

4.16 HAZARDS AND HAZARDOUS MATERIALS

This section provides an analysis of the Proposed Project within the context of safety and environmental hazards that may be present at Gness Field Airport (DVO or Airport) and those that the Proposed Project may pose to others.

Public scoping comments regarding the proposed project were received by the County in August 2008. Concerns were raised by the Novato Fire Protection District regarding the maintenance of emergency service access to the proposed runway extension area.

4.16.1 ENVIRONMENTAL SETTING

4.16.1.1 Regulatory Framework

FEDERAL LAWS AND POLICIES

A waste is considered hazardous if it exhibits hazardous characteristics, such as corrosivity, reactivity, ignitability, or is specifically listed as such by the U.S. Environmental Protection Agency (USEPA). Wastes excluded from regulation as hazardous waste include household wastes, animal wastes, flyash, slag, and wastes from ore processing. There are several Federal acts that regulate the handling of hazardous materials.

Resource Conservation and Recovery Act of 1976 (RCRA)

The Resource Conservation and Recovery Act (RCRA) is intended to provide "cradle to grave" management of hazardous and solid wastes and regulation of underground storage tanks (USTs) containing chemical and petroleum products. The RCRA allows the USEPA to set standards for entities producing, storing, handling, transporting, and disposing of hazardous waste. The RCRA was amended with the Hazardous and Solid Waste Amendments of 1984 (HSWA) that addressed corrective actions and permitting of hazardous waste issues.

Comprehensive Environmental Response, Compensation and Liability Act of 1980

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 provides the authority with which the Federal government can compel people or companies responsible for creating hazardous waste sites to clean them up. Nicknamed "Superfund," it created a public trust fund to assist with the cleanup of inactive and abandoned hazardous waste sites and accidentally spilled or illegally dumped hazardous materials. Only sites listed on the National Priorities List (NPL) are eligible for funding from the "Superfund."

Toxic Substances Control Act of 1976

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens for these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. In addition, the USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk.

Pollution Prevention Act of 1990 (PPA)

The Pollution Prevention Act of 1990 (PPA) established the national policy that pollution should be prevented or reduced at the source whenever feasible. The PPA was established to reduce or eliminate waste at the source by modifying production processes, promoting the use of non-toxic or less-toxic substances, implementing conservation techniques, and re-using materials rather than putting them into waste streams.

In addition, Executive Orders (EO) associated with the PPA include EOs 12088 (*Federal Compliance with Pollution Control Standards*), 13101 (*Greening the Government through Waste Prevention, Recycling, and Federal Acquisition*), and 13148 (*Greening the Government through Leadership in Environmental Management*) were created to support methods to prevent and control pollution in the environment.

EO 12856, *Federal Compliance with Right-to-Know Laws and Pollution Prevention*, requires Federal agencies to report, in a public manner, toxic chemicals entering any waste-stream from their facilities, including any releases to the environment. This is required to ensure that generated waste is recycled to the maximum extent practicable, as well as to ensure that any remaining wastes are stored, treated, or disposed of in a manner protective of public health and the environment. This is further required in an effort to improve local emergency planning, response, and accident notification. Finally, the requirement is designed to encourage clean technologies and safe alternatives to extremely hazardous substances or toxic chemicals. This is to be accomplished through revisions to specifications and standards, the acquisition and procurement process, and the testing of innovative pollution prevention technologies at Federal facilities.

STATE OF CALIFORNIA LAWS AND POLICIES

State Water Resources Control Board (SWRCB)

The State Water Resources Control Board (SWRCB) is responsible for protecting California's surface water and ground water, and administers and enforces the California Code of Regulations (CCR). Regionally, the SWRCB is represented by the San Francisco Bay Regional Water Quality Control Board (RWQCB). Pursuant to CCR, ground water sampling is required quarterly and is used to determine if the

water quality protection standards established by the RWQCB are being maintained. (See Section 4.4, Hydrology and Water Quality, for a more detailed discussion of the project's effects on water quality.)

MARIN COUNTY POLICIES

Marin County Hazardous Materials Incidence Response Plan

The Marin County Disaster Council Hazardous Materials Committee established the Hazardous Materials Response Team, which prepared the Hazardous Materials Incidence Response Plan and incorporated it into the Marin County Disaster Plan in 1984. The Hazardous Materials Plan designates a unit of the San Rafael Fire Department to contain hazardous materials spills and a unit of the County Fire Department to identify the type of spill and enforce applicable health laws and regulations regarding such spills. The Plan and fire unit designations were adopted via a Joint Powers Agreement by all Marin County Cities, Marin County, the California Highway Patrol, and the County Fire Districts.

Marin County Hazardous Waste Management Plan

The Marin County Hazardous Waste Management Plan was also adopted by Marin County and all Marin County Cities, including San Rafael. This plan is required by state law and is intended to evaluate local problems and needs and make recommendations to better protect public health and safety and the environment from improper management of hazardous wastes.

Marin Countywide Plan

The Marin Countywide Plan establishes policies and programs intended to minimize harm to people and property due to environmental hazards and to enhance public safety. In addition, Marin County maintains an Emergency Operations Plan to guide agency and public natural disaster preparedness and response.

Marin County Airport Land Use Commission

The Marin County Airport Land Use Commission studies and makes recommendations to the County Board of Supervisors regarding land use in and around DVO, including issues related to public safety. The Airport Land Use Commission is comprised of the members of the Marin County Planning Commission, augmented with two members with expertise in aviation.

