

4.7 HAZARDS AND HAZARDOUS MATERIALS

4.7.1 INTRODUCTION

This section provides information regarding hazards and hazardous materials in the vicinity of the proposed project area. Following an overview of the regional and existing setting in **Section 4.7.2** and the relevant federal, state, and local regulations in **Section 4.7.3**, project-related impacts and recommended mitigation measures are presented in **Section 4.7.4**.

As explained in **Section 1.0**, the discussion and analyses in this SEIR tier from the information and conclusions included within the 2006 City of Hollister Domestic Wastewater System Improvement (DWSI) and San Benito County Water District Recycled Water Project (RWP) EIR (2006 EIR). In the 2006 EIR, Section 4.6.2 described, in general, hazards and hazardous materials issues including use and storage of hazardous materials at the proposed project facilities, possible upset or release of hazardous materials used or stored at the facilities, the generation and handling of hazardous wastes, possible hazards related to the excavation of the pipelines, and the health concerns related to the use of recycled water for irrigation. The 2006 EIR anticipated no significant and unavoidable impacts resulting from implementation of the DWSI and RWP. Potential hazards and hazardous materials impacts were mitigated to less than significant levels. This section expands on the hazards and hazardous materials impacts discussion of the 2006 EIR as it relates specifically to the development of reclaimed water irrigation sites and previously un-assessed pipeline alignments.

4.7.2 ENVIRONMENTAL SETTING

Environmental setting information for the DWTP and larger project area is incorporated by reference from Chapter 4.6.2 of the 2006 EIR (refer to **Section 1.3** of this SEIR).

Regional Setting

The City of Hollister is located in northern San Benito County within the inland agricultural region near the north end of California's Central Coast Region, approximately six miles east of the City of San Juan Bautista. The project design incorporates an alignment that mostly follows most existing roadways. Lands adjacent to the roadways are generally undeveloped soil, asphalt, and/or gravel roadway shoulder. A large percentage of the pipeline alignment will pass through areas that are developed with agricultural land uses. A review of various agency databases summarized in **Table 4.7-1** identified a dozen hazardous materials sites within the vicinity of the proposed project. Site-specific results of the database search and reconnaissance field visits are presented below.

Site 1 - Hollister Municipal Airport

Site 1 is located west of State Route 156, approximately three miles from the DWTP in the northern portion of the City of Hollister. This site consists of the City of Hollister Municipal Airport property, and approximately 148 acres of adjacent private property. Stragetic Engineering & Sciences, Inc prepared a Phase I site assessment in July 2007 (SES, 2007) for this area. The Phase I includes the pipeline alignment that would run from Hwy 156 and the San Benito River to

TABLE 4.7-1.
ENVIRONMENTAL DATA RESOURCES (EDR) SUMMARY OF AGENCY DATABASES

Agency Database	Survey Distance	Sites Identified
Federal Superfund Liens (NPL¹ RECOVERY)	1.0 miles	0
Hazardous Materials Information Reporting System (HMIRS)	TP ²	0
U.S. EPA Emergency Response Notification System (ERNS) List	TP	0
U.S. EPA RCRA Registered Large and Small Generators of Hazardous Waste (RCRIS-LQG and RCRIS-SQG)	0.25 miles	1
Brownfields Sites (US BROWNFIELDS)	0.5 miles	0
California Department of Toxic Substance Control Annual Workplan Sites (AWP)	1.0 miles	0
Historical State Hazardous Wastes Sites (Hist Cal-Sites)	1.0 miles	0
California Department of Health Services Bond Expenditure Plan (CA Bond Exp. Plan)	1.0 miles	0
Unconfirmed Properties Referred to Another Agency (REF)	0.25 miles	0
California State Hazardous Wastes and Substances Sites (Cortese)	0.5 miles	1
California Hazardous Material Incident Report System (CHMIRS)	0.25 miles	0
State Listing of Recycling Facilities (SWRCY)	0.5 miles	0
Leaking Underground Storage Tank (LUST) Sites	0.5 miles	1
State Facilities Inventory System (CA FID UST)	0.25 miles	2
State Solid Waste Information System (SWF/LF)	0.5 miles	0
State Spills, Leaks, Investigations, and Cleanups Listing (SLIC)	0.5 miles	1
State Hazardous Substance Storage Container Database (HIST UST)	0.25 miles	2
Statewide Environmental Evaluation and Planning System (SWEEPS UST)	0.25 miles	2
State Proposition 65 Notification Records (Notify 65)	1.0 miles	1
Voluntary Cleanup Program Properties (VCP)	0.5 miles	0
Drycleaners with EPA ID Numbers (DRYCLEANERS)	0.25 miles	0
Sacramento County Regulatory Compliance Master List (ML)	0.25 miles	0
Emission Inventory Data (EMI)	1.0 miles	0
DTSC's Site Mitigation and Brownfields Reuse Program's EnviroStar Database (ENVIROSTAR)	1.0 miles	1
Indian Reservations	1.0 miles	0
Indian LUST	0.5 miles	0
Indian UST	0.25 miles	0

