overflight, safety, and airspace protection compatibility policies will be made as needed. Information gathered in previous tasks will be used to prepare an electronic version of the Draft ALUCP as a PDF to facilitate further coordination and consideration by the PAC, ALUC, and general public.

Task 5.2 – PAC Meeting #3. Coffman Associates will attend the PAC meeting and give a presentation on the Draft ALUCP. The purpose of the presentation will be to discuss the Draft ALUCP in order to obtain input into the Final ALUCP. Up to two (2) Coffman Associates’ team members will attend these meetings.

Task 5.3 – Public Workshop #2. A public workshop will be conducted as part of the ALUCP public review process. The location of the workshop would be determined through coordination with Imperial County staff. Up to two (2) Coffman Associates’ team members will attend this meeting. It is assumed that the workshop would be held the evening of the PAC meeting.



Element 6 - Implementation Tools

Task 6.1 – Update Implementation Tools. A process for maintaining and updating the ALUCP will be outlined to ensure that the Imperial County ALUC is using the most up-to-date information and procedures when considering land use cases. Processes for considering minor amendments for changes that would not affect the policies or maps of the plan and major amendments, such as modifications to maps or zones, will be outlined. Additionally, a fair share cost reimbursement procedure between the airport sponsors and Imperial County will be developed for future amendment of the ALUCP.

To facilitate implementation of the ALUCP Update, Coffman Associates will develop training materials for use by Imperial County staff. Clear and concise graphics will be used in a PowerPoint presentation for local jurisdictions and a companion fact sheet for the public.

Element 7 - Environmental Documentation

Task 7.1 – General Plan, Zoning and Existing Land Use Consistency Review. Using the information from Task 3.3 and Task 3.4 above and the Draft ALUCP, a consistency review of the land use policies and mapping will be conducted based on guidance found in the *California Airport Land Use Planning Handbook*.

Task 7.2 – Displacement Analysis. Changes in airport land use compatibility policies may result in displacement of future land uses from one area to another within the AIAs of each of the airports. The policies of the current Airport Land Use Plans will be summarized and compared to the proposed ALUCP Update. Noise, safety, airspace zones, and criteria from the current Airport Land Use Plans and the ALUCP Update will be compared to provide an understanding of the differences between the two plans. Potential environmental effects associated with displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population. By restricting development in parts of the AIA, there is the potential for increased pressure for growth and development in other areas. To identify the potential for displaced development, a displacement analysis will be prepared using geographical information system data sets developed as part of the ALUCP Update.

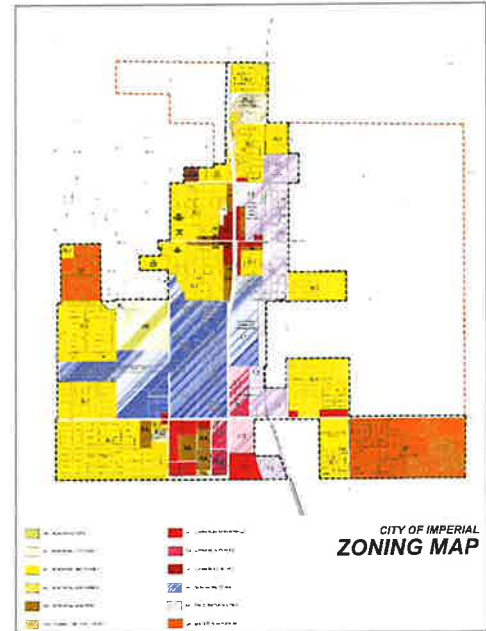


To determine potential future development displacement within the vicinity of each airport, parcel-specific information will be used, including zoning and general plan land uses, noise exposure contour level, safety zone, and airspace height limits. Using this information, a series of database queries will be used to provide the

number of residential dwelling units and acres of non-residential development that are allowed under the current Airport Land Use Plans (Baseline Condition) and proposed ALUCP Update. The difference between these two calculations quantifies the future development displacement. This analysis will be summarized in a series of tables and text for each airport.

If the proposed ALUCP would restrict or reduce the allowable land uses in the AIA, evaluations of where the additional development might occur will also be a part of the analyses. Displaced land uses are most critical if they cannot easily be replaced outside of the AIA or if they are part of a program such as affordable housing.

Task 7.3 – Prepare Administrative Draft Initial Study. Coffman Associates will prepare an Administrative Draft of an Initial Study on potential environmental impacts of the proposed ALUCP Update in accordance with CEQA and Imperial County guidelines. Thresholds of significance, while intrinsic to the CEQA process, are not always possible because the “significance of an activity may vary with the setting” (CEQA Guidelines Section 15064[b]). In the case of an ALUCP, this is especially true because the ALUCP itself has no direct impact. The ALUCP is a policy document that seeks to guide land use decisions, and it is intended to work in conjunction with local planning jurisdictions, general plan land use designations, and zoning districts. There is no discretionary action on the part of the Airport Land Use Commission to approve or deny projects. Therefore, any thresholds of significance related to the physical development of land within the AIA covered by the ALUCP rests with the local governing boards. CEQA Guidelines Sections 15064(d)(2,3) provide additional guidance on the evaluation of the significance of reasonably foreseeable indirect physical changes. It is anticipated that the only environmental concerns that would need to be addressed to any significant degree are those involving noise, safety, housing, and land use.



Coffman Associates will submit an electronic copy of the Initial Study for staff review. It is assumed that Imperial County will be responsible for completion of the ALUC's responsibilities related to Tribal Consultation as required under Assembly Bill 52 and that documentation of the ALUC's efforts will be provided to Coffman Associates.

Task 7.4 – Determination of Appropriate Environmental Document and Noticing. Prior to, or concurrent with, finalization of the Initial Study, a determination of the appropriate environmental documentation under CEQA will be made.

- If a Negative Declaration (ND) or Mitigated Negative Declaration (MND) is warranted, a Notice of Intent to Adopt a Negative Declaration (NOI) will be prepared and circulated for public review, in conjunction with the Initial Study, for a period of 30 days. The NOI and public review will be undertaken per the specifications of CEQA Guidelines Sections 15072 and 15073.
- If an Environmental Impact Report (EIR) is determined to be necessary, a separate scope and cost will be prepared.

Because CEQA and the CEQA Guidelines serve as a primary avenue for public participation in planning documents, this determination will be important to identify the level of detail necessary to conduct the environmental analysis. Given the indirect nature of the potential impacts related to adoption of the ALUCP Update, and Coffman Associates' experience in preparing ALUCPs for more than 40 airports, it is assumed that only an Initial Study and Negative Declaration (or Mitigated Negative Declaration) will be needed.

Task 7.5 – Prepare Final Initial Study and Negative Declaration (or Mitigated Negative Declaration). Coffman Associates will incorporate staff comments on the Administrative Draft Initial Study and prepare the Final Initial Study/ND (or MND) for the ALUCP in a print-ready Adobe Acrobat format. If an MND is the appropriate document, a program for reporting on or monitoring the project changes and/or conditions of approval per CEQA Guidelines Section 15074(d) will also be prepared.

Element 8 - Review and Adoption of the Imperial County ALUCP

Task 8.1 – Presentation to the ALUC. Coffman Associates will prepare presentation materials for the Public Draft review of the ALUCP and associated CEQA documentation. These materials will be used at a scheduled ALUC meeting, provide an overview of the process, and summarize any proposed procedural, map, or policy changes.

Task 8.2 — PAC Meeting #4. Coffman Associates will attend the PAC meeting and give a presentation on the Draft ALUCP. The purpose of the presentation will be to discuss the Draft ALUCP in order to obtain input into the Final ALUCP. Up to two (2) Coffman Associates’ team members will attend these meetings.

Task 8.3 – Public Workshop #3. A public workshop will be conducted as part of the ALUCP public review process. The location of the workshop would be determined through coordination with Imperial County staff. Up to two (2) Coffman Associates’ team members will attend this meeting. It is assumed that the workshop would be held in the evening following the PAC meeting.

Task 8.4 – Public Hearing Support. Coffman Associates will assist Imperial County staff as needed for the Public Hearing process. Assistance with presentation graphics, PowerPoint presentations, and staff report review are anticipated under this task. Coffman Associates will attend the Public Hearing for the CEQA documentation. It is assumed that the Public Hearing will occur during the trip discussed in Task 8.2 and Task 8.3.

Task 8.5 – Response to Comments. Responses will be prepared to all comments raised at the public hearing and submitted in writing during the official comment period for the ALUCP Update and CEQA Initial Study/ND (or MND). Comments will be summarized in a matrix and included in an Addendum to the documentation.



Element 9 - Final Imperial County ALUCP Update

Task 9.1 – Prepare Final Airport Land Use Compatibility Plan. A final report documenting the complete Airport Land Use Compatibility Plan will be prepared. The final documentation (ALUCP and CEQA) will be provided in Adobe Acrobat format with an index to allow readers to access information for each airport. Additionally, an administrative record that contains all source files in digital format will be provided.

COST PROPOSAL

A Proposal to Prepare an Airport Land Use Compatibility (ALUCP) Update and Associated California Environmental Quality Act (CEQA) Documentation for the Imperial County Airports.

		Coffman Associates (Hourly Rates)				Total Labor	Expenses	Total
		Principal	Senior Professional	Professional	Technical/Support			
		\$ 303	\$ 279	\$ 166	\$ 118			
Element 1 – Project Initiation and Coordination								
Task 1.1	Establish Planning Advisory Committee (PAC)	4	0	4	0	\$1,876	\$0	\$1,876
Task 1.2	PAC Meeting #1	8	4	8	8	\$5,812	\$2,780	\$8,592
Element 1 Subtotal		12	4	12	8	\$7,688	\$2,780	\$10,468
Element 2 – Public Participation								
Task 2.1	Develop a Public Outreach Plan	2	0	4	2	\$1,506	\$0	\$1,506
Task 2.2	Project Web Site	0	4	0	8	\$2,060	\$0	\$2,060
Element 2 Subtotal		2	4	4	10	\$3,566	\$0	\$3,566
Element 3 – Data Collection and Compilation								
Task 3.1	Inventory – Secure Baseline Data and Documents	8	32	32	16	\$18,552	\$2,000	\$20,552
Task 3.2	Base Mapping and Aerial Photography	4	4	16	24	\$7,816	\$0	\$7,816
Task 3.3	Existing Land Use	0	4	8	16	\$4,332	\$0	\$4,332
Task 3.4	Future Land Use Controls	0	4	8	16	\$4,332	\$0	\$4,332
Task 3.5	Key Planning Assumptions (Six Airports)	16	32	40	40	\$25,136	\$0	\$25,136
Task 3.6	Background Data Discussion Paper	4	8	16	16	\$7,988	\$0	\$7,988
Element 3 Subtotal		32	84	120	128	\$68,156	\$2,000	\$70,156
Element 4 – Prepare Airport Land Use Compatibility Plan Update								
Task 4.1	Identify Airport Land Use Compatibility Issues, Policies, and Draft AIA Boundary	2	8	24	16	\$8,710	\$0	\$8,710
Task 4.2	Identify Noise Zones	2	2	16	32	\$7,596	\$0	\$7,596
Task 4.3	Identify Safety Compatibility Zones	2	4	8	16	\$4,938	\$0	\$4,938
Task 4.4	Identify Overflight Zones	0	2	8	16	\$3,774	\$0	\$3,774
Task 4.5	Airspace Protection Zones	0	2	4	8	\$2,166	\$0	\$2,166
Task 4.6	Wildlife Hazard Zones	0	2	4	8	\$2,166	\$0	\$2,166
Task 4.7	Electric Vertical Take-off and Landing (eVTOL) Standards	2	4	8	8	\$3,994	\$0	\$3,994
Task 4.8	Procedural Policies	2	4	8	2	\$3,286	\$0	\$3,286
Task 4.9	Countywide Compatibility Policies and Maps	4	8	16	32	\$9,876	\$0	\$9,876
Task 4.10	PAC Meeting #2	8	4	8	8	\$5,812	\$2,750	\$8,562
Task 4.11	Public Workshop #1	4	0	4	8	\$2,820	\$3,000	\$5,820
Task 4.12	Prepare Administrative Draft ALUCP	4	8	16	8	\$7,044	\$0	\$7,044
Element 4 Subtotal		30	48	124	162	\$62,182	\$5,750	\$67,932

Coffman Associates (Hourly Rates)

Principal	Senior Professional	Professional	Technical/Support
\$ 303	\$ 279	\$ 166	\$ 118

		Total Labor	Expenses	Total
Element 5 – Draft Imperial County ALUCP Update				
Task 5.1	Prepare Public Draft ALUCP	4	8	24
Task 5.2	PAC Meeting #3	8	4	8
Task 5.3	Public Workshop #2	4	0	4
Element 5 Subtotal		16	12	36
Element 6 – Implementation Tools				
Task 6.1	Update Implementation Tools	4	8	16
Element 6 Subtotal		4	8	16
Element 7 – Environmental Documentation				
Task 7.1	General Plan, Zoning and Existing Land Use Consistency Review	2	8	32
Task 7.2	Displacement Analysis	8	32	48
Task 7.3	Prepare Administrative Draft Initial Study	2	32	24
Task 7.4	Environmental Document and Noticing	0	0	8
Task 7.5	Prepare Final Initial Study and Negative Declaration (or Mitigated Negative Declaration)	8	16	32
Element 7 Subtotal		20	88	144
Element 8 – Review and Adoption of the Imperial County ALUCP				
Task 8.1	Presentation to the ALUC	4	4	0
Task 8.2	PAC Meeting #4	8	4	8
Task 8.3	Public Workshop #3	4	0	4
Task 8.4	Public Hearing Support	4	4	0
Task 8.5	Response to Comments	0	4	8
Element 8 Subtotal		20	16	20
Element 9 – Final Imperial County ALUCP Update				
Task 9.1	Prepare Final Airport Land Use Compatibility Plan	2	4	8
Element 9 Subtotal		22	20	28
Project Summary Total				
Coffman Associates, Inc.				
Element 1 – Project Initiation and Coordination		12	4	12
Element 3 – Data Collection and Compilation		32	84	120
Element 4 – Prepare Airport Land Use		30	48	124
Element 5 – Draft Imperial County ALUCP		16	12	36
Element 6 – Implementation Tools		4	8	16
Element 7 – Environmental Documentation		20	88	144
Element 8 – Review and Adoption of the Imperial County ALUCP		20	16	20
Element 9 – Final Imperial County ALUCP Update		22	20	28
Coffman Associates, Inc. Total		156	280	500



SECTION THREE
References



REFERENCES

Coffman Associates has built a solid reputation of honesty, quality, and a balanced, thoughtful approach to airport planning. Our extensive project experience is a testament to this, and we have developed strong relationships with airport sponsors and stakeholders, resulting in a high percentage of projects from repeat clients. Our clients know they can trust us to prepare an unbiased plan designed to benefit their airports and communities. Our firm's planning-only focus means we don't plan projects that would benefit us to design later. This results in our reputation for objectivity and benefits our clients in ways that an engineering firm can't provide. Coffman Associates has also received numerous awards from past clients and industry organizations for the quality of our work. *We encourage you to contact the following references, as well as those on pages 3-7, to discuss our qualifications and past performance.*

Fresno County, CA

(Seven county-owned airports)

Projects: Airport Land Use Compatibility Plan and CEQA

Length of Business Relationship: July 2017 - Current

Reference: Brenda Veenendaal, Administrative Services Manager
Fresno Council of Governments

Phone: (559) 233-4148

Email: brendav@fresnocog.org



Ventura County, CA

(Camarillo and Oxnard Airports)

Projects: Camarillo Airport (Master Plan, ALP Update, Environmental Documentation, Part 150 Noise and Land Use Compatibility Study)

Oxnard Airport (Master Plan, ALP Update, Environmental Documentation, Part 150 Noise and Land Use Compatibility Study)

Length of Business Relationship: 1995 - Current

Reference: Erin Powers, Projects Manager

Phone: (805) 388-4205

Email: erin.powers@ventura.org



San Mateo County, CA

(San Carlos and Half Moon Bay Airports)

Projects: Half Moon Bay Airport (ALUCP, Master Plan, ALP Update, Environmental Documentation, Part 150 Noise and Land Use Compatibility Study)

San Carlos Airport (Master Plan, ALP Update, Environmental Documentation, Part 150 Noise and Land Use Compatibility Study)

Length of Business Relationship: 1995 - Current

Reference: Gretchen Kelly, Airports Division Manager

Phone: (650) 573-3700

Email: gkelly@smcgov.org



City of Redding, CA **(Redding Regional Airport and Benton Airpark)**

Projects: Grant Application and ACIP, Environmental Documentation, Airport Master Plans, ALP Updates with Narratives

Length of Business Relationship: 1998 - Current

Reference: Jim Wadleigh, Airport Director

Phone: (530) 224-4321

Email:

jwadleigh@cityofredding.org



San Bernardino County, CA **(Apple Valley and Chino Airports)**

Projects: Apple Valley Airport (Master Plan, Environmental Documentation)

Chino Airport (Master Plan, Environmental Documentation)

Length of Business Relationship: 2001 - Current

Reference: James Jenkins, Director of Airports

Phone: (909) 387-8816

Email:

jjenkins@airports.sbcounty.gov



Monterey Regional Airport, CA

Projects: ALUCP, Master Plan, Environmental Documentation (NEPA/CEQA)

Length of Business Relationship: 2006 - Current

Reference: Chris Morello, Deputy Director of Strategy and Development

Phone: (831) 648-7000

Email:

cmorello@montereyairport.com





SECTION FOUR

Additional Data



PUBLIC INVOLVEMENT

As part of the planning process, it is often necessary to implement a comprehensive public involvement program. Coffman Associates is aware of the need to meet the expectations of each airport community, including stakeholders, and will discuss and develop the different approaches to community involvement with county and airport officials. We are experts in facilitating the public review processes using either standard or more creative methods of providing for public review. Public information workshops, formal presentations at public hearings, and project-specific websites that provide study documentation, presentation materials, and allow the receipt of public comments are just a few of the methods we can use to provide for the needs of an airport and its interaction with the community. Our in-house graphics and GIS departments are highly qualified and produce exceptional, high quality products that can be used by the county to supplement its own methods of community outreach.