4.16.1.2 Existing Conditions

HAZARDS

As previously discussed in Section 4.2, *Land Use and Planning*, of this chapter, the Redwood Landfill and Recycling Center (RLI), a 4520-acre site owned by Waste Management, is located approximately one-half mile northwest of DVO, directly east

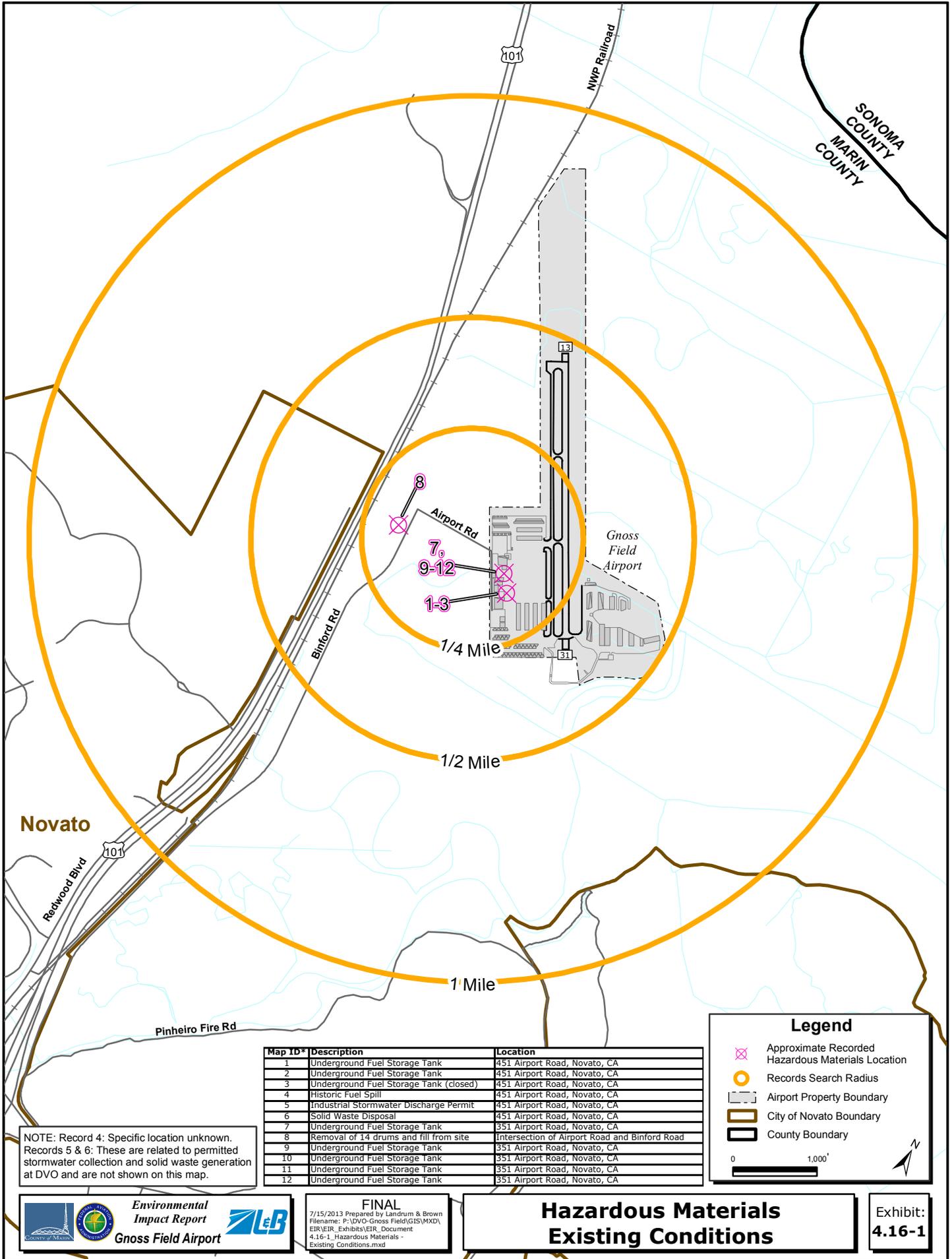
of U.S. Highway 101. The Federal Aviation Administration (FAA) has advisory guidelines that relate to the proximity of landfills near airports. Landfills have the potential to attract wildlife that may be hazardous to air navigation. The southern edge of the RLI is currently located approximately 3,460 feet northwest of Runway 13/31 at DVO. This separation is less than the 5,000 feet recommended by the FAA.

HAZARDOUS MATERIALS

The proposed runway extension and runway safety areas for Runway 13/31 extend into areas of previously developed or otherwise human-altered land. The local area of the Airport, including the areas proposed for runway extension, have been highly disturbed by land use practices including: historical Bay/Delta-lands reclamation, historical and ongoing agricultural activities including cattle grazing, levee construction, channelization, and construction of the Airport facilities and the railroad grade.

As part of the Environmental Impact Review (EIR) development process, field reconnaissance was conducted of the areas that would be disturbed by the Proposed Project. No evidence of hazardous materials, solid wastes, discolored soil or water, stressed vegetation, above or underground storage tanks, pits, ponds, or lagoons were observed (see Appendix L, Hazardous Materials).

