

## **4.17 MINERAL RESOURCES**

This section analyzes and discusses the potential impacts to mineral resources due to the Proposed Project, including natural resources that would be consumed during construction.

### **4.17.1 ENVIRONMENTAL SETTING**

#### **4.17.1.1 Existing Conditions**

The Gness Field Airport (DVO or Airport) and proposed runway extension areas are located on the north side of Novato in Northern Marin County, California. Review of historical topographic maps and aerial photographs indicate the current northwest-southeast runway configuration has existed since at least 1968. Previously, the Airport's runway was oriented generally east-west from at least 1952 to 1965. The Northwest Pacific rail line roughly parallels U.S. Highway 101 approximately 1,200 feet to the west of the existing airfield, but bordering the far northern extent of the Airport property. The airfield and surrounding areas are located on tidal marshes reclaimed through levee and drainage channel construction. The topography at the airfield is essentially flat, aside from the levees and airfield improvements. Elevations range between three feet below to approximately seven feet above mean sea level.

The State of California requires cities and counties to adopt policies that restrict designated mineral resource sites from premature development and protect surrounding communities from impacts associated with mineral extraction. The purposes of such State policies include encouraging extraction of necessary mineral and construction commodities in locations reasonably close to their markets, and ensuring that mined lands are reclaimed to minimize adverse effects on the environment and public health. Furthermore, local governments have a responsibility to protect the public health and safety of their residents by requiring that only legal mining and material transport and handling activities are conducted, and that the impacts of such operations are adequately mitigated using the best available management practices.

The State Mining and Geology Board maintains information on mineral deposits of statewide or regional significance. The North Bay region, comprising Sonoma, Marin, and Napa counties, places an ongoing demand on crushed stone and alluvial deposits for construction materials, including asphaltic concrete, aggregate, road base and sub-base, and Portland cement concrete.

Marin County has adopted goals and policies applicable to mineral resources in the Marin Countywide Plan, as the Mineral Resources section of the Built Environmental Element. The Mineral Resources section was reviewed for Marin County policies and the locations of known mineral resources in the local vicinity to evaluate whether the Proposed Project is located on or adjacent to known mineral resources.

No mineral resource sites are located within the Detailed Study Area (DSA).<sup>1</sup> Three mineral resource sites within five miles of the Airport include the Redwood Landfill quarry two miles to the north, the Novato Conglomerate-Black Point 1.5 miles to the southeast, and Sonoma Volcanics at Burdell Mountain 1.5 miles to the southwest. The Redwood Landfill quarry is known to still be active, although the material is currently used only as cover material for the landfill.

#### **4.17.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

##### **SIGNIFICANCE CRITERIA**

According to Appendix G of the California Environmental Quality Act (CEQA), a project would generally have a significant effect on mineral resources if it would:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

In addition to the above listed criteria from Appendix G, Marin County has established the following criteria for significance thresholds in its Environmental Impact Report Guidelines.<sup>2</sup>

- a) Use non-renewable resources in a wasteful and inefficient manner.
- b) Result in the loss of significant mineral resource sites designated in the Countywide Plan from premature development or other land uses which are incompatible with mineral extraction.

##### **Impact 4.17-1: The Proposed Project would not directly impact any mineral resource sites (less than significant).**

There are no significant mineral resources within the Proposed Project site. Therefore, the Proposed Project would not result in a loss of availability of a known mineral resource or result in the loss of significant mineral resource site designated in the Marin Countywide Plan from premature development or other land uses which are incompatible with mineral extraction.

**Mitigation:** None required.

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<sup>1</sup> Marin County, *Geographic Information System (GIS)*, On-line at <http://gisprod.co.marin.ca.us>

<sup>2</sup> Marin County Community Development Agency. Environmental Impact Review (EIR) Guidelines Policy and Procedures for Implementation of the California Environmental Quality Act (CEQA). Adopted May 17, 1994 Marin County Board of Supervisors.

**Impact 4.17-2: The Proposed Project would result in the use of aggregate baserock, asphalt, concrete, wood, and metal material during construction (less than significant).**

The Proposed Project would include a runway extension 1,100 feet-long by 75 feet wide, along with a parallel extension of the taxiway and levees. Construction of the Proposed Project would require the use of wood and metal materials which may be reusable or recyclable. Construction of the Proposed Project would also use volumes of fill, baserock, asphalt, and concrete. The Proposed Project would require the use of up to 72,513 cubic yards (yd<sup>3</sup>) of soil for fill, up to 67,500 yd<sup>3</sup> of soil for the levee extension, up to 1,273 yd<sup>3</sup> of asphalt concrete, and up to 12,552 yd<sup>3</sup> of crushed rock and sand (aggregate).

There are 12 sites identified by the Department of Public Works as being within Marin County that could be used to obtain aggregate baserock, asphalt, concrete, wood, and metal material to be used during construction. However, not all of the sites contain suitable materials for project construction and not all are currently available for use. Construction material could be acquired from local Marin County suppliers such as San Rafael Rock Quarry, Dutra Materials, and/or Nicasio Rock Quarry – Lunny Grading & Paving. In addition construction materials may also be economically acquired from sources outside of Marin County, such as the Blue Rock Quarry in Forestville or Stony Point Quarry Company's Cotati or Sonoma locations. Sources could also include the local active construction projects looking to dispose of excess fill material.

Import fill sources would need to be evaluated and arranged for at the time of the construction. Although the availability of aggregate and fill materials are limited, sources of materials are known to exist within Marin County. In addition, materials are also available from the adjacent Sonoma County and nearby Napa and Mendocino Counties. Between the local Marin County sources and the availability of materials from outside of Marin County, the materials are anticipated to be available. Therefore, the Proposed Project would not contribute to the wasteful and inefficient use of non-renewable resources. The Proposed Project would result in less than significant impacts as it relates to mineral resources.

**Mitigation:** None required.

#### **4.17.3 CUMULATIVE IMPACTS OF THE PROPOSED PROJECT**

The goals of the Mineral Resources Element of the Marin Countywide Plan address the preservation, management, and reclamation of mineral resources and mineral resource sites within Marin County. The Marin Countywide Plan states that although the volume of deposits of mineral resources remaining in local quarries has not been determined, it is expected that mined commodities will still need to be transported from outside the County. Construction plans should consider that the fill, aggregate, and asphaltic concrete may need to be imported from outside the County. However, between the local Marin County sources and the availability of materials from outside of the County, the materials are anticipated to be available. The Proposed Project is considered to have a less than significant cumulative impact to mineral resources.