While the results of public involvement are often unpredictable, and sometimes even unpleasant for the airport proprietor, our experience has shown time and again that good public information, delivered in an accurate, understandable, and straightforward way, is always in the best long-term interests of the airport. Our team is recognized as an innovator in public involvement techniques for airport planning. We understand the pitfalls as well as the benefits of different approaches to public involvement and are confident we can design a process to meet the needs of Imperial County. This section explains our initial proposal for public involvement.

A key to the success of any planning effort is coordination between the consultant, client, affected parties, and local jurisdictions. At the beginning of the project, a PAC will be formed. The members of the PAC are intended to represent a variety of organizations and individuals with interest in the use and development of the Imperial County airports. These include governmental interests (FAA, Caltrans, local governments), aviation interests (airport tenants, airport users, pilot groups), non-aviation airport tenants, and area economic development interests. The role of the PAC is to provide input into the planning process regarding current and future use of the airports.

PAC meetings will be held periodically throughout the process of the studies, usually corresponding with the presentation of the planning documents. After the presentation and discussion of study materials, PAC members will have the opportunity to make written comments on provided comment forms or electronically on the study website which will be administered by the consultant. While the PAC is a non-voting advisory board, all comments made by PAC members will be considered by the consultant in developing the draft and final versions of the report. It is important to remember that the PAC members represent their individual organizations, and it is their responsibility to attend meetings and communicate any comments/concerns back to their organizations.



A key to the success of any planning effort is coordination between the consultant, client, affected parties, and local jurisdictions.



Planning Advisory Committees are comprised of individuals representing organizations with interest in the use and development of the airports.



Citizen Involvement: We believe that public meetings with interested citizens are a critical part of the planning process. They are essential in ensuring that citizens are aware of the study while it is in progress. They also help the consultant identify issues of local concern.

Public involvement workshops will be held throughout the study process. These meetings will be held to correspond with the PAC meetings to help minimize costs. Our approach to public involvement ensures full coordination of the project. Community participation is not an afterthought; it is integral to the way we do business. A well-conceived program for public involvement is imperative if the planning studies are to be effectively implemented. Just as input from PAC members is important to the success of the master plan, so are the input and concerns of the general public.

Coffman Associates' public coordination involves an open-house workshop format. This format, although unknown to many citizens at first, serves in the long run to defuse adversarial situations and prevent the study from projecting a negative image for the airport. There are no filled auditoriums of emotional crowds to film for the evening news, only groups of people engaged in earnest conversation with members of the consultant team and the county and airports staff.

The idea behind the workshop approach is to work individually or in small groups with those who attend the meeting. Citizens discover that their voices are being heard and that the study is taking their input and concerns into consideration. By combining the workshop format with graphic displays, people are able to circulate from station to station to examine information and graphic material in more detail and get one-on-one answers to their questions. The relaxed atmosphere of the workshops removes much of the tension normally found at public meetings and results in a discussion of issues — not a confrontation. The workshop format is designed to allow flexibility in answering individual concerns even if large numbers of people attend. Coffman Associates has successfully conducted public workshops attended by fewer than five people and up to over 1,500 people.

Visual Aids for Public Presentations: Coffman Associates has developed a reputation for high quality visual aids and graphics. We believe that working papers and technical presentations are not enough to convey the information needed by interested citizens and officials. Airport planning, noise analysis, and land use planning often involve complexity. One method of communicating complex concepts is through the use of 3D rendering. For example, by providing 3D renderings of existing and ultimate facilities and infrastructure of an airport, the client/public is able to actually visualize what their airport would look like with a particular plan in place. This makes the decision-making process for the best course of action much easier and minimizes are opportunities for unexpected surprises.

High quality graphics are a matter of fundamental importance to our firm. They help our audience – aviation officials, local government officials, and the general public – to fully understand what is involved in our planning projects; they cannot be full participants in the process otherwise. This, ultimately, helps the airport by ensuring the planning process has truly involved the interested parties.



The idea behind the workshop approach is to work individually or in small groups with those who attend the meeting.



Coffman Associates has developed a reputation for high quality visual aids and graphics.



3D renderings allow the public to visualize and better comprehend potential development at the airports.

REPUTATION/RECOMMENDATIONS

During the past 44 years, Coffman Associates has built a solid reputation of honesty, quality, and a balanced, thoughtful approach to airport planning. Our extensive project experience is a testament to this, and we have developed strong relationships with airport sponsors and stakeholders, resulting in a high percentage of projects from repeat clients. Our clients know they can trust us to prepare an unbiased plan designed to benefit their airport and community. The following excerpts from letters are a testament to this.

“

“During the previous five years, Coffman provided planning and environmental services for projects including but not limited to a Part 150 Noise Compatibility Planning Study, Airport Layout Plan and Narrative Report update, Airport Land Use Compatibility Plan, Pilot Guide and Voluntary Noise Abatement marketing materials update, multiple Categorical Exclusions and Bay Conservation and Development Commission permits. The Part 150 Study for San Carlos Airport included a great deal of public involvement. Coffman Associates consultants handled contentious public comments and issues with ease, while also guiding and educating airport staff through the process. In addition, Coffman met or exceeded deadlines, worked collaboratively with Federal Aviation Administration (FAA) staff, and provided high quality work products. Coffman has consistently provided us with responsive and personalized service. We highly recommend Coffman Associates for any airport planning and/or environmental project or study.”

Gretchen Kelly, Airports Division Manager
San Mateo County Airports

“I want to thank the Coffman Associates team for your excellent work on our Master Plan. You and your team were professional, respectful, and attentive to our airport and community. I would highly recommend Coffman Associates to any airport needing planning services.

During the Master Plan process, we were thrown several curve balls by the FAA which required the development of an RPZ Memo due to changing policy. FAA HQ reviewed that RPZ Memo and made a positive determination for us. While the FAA HQ determination was welcome, it led to your team having to make several significant and time-consuming changes to the draft Master Plan document and the Airport Layout Plan. There were easier paths we could have taken, and I appreciate you recommending that we “do it the right way.” The airport is now far more likely to avoid future RPZ issues with the FAA.”

Larry Graves
Josephine County Airports

“Our experience with the excellence of work your firm has provided and responsiveness with professional consultation weighed heavily in the committee’s decision.” (In reference to Coffman Associates being selected again for a five-year on-call airport planning and environmental services contract for Bagdad, Sedona, and Seligman Airports in Yavapai County, Arizona.)

Tim Stotler, P.E.(retired)
Retired Assistant Yavapai County Engineer
Yavapai County Public Works

“With each and every project, you (Coffman Associates) have been professional, articulate, and respectful of this organization. Your dedication is unsurpassed – spending many hours in our office helping to work out the details of complex elements of our master plan. You have been readily available, engaged in each meeting, and offered beneficial insights. In a day where time is money – you are punctual and accessible. Your word is golden in submitting deliverables by the due date.

As a testament to the caliber of your work, Scottsdale Airport's Master Plan recently received unanimous support and approval from the Airport Advisory Commission and City Council. I am very pleased with your airport planning services on our airport master plan.”

Gary P. Mascaro, Aviation Director
Scottsdale Airport

“The Coffman team provided a seamless and timely process and successfully obtained all ODA and FAA approvals for the Master Plan and ALP. We now have a Master Plan with projects that are implementable and a long-term vision for the airport.

I thought I'd highlight some of the things that stand out for me and why I would recommend Coffman to any other airport sponsor looking for airport planning services:

- *Professional: The Coffman team is very professional, and you represented the airport and ODA well in all interactions with the planning advisory committee and the public.*
- *Knowledgeable: It is clear that the many years of experience Coffman brings benefited us. I particularly appreciate having airport planning experts lead the planning effort.*
- *Timely: We were at a draft final document in about nine months. That was a little ahead of schedule and we appreciate that.*

I'd also like to let you know how impressed I was with the manner in which you navigated a series of FAA comments that arrived late in the process. The approval process could have slowed significantly, but Coffman maintained communication and ultimately found a compromise solution.

Finally, your efforts on this project made my job easier because I didn't have to spend a lot of time managing the project. What I find particularly satisfying is knowing that I can call you with any questions I have, even if it has been years since the project has closed.”

Matthew Maass, C.M.
Deputy Director / State Airports Manager
Oregon Department of Aviation

“I wanted to take a moment to thank the Coffman Associates team for the many years that you have provided airport planning services to the Metropolitan Topeka Airport Authority (MTAA). We have been extremely pleased with your level of professionalism and would highly recommend that any airport needing planning services retain Coffman Associates. I am a strong believer that airport planning should be undertaken separately from project engineering and the process of working with Coffman Associates has reaffirmed that belief. We receive independent analysis that our consulting engineers can immediately implement.

Each project was completed on time and on budget. The process for each was efficient and timely. The resulting documents have proved to be highly useful and have led directly to obtaining development grants and to many successful airport projects. I continue to refer to the master plan for each airport regularly. What I find particularly satisfying is knowing that I can call you with any questions I have, even if it has been years since the project has closed.”

Eric Johnson, President/Director of Airports
Metropolitan Topeka Airport Authority

"They (Coffman Associates) have worked on several municipal airport projects for the City of Eloy, and consistently provided technically sound advice, demonstrated the upmost professionalism, timely and cost-effective project approaches, and established and maintained excellent working relationships with city officials and others."

Harvey Krauss (retired)
Eloy City Manager

"Coffman Associates has provided general planning services to us for a number of years and Mike and Dave and the gang have been great to us and great to work with. From an airport layout plan update to environmental, height and hazard zoning ordinance, they've just helped us with a number of things. I always appreciate their prompt response when I need a quick answer."

Kelly Campbell, AAE, Airport Director
Lubbock Preston Smith International Airport

"Based on Coffman Associates experience during this extensive update project, I would without hesitation recommend your team for future projects at our Airport, or any other airports seeking an excellent finished product. The respectfulness, professionalism and dedication to providing quality service without measure have been a breath of fresh air in today's workforce environment."

Pamela Osgood, Airport Manager
Mason City Municipal Airport

"Want to express my sincere appreciation to your entire staff for the outstanding and professional efforts related to our Airport Master Plan update. Through your efforts, this airport has undertaken the most comprehensive analysis ever accomplished. Every step of the process was conducted in the most thorough and professional manner. Each request from airport management or city planning was accommodated. Through your efforts, the City of Georgetown now has a clear roadmap to ensure its airport can meet its role as a reliever airport and aviation community."

Russ Volk, C.M., Airport Manager (retired)
Georgetown Municipal Airport

"I just wanted to tell you both thank you for all of the hard work that you did on our Development, Action, and Business Plan! I am already wearing out my copy of the Draft final.

I am really excited to start checking things off the list. As we all know, funding always seems to slow things down, but there are plenty of other things that need to be done that do not cost anything other than some time, and I am focused on a couple of those now (Height Hazard, Minimum Standards, Template Lease Agreements, etc.).

Again, thank you for your hard work and for pointing us in the right direction!

Lisa Perry, Airport Manager
Curtis Field Airport



Coffman
Associates
Airport Consultants

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PHOENIX

(602) 993-6999

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Scottsdale, AZ 85254



Attachment C
ESA's Proposal



The County of Imperial, Planning & Development Services Department

Airport Land Use Compatibility Plan (ALUCP) Update

and associated California Environmental Quality Act (CEQA) documentation





Cover Letter



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619.719.4201 fax

www.esassoc.com

October 2, 2023

Jim Minnick, Director
County of Imperial
Planning & Development Services Department
801 Main Street
El Centro, CA 92243

Subject: Request for Proposals – Airport Services in the Preparation of an Update to the Imperial County *Airport Land Use Compatibility Plan (ALUCP)*

Dear Mr. Minnick:

Environmental Science Associates (ESA) is pleased to submit this proposal to assist the Imperial County Airport Land Use Commission (ALUC) and Planning & Development Services Department in the preparation of an update to the *Imperial County Airport Land Use Compatibility Plan (ALUCP)* and the associated environmental documentation under the *California Environmental Quality Act (CEQA)*. ESA has a thriving aviation practice with an active team of technical professionals focused on airports and airport-related projects. **We have substantial airport land use planning experience in updates to more than 20 ALUCPs throughout the state.** Beyond our project work, ESA was the primary author and team leader for the 2011 update to the *California Airport Land Use Planning Handbook (Caltrans Handbook)*. We wrote the book on airport land use compatibility and are eager to apply this knowledge in helping update the Imperial County ALUCP. We are locally based, with an office in nearby San Diego and staff located throughout the Southern California region. For the Imperial County ALUCP update, ESA will be teaming with Kimley-Horn, whose planners are also based in Southern California. This cooperative relationship continues a working dynamic among planners at both firms that has brought past ALUCPs to successful completion. We believe that this makes us an ideal partner to the Imperial County ALUC on this project.

A successful update of the Imperial County ALUCP will result in a document that helps ensure that future development in areas around Imperial County's airports helps maintain the safety of people and property on the ground while allowing for their continued safe operation. Clear, concise policies easily implemented by local land use agencies and readily understandable by the public are hallmarks of successful ALUCPs. ESA is committed to compatibility policy solutions that successfully address the needs of communities surrounding airports. Recently, ESA worked with Humboldt County in the update to their ALUCP to help develop safety criteria that successfully addressed the concerns of property owners, planners, and Caltrans. In Sacramento County, ESA supported the Sacramento Area Council of Governments (SACOG) and the Sacramento County Department of Airports with substantial outreach to successfully address stakeholder concerns regarding the effects of ALUCP policies on future development plans.

The ESA team proposes to approach this project in two phases. The first phase will focus on successfully updating the Imperial County ALUCP. To accomplish this goal, we will review the latest airport documents and other technical data to develop updated compatibility factors for each of the County's airports that are consistent with the guidance provided in the Caltrans Handbook. Our Team will work collaboratively with the Imperial County planners to develop meaningful, easily applicable, and readily understandable compatibility and procedural policies. As ALUCPs are planning documents with 20-year planning horizons, these policies will be developed with consideration for emerging technologies with potential to dramatically change the realm of aviation in the coming decades. The ESA team also recognizes the

October 2, 2023

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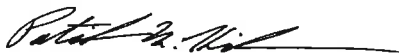
importance of stakeholder involvement in the successful adoption of any ALUCP and proposes early engagement with the public in the development of the ALUCP. The second phase of the project will focus on evaluating the project under CEQA, including completion of a detailed development displacement analysis to determine the effects of the Draft ALUCP on land use in the airport influence areas for Imperial County's airports. Phase two of the project will end with successful completion of the CEQA process, approval of the CEQA document, and adoption of the ALUCP.

We recognize that Imperial County's airports serve a key role in the regional transportation system, and we are committed to helping the Imperial County ALUC and its planners in developing land use policies that continue to protect people and property in areas around the airports while maintaining the integrity of the airports themselves. By selecting the ESA team, Imperial County will gain an experienced partner with the technical expertise, local experience and presence, and firm commitment to effectively advance its airport land use planning goals.

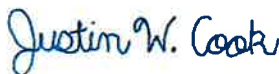
To assist Imperial County in this endeavor, the ESA team is comprised of knowledgeable and creative technical professionals. Patrick Hickman (Project Manager) will lead our team and serve as the County's primary point of contact. Patrick brings almost 15 years of aviation, airport land use planning, and environmental documentation experience to the Imperial County ALUCP update project. He has successfully completed similar projects for ESA, including the recent updates to the Mather Airport, and Humboldt County ALUCPs. Patrick will work closely with Project Director, Justin Cook, to ensure that ESA engages in a successful collaboration with County planners and is responsive to the needs of the Imperial County ALUC. ESA will be working closely with Chris Jones from Kimley-Horn. Chris has more than 20 years of experience in aviation and land use planning and management experience, including assisting ESA with the aforementioned Mather and Humboldt County ALUCPs among others.

We are eager to further discuss our capabilities and approach and look forward to addressing your needs and goals. Please contact us through our direct lines below or via email.