Reviews of several Federal, state, and local databases revealed that twelve records involving past, present, and potential generation, transportation, storage, uses or releases of hazardous materials have occurred within the American Society for Testing and Materials standard search distances of ¼, ½, and one mile of the Airport, as shown on **Exhibit 4.16-1, Hazardous Materials – Existing Conditions**, and listed in **Table 4.16-1**. Of those twelve sites, six locations were identified at DVO's 451 Airport Road address. This database search is limited in its ability to identify the specific location of sites as it reports only the street address. Through discussions with Airport staff, more information is available for some of the sites.



Novato

SONOMA
COUNTY
MARIN
COUNTY

Gnos
Field
Airport

1/4 Mile

1/2 Mile

1 Mile

Rehwood Blvd
101

Binford Rd

Pinheiro Fire Rd

NOTE: Record 4: Specific location unknown.
Records 5 & 6: These are related to permitted
stormwater collection and solid waste generation
at DVO and are not shown on this map.

Map ID*	Description	Location
1	Underground Fuel Storage Tank	451 Airport Road, Novato, CA
2	Underground Fuel Storage Tank	451 Airport Road, Novato, CA
3	Underground Fuel Storage Tank (closed)	451 Airport Road, Novato, CA
4	Historic Fuel Spill	451 Airport Road, Novato, CA
5	Industrial Stormwater Discharge Permit	451 Airport Road, Novato, CA
6	Solid Waste Disposal	451 Airport Road, Novato, CA
7	Underground Fuel Storage Tank	351 Airport Road, Novato, CA
8	Removal of 14 drums and fill from site	Intersection of Airport Road and Binford Road
9	Underground Fuel Storage Tank	351 Airport Road, Novato, CA
10	Underground Fuel Storage Tank	351 Airport Road, Novato, CA
11	Underground Fuel Storage Tank	351 Airport Road, Novato, CA
12	Underground Fuel Storage Tank	351 Airport Road, Novato, CA

Legend

- Approximate Recorded Hazardous Materials Location
- Records Search Radius
- Airport Property Boundary
- City of Novato Boundary
- County Boundary

0 1,000'

Environmental
Impact Report
Gross Field Airport

FINAL
7/15/2013 Prepared by Landrum & Brown
Filename: P:\DVO-Gross Field\GIS\W\XD\ER\ER_Exhibits\ER_Document 4.16-1_Hazardous Materials - Existing Conditions.mxd

Hazardous Materials Existing Conditions

Exhibit:
4.16-1

Back of EXHIBIT 4.16-1

**Table 4.16-1
HAZARDOUS MATERIAL RECORDS WITHIN ONE MILE RADIUS OF DVO
Gross Field Airport**

MAP ID*	DESCRIPTION	LOCATION
1	Underground Fuel Storage Tank	451 Airport Road, Novato, CA
2	Underground Fuel Storage Tank	451 Airport Road, Novato, CA
3	Underground Fuel Storage Tank (closed)	451 Airport Road, Novato, CA
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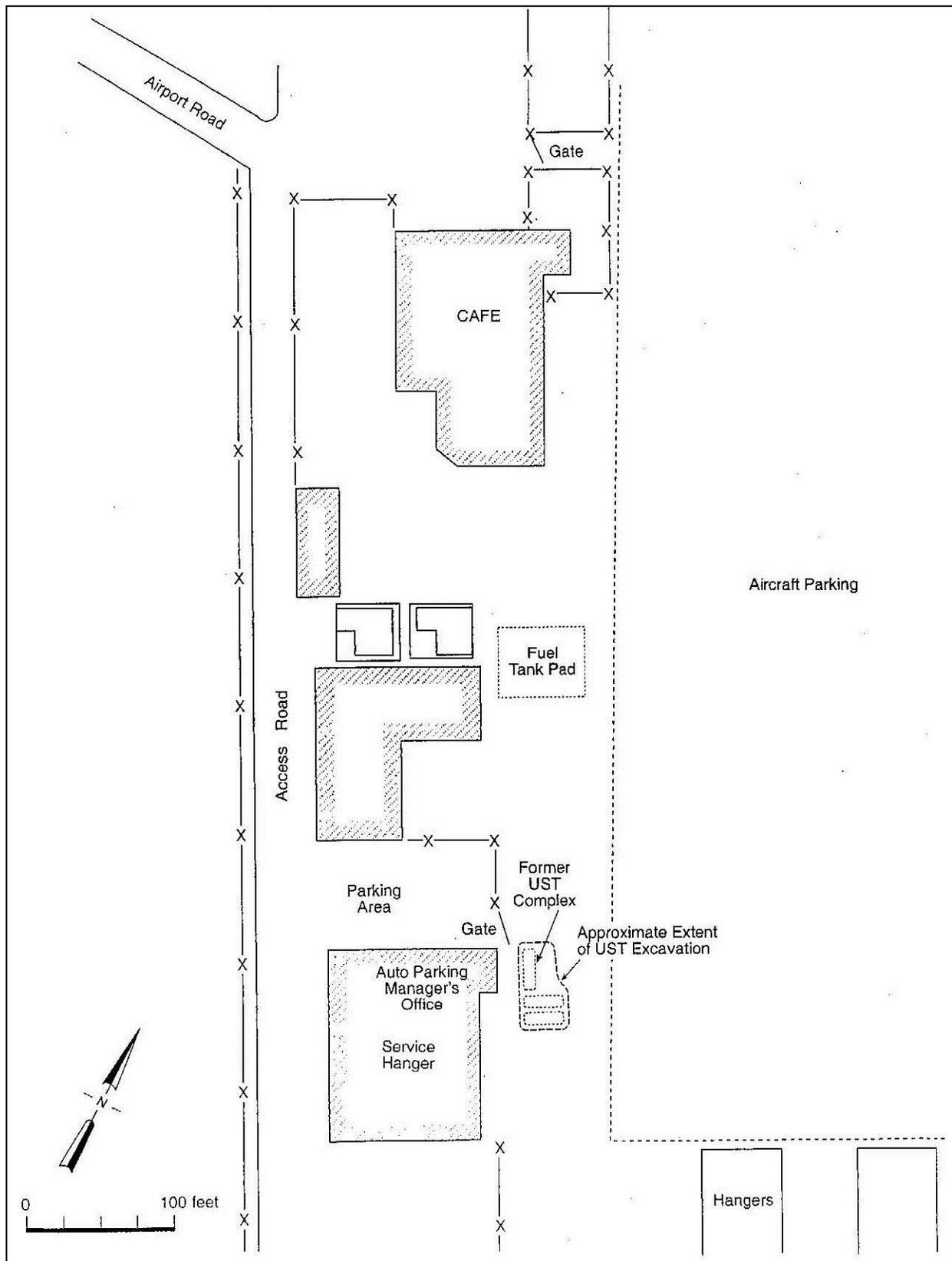
* Note: The Map ID corresponds to the labels in Exhibits 4.16-1, 4.16-2, and 4.16-3.

