

### **5.3 SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS**

This section assesses the potential socioeconomic impacts, environmental justice impacts, and children's environmental health and safety risks that would occur as a result of implementing the Sponsor's Proposed Project or its alternatives.

#### **5.3.1 SOCIOECONOMIC IMPACTS**

Socioeconomic impacts are assessed to determine the effect that the proposed airport development would have on the social and economic fabric of the surrounding communities. The types of socioeconomic impacts that typically arise from airport development are:

- Extensive relocation of residents without the availability of sufficient replacement housing;
- Extensive relocation of community businesses that would create severe economic hardship for the affected communities;
- Disruptions of local traffic patterns that would substantially reduce the levels of service of the roads serving the airport and its surrounding communities; and
- A substantial loss in community tax base.

##### **5.3.1.1 Future Conditions: 2018**

The following analyzes the impacts that the Sponsor's Proposed Project and its alternatives would have with respect to the above factors.

#### **Alternative A: No Action**

***Relocation of Residences:*** Alternative A would not result in the acquisition or the conversion of residential properties to Airport property. Therefore, no impacts to socioeconomic resources would occur as a result of relocation of residences.

***Relocation of Businesses:*** Alternative A would not result in impacts to businesses located on or off-Airport. Therefore, no impacts to socioeconomic resources would occur as a result of relocation of businesses.

***Disruptions of Local Traffic Patterns:*** Alternative A would not result in modifications to off-Airport roadways or increase surface traffic. Therefore, no impacts to socioeconomic resources would occur as a result of disruptions of local traffic patterns.

**Substantial Loss in Community Tax Base:** Alternative A would not result in a substantial loss in community tax base. Therefore, no impacts to socioeconomic resources would occur as a result.

**Alternative B:**

**Extend Runway 13/31 to the Northwest by 1,100 feet (Sponsor's Proposed Project)**

**Relocation of Residences:** The construction and implementation of the Sponsor's Proposed Project would not result in the acquisition or the conversion of residential properties to Airport property. Therefore, no impacts to socioeconomic resources would occur as a result of relocation of residences.

**Relocation of Businesses:** The construction and implementation of the Sponsor's Proposed Project would not result in impacts to businesses located on or off-Airport property. Therefore, no impacts to socioeconomic resources would occur as a result of relocation of businesses.

**Disruptions of Local Traffic Patterns:** The construction and implementation of the Sponsor's Proposed Project does not include proposed modifications to off-Airport roadways. The Sponsor's Proposed Project would not result in an increase in surface traffic other than a temporary increase during construction. Based on the estimates prepared for construction, it is anticipated that the Sponsor's Proposed Project would add up to 33 vehicles (mainly trucks) a day to the local roadways, with the average over the 18-month construction period being approximately 20 vehicles a day. Depending on the origin and destination of the vehicles, roadways likely to be used would include Atherton Road, Highway 101 north and south, Airport Road, and Binford Road. Being the primary access point to the Airport, Airport Road and Binford Road would receive all of these vehicles, while the other roadways would receive some portion. Given the relatively low levels of traffic on Airport Road and Binford Road, it is concluded that they are sufficient enough to handle this temporary increase during construction. The other roadways in the area are physically capable of handling the additional vehicles and the number of vehicles would be relatively small compared to the existing level of traffic on these roads. Therefore, there would be no significant disruption of local traffic patterns as a result of implementing the Sponsor's Proposed Project.

**Substantial Loss in Community Tax Base:** As noted in the preceding sections, the implementation of the Sponsor's Proposed Project would not result in the relocation of any residences or local businesses. However, the Sponsor's Proposed Project would require the acquisition of property.

The Sponsor's Proposed Project would require a lot-line adjustment to gain control of 0.1 acres of land to the southeast of the runway for the extension of the runway safety area to the south. This property is part of a 37 acre parcel that is located immediately off the southern end of the runway. The parcel is owned by JHW Family Limited Partners<sup>1</sup>, but due to an existing easement that Marin County holds on the property, the height of any structures can be restricted so that it would not become a hazard to navigation.<sup>2</sup> For the area being discussed, the maximum vertical height would be less than two feet, making it impossible to construct buildings. For tax purposes, the value of the 37 acre parcel is estimated to be \$483,253 and the portion of the parcel to be acquired is estimated to be valued at \$915. The loss in tax revenue would be approximately \$10.43 annually. This loss in tax revenue would not be considered substantial. Therefore the Sponsor's Proposed Project would not significantly affect the local tax base for Marin County.

**Alternative D:**

**Extend Runway 13/31 to the Southeast by 240 feet and to the Northwest by 860 feet**

***Relocation of Residences:*** The construction and implementation of Alternative D would not result in the acquisition or the conversion of residential properties to Airport property. Therefore, no impacts to socioeconomic resources would occur as a result of relocation of residences.

***Relocation of Businesses:*** The construction and implementation of Alternative D would not result in impacts to businesses located on or off-Airport. Therefore, no impacts to socioeconomic resources would occur as a result of relocation of businesses.

