

**EXTRAORDINARY CIRCUMSTANCES EVALUATION INFORMATION SUBMITTAL  
FOR CATEGORICAL EXCLUSION OF AIRPORT PROJECTS**

Palo Alto Airport  
Runway13-31 Pavement Maintenance Phase I;  
Runway Marking and Signage Improvements; Reconfigure Taxiways G & Z;

May 18, 2010

**V. PROJECT INFORMATION AND EXTRAORDINARY CIRCUMSTANCE INFORMATION SUBMITTAL .**

**A. Airport/Sponsor/Address/Contact Information:**

Carl Honaker  
Director of County Airports  
2500 Cunningham Ave.  
San Jose, CA 95148  
(408) 918-7700  
(408) 918-7711  
carl.honaker@rda.sccgov.org

**B. Proposed Project Description/Purpose & Need for Project:**

Settlement has occurred where drainage pipes pass under the runway. Continued settlement raises the potential for prop strikes. Although the dips in the runway are likely due to differential settlement, the pipes will be examined to determine if they have collapsed. If they have collapsed, they will be replaced. If they have not failed, a leveling course will be paved to correct for differential settlement. Following these repairs, a sealcoat will be applied to the runway. The runway pavement will then be remarked. RSAT recommendations for changes to marking and signing will be implemented. This element will include remarking the tiedowns adjacent to Taxiways Z and G to provided standard taxiway OFA clearances. Nonstandard noise abatement signs will be replaced with ones meeting FAA standards.

This project has the following components:

- Runway pavement repairs and seal coat
- Pavement remarking
- New signage installed

**C. Identify the appropriate category for the proposed project:**

(2) Approval of federal funding for airport development;

**D. Identify the applicable Categorical Exclusion:**

Construction of a new or repair of an existing taxiway, runway, or apron is specifically identified in paragraph 310e of FAA Order 1050.1E. The remarking is considered to be a form of repair. These projects are not listed in paragraph 401 as projects normally requiring an environmental assessment. Available data does not indicate that the projects would involve any of the conditions (listed in paragraph 501) that would normally require an EIS.

**E. Review of Extraordinary Circumstances (FAA Order 1050.1E paragraph 304):** Include a description of the project site as it relates to each of the following resource categories:

**1. AIR QUALITY – Paragraph 304g.**

Palo Alto Airport is located in the San Francisco Bay Air Basin and is under the jurisdiction of the Bay Area Air Quality Management District. The Airport and vicinity are listed for state and federal non-attainment for 8-hour Ozone and PM2.5 and is listed as attainment or unclassified for all other criteria pollutants. These projects will not increase airport activity. Air quality impacts will be temporary ones associated with construction.

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### 2. COASTAL RESOURCES – Paragraph 304c

The Airport is located within the coastal zone for the San Francisco Bay. The projects will not affect adjacent coastal resources.

### 3. DEPARTMENT OF TRANSPORTATION SECTION 4(f) – Paragraph 304b.

The projects addressed by this submittal are on Airport property. These projects would not directly or indirectly use any other public lands.

### 4. NATURAL RESOURCES AND ENERGY SUPPLY – Paragraph 304c.

The projects will use asphalt and water-based paint. These materials are not in short supply. There will not be a change in ongoing energy use due to these projects.

### 5. FARMLANDS – Paragraph 304c.

There are no farmlands on the Airport. The projects will be limited to Airport property.

### 6. FISH, WILDLIFE, AND PLANTS – Paragraph 304c.

A search of the California Department of Fish and Game's Natural Diversity Data Base on May 19, 2010 found four sensitive wildlife species and one plant species of concern in the vicinity of the Airport.

#### Special Status Wildlife Species

- California clapper rail (*Rallus longirostris obsoletus*)
- Western snowy plover (*Charadrius alexandrinus nivosus*)
- California least tern (*Sternula antillarum browni*)
- Salt-marsh harvest mouse (*Reithrodontomys raviventris*)

#### Special Status Plant Species

- California seablite (*Suaeda californica*)

The projects will occur on existing pavement and improved signage will occur on the current airfield area.

### 7. FLOODPLAINS – Paragraph 304c.

According to the FEMA Flood Insurance Rate Map 06085C0030H, Palo Alto Airport is located in Zone AE (11 Ft.) of the 100-Year flood zone for San Francisquito Creek and is also subject to tidal flooding. The Airport area may be subject to seismically-induced flooding as a result of failure of the Felt Lake, Searsville Lake, and Languinitas Reservoir dams. The projects listed in this proposal would not change the elevation of the runway or taxiways. See attached FIRMette.

### 8. HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE -- Paragraph 304k.

A May 20, 2010 search of the State of California Department of Toxic Substances Control's Envirostor online database found no contaminated sites for Palo Alto Airport.

### 9. HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES – Paragraph 304a and 304j.

According to the Palo Alto Airport Master Plan (October 2005), there are no known archaeological sites on the Airport. No structures will be altered by this project.