Sincerely,



Patrick Hickman, PLA, AICP
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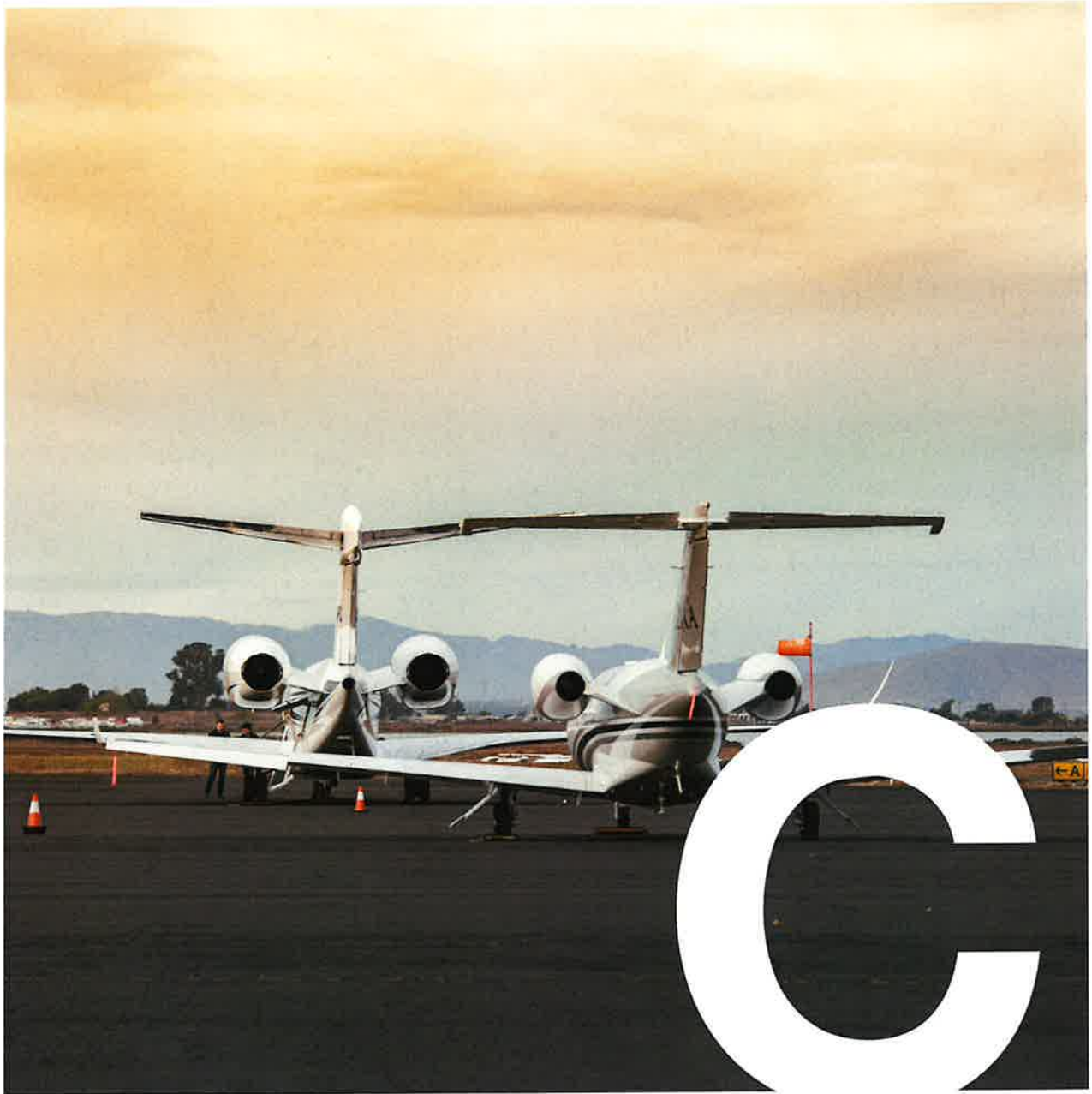
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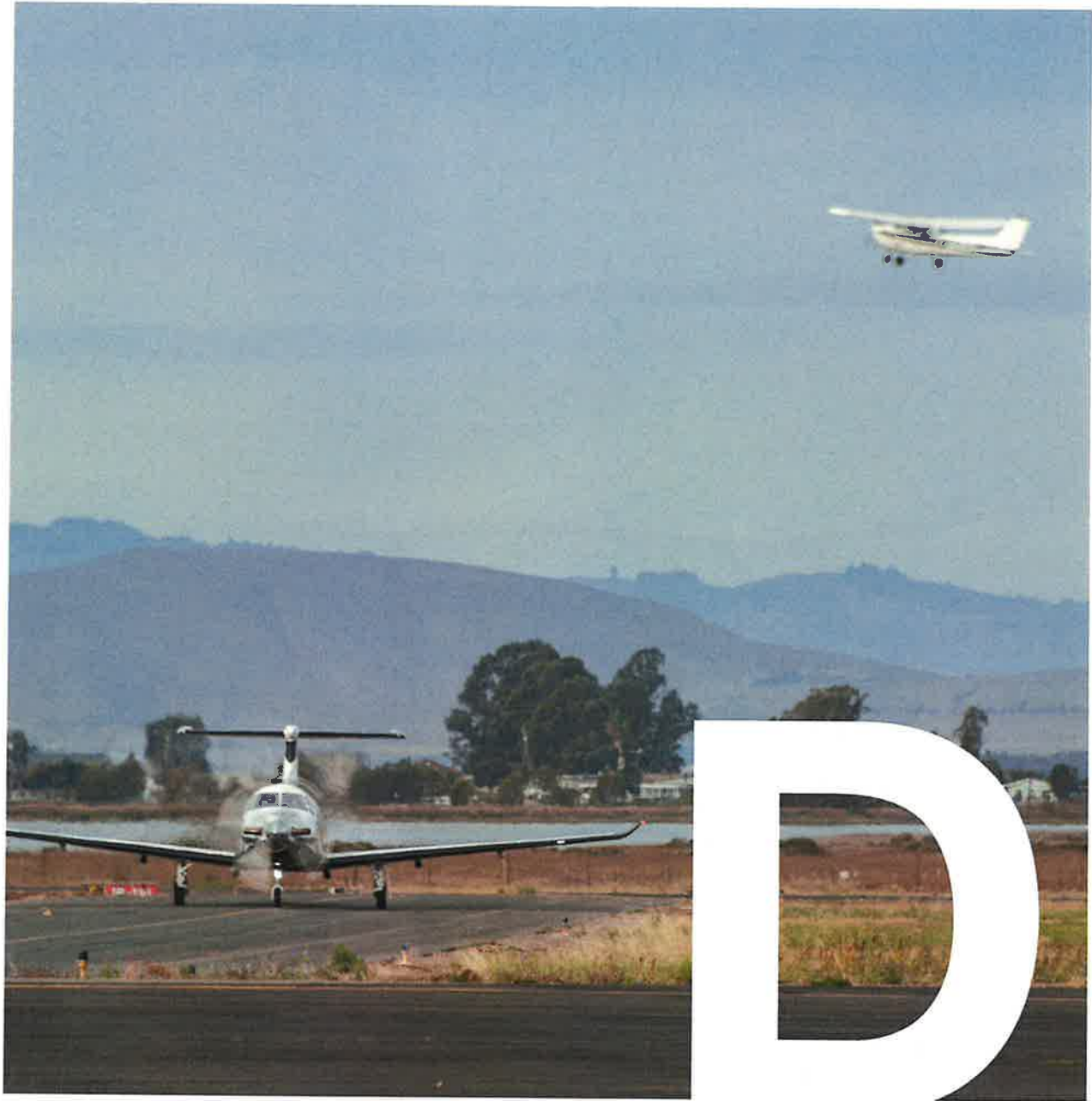
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Resumes



Consultant's Capabilities: Firm Resources, Experience and Capabilities (D-G)





Executive Summary of Qualifications



SECTION D

Executive Summary of Qualifications

Firm Qualifications

ESA distinguishes itself from other environmental and planning consulting firms through the establishment of its Airports practice, a dedicated aviation consulting practice within ESA that serves airports nationwide. ESA understands the special responsibilities and challenges that airport operators face when confronted by potential land use compatibility issues and the documentation required to comply with the 2011 Caltrans Handbook and environmental regulations such as the CEQA. Our technical specialists have provided land use, environmental, and aviation planning services for large-hub airports, medium-hub airports, airports predominately served by regional/commuter airlines, and airports that are predominately used by general aviation aircraft including airports serving rural areas. ESA's services encompass preparation of ALUCPs, CEQA and NEPA documentation, and a variety of technical studies and analyses including noise and air quality analyses, cultural resource evaluations, biological resource evaluations, safety and airspace planning studies, airport master plans, and wildlife hazard assessments and management plans. Our staff members also possess expertise in permitting, environmental and construction monitoring, restoration, and public involvement.

ESA staff members have established working relationships with Caltrans Division of Aeronautics staff and Federal Aviation Administration (FAA) staff in the Western Pacific Region, the San Francisco Airports District Office (ADO), and Headquarters. ESA has nationwide experience conducting noise and land use compatibility studies in accordance with Title 14 of the Code of Federal Regulations (CFR) Part 150 and proven experience applying guidance contained in the 2011 Handbook. Our lead role in the preparation of the Handbook for Caltrans' Division of Aeronautics offers the County unparalleled knowledge of the latest airport land use planning standards and requirements. This insider knowledge and experience will allow ESA to complete the ALUCP Update for Imperial County in an expeditious and cost-effective manner.

Project Understanding

Imperial County seeks to update the County's ALUCP. The ALUCP includes policies addressing land use in areas surrounding Imperial County's seven airports. These airports include Brawley Municipal Airport (BWC), Calexico International Airport (CXL), Calipatria Municipal Airport (CLR), Holtville Airport (L04), Imperial County Airport (IPL), Salton Sea Airport (SAS), and Naval Air Facility- El Centro (NJK). The current ALUCP was adopted in 1996, and the proposed update would bring the ALUCP into compliance with the 2011 Caltrans Handbook. Because the ALUCP is subject to environmental review under the California Environmental Quality Act (CEQA), the update would require preparation of a CEQA document. It is assumed for purposes of this scope of work that the CEQA document would be an Initial Study/Negative Declaration (IS/ND).



ALUCP Experience

Our team of aviation experts and land use planners have proven experience in applying the guidance contained in the 2011 Handbook to develop ALUCPs, including the recently completed Travis Air Force Base (AFB) Land Use Compatibility Plan (LUCP) and San Carlos Airport ALUCP and related CEQA documentation as well as the Draft Amador County-Westover Field and Rio Vista ALUCPs.

ESA staff members have provided airport land use compatibility planning services to military, commercial service, and general aviation airports. ESA has assisted ALUCs in northern and southern California to develop comprehensive ALUCPs and have facilitated complex community outreach and public involvement activities. ESA has also prepared numerous CEQA compliance documents in connection with the adoption and amendment of ALUCPs, including notices of exemption, initial studies (ISs), negative declarations (NDs), and Environmental Impact Reports (EIRs). The following projects highlight the ESA Team’s proven success in preparing comprehensive updates of ALUCPs and in addition to our knowledge of the local environs described below.

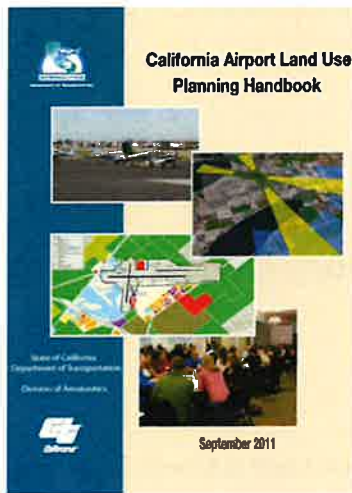
AIRPORT CODE	AIRPORT NAME	FACILITY TYPE	STATUS
California ALUCPs and Amendments			
MHR	Mather Airport	General Aviation	Completed
ACV, D63, EKA, FOT, O16, O19, O33, OQ5	Humboldt County Department of Airports	General Aviation/Commercial	Completed
CIC/OVE	Butte County ALUCP Consistency Analysis	General Aviation	Completed
HWD	Hayward Executive Airport	General Aviation	Completed
JAQ	Amador County Airport (Westover Field)	General Aviation	Ongoing
TVL	Lake Tahoe Airport	General Aviation	Ongoing
LVK	Livermore Municipal Airport	General Aviation	Completed
MCC	McClellan Airfield	General Aviation	Ongoing
MYV	Yuba County Airport	General Aviation	Completed
O88	Rio Vista Municipal Airport	General Aviation	Ongoing
SQL	San Carlos Airport	General Aviation	Completed
OAK	Oakland International Airport	Air Carrier	Completed
SMF	Sacramento International Airport	Air Carrier	Completed
BAB	Beale Air Force Base	Military	Completed
RIV	March Air Reserve Base/ Inland Port	Joint Use	Completed
SUU	Travis AFB	Military	Completed
SBA, SMX, LPC, IZA, VBG, L88	Airport Land Use Compatibility Plan for Santa Barbara County	Air Carrier/ General Aviation/ Military	Ongoing
SAN*	San Diego International Airport	Commercial	Completed

AIRPORT CODE	AIRPORT NAME	FACILITY TYPE	STATUS
NZY*	North Island Naval Air Station	Military	Completed
OKB*	Oceanside Municipal Airport	General Aviation	Completed
CRQ*	McClellan Palomar Airport	General Aviation	Completed
MYF*	Montgomery Field	General Aviation	Completed
SDM*	Brown Field Municipal Airport	General Aviation	Completed
SEE*	Gillespie Field	General Aviation	Completed

*Patrick Hickman's experience prior to joining ESA

Relevant Projects

2011 California Airport Land Use Planning Handbook Update



Client: California Department of Transportation, Division of Aeronautics

Location: Sacramento, CA

Duration: 2008-2012

Scope/role: The State Aeronautics Act mandates that Caltrans, provide guidance to ALUC's on the development of ALUCPs. The official guidance as presented in the 2002 California Airport Compatible Land Use Handbook (2002 Caltrans Handbook) was nearly a decade old and in need of a significant update due to numerous changes in state and federal regulations that had occurred since it was originally published. ESA managed a large team of technical experts to review, develop, and update the Caltrans Handbook. ESA ensured a broad array of planning challenges were addressed in the 2011 Caltrans Handbook, and successfully managed the State's first public review process for this document, reviewing and compiling comments for Caltrans. The Caltrans Handbook was released by Caltrans in September 2011 and is the guidance upon which all ALUCPs are based to this day.

Benefit to the Imperial County ALUCP Update:

→ Intimate knowledge of Caltrans Handbook that includes a thorough understanding of what ALUCPs should include.

Sacramento Mather Airport – Airport Land Use Compatibility Plan Update and CEQA Documentation



Client: Sacramento Area Council of Governments

Location: Sacramento, CA

Duration: 2018-2022

Scope/role: ESA assisted the SACOG and the Sacramento County Department of Airports in preparing an update to the ALUCP for Mather Airport. The Mather Airport ALUCP was last updated in 1997. In the interim, the neighboring community of Rancho Cordova was incorporated as a city, changes had been made to state and federal regulations applicable to airport land use, and the Caltrans Handbook was updated. Working with a technical advisory committee composed of local stakeholders, including airport staff, land use planners, and representatives from Caltrans. This project included preparation of a development displacement analysis and a CEQA initial study. In May 2022, a CEQA negative declaration was approved and the ALUCP

adopted by a unanimous vote of the SACOG Board acting as ALUC for Sacramento County. ESA also provided ongoing support to the ALUC with consistency analyses with the ALUCP.

Benefit to the Imperial County ALUCP Update:

→ ALUCP addresses land use in rapidly developing rural and suburban environments.

Humboldt County Airport Land Use Compatibility Plan Update and CEQA Documentation



Client: Humboldt County

Location: Humboldt, CA

Duration: 2017-2021

Scope/role: ESA assisted the Humboldt County Board of Supervisors, acting as the Humboldt County ALUC, in preparing an update to the Humboldt County ALUCP. The last update to the Humboldt County ALUCP was completed in 1993 and only adopted for three of the County’s nine public use airports. The update to the Humboldt County ALUCP included eight of the County’s airports, providing compatibility factors and policies for areas around a range of airports from small, rural general aviation airports to the commercial service California Redwood Coast - Humboldt County Airport. This project included preparation of a development displacement analysis and a CEQA initial study. A CEQA negative declaration was approved and the ALUCP adopted by a unanimous vote of the ALUC in April 2021.

Benefits to the Imperial County ALUCP Update:

- ALUCP was an update to a plan previously adopted more than 20 years ago.
- ALUCP addresses multiple airports.
- ALUCP addresses land use in both rural and urban environments.

Lake Tahoe Airport Land Use Compatibility Plan and CEQA Documentation



Client: City of South Lake Tahoe

Location: South Lake Tahoe, CA

Duration: 2016-2018

Scope/role: ESA assisted the City of South Lake Tahoe ALUC with the preparation of the first Lake Tahoe ALUCP. The ALUCP addresses compatible land use in areas around Lake Tahoe Airport. Lake Tahoe Airport is located within the planning area for the Tahoe Regional Planning Agency (TRPA) a Congressionally created, bistate agency responsible for land use planning in areas around the lake. This factor provided a unique level of regulatory

requirements that influenced development of the ALUCP. In addition to the ALUCP, this project included preparation of a development displacement analysis and a CEQA initial study. A CEQA negative declaration was approved and the ALUCP adopted by a unanimous vote of the ALUC in August 2021.

Benefits to the Imperial County ALUCP Update:

- Lake Tahoe Airport is located in a unique planning environment with unusual regulatory requirements.
- Experience completing an ALUCP in a rural community.

Rio Vista Airport Land Use Compatibility Plan Update and CEQA Documentation



Client: Solano County

Location: Rio Vista, CA

Duration: 2015-2017

Scope/role: ESA assisted the Solano County ALUC in updating the Rio Vista Airport ALUCP. Changes in the regulatory environment, aviation forecasts and noise contours, as well as updates to general plans and specific plans of surrounding jurisdictions, necessitated the need for the ALUCP update. In an effort to receive input and direction on the plan, the update included three community workshops and two briefings with the ALUC. The

ALUCP was adopted unanimously by the Solano County ALUC in November 2017.

Benefits to the Imperial County ALUCP Update:

- Experience completing ALUCP in a rural community.
- Expertise on rural land use issues and challenges.

Airport Land Use Compatibility Plan for the Environs of San Carlos Airport and CEQA Documentation



Client: The City/County Association of Governments of San Mateo County (C/CAG)

Location: San Carlos, CA

Duration: 2014-2016

Scope/role: The City/County Association of Governments of San Mateo County (C/CAG) selected ESA in January 2014 to update the ALUCP for San Carlos Airport. The updated ALUCP, which was adopted on October 8, 2015, replaces the San Mateo County Comprehensive Airport Land Use Plan which was adopted in 1996. ESA prepared an IS and ND for the updated ALUCP to comply with

CEQA.

The public outreach program for the ALUCP update was extensive and included: four meetings with a Project Advisory Team (PAT), a public information workshop, a project website, four C/CAG ALUC briefings, two C/CAG Board briefings, and two public hearings prior to the adoption of the updated ALUCP and certification of the IS/ND. The membership of the PAT included individuals representing the San Mateo County Airports Division, the City of Redwood City, the City of San Carlos, the City of Belmont, the City of Foster City, the City of San Mateo, the San Mateo County Planning and Building Department, the Peninsula Open Space Trust, the Don Edwards San Francisco Bay National Wildlife Refuge, and Caltrans' Division of Aeronautics. ESA continues to support San Mateo in consistency analyses and updates to the San Carlos ALUCP under a separate contract.

Benefits to the Imperial County ALUCP Update:

- Experience completing an ALUCP in suburban community with multiple surrounding jurisdictions.
- Experience with necessary public outreach in suburban planning environment

Local Experience

ESA has been working in the region and surrounding county (San Diego) for more than 10 years, most notably the **San Dieguito Wetlands Restoration Monitoring Project** and holding current on-calls for Environmental Planning for the County of San Diego and On-Call CEQA Services for the San Diego Unified School District, as well as many projects for the Port of San Diego. We have a local office in San Diego, and staff who live throughout the region. Our staff are able and willing to attend meetings in person in Imperial County.