Source: Environmental Data Resources Inc., EDR Radius Map Report, May 18, 2009.

The records for the first three of the six locations identified at the 451 Airport Road address indicate that they were reported USTs containing diesel, aviation fuel, or jet fuel that have since been removed. In 1991, one jet fuel and two aviation gasoline USTs, each with a capacity of 10,000 gallons, were removed from Airport property, east of the manager's office (see **Figure 4.16-A** for the location of the former USTs). During removal, it was determined that the USTs and product lines were pitted and had holes in them. In 1999, during excavation work to replace a section of the storm drain sewer line, ground water with a sheen and solvent-like and petroleum odors were encountered. Sixty-three tons of soil and 9,600 gallons of ground water were subsequently removed from the excavation and transported off-site to proper disposal facilities. Soil samples of the excavated soil were also completed.

It was recently determined by the California Regional Water Control Board San Francisco Bay Region that this subsurface contamination poses a potential threat to human health and water quality and needs to be addressed. Marin County was issued a Requirement for Technical Report in June 2009. Marin County submitted a Technical Report in September 2009 and is currently coordinating with the Regional Water Quality Control Board to address this situation. The area in question is located immediately east of the Airport Manager's Office and will not be affected by the Project. As such, it is assumed for the purposes of this EIR that any impact to water quality that is present due to this site will be remediated with or without implementation of the Proposed Project. Therefore, this information will be included in the discussion of cumulative impacts (see Appendix L for a copy of the correspondence regarding this issue).

**Figure 4.16-A
LOCATIONS OF FORMER UNDERGROUND STORAGE TANKS
Gross Field Airport**



The records for the fourth location reported the release of 40 gallons of aviation fuel from an aircraft that went off the runway and into a ditch adjacent to the runway on July 5, 2006. No further records were available and the status of the release is unknown. Because of the relatively small volume of the release and the time that has passed since the release, this site is not considered to be of importance in determining significant hazardous waste impacts.

The records for the fifth location identified at the 451 Airport Road address are for an active National Pollutant Discharge Elimination System permit with the RWQCB for the industrial storm water permit for Airport operations. Because this routine operations permit and its reporting activity are for the control of storm water runoff, this record is not considered to be of importance in determining significant hazardous waste impacts.

The records for the sixth location identified at the 451 Airport Road address indicate that the Airport facility produces approximately 0.33 tons per year of solid waste, which is classified as household waste. Because this is a routine reporting activity, this record is not considered to be of importance in determining significant hazardous waste impacts.

The record for Location 7 was for a historical UST at 351 Airport Road in 1968. No records were provided indicating the status of this UST and there are no reports of any releases from this UST. Based on the location of this site relative to the proposed runway extension and safety areas and the lack of any records indicating a release, Location 7 will not be affected by the Proposed Project.

The record for Location 8 was for the reported removal of 14 drums and fill from the intersection of Airport and Binford Roads in 1996, west of Airport property. The records and a check of the state GeoTracker website indicate that the case was issued a no further action letter. Given the status and the location of this site, Location 8 will not be affected by the Proposed Project.

Locations 9 through 12 are located at 351 Airport Road, west of Airport property. Each of these sites has one record of the presence of one or more active or removed USTs. There were no records of releases from any of these USTs. Based on the location of these sites relative to the proposed runway extension and safety areas and the lack of any records indicating a release, Locations 9 through 12 will not be affected by the Proposed Project.

Based on the research and interviews conducted for the presence of hazardous materials, it is concluded that no NPL or potentially eligible NPL sites are present within the Detailed Study Area. The records of previous spills or actions find that none of these sites are located within the areas that would be disturbed for the Proposed Project.