### 10. NOISE – Paragraph 304f.

None of the projects will cause an increase in aircraft operations. The only increase in ambient noise levels would occur during construction activities. The nearest sensitive noise receptors (residences) are approximately 2,600 feet to the west of nearest construction site.

### 11. SECONDARY (INDUCED) IMPACTS – Paragraphs 304d & e

The project is entirely on-airport. No businesses or homes will be relocated. The only off-airport effects would be temporary and associated with construction.

### 12. WATER QUALITY – Paragraph 304h.

The projects would consist of pavement repairs of existing pavement and reconfiguring markings on existing pavement. No additional pavement will be added. A SWPP will be prepared prior to construction.

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**13. WETLANDS - Paragraph 304c.**

Tidal marshes and creeks lie adjacent to the Airport on the north, east, and southeast. Two wetland mitigation areas are located to the east of Runway 31. As the projects will occur on existing pavement, no impacts to these wetlands and water features will occur.

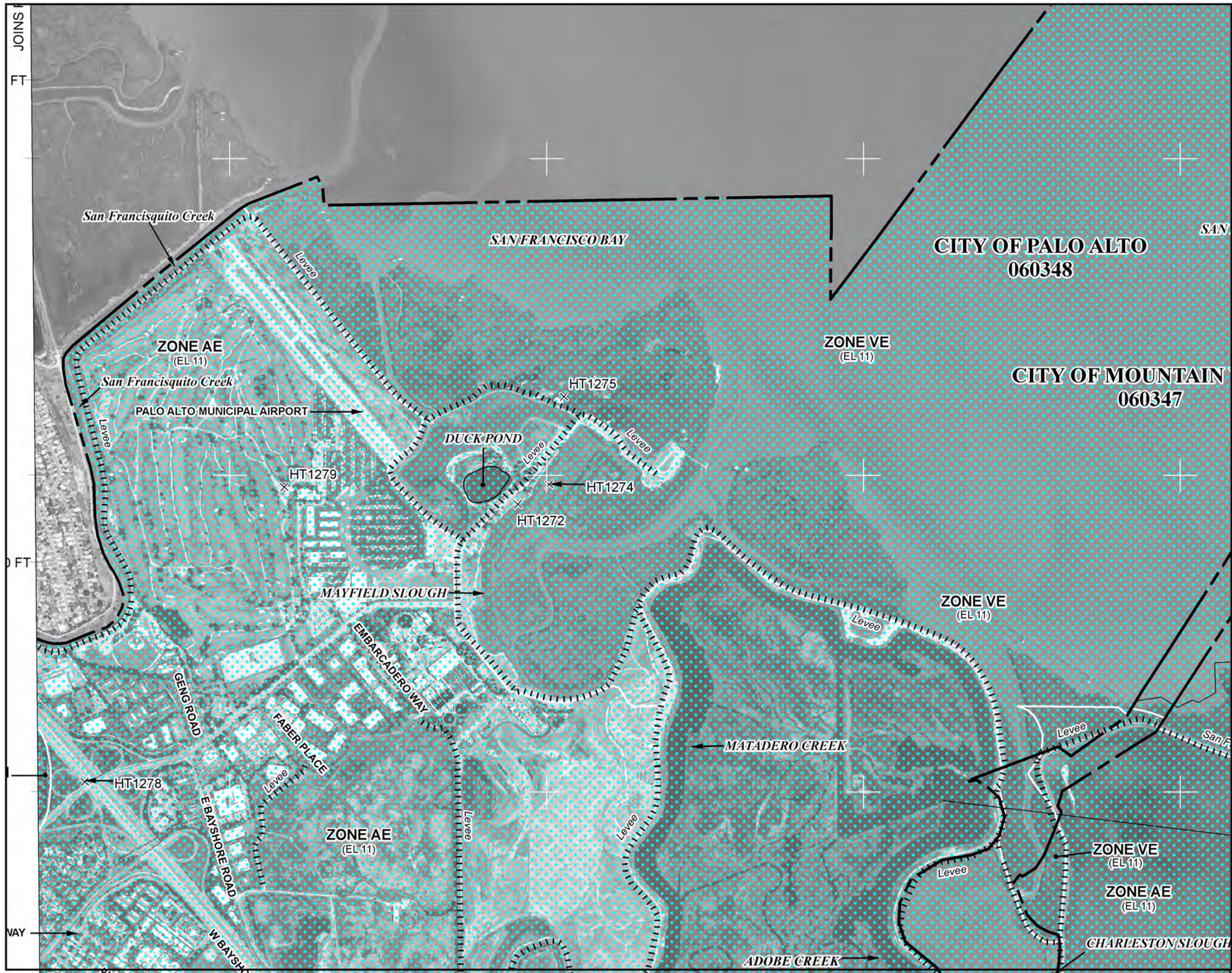
**14. WILD AND SCENIC RIVERS – Paragraph 304c. (AZ, CA & NV only)**

The Airport is not located near a Wild and Scenic River. The closest Wild and Scenic River is the Tuolumne River over 50 nautical miles away.

