

4.13 PUBLIC SERVICES AND UTILITIES

This section evaluates potential impacts on public services and utilities that may result from the Proposed Project at Gness Field Airport (DVO or Airport). In particular impacts to fire and police protection, and water and wastewater service are discussed. A discussion of public parks is included in Section 4.12, *Public Parks and Recreation*. A discussion of electricity and natural gas usage and potential impacts is included in Section 4.14, *Energy and Natural Resources*.

4.13.1 ENVIRONMENTAL SETTING

4.13.1.1 Regulatory Framework

FEDERAL LAWS AND POLICIES

In accordance with 42 U.S.C. § 6901, a solid waste is considered to be any garbage, sludge from a wastewater treatment plant, water supply treatment plant, or air pollution control facility and other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from industrial, commercial, mining, and agricultural operations, and from community activities. Solid waste does not include solid or dissolved material in domestic sewage or irrigation return flows, or industrial discharges that are point sources subject to permits under 33 U.S.C. § 1342, or source, special nuclear, or by-product material as defined by the Atomic Energy Act of 1954, as amended.¹

The Resource Conservation and Recovery Act (RCRA) of 1976, which amended the Solid Waste Disposal Act, address non-hazardous (Subtitle D) and hazardous (Subtitle C) waste management activities. RCRA established an Interagency Coordinating Committee on Federal Resource Conservation and Recovery Activities which has the responsibility for coordinating all activities dealing with resource conservation and recovery from solid waste carried out by the U.S. Environmental Protection Agency (USEPA), the U.S. Department of Energy, the U.S. Department of Commerce, and all other Federal agencies which conduct such activities pursuant to this chapter or any other act. The term "resource conservation and recovery activities" includes, but is not limited to, all research development and demonstration projects on resource conservation or energy; material recovery from solid waste; and all technical or financial assistance for state or local planning for, or implementation of, projects related to resource conservation, energy, or material recovery from solid waste.²

MARIN COUNTY POLICIES

The Marin Countywide Plan³ includes the following goals pertaining to public facilities and services:

¹ 42 U.S.C. § 6903.

² 42 U.S.C. § 6911.

³ Marin County, *Marin Countywide Plan*, November 11, 2007.

Goal PFS-1: Adequate Public Facilities and Services. Provide basic public facilities to accommodate the level of development planned by cities and towns and the County.

Goal PFS-2: Sustainable Water Resources. Assure a reliable, sustainable water supply for existing and future development while protecting the natural environment.

Goal PFS-3: Reduction, Safe Processing, and Reuse of Wastewater. Continue to enhance the Alternative Onsite Wastewater Monitoring Program. This program ensures the proper operation of alternative and innovative wastewater system designs. Continue to work with manufacturers, designers, installers, end users, and the Regional Water Quality Control Board to evaluate the effectiveness and capabilities of these alternatives to traditional septic system designs. Work with stakeholders to periodically update design guidelines and regulations in the light of evolving best practices.

Goal PFS-4: Efficient Processing and Reduced Landfill Disposal of Solid Waste. Minimize, treat, and safely process solid waste materials in a manner that protects natural resources from pollution while planning for the eventual reuse or recycling of discarded material to achieve zero waste.

4.13.1.2 Existing Conditions

FIRE PROTECTION

Fire protection is provided to DVO and the surrounding area by the Novato Fire Protection District. Fire Station 1, which is located at 7025 Redwood Boulevard, is approximately 3.6 miles from DVO. Fire Station 2, which is located at 450 Atherton Avenue, is approximately 3.8 miles from DVO.⁴ Staff at Station 2 includes a one to three person Type I Paramedic Engine, an ALS Paramedic Ambulance, and a Rescue Boat.

POLICE PROTECTION

The Marin County Sheriff's Department provides police protection to the unincorporated areas of Marin County including DVO. There are four Sheriff's Office stations in the County; the one nearest DVO is the main office located at the Marin Civic Center in San Rafael, which is approximately eleven miles from DVO.⁵ The Novato Police Department staffs 59 officers and is located approximately three miles to the south of the Airport in the center of Novato.

The California Highway Patrol has jurisdiction and law enforcement powers on all County roads and state highways outside the incorporated cities, including U.S. Highway 101. The California Highway Patrol's Marin County office is located in Corte Madera.

⁴ Novato Fire District, Fire Stations. Online at <http://www.novatofire.org/index.aspx?page=72>.

⁵ Marin County Sheriff. Online at http://www.marinsheriff.org/contact.aspx?gi_id=21.