4.16.2 ENVIRONMENTAL IMPACTS AND MITIGATION

4.16.2.1 Significance Criteria

According to Appendix G of the California Environmental Quality Act (CEQA), a project would be considered to have a significant adverse impact on the environment if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.16.2.2 Environmental Impacts of the Proposed Project

Impact 4.16-1: The proximity of Redwood Landfill and Recycling Center to the proposed runway extension and the wildlife attracted by working face of the landfill could conflict with aircraft activity (less than significant).

The Federal Aviation Administration (FAA) has advisory guidelines that relate to the proximity of landfills near airports. Landfills have the potential to attract wildlife that may be hazardous to air navigation. The southern edge of the RLI is currently located approximately 3,460 feet northwest of Runway 13/31 at DVO. This separation is less than the 5,000 feet recommended by the FAA. The current operating elevation at the RLI is approximately 86-88 feet, with permitted maximum height of 160 feet. Critical to the nature of this facility with respect to aviation related activity at DVO is the 'working face'. The working face delineates the exposed area of the landfill which is known to be an attractant to scavenger birds, particularly gulls. The working face at RLI at any given time is typically smaller than one acre, or less than 0.5 percent of the total area of the waste disposal/landfill. Bird populations most commonly encountered at RLI are gulls.

According to FAA National Wildlife Strike Database, January 1990–April 2003, gulls rank low on the FAA’s relative hazard score with a ranking of 24 out of 100. To discourage gull populations, RLI currently has the following operational controls available as part of its wildlife hazard management plan.

- Minimize the area of the working face and push distance when possible;
- Use pyrotechnic devices to discourage scavenging gulls during refuse placement and compaction;
- Place daily cover consisting of a six inch thickness of compacted soil or approved alternative;
- Employ an outside contractor in the winter months who uses falcons to deter gulls from the landfill; and
- A propane gas-fired cannon may be used in conjunction with the pyrotechnic devices. The cannon emits a loud blast that discourages gulls from approaching the active face of the landfill.

This program has significantly reduced gull activity at the site as compared to prior years and has resulted in an effective bird control program that demonstrates no interference with the Airport. Currently, aircraft fly over all portions of the RLI when arriving to and departing from DVO. There have been no reported bird strikes related to activity at the RLI.

RLIs adaptive bird management plan is required by Marin County, California, through its permitting approval authority over the RLI. ~~As owner and operator of DVO, Marin County also~~ The Local Enforcement Agency (LEA) has the authority to direct the landfill to undertake additional management measures if the existing measures at the landfill prove insufficient in preventing the area from becoming an attractant to birds.

RLI operates under the Solid Waste Facilities Permit #21-AA-0001, issued by ~~Marin County~~ the LEA on December 8, 2008, with concurrence by the State of California Integrated Waste Management Board.¹ This permit speaks to minimizing the size of the working face and addresses the measures the landfill must implement in order to control birds attracted to the face.

As a part of the application for a ~~new~~ revised Solid Waste Facilities Permit, RLI underwent extensive environmental review including the preparation of a full scope EIR, which was certified by the ~~Marin County~~ LEA on December 18, 2008 before issuing the Solid Waste Facilities Permit.

¹ *Marin County Solid Waste Facilities Permit #21-AA-0001.*

The EIR identified the proximity of the landfill to DVO as a potential conflict with airport operations at DVO. Associated mitigation measures included in the Mitigation Monitoring and Reporting Program (MMRP) of the Redwood Landfill EIR, relative to the working face and the bird control measures, became part of the enforceable solid waste facility permit conditions, as required under CEQA.²

As stated in the Redwood Landfill EIR, the RLI site is located within designated safety zones of the Airport which is located south of the site. The safety zones, established in the 1991 Airport Land Use Plan are areas in the vicinity of the Airport in which land use and/or zoning restrictions are established to protect public safety on the ground by limiting exposure to aircraft crash hazards. Five zones are established, with Zone 1 (Clear Zone) the closest to the airport and Zone 5 (Referral) the farthest. The southern half (roughly) of the landfill site is located in safety zone 3, Traffic Pattern Zone, and the northern half is within safety zone 4, Overflight Zone. Zone 5, Referral Area, extends two miles from DVO and therefore, RLI also falls within this zone. The proposed 1,100-foot runway extension to the north would bring the runway into closer proximity with RLI, and would result in a shift of the safety zones closer to the landfill.³

As referenced in the Redwood Landfill EIR, in addition to FAA distance criteria, the USEPA adopted amendments to the RCRA, adding 40 CFR Part 258, §258.10 effective October 1993, to require FAA notification for proposed new or expanded Municipal Solid Waste Landfill units (MSWLF) (USEPA, 1991). §258.10 requires: (a) owners or operators of new MSWLF units, existing MSWLF units, and lateral expansions that are located within 10,000 feet (3,048 meters) of any airport runway end used by turbojet aircraft or within 5,000 feet (1,524 meters) of any airport runway end used by only piston-type aircraft to demonstrate that the units are designed and operated so that the MSWLF unit does not pose a bird hazard to aircraft; (b) owners or operators proposing to site new MSWLF units and lateral expansions within a five-mile radius of any airport runway end used by turbojet or piston-type aircraft to notify the affected airport and the FAA; and (c) the owner or operator to place the demonstration in paragraph (a) in the operating record and notify the State Director that it has been placed in the operating record. The combined State Water Resources Control Board/California Integrated Waste Management Board (CIWMB) regulations concerning facility siting and classification (Division 2, Title 27, §20270) include language nearly identical to items (a) through (c) above.⁴

The Redwood Landfill EIR states that because RLI is located in DVO safety zones 3, 4, and 5, changes to the existing operations at RLI could potentially conflict with airport operations. Given that the area of the working face of the landfill would be larger as a result of the RLI expansion project, it could result in increased bird activity at RLI and an associated increase in the risk of bird/aircraft strikes. The proposed increase in composting operations, especially the addition of food as a

² *Redwood Landfill Solid Waste Facilities Permit Revision, Mitigation Monitoring and Report Program*, November 17, 2008.