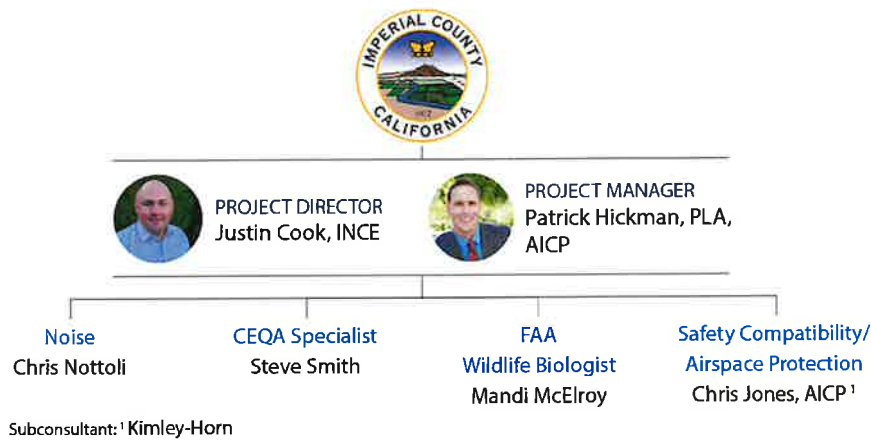
Within Imperial County, we have begun work on exciting projects such as the **Imperial Irrigation District Colorado River Conservation Program**, where ESA has been retained to support fast-developing water conservation objectives on the Colorado River.

ESA's knowledge of the region's planning environment, coupled with our experience preparing ALUCPs in urban, suburban, and rural environments throughout the state, gives us unparalleled expertise essential to the successful completion of a high-quality, technically accurate ALUCP for the County.

Key Staff

Figure 1: Organizational Chart outlines the structure of our proposed team. Our proposed team includes staff with specific and proven leadership and expertise in key areas necessary for successful completion of an ALUCP. The ESA team will be led by **Patrick Hickman**, as the day-to-day Project Manager. Patrick will be the primary point of contact for the County, and he will be responsible for overseeing and delivering the scope, schedule, budget, and quality performance of our work. Patrick will be supported by **Justin Cook**, who will manage the internal project coordination as a Project Director, leveraging Patrick’s time to focus on the technical issues and coordination with the County. Justin will work with **Chris Nottoli** in preparing noise contours for use in the ALUCP. ESA has teamed with Kimley Horn to assist with preparation of compatibility factor boundaries, and associated policy documentation as well as environmental documentation. Patrick will work with **Chris Jones** from Kimley-Horn to coordinate the preparation of safety zones, airspace protection surface maps and associated policy criteria. Patrick and Chris have worked together on several ALUCPs, including some of the ALUCPs described in the previous section. **Steve Smith**, from ESA, will assist in preparing and reviewing the CEQA documentation for the ALUCP. Justin has substantial experience in preparing noise analyses for airports and airport-related projects.

Figure 1: Organizational Chart



Key Staff Experience

Below are qualification summaries for our project management team. In addition, our team includes several technical specialists with expertise in the areas identified in the County’s request for qualifications.

More detailed information about project experience for those individuals is contained in our full team resumes provided in **Appendix A**.



Patrick Hickman, PLA, AICP | Project Manager

Patrick is a land use planner and landscape architect with ESA, providing expertise in airport land use compatibility planning, environmental analysis, GIS analysis and mapping, and site planning and design. His skills have been utilized throughout the United States and abroad on a variety of projects including, airport master plans, airport land use compatibility plans, CEQA/NEPA environmental studies and other planning efforts. Relevant project experience for Patrick includes the **Naval Air**

Station North Island Airport Land Use Compatibility Plan, Humboldt County Airport Land Use Compatibility Plan, Mather Airport Land Use Compatibility Plan, San Diego International Airport Land Use Compatibility Plan, among many others.



Justin Cook, INCE | Project Director

Justin is a nationally recognized aviation noise expert with over 22 years of aviation noise and environmental experience. His emphasis is on leading projects that bridge the gap between detailed technical analysis and the effects residences experience on the ground. He has led complex noise studies on airport projects including many of the world’s busiest including San Francisco International Airport, Los Angeles International Airport, as well as with small airports in contentious

community environments such as Santa Monica. He works closely with FAA staff throughout the agency including planning, environmental, air traffic, and legal. He has overseen the preparation of over a dozen EIRs, EAs, and 14 CFR Part 150 noise and land use compatibility planning studies. He is intimately familiar with the state of California Title 21 reporting requirements. Justin’s relevant project experience includes management of task orders and on-call noise services for the **Norman Y. Mineta San Jose International Airport, Santa Monica Airport, Torrance Municipal Airport** and **John Wayne Airport**, among others.



Chris Nottoli | Noise

Chris has over 9 years of experience in modeling aviation and surface transportation noise. He serves as the technical lead of ESA’s aircraft noise modeling group. Chris has worked on over 30 domestic and international airports supporting the needs of the client and community. Chris has served as technical lead, project manager, quality control manager, and noise modeler on Environmental Impact Statements (EIS), Environmental Assessments (EA), Noise Compatibility Programs (NCP) and various special studies in aviation, residential sound insulation, and highway noise projects. He is an expert user of regulatory software and industry standard programs including: Aviation Environmental Design Tool (AEDT), Traffic Noise Model (TNM), Microsoft SQL, and ESRI ArcGIS Pro. Relevant project experience for Chris includes noise modeling and project management for the **John Wayne Airport, Palm Beach International Airport** and **Naples International Airport**, among many others.



Steve Smith | CEQA Specialist

Steve has over 20 years of experience leading the preparation of environmental, technical, and regulatory compliance documentation for a broad range of public and private projects. Steve manages and contributes to initial studies, environmental impact reports, environmental assessments, environmental impact statements, and regulatory permit applications. Steve has extensive experience managing the environmental compliance process and provides responsive and technically excellent service to his clients. His relevant project experience includes being a technical analyst and deputy project manager for the **San Bernardino International Airport, Lake Tahoe Airport, Jacqueline Cochran Regional Airport** and **Westover Field Airport**, among others.



Mandi McElroy | FAA-Qualified Airport Wildlife Biologist

Mandi is a senior wildlife biologist and FAA-Qualified Airport Wildlife Biologist with 19 years of experience in field research and consulting. She holds a Master of Science in Wildlife Ecology and a Bachelor of Science in Wildlife Biology. She has worked as an environmental consultant since 2009 and became an FAA-Qualified Airport Wildlife Biologist in 2016. As a Deputy Project Manager and technical lead on multiple biological compliance projects, Mandi's skills include conducting habitat assessments and protocol-level surveys, advising clients on management strategies for nesting birds and other wildlife, and analyzing impacts on wildlife for permit compliance. She specializes in the identification and life history of protected species that occur in the Bay Area, including California red-legged frog and San Francisco garter snake. Her recent relevant experience with biological compliance and wildlife hazard management includes the **Oakland International Airport (OAK) Perimeter Dike Seismic Improvements** for the Port of Oakland, **Wildlife Hazard Assessments and Wildlife Hazard Management Plans** for the American Samoa Department of Port Administration, and **Wildlife Hazard Assessments for Multiple Development Projects and Mitigation Sites** for Buzz Oates Construction.



Chris Jones, AICP – [Kimley-Horn](#) | Safety Compatibility/Airspace Protection

Chris has more than two decades of project management experience, including eighteen years of experience as a project manager, technical lead, and author of NEPA and CEQA environmental documentation for various aviation projects. He has a depth of experience in evaluating the environmental effects of airspace procedure changes including several FAA Metroplex projects across the United States. In addition, Chris has experience coordinating agency consultation and project permitting with both federal, state, and local agencies. Chris's relevant project experience includes managing updates to the **Mather Airport Land Use Compatibility Plan**, the **Humboldt County Airport Land Use Compatibility Plan**, and the **Lake Tahoe Airport Land Use Compatibility Plan**, among others.



Scope of Services

SECTION E

Scope of Services

Scope of Work/Task Descriptions

The scope of the ALUCP Update for Imperial County will revolve around the following:

- Developing land use compatibility policies and maps for the four compatibility factors evaluated in ALUCPs (safety, noise, airspace protection, and overflight);
- Assisting the Imperial County ALUC with the adoption of updated Airport Influence Areas (AIA) for the ALUCP airports consistent with Public Utility Code section 21670.1;
- Preparing a Preliminary Draft, Public Draft, and Final ALUCP for Imperial County;
- Assisting the Imperial County Planning & Development Services Department at a public hearing in educating the general public and obtaining and responding to comments on the Public Draft ALUCP;
- Coordinating with local, county, and state agencies including, but not limited to, the Cities of Brawley, Calexico, Calipatria, Imperial, and El Centro; the Imperial County Planning & Development Services Department and Planning Commission; and Caltrans' Division of Aeronautics;
- Assisting the Imperial County Planning & Development Services Department in complying with the provisions of the CEQA through preparation of an IS/MND and related environmental analysis documents.

Key planning issues, challenges, and opportunities associated with the ALUCP update are discussed below. We welcome the opportunity to present additional details at Imperial County's request.

Regulatory Changes – There have been several changes to the State Aeronautics Act and other related regulations since 1996. As a result of these changes, portions of the Imperial County ALUCP are out-of-date and/or inconsistent with guidance presented in the current version of the Handbook. As the prime consultant for the 2011 update of the Handbook, ESA offers expert knowledge of these regulatory changes and their impact on the Handbook's guidance.

Updates to General Plans and Specific Plans – The General Plans for Imperial County and the cities of Brawley, Calexico, Calipatria, and El Centro have all been or are currently being updated.

Aviation Activity Forecasts and Noise Contours – The master plans for the Imperial County civil airports are sufficiently old to require updated aviation activity forecasts and development of new aircraft noise exposure contours for inclusion in the updated ALUCP. The noise contours associated with the Naval Air Facility – El Centro 2010 AICUZ Study are assumed to represent the maximum mission scenario and to be retained for inclusion in the ALUCP.

Tailoring the Plan to Local Conditions – The updated ALUCP must be tailored to the specific conditions at the airports and airport environs. Imperial County includes airports located in a range of planning environments, both urban and rural. The ALUCP policies and compatibility factors and criteria can be tailored to suit these differences. General plans, community plans, and specific plans, ongoing planning studies, and recent land use actions in airport vicinity will be carefully considered during the ALUCP update.

Achieving Balance – Policies contained in ALUCPs, or promulgated in related ordinances adopted by local land use authorities, can be overly restrictive. In other situations, these policies do not provide the desired level of protection to airport facilities from encroachment. A successful ALUCP update for Imperial County will address the needs of airport management and surrounding communities - ensuring the flexibility required for airport operations to continue unimpeded while allowing communities and the airport to accommodate short- and long-term growth. Our staff are experts in terms of balancing airport and community needs through focused land use compatibility planning.

The following sections describe our proposed scope of work to complete the Imperial County ALUCP.

Task 1 – Project Management and Team Briefings

Task 1.1 Project Management and QA/QC

ESA understands that effective project management is essential to successfully completing any project. Our project management team has a proven record of working with clients to meet project deadlines and deliver technically sound documents. Project management activities will include regular communication with Imperial County staff, preparation and maintenance of a project schedule, and identification of issues that could affect the project schedule.

ESA's Project Manager will be the first point-of-contact for Imperial County staff. If the Project Manager is unavailable, the Project Director will always be available to respond to Imperial County's needs. The Project Director will also be responsible for implementing ESA's comprehensive QA/QC program that is designed to ensure the delivery of proficient, accurate, and thoroughly reviewed documents.

Task 1.2 Project Meetings/Teleconferences

Regular coordination with Imperial County staff and other stakeholders will be integral to the successful update of the ALUCP. The ESA team will be operating as part of a larger multi-disciplinary Project Development Team to include the representatives from the cities, Imperial County staff, and the public. Continuous coordination with the Project Development Team will be essential to the ALUCP update process. Up to two (2) ESA staff will participate in up to six (6) briefings, conducted as video conferences, with the Project Development Team.

Task 2 – Public Involvement Program

ESA will develop a public outreach plan for the ALUC to engage with affected communities and interested stakeholders. Components of a successful public outreach plan may include informational workshops, social media engagement, advertisements and updates published in traditional media outlets, and open houses as appropriate.

Task 3 – Assemble Existing and Future Conditions Data

The ALUCP update will begin by coordinating with Imperial County staff to acquire up-to-date and accurate airport information and land use data. Before the project kickoff meeting, ESA will use the current ALUCP document to develop a data needs list to help establish a database of existing conditions. ESA will coordinate with the local planning agencies to obtain the latest land use and zoning data in a GIS-compatible format. ESA will also work with the Imperial County to obtain and review other information required for the study including, but not limited to:

- Master Plan Reports and/or Airport Layout Plans and narrative reports for Brawley Municipal Airport, Calexico International Airport, Calipatria Municipal Airport, Holtville Airport, Imperial County Airport, and Salton Sea Airport
- The 2010 AICUZ study report for Naval Air Facility – El Centro
- Latest general plans and zoning ordinances, including land use and zoning maps in GIS format
- Relevant specific plans/master plans for areas around each of the airports

- Listing of entitled/approved development in areas around each of the airports
- Imperial County Tax Assessor’s parcel database in GIS format
- The most recent FAA-approved aviation activity forecast document for each of the airports

ESA’s Project Manager will engage in up to two (2) conference calls of up to one (1) hour in length with staff from each airport to confirm background information such as aircraft fleet mix and existing operation counts (annual and for other time periods). These conference calls will serve two purposes: 1) to determine whether airport facilities (as depicted in the current master plans) represent the forecasted facility needs of the airport for the next 20-plus years, and 2) to assist in the creation of existing and future-year noise contours (explained in more detail under Task 4.1). To the extent that it is available, the following information will be collected prior to or during the interview with airport staff:

- Current and projected aircraft activity levels by time of day
- Existing and forecasted aircraft fleet mix
- Existing and forecasted airport capacity
- Existing and forecasted runway use and flight track information, and
- Other useful information pertinent to the preparation of the ALUCP (e.g., sectional aeronautical charts)

The data collected under Task 2 will be used to establish existing conditions for the purpose of updating the ALUCP.

Task 4 – Technical Studies/ Compatibility Factor Mapping

ESA understands that Imperial County’s primary goal is to update the ALUCP, including compatibility factor maps and related land use policies and criteria, and bring it into conformance with current standards as set forth in the 2011 Handbook. ALUCP documents have 20-year planning horizons and employ compatibility factors that reflect operating conditions at the airports over this period. The ALUCP update will begin by using the data collected under Task 3 to complete the following tasks necessary for updating the ALUCP.

Task 4.1 - Prepare Existing and Future-Year Noise Contours

Aircraft noise exposure contours prepared for the purposes of airport land use planning are typically based on forecasts provided in an airport master plan. ESA assumes that new noise contours will need to be produced for the six General Aviation airports as part of the ALUCP update. For Naval Air Facility – El Centro, ESA assumes geospatial data for the noise contours depicted in the 2010 AICUZ study report will be used.

ESA will develop existing (2024) and future-year (2044) aircraft noise exposure contours for each airport using the FAA’s Aviation Environmental Design Tool (AEDT), version 3e, and the Community Noise Equivalent Level (CNEL) metric. CNEL contours to be displayed on noise exposure contour maps developed as part of this task include the 55, 60, 65, 70, and 75 dB CNEL. The assumptions used to develop the noise contours will be documented and provided in an appendix to the ALUCP document.

Task 4.2 - Prepare Safety Zones

Kimley-Horn will develop safety zones based on the “generic” safety zone examples provided in the 2011 Handbook. Beginning with “generic” safety zones, the safety zones for each airport will be tailored, as necessary, to reflect the unique operating conditions at each airport using the information collected under Task 1.1. The generic safety zones employed would include Example 1, Short General Aviation Runway (CLR), Example 2, Medium General Aviation Runway (BWC, CXL, IPL, and SAS), and Example 3, Long General Aviation Runway (34R). Because Naval Air Facility - El Centro is a military airfield, Accident Potential Zones (APZs) developed as part of the Airport’s AICUZ will be used as the Airport’s

safety zones. The safety zones will form the foundation of the safety compatibility criteria and policies in the updated ALUCP (see Task 2). Kimley-Horn will prepare one set of draft maps and one set of final maps provided to ESA in Adobe Acrobat PDF format.

Task 4.3 - Prepare 14 CFR Part 77 Airspace Surfaces

Title 14 of the Code of Federal Regulations Part 77 - *Safe, Efficient Use and Preservation of the Navigable Airspace* (14 CFR Part 77) establishes the federal review process for determining whether proposed development activities in the vicinity of an airport have the potential to result in a hazard to aviation. 14 CFR Part 77 includes criteria identifying which projects require notice to be filed with the FAA as well as the standards for determining whether a proposed project would represent an obstruction “that may affect safe and efficient use of navigable airspace and the operation of planned or existing air navigation and communication facilities.” As part of the process for identifying obstructions into the airspace, 14 CFR Part 77.19 defines imaginary airspace surfaces for civilian airports and 14 CFR Part 77.21 defines imaginary airspace surfaces for Department of Defense airports. The Part 77 imaginary surfaces for the airports are typically included in the ALP drawing sets. These surfaces are used to define the airspace protection compatibility factor and associated policies in ALUCPs.

Utilizing the Part 77 airspace maps in the airport layout plans (ALPs), Kimley-Horn will prepare one set of draft maps and one set of final maps provided to ESA in Adobe Acrobat PDF format that depict the Part 77 surfaces for each airport. The 14 CFR Part 77 surfaces maps will include U.S. Geological Survey topographical data to identify locations where surrounding terrain penetrates the airport’s imaginary airspace surfaces.

Task 4.4 - Prepare Overflight Notification Areas

The 2011 Handbook recognizes that concerns related to aircraft noise commonly do not stop at the boundary of the outermost noise contour. Accordingly, overflight has been identified as a compatibility factor for consideration in ALUCPs. Overflight notification areas attempt to delineate potential noise impact areas associated with aircraft operations outside/beyond identified noise contours. These areas are typically identified using flight track data, information on aircraft altitudes, and noise complaint records. As part of the data collection exercise identified under Task 3, ESA will collect information on noise complaints, if any, and use it in conjunction with the noise model inputs to delineate overflight notification areas for the airports.

Task 4.5 - Identify Airport Influence Area

The establishment of an airport influence area (AIA) is a key step in the preparation of an ALUCP. The AIA is the geographic boundary within which the policies of the ALUCP apply and delineates the extent of the ALUC’s jurisdiction. Updating, or confirming existing AIAs for the airports is a critical step in updating the ALUCP. It is anticipated that the AIAs will be based on the four compatibility factors that form the backbone of the ALUCP and will extend to the outer boundary of the 14 CFR Part 77 conical surfaces for each airport.