¹National Priority List

²Target Property

Source: Environmental Data Resources, 2007

the south to the Hollister Municipal Airport to the north. Within the project area, the Phase I assessment documented several residences, commercial and light industrial properties, undeveloped fields and included hazardous materials uses at the Hollister Municipal Airport. A reconnaissance survey, regulatory agency database searches and a review of environmental

cases at the San Benito County Environmental Health Department (SBCEHD), Hollister Fire Department, and the California Department of Forestry (CDF) revealed five documented facilities in the vicinity of the proposed project alignment that handle hazardous materials. Each of these facilities was included in the database report and documented in the 2007 Phase I Assessment (SES, 2007). The facilities are as follows:

- *Tony Lomanto Trucking* located at 160 Briggs Road was included on the historical underground storage tank (UST), California Facility Inventory Database (FID) UST, and the Statewide Environmental Evaluation and Planning System (SWEEPS) USP databases. The most recently available data on the six (6) underground storage tanks (USTs) on the property were listed as active in 1988.
- *Jesus L. Quintero site* located at 1761 Wright Road was included on the historical UST, CA FID UST, and SWEEPS UST databases. There are four reported/listed USTs on the property with no reported associated leaks.
- *Ivan Matulich (lessee) site* (1361 Wright Road) was included on the historical US, CA FID UST, and SWEEPS UST databases. A single UST was listed as active as of 1988.
- *Lifesparc, Inc.* (1971 Airpark) was listed on the AST database. There are no reported leaks or spills with the unspecified number of ASTs on-site.
- *Hollister Airport* (200 Sky Lane and 2300 San Felipe Road), formerly McCormick-Selph Company of Teledyne, Naval Auxiliary Air Station Hollister and San Benito Air Service facilities were listed on the Spills, Leaks, Investigations, and Cleanups (SLIC), Formerly Used Defense Sites (FUDS), Leaking UST (LUST), Cortese, and the Envirostor databases. There have been several incidents of spills and leaks over the past decades at this location, several of which were due to the 1989 Loma-Prieta earthquake, but were reported as only impacting soil.

The Phase I assessment and *Environmental Data Resources, Inc.* (EDR) database review concluded that the proposed pipeline alignment does not pass immediately through any developed areas with the exception of small residential/agricultural storage areas. Storage of hazardous materials immediately adjacent to the pipeline alignment was not observed during the site reconnaissance visit.

Site 2 - Brookhollow Ranch

During a site reconnaissance visit, field personnel did not see any obvious signs of hazardous materials within the pipeline alignment that would create a significant impact to public health and safety. Databases were searched for sites and listings up to 2.0 miles from a point roughly equivalent to the center of the Brookhollow Ranch site. The Brookhollow Ranch site is listed on the hazardous substance container database (HIST UST) as the location of one diesel and two gasoline aboveground storage tanks. These tanks have a 500-gallon capacity. The fuels are used for farming activities. No other sites were listed in the database report for Brookhollow Ranch.

Site 3 - Riverside Park

Databases were searched for sites and listings up to 1.0 miles from a point roughly equivalent to the center of the Riverside Park site. Riverside Park site was not listed on the EDR report; however, three sites identified within one mile of the site are listed as below.