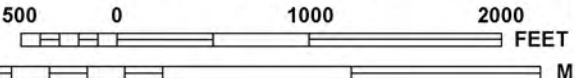
**15. OTHER CONSIDERATIONS – Paragraphs 304d, 304i, 304j, and 304k.**

Because the projects consist of maintenance activities and elements similar to existing facilities, it is not anticipated to be controversial on environmental grounds.

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MAP SCALE 1" = 1000'



NFIP

PANEL 0030H

**FIRM**  
FLOOD INSURANCE RATE MAP

SANTA CLARA COUNTY,  
CALIFORNIA  
AND INCORPORATED AREAS

PANEL 30 OF 830  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MOUNTAIN VIEW, CITY OF	060347	0030	H
PALO ALTO, CITY OF	060348	0030	H
SANTA CLARA COUNTY	060337	0030	H

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



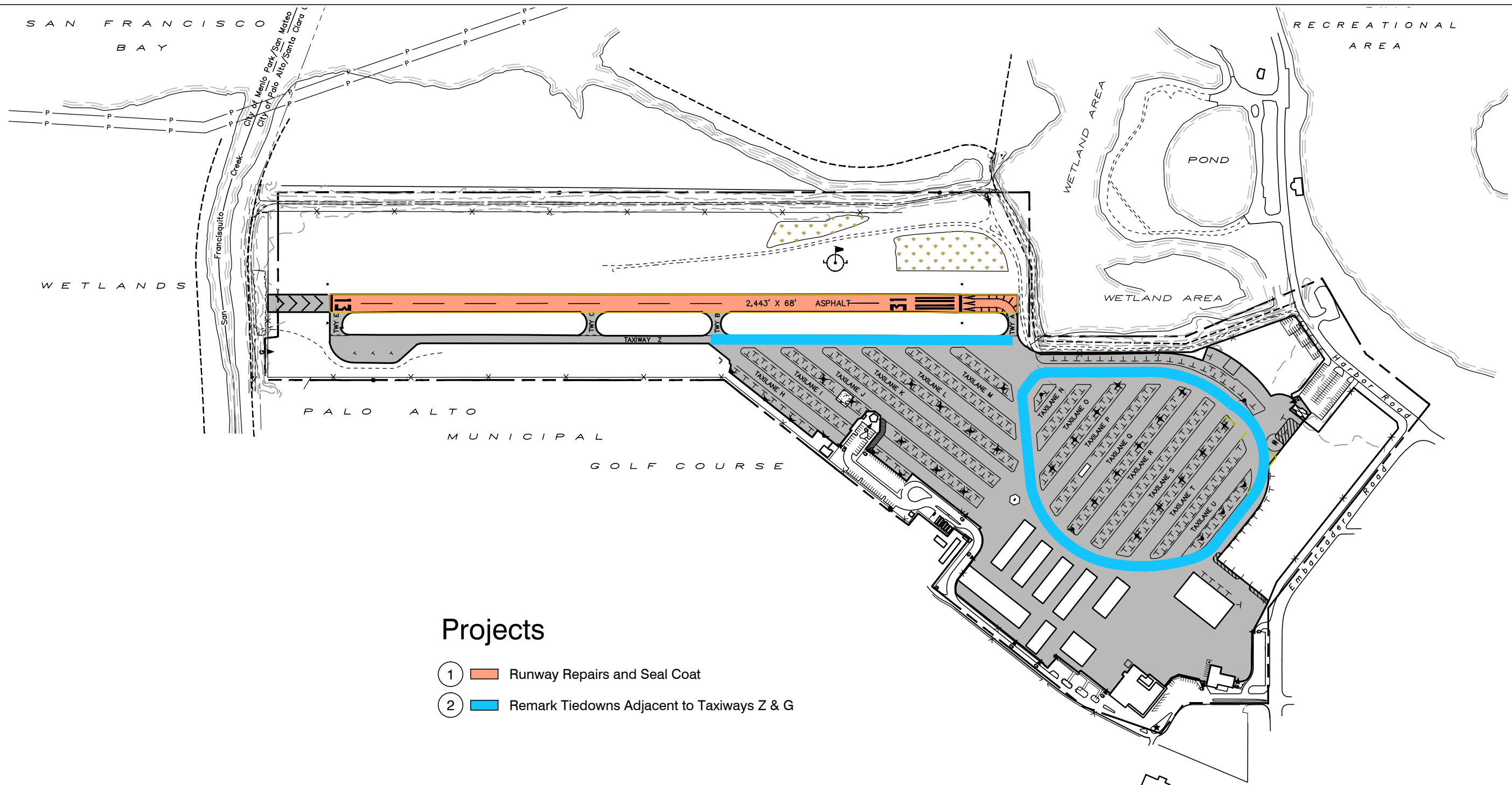
MAP NUMBER  
06085C0030H

EFFECTIVE DATE  
MAY 18, 2009

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)

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### Projects

- ① Runway Repairs and Seal Coat
- ② Remark Tiedowns Adjacent to Taxiways Z & G

Source: Mead & Hunt, Inc. (May 2010)