³ *Redwood Landfill Solid Waste Facilities Permit Revision EIR*, July 2005.

⁴ *Redwood Landfill Solid Waste Facilities Permit Revision EIR*, July 2005.

composting feedstock, also could increase bird activity at the RLI site and contribute to increased risk of bird/aircraft strikes. In addition, the increased amount of light that would be needed to accommodate more frequent nighttime operations at the larger working face could potentially interfere with nighttime aircraft operations at DVO.⁵

Mitigation measures included in the MMRP of the EIR, and subsequently incorporated into the landfill's current operating Permit are listed below. The standards in the Permit also meet the requirements of the CIWMB pursuant to Public Resources Code Section 44009. The owner of RLI (Waste Management, Inc.) has agreed to comply with the mitigation measures contained in the MMRP of the Redwood Landfill EIR.

- The applicant proposes to continue their existing bird control program, which is previously discussed in this document under Existing Conditions.
- To ensure that nighttime activities do not interfere with operations at DVO, lights used during nighttime landfill operations will not be colored, will be shielded and directed downward to reduce glare, and will be placed in an irregular pattern in order not to appear to be a runway. The applicant shall notify the Gness Field Airport prior to any change in the way lighting is used for nighttime operations.
- If bird activity at the landfill, including the areas outside the permitted landfill footprint proposed for composting, increases as a result of the project, as determined by the local enforcement agency during regular site inspections, RLI shall adjust its existing bird control program as necessary to ensure that the facility does not pose a bird hazard to aircraft. RLI shall modify as necessary the demonstration required in 40 CFR Part 258, §258.10 (a) and 27 CCR, §20270(a) (that the landfill does not pose a bird hazard to aircraft).

The proposed extension of Runway 13/31 by 1,100 feet to the northwest would result in the north end of the runway being located 2,500 feet from the southern edge of the RLI. This would decrease the distance between the end of the runway and the RLI as compared to existing conditions. Aircraft currently fly over the landfill at an altitude of approximately 300-400 feet Above Ground Level (AGL) on approach from the northwest. When departing to the northwest, aircraft are at an altitude of approximately 500-700 feet AGL when they fly over the landfill. With the proposed runway extension, all aircraft landing at DVO from the northwest would overfly the landfill at an approximate altitude of 250-350 feet AGL. Some of the aircraft operating at DVO today would be able to accommodate heavier payloads or more fuel as a result of the extended runway. Due to these heavier overall weights, these aircraft would be at an approximate altitude of 475-675 feet AGL on departure to the northwest. Because there would be no change in the flight patterns and only a small change in altitude (25–50 feet) of aircraft as they overfly the landfill, the change in operational distance from aircraft in flight and the landfill would be relatively small. In addition, the RLI will continue the measures included

⁵ Redwood Landfill Solid Waste Facilities Permit Revision EIR, July 2005.

in the bird management plan that have proven effective to date.⁶ With the current measures in place, it is not anticipated that there would be an increase in bird strikes due to implementation of the proposed project.

Marin County previously authorized the continued operation of RLI near DVO, but in so doing, identified mitigation measures in the MMRP to minimize the attractiveness of the area to wildlife, especially birds, so as to avoid creation of a wildlife aircraft strike hazard at RLI and to prevent RLI from becoming an incompatible land use. Marin County's permit issued to RLI requires mitigation measures including ongoing management efforts to prevent minimize bird attractants. If deemed ineffective over time, the mitigation measures will change per the County's permit requirements. Therefore, the location and operation of the RLI should not impede the proposed extension of Runway 13/31 at DVO and the impact is deemed less than significant.

Mitigation: None Required

Impact 4.16-2: The Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (less than significant).