- *Dikes Cabinet Shop* is site located approximately 0.25 miles northwest of the Riverside Park Site at 3041 San Juan Road. The Dikes Cabinet Shop is listed on the Hist UST, CA FID UST, and the SWEEPS UST as the location of an above ground storage tank (AST) or underground storage tank (UST).
- The *George Hageman* site is located approximately 0.28 miles northwest of the Riverside Park Site at 2810 San Juan Road. The George Hageman site is listed on the Hist UST, CA FID UST, and the SWEEPS UST as the location of two ASTs or two USTs.
- The *Former Whittaker Ordnance Facility* (FWOF) site, formerly known as the Pacsci Quantic LLC site, is located approximately 0.30 miles east of the Riverside Park Site at 2751 San Juan Road. The facility currently manufactures explosive devices for automobile airbags. Volatile organic compounds (VOCs) are the primary constituents that have been released into the environment. Two sources of VOCs have been identified in the northwest portion of the FWOFF facility. VOCs and Perchlorate have been detected in monitoring wells located along the northwest border of the FWOFF. Analytical results from groundwater monitoring wells show that groundwater beneath the southern edge of the nearby City of Hollister Domestic Wastewater Treatment Plant (DWTP) has been impacted. However, the results show that groundwater under the percolation ponds and the nearby DWTP building has not been impacted. Currently, several interim soil and groundwater remediation measures are being implemented at the FWOFF site and the lateral and vertical extent of impacts in soil and groundwater has effectively been delineated. Therefore, it is not likely that previous hazardous materials involvement at the FWOFF site will impact construction activities at the Riverside Park site.

Site 4 - Pacific Sod Farm

The Pacific Sod Farm is a typical agricultural operation in which agricultural chemicals are applied to the soil on a regular basis. Databases were searched for sites and listings up to 1.5 miles from a point roughly equivalent to the center of the Pacific Sod Farm site. No sites were identified on the database report that would have a significant impact.

Site 5 – San Juan Oaks Golf Course

The San Juan Oaks Golf Course is surrounded by vacant, rural, and open space land. The golf course has two above ground 500-gallon tanks (ASTs). One of the tanks is gasoline and one is diesel. The tanks are twelve years old, permitted, and regularly inspected by the Monterey Air Pollution Control District. The golf course maintenance facility produces waste oils that are removed by American Valley Waste Oil, Inc. approximately every quarter. Additionally, the golf course has a Restricted Materials Permit issued through the San Benito County Agricultural Commissioner. The current permit is for the

following materials: Sevin (worms), Banvel (weeds), Aluminum Phosphate (gophers), Zinc Phosphide (rodents), and Trimec (weeds). There are no bulk hazardous materials stored on the golf course.

Databases were searched for sites and listing up to 2.0 miles from a point roughly equivalent to the center of the Pacific Sod Farm site. No hazardous materials sites were identified in the database report.

4.7.3 REGULATORY SETTING

A description of the regulatory setting is incorporated by reference from Section 4.6.1 the 2006 EIR (refer to **Section 1.3**). Section 4.6.1 of the 2006 EIR provides a description of the following:

- State regulatory Background
- Department of Toxic Substances Control (DTSC)
- California Occupational Safety and Health Administration (Cal/OSHA)
- California Hazardous Materials Release Response Plans and Inventory Law of 1985
- California Accidental Release Program (CalARP)
- Emergency Response to Hazardous Materials Incidents
- Hazardous Materials Transport
- The City of Hollister General Plan (2005)

Supplemental regulatory information applicable to the development of the proposed reclaimed water irrigation sites is provided below.

Federal Aviation Administration

The Federal Aviation Administration (FAA) is responsible for setting and enforcing policies to enhance public aviation safety. The FAA considers sensitive airport areas as those that lie under or next to approach or departure airspace. The FAA oversees publicly owned airports that are open to the public or airports that receive federal funding. FAA Advisory Circular 150/5200-33A addresses hazardous wildlife attractants on or near airports (FAA, 2007). This Advisory Circular is intended to provide guidance on locating certain land uses having the potential to attract hazardous wildlife to or in the vicinity of public-use airports. In this Advisory Circular the FAA recommends against “land use practices that attract or sustain populations of hazardous wildlife within the vicinity of airports or cause movement of hazardous wildlife onto, into, or across the approach or departure airspace, aircraft movement area, loading ramps, or aircraft parking area of airports.” The Advisory Circular recommends a separation distance of 5,000 feet between airports using piston-powered aircraft and any hazardous wildlife attractants, which include water storage facilities. For airports using turbine-powered aircraft, the FAA recommends a separation distance of 10,000 feet from the airport and the hazardous wildlife attractant. The FAA may review development plans, proposed miles of the airport’s air operations area land-use changes, operational changes, or wetland mitigation plans to determine if such changes present potential wildlife hazards to aircraft operations.