Task 5 – Prepare a Preliminary Draft ALUCP

Kimley-Horn will prepare a preliminary Draft ALUCP that is consistent with the checklist provided in Table 2a in the 2011 Handbook. The preliminary Draft ALUCP will incorporate the compatibility factors developed under Task 1, noise and safety compatibility criteria, and draft noise, safety, airspace, and overflight notification policies, as well as policies addressing how the ALUC and jurisdictions within the AIAs for the airports will implement and employ the ALUCP. The preliminary Draft ALUCP will be distributed in Word and Adobe Acrobat PDF format with figures incorporated.

The preliminary Draft ALUCP will include the following elements:

- **Scope of the Plan:** including a statement of the purpose and need for the ALUCP; identification of the airports included in the ALUCP; a description of the AIAs including maps of the proposed boundaries; and identification of the affected agencies and jurisdictions, including maps depicting planned land use and zoning.
- **Airport Operational Assumptions:** information collected under Tasks 3 and 4 that describes existing and future airport operations as well as copies of the current ALPs.
- **Compatibility Factor Maps, Criteria, and Policies:** Maps depicting the overflight notification area map and the noise map and noise compatibility criteria prepared by ESA as well as the safety zones and safety compatibility criteria prepared by Kimley-Horn under Task 4.

Tables identifying compatibility criteria for areas within the noise contours and safety zones will be included. The noise compatibility criteria table will identify various land uses and the maximum acceptable exterior noise levels by noise contour CNEL band. The safety compatibility criteria table will identify various land uses and the maximum acceptable residential densities and intensities by safety zone. Specific noise, safety, airspace, and overflight policies will be detailed and included.

- **ALUC Review Policies and Procedures:** including identification of the types of plans or projects that are to be submitted to the ALUC and details on the information to be included with each submittal, the timing requirements, and discussion on ALUC authority (powers and duties; statutory and practical limitations).
- **Local government implementation:** discussion on the relationship between the ALUC and local jurisdictions and the ALUCP implementation process, as well as detailed information on updating local land use documents for consistency with the ALUCP.
- **Supporting Materials:** Supporting materials will be included as appendices including applicable laws and regulations (e.g., State Aeronautics Act, 14 CFR Part 77, etc.); noise technical report; sample implementation documents (e.g., real estate disclosure notices, aviation easements, etc.); and Methods for Calculating Usage Intensities.

Task 6 – Administrative Draft ALUCP

Following preparation of the Preliminary Draft ALUCP, Kimley-Horn, in concert with ESA, will address comments from the technical advisory committee (TAC) and ALUC staff, and prepare an Administrative Draft ALUCP. It is assumed that comments will be provided in a single consolidated set within a reasonable period (to be agreed upon when developing the project schedule.) The Administrative Draft ALUCP will be reviewed with the TAC and ALUC staff. The preliminary Draft ALUCP will be distributed in Word and Adobe Acrobat PDF format with figures incorporated.

Task 7 – Public Draft ALUCP

Following review of the administrative Draft ALUCP (Task 2.3) with the TAC and ALUC Staff, Kimley-Horn will prepare a Public Draft ALUCP. The Public Draft ALUCP will be released in concert with the IS/ND to be prepared under Task 8. The Public Draft ALUCP will be distributed in Adobe Acrobat PDF.

ESA assumes that comments from the interested parties (e.g., Airport staff, Caltrans, affected jurisdictions, etc.) will be received within a reasonable time frame. We also assume that Imperial County will be responsible for assembling a distribution list (e.g., libraries and stakeholders) for the Public Draft ALUCP and distributing the document itself.

Prepare Related Environmental Documents

The following sections outline the process that the ESA team will follow to prepare an IS/ND and related approval documents for the Public Draft ALUCP. This scope of work is based on the assumption that an ALUCP is a policy document that does not propose construction projects; therefore, no natural resource investigations/field studies will be

required to evaluate direct environmental effects. Site visits may be performed to verify existing land uses, but neither environmental sampling nor field studies will be required.

Task 8 - Analysis of Potentially Displaced Development

ALUCs are required to determine whether implementation of their ALUCPs will result in potential displacement of future development. The results of this analysis inform the CEQA documentation prepared for the Draft ALUCP. ESA will prepare a development displacement analysis to determine to what extent, if any, potential future development may be displaced due to implementation of the ALUCP. ESA will review applicable general plans, zoning ordinances, specific plans, and other planning documents from land use agencies with jurisdiction over areas within the updated AIAs. ESA will use these documents as well as corresponding GIS-based datasets, including County tax assessor parcel data and the compatibility criteria for noise and safety as provided in the Draft ALUCP to complete a development displacement analysis.

Task 8.1 - Draft Technical Report

ESA will prepare one (1) electronic copy and five (5) hard copies of a draft technical report for the development displacement analysis. The draft technical report will quantify potential development displacement that may result from implementation of the proposed ALUCP's noise, safety, and airspace protection compatibility policies and criteria. Noise restrictions and safety-related density (e.g., dwelling units per acre) and intensity (number of people per acre) restrictions and policies recommended in the Public Draft ALUCP may have the consequence, notwithstanding existing general plan designations and zoning, of displacing future development to areas outside the AIA.

Task 8.2 - Final Technical Report

ESA will incorporate requested revisions into the Final Technical Report upon receipt of one consolidated set of comments from Imperial County. ESA will submit one (1) electronic copy and five (5) hard copies of the Final Technical Report.

Task 9 - Initial Study

Task 9.1 - Review of Environmental Resource Categories

For purposes of preparing the IS/ND, Kimley-Horn will review all environmental resource categories listed in Appendix G of the CEQA Guidelines and describe the potential effects, if any, of the ALUCP update. Kimley-Horn anticipates that detailed analysis will only be required for the six resource categories listed below:

- **Hazards and Hazardous Materials.** ALUCPs are documents that are intended to avoid exposing the public to hazards related to potential aircraft accidents and excessive noise hazard. This is reflected in the Appendix G Checklist which includes a question under Hazards and Hazardous Materials specifically related to ALUCPs.
- **Land Use/Planning.** Kimley-Horn will provide a brief discussion of existing and proposed land uses in areas within the AIAs for Imperial County's airports. Based on the development displacement analysis prepared by ESA, Kimley-Horn will discuss potential with existing zoning classifications and/or planned land use designations as a result of the implementation of the Draft ALUCP policies.
- **Noise.** Similar to Hazards and Hazardous Materials, the Appendix G Checklist includes a question under noise specifically related to ALUCPs. Kimley-Horn will discuss the potential for exposure to excessive noise in the AIAs for Imperial County's Airports.
- **Population/Housing.** Based on the development displacement analysis to be prepared by ESA, Kimley-Horn will discuss whether any impacts, such as displacement of potential future development, could occur as a result of ALUCP implementation resulting in impacts to population and housing.

- **Public Services.** A brief discussion of public services (e.g., police, fire, emergency services, etc.) within the proposed AIAs will be developed. Land use plans and zoning data will be evaluated to determine whether ALUCP policies could impact the future development of public land uses and/or the provision of public services.

Task 9.2 – Administrative Draft Initial Study

Addressing any comments received on the Preliminary Draft Initial Study, Kimley-Horn will prepare an Administrative Draft Initial Study for the Draft ALUCP. The Administrative Draft IS/ND will be distributed in Word and Adobe Acrobat PDF format with figures incorporated. Up to two (2) Kimley-Horn staff members will participate in a two (2) hour virtual conference calls with Imperial County ALUC staff to discuss the Initial Study findings and to identify the appropriate CEQA documentation, negative declaration or mitigated negative declaration, for the Public Draft ALUCP.

Task 9.3 – Public Draft CEQA Document

Kimley-Horn will address Imperial County comments received on the administrative Draft Initial Study. Kimley-Horn will prepare a Public Draft Initial Study for publication by Imperial County. One (1) Public Draft IS/ND will be provided electronically to ESA in Adobe Acrobat PDF format for distribution to Imperial County for publication on the County's website.

Task 9.4 - Response to Comments

Following a 30-day public review period for the IS/ND, Kimley-Horn will create a comment matrix cataloging all comments received from agencies and the public along with corresponding responses. Kimley-Horn will prepare one (1) electronic consolidated copy of written responses to agency and public comments on the Public Draft ALUCP and CEQA document. Kimley-Horn will prepare responses for up to 20 public or agency comment letters. In the event more than 20 comment letters are received, Kimley-Horn may prepare additional responses under a separate contract amendment.

Task 9.5 - Final CEQA Document and Approval Documents

Following a 30-day public review period for the Public Draft CEQA Document, ESA will provide a revised IS/ND to address any substantive comments received or make necessary corrections. This task assumes that no new analysis will be required to prepare the final CEQA Document. ESA will submit one (1) electronic copy of the final draft CEQA Document to Imperial County ALUC staff for review and comment. Comments received from Imperial County ALUC staff shall be incorporated into the final CEQA Document, which will then be prepped for final distribution to the Imperial County ALUC for approval and adoption, along with the Final Draft ALUCP.

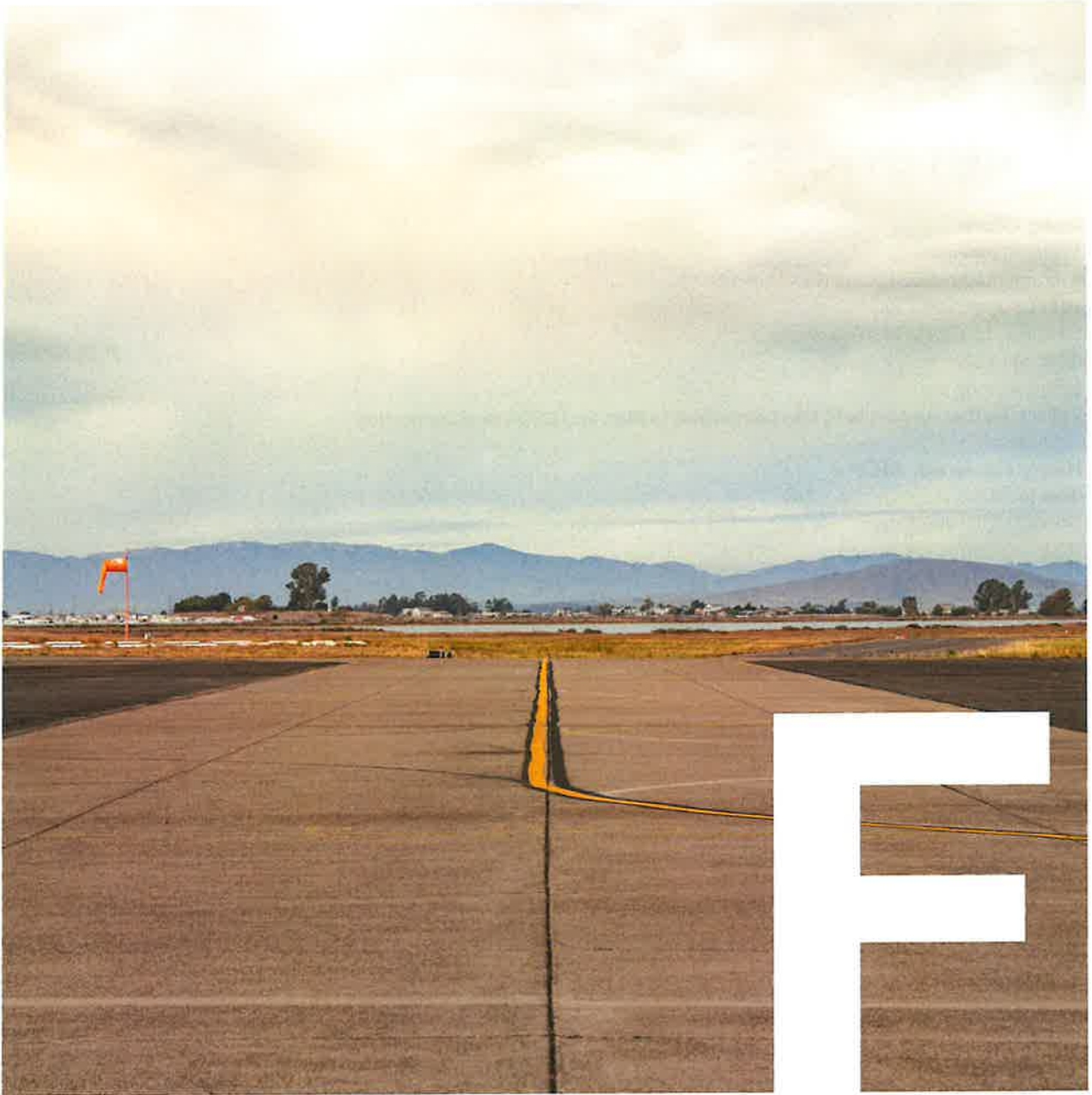
Task 9.6 - Final Electronic Files

Following approval of the IS/ND and adoption of the Final ALUCP, The ESA team will submit one (1) hard copy of the Final CEQA document, one (1) hard copy of the Final ALUCP, and one (1) electronic Americans with Disabilities Act (ADA) compliant PDF copy of each document. ESA will also provide Imperial County with a full set of the compatibility factors and AIAs in GIS compatible format. The ESA team assumes Imperial County will be responsible for any County Clerk filing fees or CEQA review fees owed to California Department of Fish and Wildlife.

ESA has scoped according to the assumption digital copies of the Final ALUCP and CEQA documents will be delivered in an ADA compliant format. ADA compliant formatting shall not apply to associated technical appendices as scoped.

Estimate of Associated Costs

	TASK	ESTIMATED PERSONNEL HOURS	PROPOSED COST ESTIMATE
1	Project Management and Team Briefings	100	\$41,000
2	Public Involvement Program	130	\$35,000
3	Assemble Existing and Future Conditions Data	90	\$22,000
4	Technical Studies/Compatibility Factor Mapping	470	\$112,000
5	Preliminary Draft ALUCP	100	\$28,000
6	Administrative Draft ALUCP	70	\$20,000
7	Public Draft ALUCP	110	\$23,000
8	Analysis of Potentially Displaced Development	310	\$70,000
9	Initial Study	290	\$64,000
	Non-labor Expenses		\$7,000
Total		1,670	\$422,000



References

SECTION F

References

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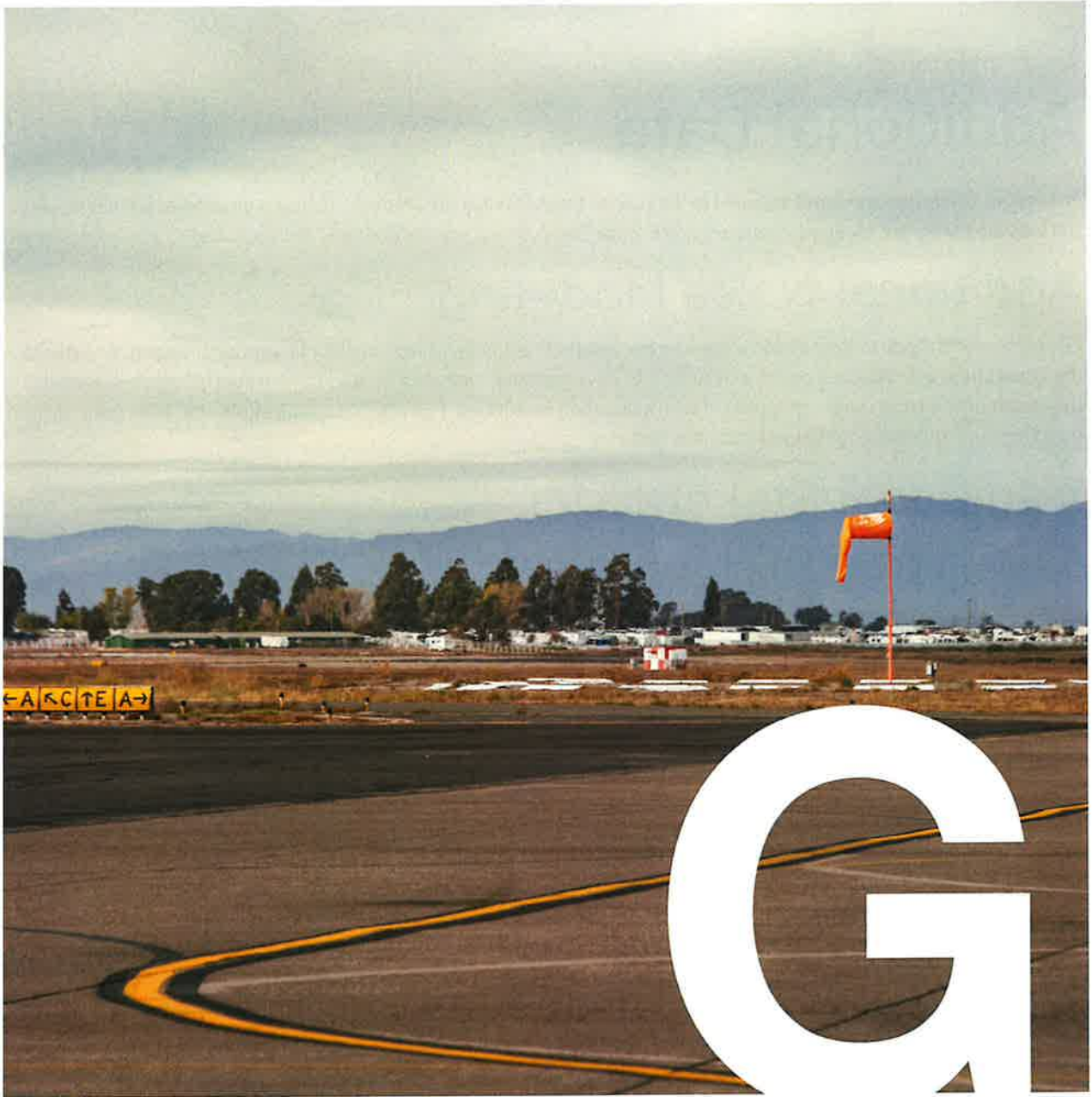
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Project: **Airport Land Use Compatibility Plan for the Environs of San Carlos Airport and CEQA Documentation**

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Project: **Humboldt County Airport Land Use Compatibility Plan Update and CEQA Documentation**

Ashley Helms

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Project: **Proposed Commercial Airline Service at Bishop Airport – Environmental Assessment and Initial Study**



Additional Data

SECTION G

Additional Data

The following information is not included in the scoped tasks listed in the proposal. If, based on unforeseen needs, any of the following tasks are required, then a separate scope and contract may be prepared and executed.