WATER SUPPLY

The North Marin Water District (NMWD) provides potable water to DVO. On average, approximately 46,500 gallons of water is used per month at DVO.⁶

The NMWD purchases approximately 80 percent of its water from the Sonoma County Water Agency which obtains water from wells along the Russian River. In Fiscal Year 2008, the NMWD received 2,736 million gallons of water from the Russian River.⁷

Approximately 20 percent of the NMWD's water supply comes from the Stafford Lake Water Treatment Plant. Stafford Lake holds approximately 1,450 million gallons of water. The Stafford Lake Water Treatment Plant has a treatment capacity of six million gallons per day. In Fiscal Year 2008, 712 million gallons of water was treated at the Stafford Lake Water Treatment Plant.⁸ The NMWD operates the Deer Island Recycled Water Facility, located adjacent to Highway 37, which treats reclaimed water that is then provided to the Stone Tree Golf Course for irrigation and to the Novato Fire District.⁹

WASTEWATER COLLECTION

Wastewater collection and treatment is the responsibility of the Novato Sanitary District. There are no wastewater collection lines at DVO; therefore, wastewater is contained in tanks and hauled off-site for treatment.¹⁰ Wastewater from DVO is treated at the Novato Treatment plant and either recycled for irrigation or is treated and released in to San Pablo Bay.¹¹

SOLID WASTE

Municipal waste, the largest component of the solid-waste stream, includes garbage, refuse, and similar solid-waste material discarded from residential, commercial, institutional, and industrial sources. Marin County contracts with Novato Disposal (North Bay Corporation) Waste Management Incorporated (WMI) for solid waste collection and diversion at DVO. The majority of solid waste produced at the Airport ultimately is received at the Redwood Landfill (RLI). The RLI is a 4250-acre site owned by WMI and located at 8950 Redwood Highway. Roughly 222.5 acres of the property is dedicated to waste disposal/landfill activities. It is estimated that RLI accepts roughly 750,000 tons of solid waste each year. The highest current operating elevation at the RLI is approximately 86-88 feet.¹² The currently permitted maximum height for the landfill is 122 feet at the north peak and 166 feet at the south peak, 160 feet, which nearly

⁶ Communication with Ken Robbins, Airport Manager, Gness Field, November, 2009.

⁷ North Marin Water District, Annual Report, 2007-2008.

⁸ North Marin Water District, Annual Report, 2007-2008.

⁹ North Marin Water District, Your Water Services, Online at <http://www.nmwd.com/services.php>.

¹⁰ Communication with Ken Robbins, Airport Manager, Gness Field, November, 2009.

¹¹ Novato Sanitary District, About Wastewater Treatment. Online at <http://www.novatosan.com/waste/treatment.html>.

¹² <http://www.redwoodlandfill.com/index.asp>, accessed on November 12, 2009.

double its current capacity. In addition, Marin County manages a solid and hazardous waste recycling program. Since 1990, Marin County's public agencies and private waste haulers and facility operators have worked together to develop Marin County's IWM Plan in order to implement the recycling programs necessary to meet the States 25 percent and 50 percent mandates.¹³ WMI estimates that nearly 50 percent of the solid waste received at RLI is recycled or reused. DVO currently produces 300 cubic yards of solid waste trash each year, which translates to approximately 52.5 tons per year. Another 260 cubic-yards of material is recycled through the use of designated recycle dumpsters, which translates to approximately 13 tons per year.¹⁴

4.13.2 ENVIRONMENTAL IMPACTS AND MITIGATION

4.13.2.1 Significance Criteria

A project would normally have a significant adverse impact on public services and utilities if it:

- resulted in substantial adverse physical impacts resulting from provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities;
- exceeded available water supplies, resulting in the need for new or expanded entitlements;
- required or resulted in the construction of new or expanded water facilities, wastewater collection infrastructure, solid waste management facilities, electrical generation facilities, gas supply or communications infrastructure; and
- generate enough solid waste to exceed landfill capacity or substantially shorten the life of a landfill.

4.13.2.2 Environmental Impacts of the Proposed Project

The potential impacts to public services or facilities were assessed based on the existing demands of airport operation and the projected demands as a result of implementation of the Proposed Project. The Proposed Project is not expected to impact schools or parks, nor is it expected to reduce emergency response times.

¹³ http://www.marinrecycles.org/about_jpa.cfm, accessed on November 12, 2009.

¹⁴ Estimated cubic yards to tons conversion based on 350 lbs./cubic-yard for trash and 100 lbs./cubic yard for recyclable material.

Impact 4.13-1: The Proposed Project would require water during construction including for use as dust control (less than significant).