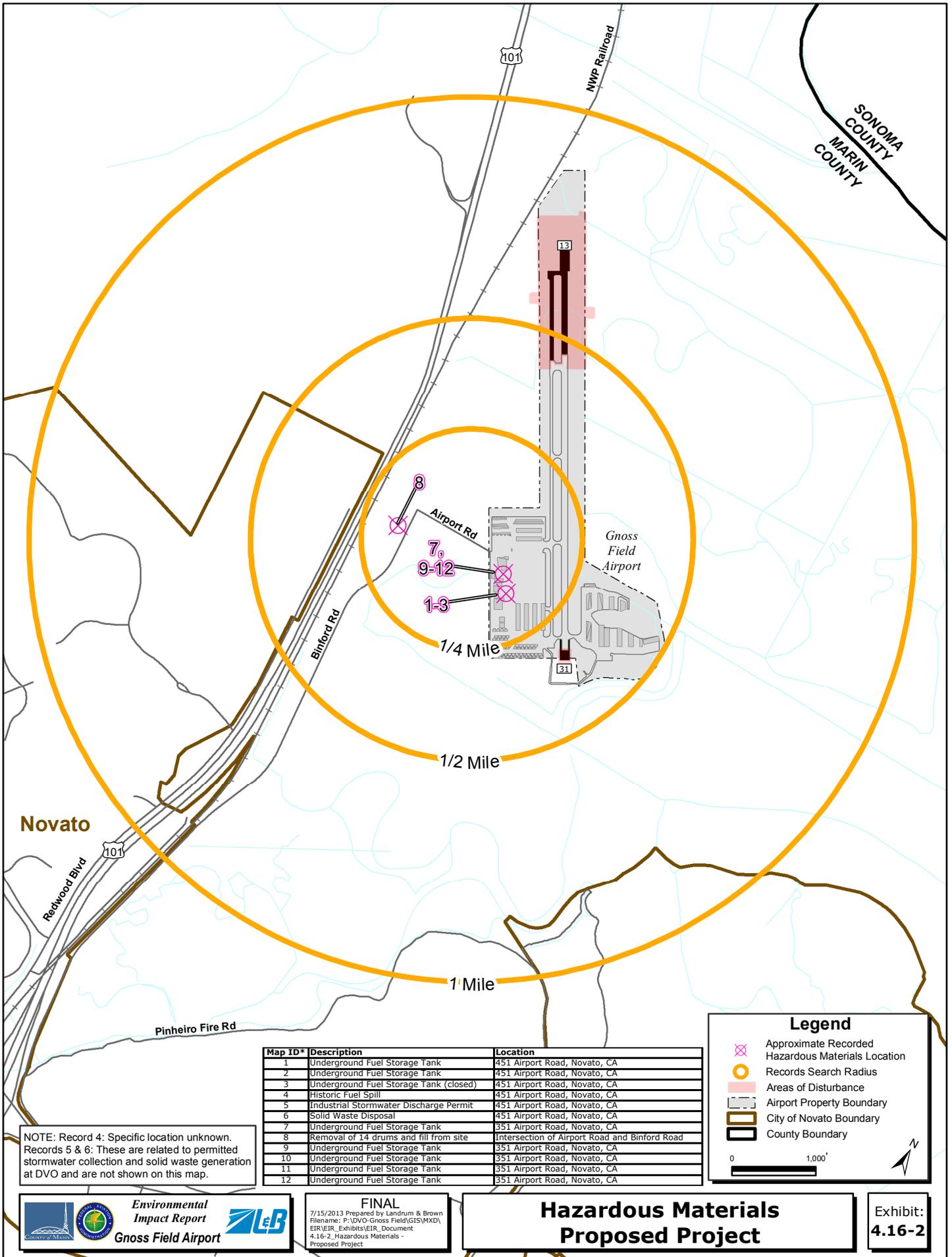
Although hazardous materials are used and stored on-site at DVO, the Proposed Project would not result in increased or altered use of such materials over existing conditions.

Mitigation: None required.

Impact 4.16-3: The Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Potentially significant unless mitigated).

Based on the research and interviews conducted for the presence of hazardous materials, it is concluded that no NPL or potentially eligible NPL sites are present within the area of disturbance for the Proposed Project, as shown in Exhibit 4.16-2, *Hazardous Materials - Proposed Project*. The records of previous spills or actions find that none of the sites are located within the areas that would be disturbed for the Proposed Project. Therefore, the Proposed Project would not result in any impacts to known hazardous materials.

⁶ Based on conversation between John Roberto, Marin County Environmental Consultant, and Mark Janofsky, Marin County Environmental Health Services staff.



Legend

- Approximate Recorded Hazardous Materials Location
- Records Search Radius
- Areas of Disturbance
- Airport Property Boundary
- City of Novato Boundary
- County Boundary

0 1,000'

Map ID*	Description	Location
1	Underground Fuel Storage Tank	451 Airport Road, Novato, CA
2	Underground Fuel Storage Tank	451 Airport Road, Novato, CA
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12	Underground Fuel Storage Tank	351 Airport Road, Novato, CA

NOTE: Record 4: Specific location unknown.
 Records 5 & 6: These are related to permitted stormwater collection and solid waste generation at DVO and are not shown on this map.

Environmental Impact Report
 Gross Field Airport

FINAL
 7/15/2013 Prepared by Landrum & Brown
 Filename: P:\DVO-Gross Field\GIS\W\XD\ER\ER_Exhibits\ER_Document_4.16-2_Hazardous Materials - Proposed Project

Hazardous Materials Proposed Project

Exhibit:
4.16-2

BACK OF EXHIBIT 4.16-2

Construction activities associated with the Proposed Project are expected to include the short-term use or generation of hazardous and non-hazardous materials and waste common to construction including petroleum hydrocarbon-based fuels, lubricants, and oils, paints, and cleaning solvents for the construction equipment. In addition, asphalt and/or concrete materials will be used to construct the runway and taxiway extensions and paints will be used for the markings.

Mitigation Measure 4.16-3: Pollution prevention measures shall be required to control and properly manage the short-term use or generation of hazardous and non-hazardous materials and waste common to construction materials. Appropriate materials management measures should be followed to prevent pollution and to minimize the use and manage disposal of hazardous and non-hazardous substances, examples of management measures that would prevent pollution are listed in **Table 4.16-2** (see also Appendix L).

