

ORDINANCE NO. 314

AN ORDINANCE AMENDING COOS BAY COMPREHENSIVE PLAN 2000, VOLUME III, PART 3, TO ADD EXCEPTION #26 - AQUATIC UNIT 52-NA - NORTH BEND MUNICIPAL AIRPORT MAINTENANCE WALKWAY FOR LIGHTING SYSTEM

Section 1. Chapter 3.2, Site-Specific Exceptions, is hereby amended by adding Exception #26 as follows:

Exception #26: Aquatic Unit 52-NA (North Bend Municipal Airport Maintenance Walkway for Lighting System)

- (A) The Proposal: To place a 1,425 foot long maintenance walkway for the Medium- Intensity Approach Lighting System with Runway Alignment Indicator Lights (“MALSR”) in a Natural Management Unit.
- (B) The Exception: A maintenance walkway will be used to support the in-water portion of the MALSR. The walkway will be constructed along the extended centerline of the runway, beginning at the ordinary high water mark and extending 1,425 feet into Coos Bay. The seven light stations, located approximately 200 feet apart, will be installed on the walkway. The end of the overall structure will be located approximately 2,425 feet from the Runway 04 threshold.

The walkway will be 14 feet wide at the light stations, with a 6-foot wide walkway between stations. The elevation of the maintenance walkway decking would be approximately 8 feet above mean high tide.

(C) The Findings

- (i) Reasons justify why the state policy embodied in Goal 16 should not apply.

The design and location of the maintenance walkway is entirely dependent on the MALSR system. Runway 04 is the only location for the MALSR and the system must extend west from the centerline of the runway. The walkway will provide the only way possible to obtain the necessary access to the light stations 24 hours a day to assure proper maintenance and operation.

Service by foot is not feasible. Access by foot during low tide will be environmentally damaging and will not permit the necessary access.

Service by boat is not feasible. The proper operation of the lighting system cannot be dependent on the tides. At low tide, boats would be unable to reach the light stations, and when these lights go out, boats cannot wait until high tide for repairs. Doing so would severely degrade the integrity of the system and the purpose of added safety.

In addition, maintenance from boats is unsafe. Electronics technicians could be subject to extreme injury trying to work on the lights. General maintenance can mean more than just changing a light bulb. Actual manipulation of wiring can be necessary, and electrocution is a greater possibility if the technicians are working from unsteady boats rather than from a stable walkway.

Conclusion - The maintenance walkway should be permitted in order to sustain the proper operation of the MALSR. The MALSR will improve safety and reliability of flights in and out of the airport.

- (ii) Areas that do not require a new exception cannot reasonably accommodate the use (Alternative Locations).

No areas that do not require an exception can accommodate the MALSR. The MALSR must extend from a runway at the North Bend Municipal Airport. There are three runways at the airport, but Runway 04 is the only precision instrument runway. The MALSR is most effective if used in conjunction with a precision instrument landing system (ILS).

Federal Aviation Administration fleet requirements for business, corporate and air cargo craft range from 4,450 to 6,800 feet. Runway 34 is only 2,000 feet long and Runway 31 is approximately 4,450 feet long, which is at the very lower end of the safety rating. However, Runway 31 has no ILS.

In addition, Runway 04 is the only runway with prevailing winds which is especially important during dark or inclement weather when the MALSR should be most used.

Conclusion - There are no practicable or preferable alternative locations for this use.

- (iii) Consequences

- (a) Environmental - Installation of the walkway using approved, environmentally sensitive methods will minimize water quality impacts and will minimize the temporary impacts of construction. Once in place, the walkway's design is not expected to adversely affect estuarine resources. Localized disruption of eelgrass beds will not be significant, as the walkway will span the eelgrass beds, and shading caused by the maintenance walkway is addressed by the use of grating for the walkway to permit more light. The use of a boat to repair lights could potentially damage the site's eelgrass beds and associated aquatic species. This damage is likely to be more significant than the potential impacts from the construction of the maintenance walkway.