4.7.4 IMPACT ANALYSIS

Significance Criteria

Criteria for determining the significance of impacts to geological resources and soils have been developed based on Appendix G of the CEQA *Guidelines* and any relevant agency thresholds. For the purposes of this SEIR, a project would generally be considered to have a significant adverse impact to the public or the environment if it would:

- Create a significant hazard through the routine transport, use or disposal of hazardous materials.
- Create a substantial potential public health or safety hazard due to reasonably foreseeable upset and accident conditions involving the release hazardous materials into the environment.
- Emit hazardous or acutely hazardous materials, substances, or waste within one-quarter miles of an existing or proposed school.
- Is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.
- Be located within an airport land use plan or within an area where such a plan has not been adopted, that would result in a safety hazard to people residing or working in the project area.
- Result in a safety hazard for people residing or working in the project area (for a project located within the vicinity of a private airstrip).
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- 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.

A material is considered hazardous if it appears on a list of hazardous materials prepared by a Federal, State, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as:

“A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed” (CCR, Title 22, Section 66260.10).

Methods & Assumptions

Potential hazardous materials and public health impacts were evaluated through a review of the project description and risks inherent to construction methods and materials. Risk of upset as a consequence of seismic events is discussed in **Section 4.4 – Geology and Soils**.

A Phase I Environmental Site Assessment was conducted for the portion of the pipeline alignment that would deliver water to the Hollister Municipal Airport (Site 1). This portion of the pipeline alignment originates on the south side of the San Benito River and Highway 156 and extends to the airport. The Phase I also includes a discussion of hazardous materials facilities located at the airport. The Phase I was conducted in accordance with the American Society of Testing and Materials (ASTM) Standard Practice E 1527-05 for Environmental Site Assessments. A summary of the Phase I is included below.

In addition to the Phase I, regulatory agency database searches were conducted for records of known storage tank sites and known sites of hazardous materials generation, storage, and/or contamination within the project area. Individual database reports were generated for each of the recycled water application sites. The environmental database review was accomplished by using the services of a computerized search firm EDR. AES reviewed the EDR reports for each reclaimed water irrigation sites to determine if the proposed project site and adjacent sites are listed on regulatory agency databases. The purpose is to determine if hazardous materials sites will impact construction activities, pipeline trenching, or result in possible upset of contaminated soil and/or groundwater. **Table 4.7-1** summarizes the databases that were searched.

Mitigation measures presented in the 2006 EIR are assumed to be implemented as a part of this project. The 2006 EIR identified mitigation measures applicable to the development of sprayfields and the installation of water supply pipelines. These mitigation measures are described in detail in **Appendix C** and summarized below:

- **2006 EIR MM 4.6-5 (a):** All contractors that transport, store, and handle construction-required hazardous materials shall do so in a manner consistent with relevant regulations and guidelines enforceable through the City of Hollister Fire Department and the San Benito County Fire Protection District. Recommendations may include, but are not limited to, transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using approved protocols.
- **2006 EIR MM 4.6-5 (b):** The City of Hollister shall ensure through the enforcement of contractual obligations that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by the Fire Department or other regulatory agency, contaminated media shall be collected and disposed of off-site at a facility approved to accept such media.
- **2006 EIR MM 4.6-6:** In order to prevent accidental rupturing of under ground utilities, underground services alert (USA) shall be notified to mark and map any underground utilities that are located along the pipeline alignment. The agency with project approval shall notify USA one week prior to the beginning of excavation activities, or within an appropriate timeline so the entire pipeline alignment can be properly surveyed in order to minimize the risk of exposing or damaging underground utilities.
- **2006 EIR MM 4.6-9:** A recycled water use permit, including a monitoring program, shall be developed by the City of Hollister in conjunction with San Benito County Water District (SBCWD). The City shall implement appropriate measures designed to protect public health and monitor the

water quality of recycled water that will be used for irrigation. Additionally, the City shall be responsible for evaluating the public health suitability of individual user sites for recycled water irrigation.

- **2006 EIR MM 4.6-10:** To avoid safety hazards associated with increases in wildlife and vegetation density within the airport, the Federal Aviation Administration, the San Benito County Airport Land Use Commission, shall be consulted to ensure the spray fields are compatible with airport operations. Additionally, the location of irrigation and infrastructure within the approach zone of the runway may present a safety hazard to aircraft attempting to land short of the runway. The potential safety hazards created at the Hollister Airport associated with the development of sprayfields are subject to review by the FAA to address aviation safety hazards.