Construction activity, including dust control, would require the use of water. The amount of water needed by construction is not expected to exceed the local supply. The North Marin Water District projects that total future water delivery amounts for residential, commercial, industrial, institutional/governmental, landscape, agriculture, and other users will increase from 8,832 acre-feet per year in 2010 to 11,880 acre-feet per year in 2015. The District will meet future water demands through a combination of the District's own surface water supply, water conservation implementation, and recycled water implementation, as described in the *North Marin Water District 2010 Urban Water Management Plan*.¹⁵

Mitigation: None required.

Impact 4.13-2: Increased aircraft operations may increase the need for police and/or fire protection services (less than significant).

The projected increase in operations at the Airport may increase the potential for an incident to which police and/or fire personnel would need to respond. The extension of Runway 13/31 1,100 feet to the northwest would have no impact on emergency vehicles attempting to access the Airport or surrounding areas or hospitals in the area. Representatives of the Novato Fire Protection District attended the Agency Scoping Meeting held in August 2008 and submitted a written comment letter recommending further study of current and future access to the areas surrounding the runway for emergency response vehicles in accordance with all the pertinent Federal Aviation Administration (FAA) and National Fire Protection Association (NFPA) guidelines (see Appendix A, *Agency Scoping and Coordination*). From a physical impact and access perspective, under the Proposed Project, emergency vehicle access to both ends of the runway and the taxiway would be improved over existing conditions due to the lengthening and widening of the Runway Safety Area (RSA). Access beyond the runway to areas surrounding the Airport would not change from existing conditions. It is recognized that there is an 8-inch waterline located to the south of Runway 13/31 that would require relocation as a result of the Proposed Project. However, this can be accomplished as part of the project design with no disruption to water service during or after construction. Therefore, the Proposed Project would not result in significant impacts to police and/or fire protection services.

Mitigation: None required.

¹⁵ North Marin Water District, *2010 Urban Water Management Plan*, on-line at: <http://www.nmwd.com/pdf/NMWD%202010%20UWMP.pdf>

Impact 4.13-3: Increased aircraft operations may place increased demand on water and wastewater facilities (less than significant).

The number of operations at DVO is projected to increase in the future. This will likely result in increased use of water at the Airport, which could increase the demand placed on existing water and wastewater facilities. The North Marin Water District projects that total future water delivery amounts for residential, commercial, industrial, institutional/governmental, landscape, agriculture, and other users will increase from 8,832 acre-feet per year in 2010 to 11,880 acre-feet per year in 2015. The District will meet future water demands through a combination of the District's own surface water supply, water conservation implementation, and recycled water implementation, as described in the *North Marin Water District 2010 Urban Water Management Plan*.¹⁶

Mitigation: None required.

Impact 4.13-4: The Proposed Project will not impact school enrollment or require new schools (less than significant).

The Proposed Project will not increase the number of school-aged children; therefore, it will not require expansion of existing educational facilities or construction of new educational facilities.

Mitigation: None required.

Impact 4.13-5: The Proposed Project will increase the amount of solid waste generated at DVO due to construction (less than significant).

According to forecasted operational activity at DVO, increased activity would occur at the same levels with or without the Proposed Project. However, some additional solid waste is expected to be produced during construction of the proposed runway and taxiway extension. Because the Proposed Project does not include demolition of existing structures, the solid waste that would be generated by construction is expected to be minimal and include packaging materials for products and equipment, metal and wood products from framing activities, and other miscellaneous trash. The additional solid waste produced at the Airport is anticipated to be no more than 10 tons over the course of the 18-month construction period. Much of this waste, such as cardboard, plastic wrapping, and plywood, may be reusable or recyclable, which would further reduce the amount of solid waste being deposited in the RLI. This additional solid waste would not have a significant impact on Marin County's or WMI's ability to transport and dispose of solid waste due to the capacity of the RLI. After construction, the amount of solid waste would return to the levels discussed for the No Project Alternative conditions, because the runway extension is not anticipated to increase activity at the Airport.

¹⁶ North Marin Water District, *2010 Urban Water Management Plan*, on-line at: <http://www.nmwd.com/pdf/NMWD%202010%20UWMP.pdf>

Mitigation: None required.

4.13.3 CUMULATIVE IMPACTS OF THE PROPOSED PROJECT

Implementation of the Proposed Project, in conjunction with other past, present and reasonably foreseeable projects, would not result in significant cumulative impacts on public services or utilities. The cumulative impacts to public services and utilities are not expected to require the construction of any new public facilities or to place an undue burden on existing public services.

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