The walkway will be placed on 63 hollow, galvanized steel pilings which will be annular with a thickness of 3/8 of an inch. The area of eelgrass at the end of Runway 04, approximately 10 meters in length, 4 meters in width, and 1.5 meters in depth at low tide (Sikes, URS 7/2001) provides very important forage and is a primary source of food for prey invertebrates. Due to the critical nature of this bed, no piles will be placed in the eelgrass. The pile driver will be on a barge which will be removed from the site and moored when the tide is out to avoid contact with the substrata.

The area is off limits to recreational activities. Due to the low flying aircraft and the sensitive nature of the airport proper and associated navigational equipment, it is a violation for anyone to be on or around the equipment, or to enter the airport grounds. Warning signs will be posted to keep people away from the lighting system and maintenance walkway.

Recreational clam beds are near the project site, but not within the project site. Because no substrate disturbing equipment will be used and because the area of the surface

bottom to be touched will be minimal, construction is not expected to significantly affect the clam beds.

- (b) Social and Economic - The maintenance walkway will not cause any community disruption, create any change in employment patterns or disrupt planned development, or result in long-term noise impacts.

The walkway will facilitate the proper operation of the MALSR, which is intended to enhance safety at the airport, improve the reliability of air transport and travel, and improve the airport facilities.

- (c) Energy - The MALSR lights will require the use of electrical energy; however, the MALSR is using an energy efficient design. Pilots will activate the MALSR when needed and the lights will automatically shut off after 15 minutes unless reactivated by the pilot. This will provide sufficient time for pilots to land using the MALSR while avoiding unnecessary use of the lights. The walkway itself is not expected to have any energy consequences. The walkway will provide an efficient access to the lights and will eliminate the need to launch and fuel boats to provide maintenance.

Conclusion - The social, economic and energy consequences of the proposed maintenance walkway are positive. The environmental impacts are minor and acceptable.

(iv) Compatibility with Adjacent Uses

Coos Bay borders the airport to the north and Pony Slough to the east. The slough branches from Coos Bay estuary where a narrow mouth opens into a wide tidal flat that is divided by a channel. Urbanized areas of the city of North Bend lie south and east of the airport. Surrounding the airport to the south and east is a combination of residential, commercial and industrial land uses. Immediately adjacent to Runway 04 are areas zoned for residential use. North of Runway 04 is Coos Bay with a wood products manufacturing facility located on the opposite shore. West of Runway 04 is the southern portion of the Oregon Dunes National Recreation Area. The walkway will not affect these uses in any manner.

There is no noise associated with the operation of the MALSR or the walkway. While the lighting system allows for lower minimums when aircraft are using an ILS (instrument landing system) approach procedure, this does not mean that the planes fly any lower than without the MALSR. Rather, with the lower minimums, there are fewer missed approaches and thus the potential for less noise with the MALSR than without it.

Conclusion - The proposed walkway will facilitate airport safety and the economic benefits from the MALSR improvements. The walkway will assist in sustaining the proper operation of the federally mandated MALSR. The walkway is compatible with adjacent uses.

Section 2. Emergency Declared. Because the timely installation of a maintenance walkway for the MALSR is necessary for the peace, health and safety of the people of the City of Coos Bay and the surrounding area, an emergency is declared to exist and this ordinance is effective upon its passage by the Council.

The foregoing ordinance was enacted by the City council of the city of Coos Bay the 6th of November, 2001, by the following vote:

Yes: Mayor Benetti and Councilors Jeff McKeown, Cindi Miller, Don Spangler and Judy Weeks

No: None

Absent: Councilors Anna Maire Larson and Kevin Stufflebean

Joe Benetti
Mayor of the City of Coos Bay
Coos County, Oregon

ATTEST:

Joyce Jansen
Deputy Recorder of the City of Coos Bay