Effects Found Not to be Significant

The Initial Study found that the proposed project facilities would not emit hazardous or acutely hazardous materials, substances, or waste within one-quarter miles of an existing or proposed school.

Impact Statements and Mitigation Measures

Construction Effects

IMPACT 4.7-1: Construction of the proposed project would involve the temporary use and storage of hazardous materials such as gasoline and diesel fuel in addition to hydraulic fluids and oils, paints, etc.

Sites 1-5 During grading and construction it is anticipated that limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, and hydraulic fluid, would be brought on-site. Various contractors for fueling and maintenance purposes would likely use temporary bulk above ground storage tanks as well as storage sheds/trailers. As with any liquid and solid, during handling and transfer from one container to another, the potential for an accidental release exists. Depending on the relative hazard of the material, if a spill were to occur of significant quantity, the accidental release could pose both a hazard to construction employees as well as the environment. Although typical construction management practices limit and often eliminate the impact of such accidental releases, the potential exists with the temporary on-site storage of hazardous materials that a significant release could occur. Previously identified mitigation measures included in the 2006 EIR MM 4.6.5 (a) and (b) summarized above would reduce significant impacts to less than significant. **Less than Significant Impact with Mitigation.**

IMPACT 4.7-2: Construction activities conducted during the dry season in and around dry grasses pose a fire hazard.

Sites 1-5 Equipment used during grading and construction activities may create sparks, which could ignite dry grass on the project site. During construction, the use of power tools and acetylene torches may also increase the risk of fire hazard. This risk, similar to that found at other construction sites, is considered potentially significant. The mitigation measures included

below will reduce significant impacts to less than significant. **Less than Significant Impact with Mitigation.**

Mitigation Measure 4.7-2a. During construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. To the extent feasible, the contractor shall keep these areas clear of combustible materials in order to maintain a firebreak.

Mitigation Measure 4.7-2b. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws.

IMPACT 4.7-3: During site grading, trenching and excavation phases, contaminated soil and/or groundwater, and undocumented USTs could be encountered.

Sites 1-5 Construction of the proposed project could result in the disturbance of contaminated soil and/or groundwater. During grading, excavation, and trenching, construction crews could encounter previously undiscovered contamination and undocumented USTs. The possibility that contamination may be encountered during construction activities would result in a potentially significant impact. With the implementation of recommended mitigation measures identified below, impacts would be less than significant. **Less than Significant with Mitigation.**

Mitigation Measure 4.7-3: If contaminated soil, contaminated groundwater, and undocumented USTs are encountered during trenching, grading activities, and project construction, work shall be halted in the area, and the type and extent of the contamination shall be identified. A qualified professional, in consultation with regulatory agencies (Regional Water Quality Control Board, State Department of Toxic Substance Control, or San Benito County Department of Environmental Health) shall then develop an appropriate method to remediate the contamination. If necessary, the City of Hollister shall implement a remediation plan and/or soil management plan in conjunction with continued project construction.

IMPACT 4.7-4: During excavation of the reclaimed water irrigation sites and pipelines, the possibility exists that underground utilities and pipelines could be encountered. An explosion, fire, and loss of life could result if an underground utility or gas line was ruptured from excavation equipment.

Sites 1-5 As required by the 2006 EIR MM 4.6.6 and summarized above, the agency with project approval authority or construction contractors through contractual obligations with the agency with project approval authority shall notify USA one week prior to the beginning of excavation activities, or within an appropriate timeline so the entire pipeline alignment can be properly

surveyed in order to minimize the risk of exposing or damaging underground utilities. Mitigation included in the 2006 EIR MM 4.6.6 would reduce significant impacts from rupturing gas and utility line to less than significant. **Less than Significant with Mitigation.**

IMPACT 4.7-5: During demolition of the existing residences on the Riverside Park Site asbestos containing materials (ACMs) and/or lead based paints could be encountered by construction personnel.