Additional Noise Modeling

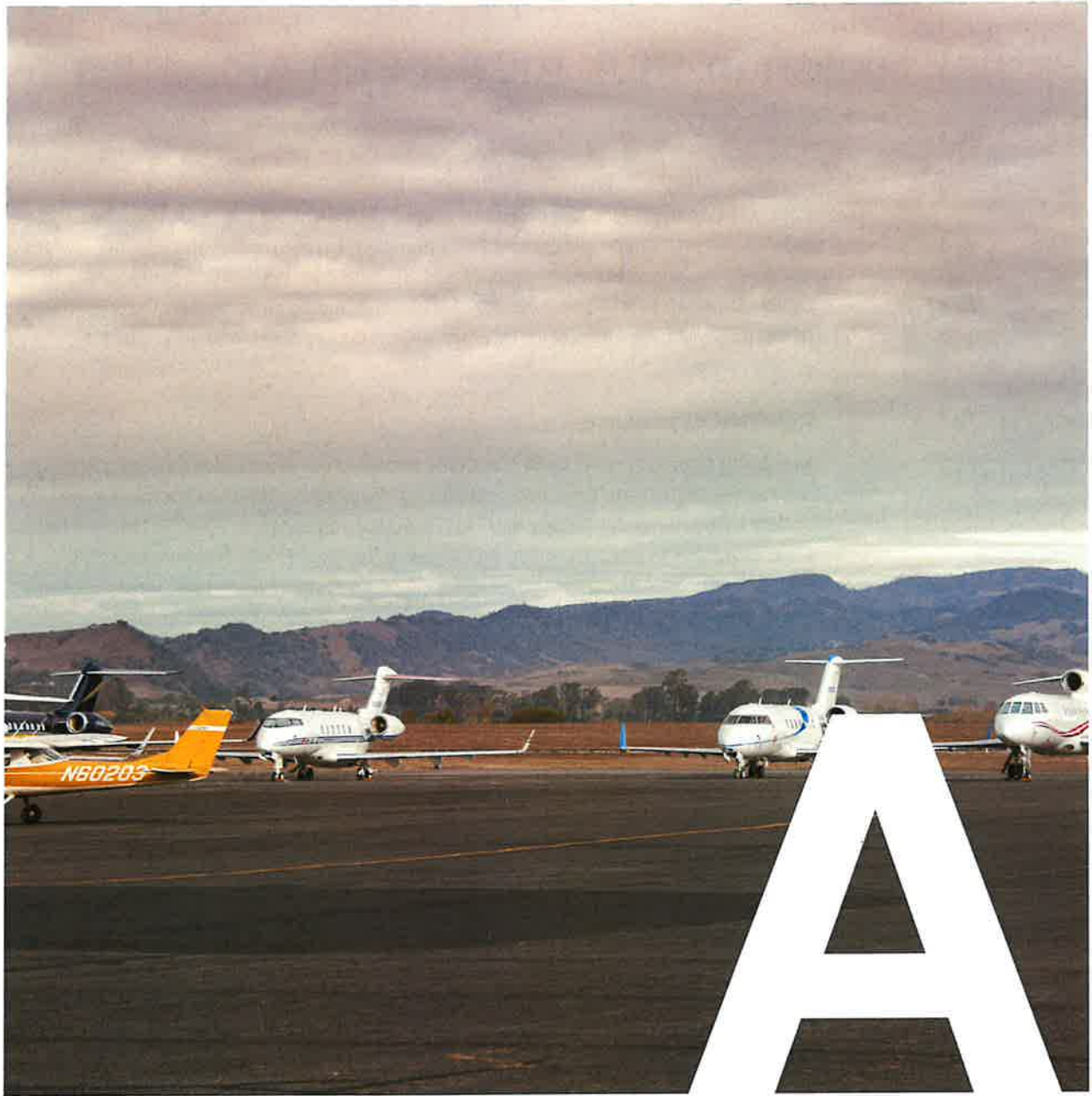
The noise modeling described in this scope of work assumes relatively straight in and out approach/departure paths to the airport runways. Should it become necessary to develop more sophisticated backbone tracks based on radar data, then additional analysis will be required. If such evaluation is required, ESA will initiate the additional work upon written direction from Imperial County to execute this Task.

Additional Stakeholder Coordination/Meetings

The level of effort scoped for public involvement should be sufficient to complete the project. However, unforeseen issues involving key stakeholders may require additional coordination on the part of ALUC staff and the consultant team. For example, differing perspectives concerning specific policies between developers and Caltrans Aeronautics staff could require additional meetings and production of technical memoranda and graphics to provide justification for policy decisions. If the evaluation of additional alternatives is required or additional coordination becomes necessary, ESA will initiate the additional work upon written direction from Imperial County to execute this Task.

Environmental Impact Report Preparation

In our experience, an ALUCP can typically be cleared through the CEQA process with a negative declaration or mitigated negative declaration. However, should results of the development displacement analysis incline county decision-makers to request additional analysis, the ESA team will prepare an administrative Draft Environmental Impact Report (EIR) for the Draft ALUCP that meets or surpasses the requirements of CEQA Guidelines Section 15063. In the event an EIR is considered the desirable level of environmental analysis, ESA will initiate the additional work upon written direction from Imperial County to execute this Task.



Appendix: Resumes

Patrick Hickman, PLA, AICP, LEED AP

Project Manager



EDUCATION

Bachelor of Landscape Architecture (BLA),
Mississippi State
University

Master of Urban and
Regional Planning (MURP)
— Cal Poly Pomona

13 YEARS OF EXPERIENCE

CERTIFICATIONS/ REGISTRATION

Professional Landscape
Architect (PLA), CA, No.
5676

American Institute of
Certified Planners (AICP),
No. 025518

LEED Accredited
Professional (LEED AP), US
Green Building Council

Patrick Hickman is a land use planner and landscape architect with ESA, providing expertise in airport land use compatibility planning, environmental analysis, GIS analysis and mapping, and site planning and design. His skills have been utilized throughout the United States and abroad on a variety of projects including airport land use compatibility plans, CEQA/NEPA environmental studies, airport master plans, and other planning efforts.

Relevant Experience

Humboldt County Airport Land Use Compatibility Plan, Humboldt County, CA. *Land Use Planner.* Patrick assisted the Humboldt County Airport Land Use Commission with an update to the Humboldt County ALUCP. The ALUCP addresses compatible land use for areas around eight airports, including California-Redwood Coast-Humboldt Airport, Murray Field, Samoa Field Airport, Kneeland Airport, Rohnerville Airport, Dinsmore Airport, Garberville Airport, and Shelter Cove Airport. Patrick assisted with the development of the noise and safety compatibility factor policies and standards of the ALUCP.

Mather Airport Land Use Compatibility Plan, Sacramento, CA. *Land Use Planner.* Patrick assisted with compatibility factor boundary delineation, including safety zones and the overflight notification area. He also assisted in the development of compatibility policy and criteria, including compatibility matrices drafted to correspond to the uses reflected in the plans and ordinances of local jurisdictions.

San Diego International, Airport Land Use Compatibility Plan, San Diego, CA. *Airport Planner.* Patrick conducted research and analysis of local general plan policies and development regulations for the Airport Land Use Compatibility Plan (ALUCP). He developed methodology and utilized GIS and MS Excel software to perform analysis of existing land use density and intensity. Patrick participated in public workshops, steering committee meetings and local agency coordination meetings and provided on-call consistency review services for proposed projects with potential to conflict with ALUCP policies.

Naval Air Station North Island, Airport Land Use Compatibility Planning, Coronado, CA. *Land Use Planner.* Patrick developed maps and prepared technical appendices supporting proposed land use policies and compatibility criteria for the environs of Naval Air Station North Island. He also prepared a work plan and conducted preliminary environmental analyses for the Draft ALUCP.

San Carlos Airport, On-Call Airport Land Use Compatibility Planning Support, San Carlos, CA. *Land Use Planner.* Patrick has assisted the San Mateo City/County Association of Governments in reviewing proposed development in the San Carlos Airport environs. He reviewed individual project proposals for consistency with existing ALUCP policies and criteria.



Patrick Hickman, PLA, AICP, LEED AP (Continued)

Project Manager

Initial Study and Development Displacement Analysis for the Mather Airport Land Use Compatibility Plan, Sacramento, CA. *Task Leader.* Patrick prepared a development displacement analysis and Initial Study to fulfill CEQA requirements for the Mather Airport Land Use Compatibility Plan. The development displacement analysis measured the potential dwelling unit yield impacted for housing opportunity sites in the airport influence area. The analysis also entailed determining the amount of land area which would become unavailable to various non-residential land uses upon implementation of the ALUCP.

San Diego International Airport, Land Use Compatibility Plan, Environmental Impact Report, San Diego, CA. *Task Leader.* Patrick served in a lead technical role in conducting a development displacement analysis to determine potential land use and population and housing impacts in a densely urban environment resulting from implementation of the San Diego International Airport Land Use Compatibility Plan published in 2014. He authored documentation detailing potential impacts to housing and population, public services, and local planning objectives.

Tampa International Airport Noise Exposure Map Update, Tampa, FL. *Airport Planner.* Patrick assisted with preparation of an inventory of current land uses in the Tampa International Airport environs for analysis of potential noise-related impacts. He conducted an analysis of impacts to noise sensitive land uses, housing, and population occurring within the noise exposure map contours utilizing geospatial data for property records and U.S. Census surveys.

Naples Airport Noise Study, Naples, FL. *Airport Planner.* Patrick assisted in preparing radar flight geospatial data for analysis in the AEDT in support of the Naples Airport Noise Study. He assisted in preparation of an inventory of existing land uses in the Naples Airport Environs adapted from local property records. He also performed an analysis of potential impacts to local land use, housing, and population.

San Antonio International Airport Noise Exposure Map Update, San Antonio, TX. *Airport Planner.* Patrick prepared updated noise exposure maps for San Antonio International Airport in accordance with 14 CFR Part 150. As part of the update, Patrick developed a comprehensive database of existing land uses in the project study area and determined the count of dwelling units exposed to noise DNL 65 dB and higher. He also developed estimates of exposed population based on available census data.

Pittsburgh International Airport Master Plan Update, Pittsburgh, PA. *Airport Planner.* In 2016, Patrick assisted with an update to the PIT Master Plan. Patrick developed a detailed database of existing land uses in the PIT environs and prepared noise exposure maps depicting baseline and future noise contours based on the master plan activity forecast.

Abu Dhabi International Airport, Master Plan, Abu Dhabi, United Arab Emirates. *Airport Planner.* Patrick assessed alternative airfield configurations' potential to impact local housing and populations in support of the Abu Dhabi Master Plan. He also led an effort to develop and evaluate alternative public safety zone configurations and determine areas of highest risk to third parties.

Justin W. Cook, INCE, LEED GA

Project Director



EDUCATION

B.S., Mathematics,
University of California,
Irvine, 2002

Institute of Noise Control
Engineering Certification,
INCE-USA, 2010

LEED Green Associate
Certification, U.S. Green
Building Council, 2014

22 YEARS' EXPERIENCE

PROFESSIONAL AFFILIATIONS

Member, Institute of Noise
Control Engineering,
2010-Present

Member, Acoustical
Society of America, 2006-
Present

Member, SWAAAE, 2020-
Present

Member, Association of
California Airports, 2021-
Present

Secretary, SAE
International - A-21
Aircraft Noise Measure
Noise Aviation Emission
Modeling Committee,
2019-Present

Voting Member, SAE
International - A-21
Aircraft Noise Measure
Noise Aviation Emission
Modeling Committee,
2010-Present

Mr. Cook is a nationally recognized aviation noise expert with over 22 years of aviation noise and environmental experience. His emphasis is on leading projects that bridge the gap between detailed technical analysis and the effects residences experience on the ground. He has provided community-focused consulting services to the San Francisco International Airport/Community Roundtable and Los Angeles International Airport/Community Noise Roundtable.

Relevant Experience

14 CFR Part 150 Noise and Land Use Compatibility Planning Studies

Mr. Cook oversaw the completion of the Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) portions of several 14 CFR Part 150 noise and land use compatibility planning studies. He provided technical oversight and review of all noise monitoring and modeling results conducted. He has led and participated in extensive public outreach programs as part of the studies. In addition, he has provided expertise and guidance regarding the development of noise abatement strategies. Mr. Cook provided his expertise on the following 14 CFR Part 150 studies:

City of Naples Airport Authority, Naples Municipal Airport. Naples, FL.
Technical Expert. 2021-Present.

Hillsborough County Aviation Authority, Tampa International Airport. Tampa, FL. Technical Expert. 2021-2022.

Indianapolis Airport Authority, Indianapolis International Airport, Indianapolis, IN. Project Director. 2019-2021.

Jackson Hole Airport, Jackson, WY. Technical Expert. 2014-2017.

Port Authority of New York and New Jersey, John F. Kennedy International Airport, Laguardia Airport, Teterboro Airport, Newark Liberty International Airport. Technical Expert. 2018-2021.

Willow Run Airport, Ypsilanti, MI. Technical Expert. 2007-2013.

Airport On-Call Consulting

Mr. Cook provided consulting services through various task orders under on-call noise, environmental, and planning contracts. Most recently, he led the creation and development of "Fly Quiet" programs for Los Angeles International and San Diego International Airports. He is an industry leader in the preparation of noise contours and reports in compliance with Title 21 requirements including eight of the 10 "noise problem" airports in California.

Chicago Department of Aviation, Chicago, IL. *Project Manager and Technical Expert.* 2007-2017.



Justin Cook (Continued)

Project Director

Fort Lauderdale-Hollywood International Airport, Fort Lauderdale, FL.

Technical Expert. 2018-Present.

John Wayne Airport, Santa Ana, CA. Project Director and Project Manager.

2020-Present.

Los Angeles World Airports, Los Angeles, CA. Project Director and Project

Manager. 2017-Present.

Mineta San Jose International Airport, San Jose, CA. Project Director,

Project Manager, and Technical Expert. 2019-2021. 2014-2017.

Ontario International Airport, Ontario, CA. Project Director and Project

Manager. 2019-2021.

Oakland International Airport, Oakland, CA. Technical Expert. 2017-2021.

San Diego International Airport, San Diego, CA. Project Director and Project

Manager. 2011-2021.

San Francisco International Airport, San Francisco, CA. Project Manager

and Technical Expert. 2007-2016.

Santa Monica Airport, Santa Monica, CA. Project Director and Project

Manager. 2020-2021.

Truckee-Tahoe Airport, Truckee, CA. Project Manager and Technical Expert.

2007-2017.

City of Naples Airport Authority, Naples Municipal Airport. Naples, FL. *Technical Expert.* This study includes an extensive outreach program. Mr. Cook is providing technical expertise and guidance regarding the development of noise abatement strategies for the noise compatibility program and additional analyses including noise contours, aircraft profile analyses, and additional outreach support and analyses.

Norman Y. Mineta San Jose International Airport, San Jose, CA. *Project Director and Project Manager.* Mr. Cook oversaw the completion of quarterly noise contours and reporting for the State of California and assisted on an on-call basis for technical questions regarding their ANOMS.

Santa Monica Airport, Santa Monica, CA. *Project Director and Project Manager.* Mr. Cook oversaw and managed the completion of multiple task orders. Most notably, he assisted the Airport with an update of their quarterly noise report for the State of California and completion of multiple noise contours and quarterly reports.

Preventative Maintenance and Technical Support Services for Envirosuite. Western United States. *Project Director and Project Manager.* Mr. Cook oversaw the completion and management of services; he was responsible for developing of a service delivery technician certification program. He intimately understands the hardware, software, and data that comprise of a NOMS.

John Wayne Airport, Santa Ana, CA. *Project Director and Project Manager.* Mr. Cook oversaw and managed the completion of quarterly noise contours and reporting for the State of California and monitored compliance with and enforcement of their existing regulations regarding aircraft noise limits and operational restrictions.

Chris Nottoli

Noise



EDUCATION

B.S., Acoustics, Columbia College Chicago, 2014

8 YEARS' EXPERIENCE

CERTIFICATIONS/ REGISTRATION

Private Pilot, ASEL, 2018,
No Expiration

Instrument Rating, ASEL,
Anticipated 2023

PROFESSIONAL AFFILIATIONS

Member, Federal Aviation Administration (FAA), Aviation Environmental Design Tool (AEDT) User Review Group

Member, Airport Consultants Council (ACC), Planning and Environmental Committee

Chris Nottoli has over 8 years of experience in modeling aviation and surface transportation noise. He serves as the technical lead of ESA's aircraft noise modeling group. Chris has worked on a wide range of consulting projects for over 30 domestic and international airports supporting the needs of the client and community. He has advanced knowledge of aviation practices and environmental concepts of aircraft noise modeling. Chris has served as technical lead, project manager, quality control manager, and noise modeler on Environmental Impact Statements (EIS), Environmental Assessments (EA), Noise Compatibility Programs (NCP), various special studies in aviation, residential sound insulation programs, and highway noise projects. He is an expert user of regulatory software and industry standard programs including: Aviation Environmental Design Tool (AEDT), Traffic Noise Model (TNM), Microsoft SQL, and ESRI ArcGIS Pro.

Relevant Experience

Naples Airport Authority, Naples Airport Noise Compatibility Program (NCP), Naples, FL (2022-present). *Noise Modeling Lead.* Chris developed and analyzed potential noise abatement measures with input from stakeholders and the community. Measures include noise modeling of offset approaches, varying approach glide slopes, and evaluating the effects of air traffic hold downs on arriving and departing aircraft operations. The Naples NCP is scheduled for completion in early 2023.

City of Newport Beach, John Wayne Airport Noise Abatement Departure Procedure (NADP) Study, Newport Beach, CA (2018-2020). *Lead Analyst.* Chris modeled and analyzed noise measurement data related to numerous NADP configurations. He assisted in the coordination with airport-based airlines to gather and review noise measurement data to validate noise model results. The project team reviewed the single event level SEL noise contours of all the existing NADPs as well as NADP alternatives, which included reduced thrust departures with varying altitudes at which the pilot would reconfigure flap settings. The analysis led to the implementation of a new NADP at John Wayne Airport.