**Table 4.16-2
MANAGEMENT PRACTICES FOR SHORT-TERM USE OF HAZARDOUS AND
NON-HAZARDOUS MATERIALS DURING CONSTRUCTION
Gross Field Airport**

Material	Use	Management Practices
Fuels (diesel, gasoline)	Fuel for construction equipment	Stored in above-ground tanks with secondary containment or within the equipment fuel tanks. Storage containers would be inspected periodically and spill cleanup materials would be available.
Hydraulic fluids, and lubricating oils and greases	Construction equipment	Stored in equipment or on impervious surface with spill cleanup materials available. Used oils would be collected for recycling.
Asphalt or asphaltic concrete	Runway material	Unused material and edge trimmings would be recycled or disposed at a licensed landfill.
Paints, primers, thinners, cleaning fluids, degreasers, adhesives, sealants	Construction materials	Stored onsite in limited quantities at any one time in locked building or trailer separate from any fuel storage. Small amounts of spent solvents would be transported offsite for recycling or disposal at a licensed facility. Waste generated from these activities would be managed by the construction contractor in accordance with federal, state, and local regulations.
Construction debris	Runway trimmings, lumber, cardboard, paper	Contractor would be responsible for removal of construction debris to licensed recycling or disposal facility.
Sewage	From portable toilets during construction	Vendor would remove contents of portable toilets during construction for proper disposal at a licensed facility. Vendor would remove the portable toilets upon completion of construction activities.

Significance After Mitigation – Implementation of the pollution mitigation measures listed in Mitigation Measures 4.16-3 are expected to reduce the potential pollution and chemical hazards associated with project construction to less-than-significant.

Responsibility and Monitoring – The Marin County Department of Public Works shall be responsible for incorporating the provisions of Mitigation Measure 4.16-3 into all construction contracts, and individual contractors would ultimately implement the mitigation measures.

Impact 4.16-4: The Proposed Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and therefore, would not result in a significant hazard to the public or the environment (less than significant).

The Proposed Project location is not included on a list of hazardous materials maintained by the State Department of Toxic Substances Control.

Mitigation: None required.

Impact 4.16-5: The Proposed Project is located within an airport land use plan and is located at a public use airport. However, the project would not result in a safety hazard for people residing or working in the project area (less than significant).

The current Airport Land Use Plan (1991) in effect at DVO sets forth policies that the Marin County Airport Land Use Commission uses to evaluate land use plans and proposed development in the vicinity of DVO. The Airport Land Use Commission review is required to assure that future actions involving land use decisions in the Airport environs take into account compatibility with the Airport and aviation activities.⁷ In accordance with the California Public Utilities Code, Section 21760 et seq. (Chapter 4, Article 3.5), of the State Aeronautics Act, the Airport Land Use Commission is charged with protecting the public health, safety, and welfare by ensuring the order expansion of airports and the adoption of land use measures that minimize the public's exposure to safety hazards within areas around DVO. The Proposed Project involves the extension of Runway 13/31, along with the associated taxiway and levee/drainage system, all of which are compatible with, and would not change, the function of DVO as a public-use airport. The existing Aviation Safety Zones outlined in the Airport Land Use Plan would be extended in accordance with FAA regulations if the Proposed Project is approved and implemented. Therefore, the Project would not result in a safety hazard for people residing or working in the Airport area.

Mitigation: None required.

⁷ *Airport Land Use Plan, Marin County Airport Gness Field*, Adopted by Marin County Airport Land Use Commission, June 10, 1991.

Impact 4.16-6: The Proposed Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan (less than significant).

The Proposed Project involves the extension of Runway 13/31, along with the associated taxiway and levee/drainage system. If the Project is approved and implemented, current adopted emergency response plans and/or emergency evacuation plans in effect at the Airport would be evaluated to determine if associated enhancements would be needed, particularly regarding emergency vehicle access routes. The Proposed Project would not impair or interfere with any revisions to said adopted plans.

Mitigation: None required.

Impact 4.16-7: The Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (less than significant).

The Proposed Project would result in a 1,100-foot long runway extension at an existing airport development. Because the Proposed Project would not significantly change the developed infrastructure of the Airport property, there would be no increased risk of wildland fires beyond the existing condition. However, the runway extension could result in a need to change the current emergency vehicle access plan for the airport. The health risk impact to people, aircraft and structures could be potentially significant if there is need to modify the existing emergency vehicle access plan.

Mitigation Measure 4.16-7: The Marin County Airport shall coordinate with the Novato Fire Protection District in reviewing and revising, if necessary, the emergency vehicle access plan for the airport.

Significance After Mitigation – Implementation of Mitigation Measures 4.16-7 will reduce the potential risk of hazards exposure to people and structures to less than significant levels.

Responsibility and Monitoring – The Marin County Airport staff shall be responsible for coordinating with the Novato Fire Protection District in reviewing and updating the emergency vehicle access plan for the airport.

4.16.3 CUMULATIVE IMPACTS OF THE PROPOSED PROJECT

Because the project would not result in significant long term impacts related to hazards and hazardous materials, proposed project would therefore not result in a subsequent contribution to cumulative impacts to hazards and hazardous materials.

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