

PUBLIC WORKS DEPARTMENT  
INITIAL STUDY OF  
ENVIRONMENTAL SIGNIFICANCE

PROJECT NUMBER: WO# 5319  
CP# 15-34

PROJECT NAME: Mogas Fueling Station at Buchanan Field Airport

PREPARED BY: Alex Nattkemper *JC*

DATE: January 13, 2016

APPROVED BY: *[Signature]*

DATE: 2-1-16

RECOMMENDATIONS:

**Categorical Exemption [Class 3(d)]**

Negative Declaration

Environmental Impact Report Required

Conditional Negative Declaration

The project will not have a significant effect on the environment. The recommendation is based on the following: The project consists of construction and location of limited numbers of new, small facilities, pursuant to section 15303(d) of the CEQA guidelines. The project will not result in the removal of any scenic resource.

What changes to the project would mitigate the identified impacts: N/A

USGS Quad Sheet: Walnut Creek	Base Map Sheet #: H-14	Parcel #: 125-010-023
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GENERAL CONSIDERATIONS:

- Location:** The project is located at Buchanan Field Airport, 101 John Glenn Drive in Concord [Figures 1-3].
- Project Description:** The purpose of this project is to allow Clear Gas, Inc. to park a fuel truck at Buchanan Field Airport that will sell E0 unleaded Mogas (motor gasoline) to aircraft 24 hours a day. The fuel truck will be a temporary facility to test the demand for Mogas, an alternative, more environmentally-friendly fuel type than standard aircraft fuel. If demand is sufficient, a future permanent facility subject to all development requirements and CEQA review will be considered.

The project consists of installing the following equipment: One 4,400 gallon fuel truck with a fuel island mounted directly onto the rear of the truck to serve as a retail fuel dispenser. The fuel truck will be parked inside a secondary containment basin capable of containing not less than 110% of the total capacity of the fuel truck. The fuel island will house and shelter the credit card terminal, pumps, static line, hoses, filters, lighting, and signage. The fuel island requires a 110 volt power source which will originate from an existing electrical power panel 100 feet away. The electrical conduit supplying the sourced power to the fuel island will be run above ground and inside 1/4 inch steel protective housing which will be anchored to the asphalt. This steel protective housing is strong enough to be driven over. All fueling of aircraft and refueling of the fuel truck will be performed from the front of the fuel island and within clear sight of the fuel truck and fuel island. Refueling of the fuel truck will be done via a bottom load process and only while the fuel truck is located inside the secondary containment basin. A chain link fence will encompass the entire secondary containment basin to prevent vehicles from backing into the secondary containment basin, fuel island and fuel truck. The fence will be 6 feet high and 3 feet from the secondary containment basin. A fill gauge, along with automatic shutoff devices and high level alarms, will be used to prevent overfilling during fuel delivery. Vapor recovery will also be used while loading fuel into the fuel truck.

The project will be located on an existing fixed-base operation (FBO) site, which has prior fueling rights by Federal Aviation Administration (FAA) regulations. The fuel truck will be parked on an existing pavement ramp behind 101 John Glenn Drive, adjacent to where a fueling facility with an underground tank was formerly located. The ramp is fully paved and is currently used for ingress/egress, parking and mobile fueling of aircraft.

A site-specific Spill Prevention Control and Countermeasures (SPCC) plan will be written in order to comply with all applicable federal and state regulations. The SPCC plan will outline the procedures, methods, and equipment in place at the facility to prevent any discharges of fuel. A complete copy of the SPCC plan will be maintained at the fueling facility. A spill kit will be available, which will include absorbent pads, pillows, and socks to contain and recover spilled fuel.

The fuel truck will have both a primary and emergency vent to allow vapors to escape from the tank as outside temperature rises to avoid the risk of explosion. Portable fire extinguishers and emergency shutoffs will be clearly marked and located at least 15 feet from the fueling area, but not more than 120 feet away. The fuel truck will have clearly visible labels indicating tank volume and its contents, as well as associated hazards and warnings to ensure the correct fuel is delivered, and that emergency responders can easily determine what product they are dealing with when responding to an emergency.

The project will maintain the existing drainage pattern. Appropriate Best Management Practices (BMPs) will be implemented to protect storm drain inlets.