Site 3 Existing structures and residences located on the Riverside Park site may have been constructed of materials that contained ACMs and lead based paints. If ACMs and/or lead based paints were encountered, this could create a hazard to construction employees as well as the environment. Although typical construction dust control practices limit and often eliminate the impact of such materials, the potential exists that exposure could occur to the ACMs and lead based paints. The impact is considered potentially significant. Implementation of **Mitigation Measure 4.7-7** would ensure impacts are less than significant. **Less than Significant with Mitigation.**

Mitigation Measure 4.7-7: Prior to demolition of any existing structures on the Riverside Park site, an asbestos survey will be performed to determine if ACMs and lead based paints are present within the residential structures. If ACMs are present within the residential structures, the City of Hollister will comply with State and local requirements for demolition of structures containing ACMs and lead based paints. Recommendations could include construction Best Management Practices such as applying water to the structures before, during, and after demolition.

IMPACT 4.7-6. Construction of the proposed project facilities within an airport land use plan area could result in a safety hazard to people residing or working in the project area.

Site 1 Construction activities next to the runway could result in safety hazards to construction personnel and people residing next to the airport. Safety hazards including construction activities distracting approaching aircraft and possible collisions with construction vehicles and landing aircraft could result due to proposed project development. As required by the 2006 EIR MM 4.6.10, the potential safety hazards created at the Hollister Airport associated with the development of sprayfields are subject to review by the FAA to address aviation safety hazards. The impact is considered potentially significant. Implementation of Mitigation Measure 4.6.10 from the 2006 EIR would ensure impacts are less than significant. **Less than Significant with Mitigation.**

Operational Effects

IMPACT 4.7-7. Operation of a recycled water system could possibly result in the ingestion of recycled water by the public or some other form of unacceptable exposure as supported by scientific literature.

Sites 1-5 As required by the 2006 EIR MM 4.6.9, a recycled water use permit, including a monitoring program, shall be developed by the City of Hollister in conjunction with San Benito County Water District (SBCWD). The City shall implement appropriate measures designed to protect public health and monitor the water quality of recycled water that will be used for irrigation. These mitigation measures included in the 2006 EIR will reduce significant impacts to less than significant. **Less than Significant Impact with Mitigation.**

IMPACT 4.7-8. Operation of reclaimed water irrigation facilities at the Hollister Airport and vicinity could result in aviation safety hazards associated with a potential increase in wildlife and birds, and deterioration of runway surfaces, and potential detrimental effects to aircraft as a result of irrigation overspray. Additionally, the placement of on-site infrastructure could pose a safety hazard to aircraft that attempt to land short of the runway.

Site 1 As required by the 2006 EIR MM 4.6.10, mitigation measures shall include consultation with the Federal Aviation Administration, the San Benito County Airport Land Use Commission, and the State of California Department of Transportation Division of Aeronautics to ensure that the sprayfields will be compatible with airport operations.

- Airport personnel shall inspect the full perimeter fence that surrounds the airport property on a weekly basis to ensure the integrity of the fence. This shall prevent large wildlife such as deer from entering the property.
- In order to prevent the attraction of birds, irrigation cycles will be such that standing water is kept to a minimum.
- Turf within 25 feet of the runway will utilize a subterranean irrigation system that will eliminate the potential for wind driven overspray. This would ensure deterioration of runways surfaces would not occur due to water damage.
- Irrigation equipment will have breakaway risers.
- In accordance with FAA regulations, a Wildlife Habitat Plan shall be prepared and submitted to the FAA for review and approval. Implementation of this plan on the airport property shall ensure safety hazards do not occur associated with damaged runways from burrowing holes or the attraction of raptors. The City of Hollister in coordination with airport staff shall be responsible for implementation of the Wildlife Habitat Plan.

Additionally, the following design measures have been identified through the environmental review process and consultation to ensure that the proposed irrigation system does not create a safety hazard for airport operations:

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- Irrigation shall not take place within the Runway Safety Area zones of the airport
- The irrigation system shall have built in sensors that would trigger automatic turn-off during rain events and if wind velocities exceed a threshold amount.
- In order to avoid wind driven over-spray from coming into contact with aircraft and equipment, irrigation will take place primarily at night when wind speeds are typically lower. Irrigation shall not take place near runways when the airport light system is activated to avoid irrigation during aircraft take-off and landing.

~~These mitigation measures included in the 2006 EIR will reduce significant impacts to less than significant.~~ With the incorporation of mitigation measures recommended in the 2006 EIR and additional safety design measures identified through agency consultation, impacts associated with aviation safety hazards would be reduced to less than significant. **Less than Significant Impact with Mitigation.**