***Disruptions of Local Traffic Patterns:*** The construction and implementation of Alternative D does not include proposed modifications to off-Airport roadways. Alternative D would not result in an increase in surface traffic other than a temporary increase during construction. Based on the estimates prepared for construction, it is anticipated that Alternative D would add up to 33 vehicles (mainly trucks) a day to the local roadways, with the average over the 18-month construction period being approximately 20 vehicles a day. Depending on the origin and destination of the vehicles, roadways likely to be used would include Atherton Road, Highway 101 north and south, Airport Road, and Binford Road. Being the primary access point to the Airport, Airport Road and Binford Road would receive all of these vehicles, while the other roadways would receive some portion. Given the relatively low levels of traffic on Airport Road and Binford Road, it is concluded that they are sufficient enough to handle this temporary increase during construction. The other roadways in the area are physically capable of handling the additional vehicles and the number of vehicles would be relatively small compared to the existing level of traffic on these roads. Therefore, there would be no significant disruption of local traffic patterns as a result of implementing Alternative D.

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<sup>1</sup> Marin County Assessor-Recorder - Property Inquiry Details, accessed online at <http://www.co.marin.ca.us/depts/ar/COMPASS/index.asp> on October 18, 2011.

<sup>2</sup> Avigation Easement between Rancho Del Pantano, Inc. and Marin County, April 10, 1967.

**Substantial Loss in Community Tax Base:** As noted in the preceding sections, the implementation of Alternative D would not result in the relocation of any residences or local businesses. However, Alternative D would require the acquisition of property.

Alternative D would require the acquisition of 3.7 acres of land to the southeast of the runway for the extension of the runway and runway safety area to the south. This property is part of a 37 acre parcel that is located immediately off the southern end of the runway. The parcel is owned by JHW Family Limited Partners, but due to an existing easement that Marin County holds on the property, the height of any structures can be restricted so that it would not become a hazard to navigation.<sup>3</sup> For the area being discussed, the maximum vertical height would be less than ten feet, making it virtually impossible to construct buildings with any useful purpose. For tax purposes, the value of the 37 acre parcel is estimated to be \$483,253 and the portion of the parcel to be acquired is estimated to be valued at \$48,325. The loss in tax revenue would be approximately \$551.10 annually. This loss in tax revenue would not be considered substantial. Therefore Alternative D would not significantly affect the local tax base for Marin County.

### **5.3.2 ENVIRONMENTAL JUSTICE**

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, requires all Federal agencies to address disproportionate and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice as part of their overall mission by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities.

The U.S. Department of Transportation and the White House Office of Environmental Justice define minority as "individuals who are Black/African-American, Hispanic, Asian, Pacific Islander, American Indian, Eskimo, Aleut, or other non-white persons". The Office of Environmental Justice indicates that for populations to be considered as a minority, the minority composition should either exceed 50 percent, or be greater than the minority population percentage in the general population of the geographic area under analysis. The appropriate unit of geographic analysis may be a governing body's jurisdiction, a neighborhood, a census tract, or other similar unit.

The Executive Order relates to requirements in Title VI of the *Civil Rights Act of 1964* (Title VI), the *National Environmental Policy Act* (NEPA), the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24), and other applicable statutes and regulations. Title VI provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition, be excluded from participation in, be denied the benefits of,

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<sup>3</sup> Avigation Easement between Rancho Del Pantano, Inc. and Marin County, April 10, 1967.

or be otherwise subject to discrimination under any program of the Federal, state, or local government. Title VIII of the *1968 Civil Rights Act* guarantees each person equal opportunity in housing.

FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*, provides guidance for the preparation of environmental justice analysis in support of an Environmental Impact Statement (EIS). Section 16.2a (1) of the Order states that EISs should discuss the significant impact that a project would cause, then identify affected populations. If a significant impact would affect low income or minority populations at a disproportionately higher level than it would other population segments, an environmental justice issue is likely.

In order to determine if there is a potential for significant impacts to low income or minority populations, a review of those impact categories that relate to the Airport's neighboring communities was conducted. These impact categories include, air quality, noise, compatible land use, light emissions and visual impacts, and socioeconomic impacts. According to the applicable sections in this EIS, there are no significant impacts to any of the impact categories listed above; therefore, it can be concluded that neither the Sponsor's Proposed Project nor its alternatives would disproportionately impact any low income or minority populations within the Airport environs.

### **5.3.3 CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS**

Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, requires all Federal agencies to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children; and shall ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.

Based on a review of available data conducted as part of this EIS, implementation of the Sponsor's Proposed Project or its alternatives would not result in an elevated risk related to health or safety concerns for children. Typically, the primary children's health concern is asthma and related lung disorders. In order to determine whether the Proposed Project or its alternatives would increase the likelihood of children contracting these health problems, the analysis conducted in Section 5.5, *Air Quality*, was examined. According to the analysis in Section 5.5, none of the alternatives would create air quality conditions that would worsen breathing conditions for children. Based on the analyses detailed in Section 5.6, *Water Quality*, none of the alternatives would result in the release of harmful agents into surface or groundwater resources above levels permitted by the State of California and Federal regulations.

Based on the analyses conducted in this EIS, neither the Sponsor's Proposed Project nor its alternatives would result in the release of, or exposure to, significant levels of harmful agents in the water, air, or soil that would affect children's health or safety.

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