Los Angeles World Airports (LAWA), Quarterly Noise Contours, Los Angeles, CA (2017-2020). *Task Manager and Modeler.* Chris oversaw the collection of radar data for Los Angeles International Airport (LAX) and Van Nuys Airport (VNY) for bulk insertion into an MSSQL database and then into the AEDT. Chris coordinated with the data supplier, Envirosuite, to correct an atypical rotation in the radar data. An appropriate counter rotation was determined and applied to the radar tracks prior to running the AEDT. The Community Noise Equivalent Level (CNEL) contours were sent to LAWA for inclusion in the California State Airport Noise Standard Quarterly Report. LAWA must complete and submit the quarterly reports to the Caltrans Division of Aeronautics to satisfy the requirements of Section 5012 of Title 21 of the California Code of Regulations (21 CCR § 5012).



Chris Nottoli (Continued)

Noise Modeling

Port of Oakland, Quarterly Noise Reports, Oakland, CA (2016-2020). *Task Manager.* Chris coordinated with the Port of Oakland to obtain quarterly noise and radar data and delegated data analysis and modeling tasks to other staff. Chris ensured all radar flight tracks, runway use, and AEDT aircraft assignments were accurate and bulk inserted into AEDT. The daily noise measurement data were analyzed to determine the monthly noise level at each NMT. The monthly data was included in the 12-month running average and compared against the modeled CNEL results for each NMT. Chris was also responsible for the quality control of the technical report that outlined the inputs used in the AEDT as well as the noise model results. The Port of Oakland must complete and submit the quarterly reports to Caltrans Division of Aeronautics to satisfy the requirements of 21 CCR § 5012.

WSP, San Antonio International Airport Airfield Alternative, San Antonio, TX (2021 - present). *Noise Modeling Lead.* Chris developed the noise modeling inputs and assisted in preparing the technical memorandum for the future 2040 airport layout plan. As part of the noise exposure map update completed in 2021, the City of San Antonio Aviation Department is evaluating noise exposure from the expansion of Runway 13R/31L and Runway 13L/31R. The expansion consists of adding 1,247- and 340-foot displaced threshold on Runway 13R and Runway 31L, respectively. The Runway 13L threshold is being moved to extend the 5,519-foot runway to 8,500 feet.

Federal Aviation Administration (FAA), Written Re-Evaluation of the O'Hare Modernization Environmental Impact Statement or the Interim Fly Quiet Runway Rotation Plan, Chicago, IL (2017-2018). *Noise Modeling Lead.* Chris collaborated with FAA air traffic control and Airport District Office representatives to develop representative modeled flight tracks. He led the noise modeling effort and assisted in the development of a comprehensive environmental justice analysis for three scenarios. The program proposed temporary changes in the nighttime runway use at Chicago O'Hare International Airport. The project team assisted the FAA and the Chicago Department of Aviation in determining potential environmental impacts of the Proposed Interim Fly Quiet Runway Rotation Program.

Palm Beach International Airport (PBI), 2018 Annual Noise Report, West Palm Beach, FL (2019). *Project Manager.* Chris provided oversight and guidance of the production modeled flight tracks, aircraft fleet mix, and runway use as well as the development of the 2018 annual PBI noise contour. Chris was responsible for preparing the technical report, which outlined the inputs used in the noise model, as well as the investigation into impacted sensitive receptors and land uses. PBI's annual noise study develops the noise contours for the prior year. The Palm Beach County Department of Airports uses this information to make informed decisions and to have ongoing knowledge regarding which communities are being affected by PBI's operations.

SEPI, Inc., Smith Reynolds Airport Taxiway Relocation EA, Winston-Salem, NC (2018-2019). *Project Manager.* Chris oversaw the efforts to prepare modeling inputs and reporting for the noise and air quality portion of the EA. The EA addressed the relocation of parallel Taxiway A to meet airport design standards.

PBI, Noise Monitoring Terminal (NMT) Evaluation, West Palm Beach, FL (2016-2018). *Assistant Project Manager/Analyst.* Chris developed and implemented a noise measurement protocol to assess aircraft noise events at several location in West Palm Beach. The data was analyzed to determine parameters to capture aircraft noise events and to identify an alternative location for one of PBI's NMTs. The Palm Beach County Department of Airports needed to investigate the relocation of one NMT along Southern Boulevard. Adjacent roadway noise was contaminating the results of aircraft noise events at this location. The analysis provided recommendations for new NMT locations.

Steve Smith

CEQA Specialist



EDUCATION

M.A., History, California State University, Sacramento

B.A., History, Humboldt State University

20 YEARS' EXPERIENCE

PROFESSIONAL AFFILIATIONS

Association of Environmental Professionals

Steve is a seasoned and technically diverse environmental professional. Over his 20 years in the profession, Steve has managed and provided technical support for a multitude of CEQA and NEPA compliance documents, including initial studies, environmental impact reports, environmental assessments, and environmental impact statements. Steve has extensive experience leading and supporting the environmental compliance process for residential, commercial, mixed-use, infill, and infrastructure projects, including surface transportation, electrical, gas, and aviation projects. Steve also has extensive regulatory permitting experience, including preparation of permit applications for submittal to the United States Army Corps of Engineers (USACE) for compliance with Clean Water Act Section 404, Regional Water Quality Control Boards (RWQCBs) for compliance with Clean Water Act Section 401, and the California Department of Fish and Wildlife (CDFW) for compliance with Fish and Game Code Sections 1602 and Section 2081. Steve is also a highly experienced cultural resources specialist. He conducts historical research and writing, historic built-environment surveys, archaeological field support, and preparation of cultural resources documentation for CEQA, NEPA, and Section 106 compliance.

Relevant Experience

Rio Vista Airport Land Use Compatibility Plan CEQA Categorical Exemption Technical Memo, Rio Vista, CA. *Technical Analyst.* The Rio Vista Airport Land Use Compatibility Plan is intended to promote compatibility between the functions and operations of the Rio Vista Airport and the land uses surrounding the Airport. The Rio Vista Airport ALUCP included proposed land use policies and criteria for implementation by local agencies and did not propose or entail any new development, construction, or changes to existing land uses or the environment. No physical construction would result from the adoption of the proposed ALUCP or from subsequent implementation of the ALUCP by local agencies. Similarly, no change in airport facilities or aircraft or airport operations would result with implementation of the ALUCP. Accordingly, Steve prepared a technical memorandum that supported the proposed ALUCP's exemption from the provisions of CEQA.

Westover Field Airport Land Use Compatibility Plan CEQA Categorical Exemption Technical Memo, Amador County, CA. *Technical Analyst.* The proposed Westover Field Airport Land Use Compatibility Plan is intended to promote compatibility between the functions and operations of Amador County Airport (i.e., Westover Field) and the land uses surrounding the Airport. The draft ALUCP included proposed land use policies and criteria for implementation by local agencies and did not propose or entail any new development, construction, or changes to existing land uses or the environment. No physical construction would result from the adoption of the proposed ALUCP or from subsequent implementation of the ALUCP by local agencies. Similarly, no change in airport facilities or aircraft or airport operations would result with implementation of the ALUCP. Accordingly, Steve prepared a technical memorandum that supported the proposed ALUCP's exemption from the provisions of CEQA.



Steve Smith (Continued)

CEQA Specialist

Lake Tahoe Airport Master Plan IS/MND, City of South Lake Tahoe, CA. *Project Manager.* The Lake Tahoe Airport Master Plan identifies a series of improvements to the Lake Tahoe Airport that would occur over approximately a 20-year period to meet compliance with current FAA design standards, and accommodate existing and forecasted aviation demands. Implementation of the Airport Master Plan includes pavement marking and signage improvements, pavement reconstruction and rehabilitation, taxiway modifications, delineation of helicopter parking, removal of vegetation and other airspace obstructions, improvements to a drainage ditch, construction and/or expansion of new hangar and fixed-base operator facilities, demolition and removal of an existing air traffic control tower, installation of improved navigational instruments, and installation of a self-serve fueling station, aircraft wash rack, and electric vehicle charging stations. ESA assisted the City of South Lake Tahoe with preparation of an Initial Study to evaluate the potential environmental effects of the proposed project in compliance with CEQA. Based upon the findings contained in the Initial Study, it was determined that the project would not have a significant effect on the environment, based on mitigation measures that would be attached to the project as conditions of approval. The City adopted a Mitigated Negative Declaration for the project.

County of Marin, Donahue Highlands Master Plan, Marin County, CA. *Technical Analyst.* The applicant proposes to construct 18 residences on a ridgeline overlooking the City of Sausalito. The site lies adjacent to the Golden Gate National Recreation Area. ESA's scope has also included preparation of a comprehensive constraints analysis prior to initiation of the EIR, covering topics such as aesthetics, biological and cultural resources, geology and soils (landslides), hydrology, and traffic. The project is uniquely controversial, as it would develop one of the last remaining ridgelines in southern Marin County. Steve assisted in the preparation of the environmental constraints analysis for the project and is the lead author for the land use and aesthetics section of the EIR.

Air Cargo Facility at March Inland Port, Riverside County, CA. *Technical Analyst.* The March Joint Powers Authority was the CEQA lead agency for the proposed reuse of a former DHL air cargo facility at March Inland Port for resumed operations under a new operator. ESA prepared an initial study to evaluate the environmental effects of the proposed project in support of an addendum to the previously adopted mitigated negative declaration prepared for the DHL facility. Key environmental issues included aircraft-generated noise and air emissions and truck traffic. Steve was a key technical analyst for preparation of the addendum.

Jacqueline Cochran Regional Airport Land Acquisition and Land Exchange Project IS/ND, Riverside County, CA. *Project Manager.* Steve assisted the County of Riverside with preparation of an Initial Study/Negative Declaration for a project to acquire land and execute a land exchange at Jacqueline Cochran Regional Airport located in the community of Thermal in Riverside County, California. The purpose of these actions is to secure control over land uses and create a safer aircraft operating environment within the existing runway protection zones and in compliance with FAA design standards.

Mandi McElroy

FAA-Qualified Airport Wildlife Biologist



EDUCATION

M.S., Wildlife Ecology and Management, University of Georgia

B.S., Wildlife Biology, University of Georgia

19 YEARS' EXPERIENCE

CERTIFICATIONS

FAA-Qualified Airport Wildlife Biologist

OSHA 40-hour HAZWOPER

Red Cross First Aid/CPR

Wilderness First Aid

TRAININGS

Advanced FAA Wildlife Hazard Assessment (2011)

FAA Wildlife Hazard Assessment (2010)

Biology and Management of the Salt Marsh Harvest Mouse (2022)

Rare Shoreline Species Workshop (2019)

Salt Marsh Harvest Mouse Symposium (2017)

Bat Ecology and Field Techniques (2017)

Remote Camera Trapping Workshop (2013)

Rare Pond Species Survey Techniques (2011)

NEPA: Writing the Perfect EA/EIS (2011)

Mandi is a senior wildlife biologist with 19 years of experience in wildlife field research and consulting. She has worked as an environmental consultant in California since 2009 and became a FAA-Qualified Airport Wildlife Biologist in 2016 after conducting wildlife hazard assessments and authoring FAA-approved wildlife hazard management plans for two airports. As a project manager and technical lead on multiple biological compliance projects, her skills include conducting habitat assessments and protocol-level surveys, advising clients on management strategies for nesting birds and other wildlife, and analyzing impacts to wildlife for NEPA and CEQA compliance. She specializes in the identification and life history of birds, bats, and small mammals, with a focus on protected species that occur in California.

Airport Wildlife Experience

American Samoa Department of Port Administration, Wildlife Hazard Assessments and Wildlife Hazard Management Plans, Fitiuta and Ofu, American Samoa. *Airport Wildlife Biologist.* Conducted 12-month wildlife hazard assessments at two airports in remote location, overseen and reviewed by a senior FAA-Qualified biologist. Trained airport staff to conduct surveys, identify potential hazards and wildlife attractants, and implement deterrents. Authored FAA-approved wildlife hazard management plans for both airports.

Port of Oakland, Oakland International Airport (OAK) Perimeter Dike Seismic Improvements, Oakland, CA. *Project Manager and Lead Biologist.* Worked closely with OAK and team of agency-approved biologists to implement avoidance measures outlined in project Biological Opinion for two federally-listed species. Conducted habitat assessments, preconstruction surveys, worker environmental training, and construction monitoring within suitable habitats. Completed extensive safety training to obtain airport badge and airfield driving permit.

Buzz Oates Construction, Wildlife Hazard Assessments for Multiple Development Projects and Mitigation Sites, various locations, CA. *Project Manager and Lead Biologist.* Advising client on potential wildlife strike hazards resulting from multiple development projects and associated wetland mitigation plans in the vicinity of Travis Air Force Base and Napa County Airport. Assigning qualified biologists to conduct reconnaissance-level surveys and habitat assessments of project sites. Reviewing survey data and assessing whether project activities will potentially increase presence of birds and other wildlife within flight paths.

Other Relevant Experience

East Bay Regional Park District, Biological Compliance for Fuels Management Program, various East Bay parks, CA. *Project Manager and Lead Biologist.* Provided pre- and post-treatment assessments and biological monitoring for activities conducted under



Mandi McElroy (Continued)

FAA-Qualified Airport Wildlife Biologist

PROFESSIONAL AFFILIATIONS

The Wildlife Society
(President of SF Bay Area
Chapter 2014–2015;
Executive Board Member
of Western Section 2013–
2016)

Bird Strike Committee USA

the Park District's Wildfire Hazard Reduction and Resource Management Plan, encompassing fourteen East Bay hills and shoreline parks from Point Pinole Regional Shoreline to Anthony Chabot Regional Park. Led a team of biologists and subcontractors to provide project oversight to protect biological resources, conduct environmental assessments and surveys pre- and post- work, provide and coordinate agency approvals of Designated Biologists, coordinate projects with Park District fuel program representatives, and provide assessments, reports, and work updates in a timely manner. Assisted with staffing and providing technical expertise on restoration projects, routine maintenance work and other projects needing regulatory permits, on an intermittent/emergency basis.

Chevron Richmond Refinery, Osprey Nest Management, Richmond, CA. *Wildlife Biologist.* Conducted surveys and monitoring on oil and gas refinery sites to assess existing level of osprey activity, manage active nests, and provide recommendations for nest deterrents and artificial nest platforms. Met regularly with client, legal team, and CDFW to develop long-term management strategies.

Pacific Gas and Electric Company, Wildfire Risk Mitigation Programs - Environmental Support, Mt. Diablo State Park, CA and other locations. *Project Manager/Wildlife Biologist.* Worked closely with client and large team of field biologists to support PG&E's Wildfire System Hardening Program. Staffed biological monitors, wetland scientists, and botanists to conduct surveys and monitoring. Species of concern included rare plants, reptiles and amphibians, and nesting birds including bald and golden eagles. Advised on avoidance buffers and other measures. Reviewed biological constraints reports for projects throughout California.

California American Water, Monterey Peninsula Water Supply Project, Monterey, CA. *Wildlife Biologist.* Conducted field surveys and habitat mapping for species including bats, western burrowing owl, California tiger salamander, and California red-legged frog. Authored wildlife sections of the technical report.

Save Mount Diablo, Morgan Fire Research Project, Mount Diablo State Park, CA. *Wildlife Biologist.* Conducted habitat assessments, small mammal trapping, spotlight surveys, and remote camera trapping within four different habitat types (burned and control sites) to assess wildlife response to post-fire conditions. Received competitive grant from Save Mount Diablo to expand and continue remote camera and small mammal trapping.

Confidential Client, various sites in Northern and Central CA. *Wildlife Biologist.* Conducted desktop reviews, pre-activity field surveys, and biological monitoring across a wide range of habitat types extending from Shasta County south to Santa Barbara County.

California Department of Transportation (Caltrans), District 4, Road Maintenance Projects, San Mateo and Santa Clara Counties, CA. *Wildlife Biologist.* Conducted pre-construction surveys, construction monitoring, and worker awareness training for various South Bay transportation construction projects. Ensured proper installation and maintenance of avoidance and minimization measures.

Publications

"The effect of screening and relocation on hatching and emergence success of loggerhead sea turtle nests at Sapelo Island, Georgia, USA", *Chelonian Conservation and Biology* 14(1), 2015.

"Seasonal diets of an introduced population of fallow deer (*Dama dama*) on Little St. Simons Island, Georgia," *Southeastern Naturalist* 8(4), December 2009.



Chris Jones, AICP

Senior Project Manager

Chris has more than 20 years of project management experience, including 18 years of experience in the environmental field as a project manager, technical lead, and author of National Environmental Policy Act (NEPA) and California Environmental

Quality Act (CEQA) environmental documentation for various aviation and land use projects. Chris has 16 years of experience in aviation related land use planning, having prepared several Airport Land Use Compatibility Plans (ALUCPs) in the state of California. He also has experience in evaluating the environmental effects of airspace procedure changes, including preparing NEPA documentation for several Federal Aviation Administration (FAA) Metroplex projects across the United States. He has expertise in GIS and experience in the preparation of noise, air quality, and greenhouse gas analyses. In addition, Chris has experience coordinating agency consultation and project permitting with both federal, state, and local agencies. Chris has substantial experience managing project teams; preparing and managing project work plans, scopes, schedules, and budgets; conducting senior-level review of draft work products; interfacing with clients, subconsultants, and agency staff.



EDUCATION

- Juris Doctor, Northwestern School of Law, Lewis & Clark College
- Bachelor of Arts, Sociology, University of Minnesota, Twin Cities



RELEVANT EXPERIENCE

- Mather Airport Land Use Compatibility Plan Update and Initial Study/Negative Declaration, Mather, CA – Project Manager*
- Humboldt County Airport Land Use Compatibility Plan, ALUCP and Initial Study/Negative Declaration, Humboldt County, CA – Project Manager*
- Lake Tahoe Airport Land Use Compatibility Plan Update and Initial Study/Negative Declaration, South Lake Tahoe, CA – Project Manager*
- McClellan-Palomar Airport Land Use Compatibility Plan and Initial Study/Negative Declaration, Carlsbad, CA – Deputy Project Manager*
- Gillespie Field Airport Land Use Compatibility Plan and Initial Study/Negative Declaration, Carlsbad, CA – Deputy Project Manager*
- Montgomery Field Airport Land Use Compatibility Plan and Initial Study/Negative Declaration, Carlsbad, CA – Deputy Project Manager*
- Brown Field Airport Land Use Compatibility Plan and Initial Study/Negative Declaration, Carlsbad, CA – Deputy Project Manager*
- Oceanside Airport Land Use Compatibility Plan and Initial Study/Negative Declaration, Carlsbad, CA – Deputy Project Manager*
- Solano County Airport Land Use Commission Technical Support, Fairfield, CA – Project Manager*
- Sacramento County Airport Land Use Commission (Sacramento Area Council of Governments) Technical Support, Sacramento, CA – Project Manager*
- Rio Vista Airport Land Use Compatibility Plan, Solano County, CA – Technical Analyst*
- Amador County Westover Field Airport Land Use Compatibility Plan, Amador County, CA – Technical Analyst*
- Environmental Baseline Survey (EBS), VIP-215 Project, March Air Reserve Base/March Inland Port, Riverside County, CA – Project Manager*
- Seattle-Tacoma International Airport (SEA) On-call Noise Consulting Services – Technical Analyst*
- Boston Overflight Noise Study/Boston Logan Airport Noise Study, Boston, MA – Technical Analyst*
- On-Call Environmental Services for San Diego County Regional Airport Authority, San Diego, CA – Technical Analyst*
- San Diego County Airport Site Selection Study, San Diego, CA – Technical Analyst*
- Environmental Assessment and Initial Study/Negative Declaration for the Proposed Runway Safety Area Improvement Project at Bishop Airport, Inyo County, CA – Project Manager*
- Initial Study and CEQA Addendum for the Air Cargo Facility at March Inland Port, Riverside County, CA – Project Manager*

- Environmental Impact Report for the Innovation Park Planned Unit Development (PUD) and California Northstate University (CNU) Medical Center Project, Sacramento, CA – Technical Analyst*
- Environmental Impact Report for the Inglewood Basketball and Entertainment Center Project, Inglewood, CA – Technical Analyst*
- Environmental Assessment and Initial Study/Negative Declaration for the Proposed Commercial Airline Service Project at Bishop Airport, Inyo County, CA – Project Manager*
- Initial Study and CEQA Addendum for the Air Cargo Facility at March Inland Port, Riverside County, CA – Technical Analyst*
- Runway Safety Area Improvement Project Oakland International Airport Environmental Assessment and Initial Study/Negative Declaration, Oakland, CA – Deputy Project Manager *
- Runway Safety Area Improvement Project Del Norte County Regional Airport Environmental Assessment/Environmental Impact Report, Crescent City, CA – Project Manager *
- Regional Intermodal Transportation Center at Bob Hope Airport Environmental Assessment and Initial Study/Negative Declaration, Burbank, CA – Project Manager*
- South Airfield Improvement Project Environmental Impact Report, Los Angeles International Airport, Los Angeles, CA – Technical Analyst*
- Environmental Assessment for Runway 10-28 Safety Area (RSA) Improvement at Allegheny County Airport (AGC), Pennsylvania – Project Manager*
- Environmental Assessment for the Extension of Runway 14-32 at North Palm Beach County General Aviation Airport (F45), Florida – Project Manager*
- Environmental Assessment for the Eastgate Air Cargo Facility at San Bernardino International Airport, San Bernardino County, CA – Technical Analyst*
- NorCal Metroplex Project Environmental Assessment, Northern California – Project Manager*
- SoCal Metroplex Project Environmental Assessment, Southern California – Deputy Project Manager*
- CLE-DTW Metroplex Project, Ohio-Michigan, Environmental Assessment – Deputy Project Manager*
- Charlotte Metroplex Project Environmental Assessment, Charlotte, North Carolina – Deputy Project Manager*
- Atlanta Metroplex Project Environmental Assessment, Atlanta, Georgia – Deputy Project Manager*
- DC Metroplex Project Environmental Assessment, Washington, D.C. – Technical Analyst*

**Prior to joining Kimley-Horn*



Andrew Scanlon

Aviation Planner

Andrew has been in the aviation consulting field for 24 years. While the primary focus throughout his career has been traditional airport planning, Andrew has developed a passion for airfield and airside planning. He also is well versed in safety management system (SMS) and applies a risk-based approach to his planning and alternatives analysis. He has strong experience in unique airport planning studies such as Airports-GIS, runway incursion mitigation, airspace analysis including 7460-1 filings and TERPS analysis, and land use compatibility. He works closely with aviation engineers to develop sensible solutions to current problems while protecting long-term development at airports. Andrew is a multidiscipline leader, managing varied aspects of airport consulting from planning to environmental to design through program and construction management. Andrew's wide range of aviation experience allow him to see a project from multiple perspectives and provide his clients with one-of-a-kind experience.

EDUCATION

- Master of Information Systems, University of Phoenix
- Master of Business Administration, Technology Management, University of Phoenix
- Bachelor of Science, Industrial Design, ITT Technical Institute

RELEVANT EXPERIENCE

- Brawley Municipal Airport, ALP Update, Brawley, CA – Project Planner*
- Brawley Municipal Airport, Wind Analysis, Brawley, CA – Project Manager*
- Calexico International Airport, Master Plan, Calexico, CA – CAD Technician*
- Calexico International Airport, ALP Update, Calexico, CA – Project Manager*
- Monterey Regional Airport, ALP Update, Monterey, CA – Quality Control
- Salinas Municipal Airport, ALP Update, Salinas, CA – Project Planner
- Siskiyou County Airport, ALP Update with Narrative Report, Yreka, CA – Project Manager
- Watsonville Municipal Airport, Master Plan, Watsonville, CA – Project Planner
- Mojave Air and Space Port, On-Call Planning, Mojave, CA – Project Manager
- Miami-Dade County Transportation Planning Organization, Integrating Urban Air Mobility (UAM), Miami, FL – Project Manager
- Dulles International Airport, Master Plan, Washington, DC – Internal Project Manager
- Boulder Municipal Airport, On-Call Planning, Boulder, CO – Project Manager
- Boulder Municipal Airport, Community Conversation, Boulder, CO – Project Planner
- Clark County Department of Aviation, Henderson Executive Airport Master Plan Update, Henderson, NV – Project Planner
- Louisville Muhammad Ali International Airport, Professional Airport Planning Services Airport Master Plan, Louisville, KY – Project Planner/Quality Assurance/Quality Control
- Memphis International Airport, Master Plan, Memphis, TN – Project Planner
- Pitkin County, Program Management Services for the Aspen/Pitkin County Airport Capital Improvement Project (ASE), Aspen, CO – Project Planner
- Volusia County, Professional Aviation Planning Services for an Airport Master Plan Daytona Beach International Airport (DAB), Update at DAB, Volusia County, FL – Deputy Project Manager
- General Edward Lawrence Logan International Airport, Runway Incursion Mitigation Study, Boston, MA – Internal Project Manager
- Detroit Metro Wayne County Airport, As Built ALP Update, Detroit, MI – Quality Control
- The Eastern Iowa Airport, Master Plan Update, Cedar Rapids, IA – Quality Control

- Cecil Airport and Spaceport, Master Plan, Jacksonville, FL – Project Manager
- Airport Land Use Compatibility Study, Beach and Orangethorpe, Buena Park, CA – Project Manager*
- Hemet-Ryan Airport, Land Use Compatibility Study, Hemet, CA – Project Planner*
- Pauma Valley Airpark, Airport Compatibility Analysis, Pauma Valley, CA – Project Planner*
- Rosamond Skypark, Airport Compatible Land Use Study, Rosamond, CA – Project Planner*
- Santa Ana City Place Sky Lofts, Airspace Analysis/Land Use Compatibility EIR, Santa Ana, CA – Project Planner*
- Science of the Soul, Land Use Compatibility Study, Petaluma, CA – Project Manager*
- Airspace Due Diligence Studies, Various Clients and Various Locations, U.S. – Project Manager

**Prior to joining Kimley-Horn*



Heungseok Park

Aviation Planning Analyst

As an aviation planning analyst, Heungseok has extensive experience in airport master planning for airports which included developing Caltrans safety zone and Part 77 surface for airports in California. He is skilled in assessing the height restriction of the Part 77 surfaces and identifying commercial development opportunities as part of the planning process. He has also successfully navigated the state and federal grants process through his work on projects such as the Salinas Airport Grant Administration and the Caltrain Corridor Crossings Study. Prior to joining Kimley-Horn, Heungseok worked as a project lead for the Smart Mobility Program at NASA during an internship, where he led a team that won first place in the Transportation Research Board's (TRB) annual design competition with a report on the Conceptual Design of Vertiport and UAM Corridor. Ultimately, he is passionate about improving equitable mobility options for all members of the community.



EDUCATION

- Bachelor of Science, Aviation, San Jose State University



RELEVANT EXPERIENCE

- Hayward Executive Airport (HWD), Airport Layout Plan with Narrative Report, Hayward, CA – Analyst
- Watsonville Municipal Airport (WVI), Airport Layout Plan with Narrative Report, Watsonville, CA – Analyst
- Jacksonville Aviation Authority, Cecil Airport Master Plan, Jacksonville, FL – Analyst
- Salinas Municipal Airport (SNS), Grant Administration, Salinas, CA – Analyst
- Miami-Dade County Transportation Planning Organization, Advanced Air Mobility Policy Roadmap, Miami-Dade County, CA – Analyst
- San Jose Mineta International Airport (SJC), Taxiway Victor Rehabilitation Project, San Jose, CA – Analyst

Attachment D
Request for Proposal



Imperial County Planning & Development Services Planning / Building

Jim Minnick
DIRECTOR

September 1, 2023

Dear Consultant:

The County of Imperial, Planning & Development Services Department (also referred to as "County"), is requesting proposals from Consultants who are qualified to prepare an update of the County's Airport Land Use Compatibility Plan (ALUCP) and associated California Environmental Quality Act (CEQA) documentation. The updated Airport Land Use Compatibility Plan shall be clear, concise and consistent with the 2011 California Airport Land Use Planning Book, while meeting the community's needs.

The attached request for proposal (RFP) defines the scope of services and outlines the requirements that must be met by Consultants interested in providing such services. Consultants shall carefully examine the entire RFP, and all related materials and data referenced in the RFP or otherwise available, and shall become fully aware of the nature and the conditions to be encountered in performing the service.

A major focus of this update will be to clarify and enhance the ALUCP policies to improve local implementation of the plan by local jurisdictions, with the purpose of promoting safety between our airports and the communities that surround them. This planning effort involves a multidisciplinary Project Development Team consisting of representatives from the Cities, County and the public. The end goal of the ALUCP update is to employ a transparent decision-making process that results in community-wide acceptance of the ALUCP and adoption by the County Board of Supervisors.

Consultants are advised to read all sections of this RFP prior to submitting a proposal as well as reviewing the 2011 California Airport Land Use Planning Book.

Sincerely,


Jim Minnick, Director
Imperial County Planning & Development Services

REQUEST FOR PROPOSAL (RFP)
for the County of Imperial's Airport Land Use Compatibility Plan Update

I. INTRODUCTION

Background: Imperial County (County) is located in the southeast corner of California. It is bordered on the west by San Diego County, on the north by Riverside County, on the east by the Colorado River and the State of Arizona, and on the south by 84 miles of the International Boundary between the United States of America and the Republic of Mexico.

The County covers an approximately 4,597 square mile area. Approximately fifty (50) percent of the County lands are under federal jurisdiction. The County is known for its agricultural production, with cultivated land currently comprising more than eighteen percent (18%) of the total area. The developed (Urban) area, where the County's incorporated cities, unincorporated communities and supporting facilities are situated comprises approximately one percent (1%) of the land. The estimated population in the County is 180,000, with 40,000 residing in the unincorporated areas.

There are seven (7) in airports in the County:

1. Brawley Municipal Airport
2. Calexico International Airport
3. Calipatria Municipal Airport
4. Holtville Airport
5. Imperial County Airport
6. Salton Sea Airport
7. Naval Air Facility – El Centro

The update will bring the existing ALUCP into compliance with the 2011 California Airport Land Use Planning Handbook, and it will make appropriate and necessary changes to Compatibility Zone Boundaries, Policies and Criteria.

II. SCOPE OF SERVICES:

Using the adopted 1996 County ALUCP as a basis, the purpose of the ALUCP Update is to:

1. Review and update the existing ALUCP to achieve consistency and compliance with the current 2011 California Airport Land Use Planning Handbook;
2. Refine the ALUCP to reflect updated Airport Layout Plans (ALPs) and Narrative Reports for all airports in the County; and,
3. Review the Naval Air Facility – El Centro Joint Land Use Study; and,
4. Review the compatibility issues, and identify those issues that should be addressed by the ALUCP Update.

5. Update Noise, Overflight, Safety, Airspace protection, Noise Contours (CNEL), obstruction charts, safety zones, FAA Airspace Protection Surfaces, FAA Airspace Protection Services, Composite Compatibility Zones, Airport Influence Area information, charts and data, and any other pertinent studies (Maps for the ALUCP Update are to be compatible with the County's GIS).
6. Update the ALUCP chapters pertaining to Procedural Policies and Countywide Compatibility Policies based on input from the County, the Cities and the public;
7. Complete a public participation program to ensure the ALUCP Update process is open to and encourages public and community stakeholder input; and,
8. Provide all required maps, drawings, reports, and other data prepared or obtained in the performance of services required by this agreement. Unless otherwise directed, all deliverable items shall be provided in both digital form (Microsoft Word and JPG / PDF format) and in hardcopy.
9. Prepare the administrative, public and final draft ALUCP for review by County, the Cities and the public; and,

Consultant shall:

1. Have the ability to maintain adequate files and records.
2. Have the administrative and fiscal capability to provide and manage the services and to ensure an adequate audit trail.
3. Address any changes pursuant to State statutes.
4. Be responsible for the development of technical work; and,
5. Coordinate with County Staff when obtaining information from local airport operators regarding airport operation information, and local planning departments regarding land uses near the individual airports; and,
6. Assist with presentations at public hearings for the adoption of the CEQA document and the ALUCP; and,
7. Assist with establishing review policies: types of action for ALUC review, project information, timing and staff responsibilities.
8. Ensure coordination with the County, Cities and Caltrans Division of Aeronautics, as well as community stakeholder, aviation/pilot organizations and individuals.
9. Prepare the related environmental documentation for the ALUCP Update meeting all applicable CEQA requirements and laws/regulations administered by applicable State agencies.

Through this RFP and contract negotiation process, the consultant may suggest modifications and innovative approaches.

III. Proposal Content

Proposal responses must adhere to the requirements set forth in this section, both for content and sequence. Failure to adhere to these requirements or the inclusion of conditions, limitations or misrepresentations may be cause for rejection of the submittal. Use 8-1/2 x 11 sheets (foldouts are acceptable for charts, etc.) and font size large enough to be easily legible, but not smaller than 10 point. The original proposal and each

subsequent copy must be submitted on paper, properly bound, appropriately tabbed and labeled in the following order:

- A. Cover Letter:** Provide a "Cover Letter" and introduction, including the name and address of the organization or individual submitting the proposal, together with the name, address, telephone and fax numbers, and e-mail address of the contact person who will be authorized to make representations for the organization, and an expression of the Consultant's ability and desire to meet the requirements of this Request for Proposal. The letter must be signed by an individual authorized to bind the firm contractually.
 - B. Table of Contents:** This section shall include a detailed "Table of Contents" and an outline of the submittal, identified by sequential page number and by section reference number and section title as described herein.
 - C. Consultant's Capabilities:** Describe the firm's resources, experience and capabilities as they relate to scope of services described hereinabove. Submit in the order identified below:
 - D. Executive Summary of Qualifications:** An executive summary should briefly describe the Consultant's firm qualifications, including experience in Airport Land Use Compatibility Plan updates, resumes of key staff member(s) assigned to prepare the update, and a description of similar projects. The executive summary should also include a description of your understanding of the project.
 - E. Scope of Services:** Discuss the project approach in **Section II, Scope of Services**, with a cost estimate and cost proposal for the project including a breakdown. **Consultant will also provide a schedule of fees and hours.**
 - F. References:** Consultants must provide a minimum of five (5) client references, preferably of county governments, municipalities, or service districts in California, of organizations with whom you currently have contracts with and/or have previously had contracts with for the provision of services of equal type and scope within the last five (5) years. Each reference shall include company or organization name, contact person, title, telephone number, length of business relationship, and summary of services performed.
 - G. Additional Data:** (This Section shall be limited to five pages.) Include any other data the Consultant deems essential to the evaluation of the qualifications and proposal statements. Where appropriate, please key data back to information contained in Sections A thru D. If there is no additional data, this section will consist of the statement, "We wish to present no additional data."
- IV. Proposal Submittal:** Consultants must submit one (1) digital and one (1) hard copy of their proposal, along with any addenda, in a sealed envelope or container, clearly marked "**RFP-ALUCP**", **no later than 5:00 PM – October 2, 2023**, to:

County of Imperial
Planning & Development Services Department
801 Main Street, El Centro, CA 92243
Email PDF copies to: planninginfo@co.imperial.ca.us

A Consultant may withdraw its final proposal at any time **prior** to the opening deadline date and time by submitting a written request for its withdrawal to the County, signed by an authorized agent of the firm. Consultants may thereafter submit a new or modified proposal prior to the opening deadline date and time. Modifications offered in any manner, oral or written, will not be considered. Consultant submitting less than the required number of copies of their proposal will be rejected and considered "non-responsive." Proposals received beyond the deadline will not be considered, and will be returned unopened. It is the responsibility of the Consultant to assure that the proposal is received in the Planning & Development Services Department prior to the proposal opening deadline date and time. Proposals received beyond the proposal opening deadline will not be accepted and will be returned unopened.

For questions regarding the Request for Proposal process, contact Michael Abraham, Assistant Director at MichaelAbraham@co.imperial.ca.us or at (442) 265-1736.

Attachments:

- A. Imperial County Airport Land Use Compatibility Plan
- B. Naval Air Facility – El Centro Joint Land Use Study