- Does it appear that any feature of the project will generate significant public concern?**

Yes  No  maybe (Nature of concern):

- Will the project require approval or permits by other than a County agency?**

Yes  No

- Is the project within the Sphere of Influence of any city?** Yes, the City of Concord

# Mogas Fueling Station at Buchanan Field Airport

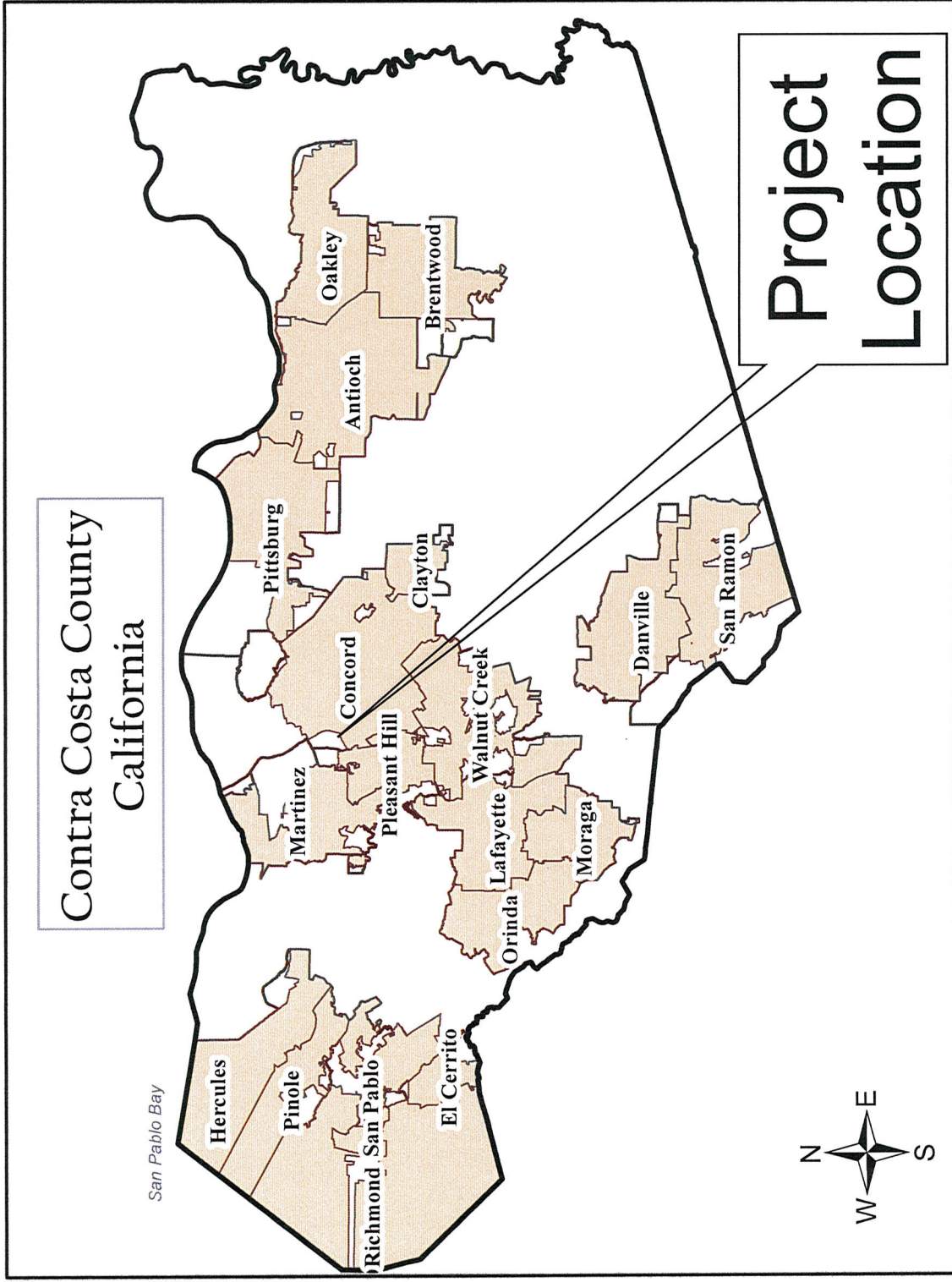


Figure 1



# Mogas Fueling Station at Buchanan Field Airport

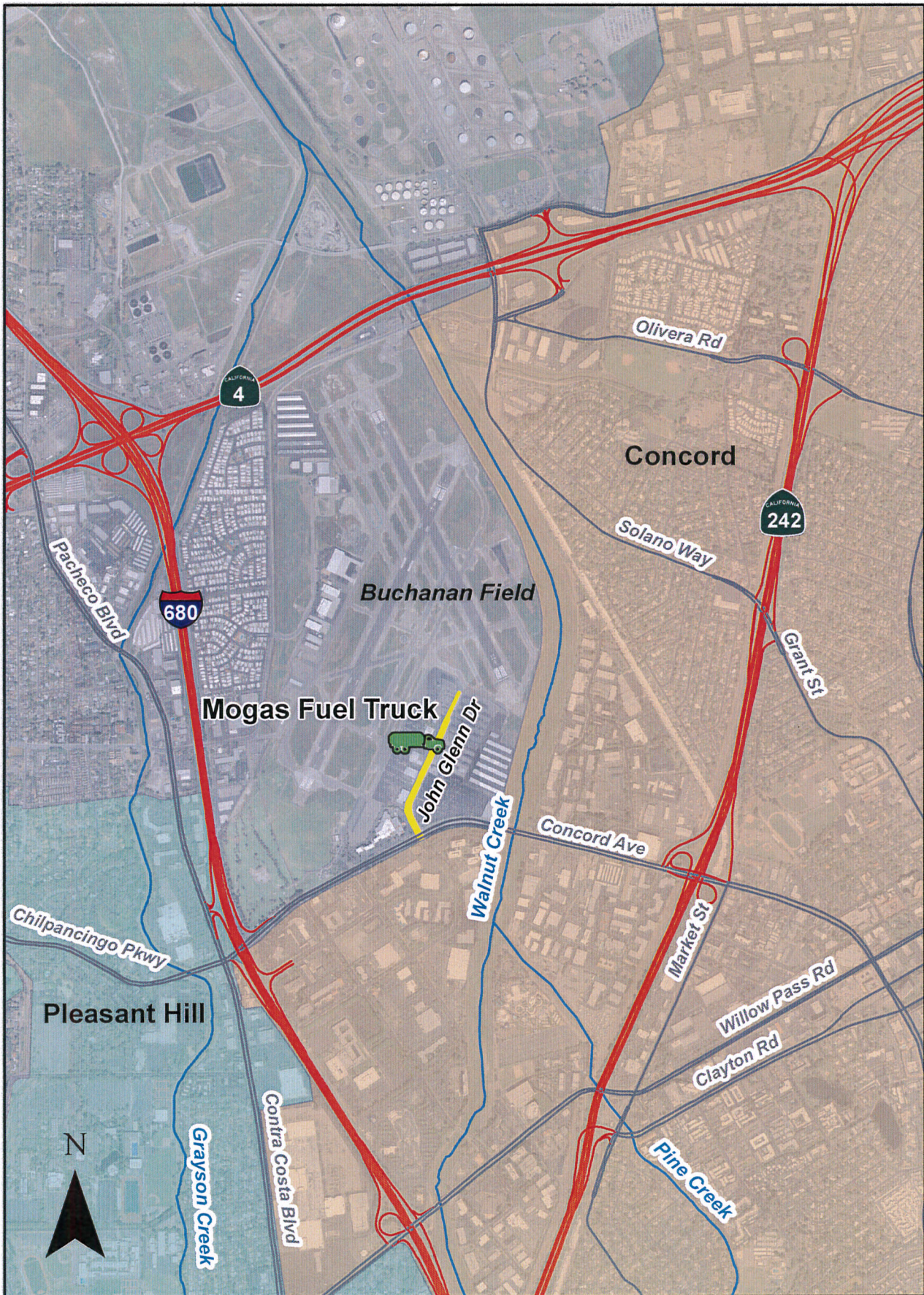


Figure 2



# Mogas Fueling Station at Buchanan Field Airport

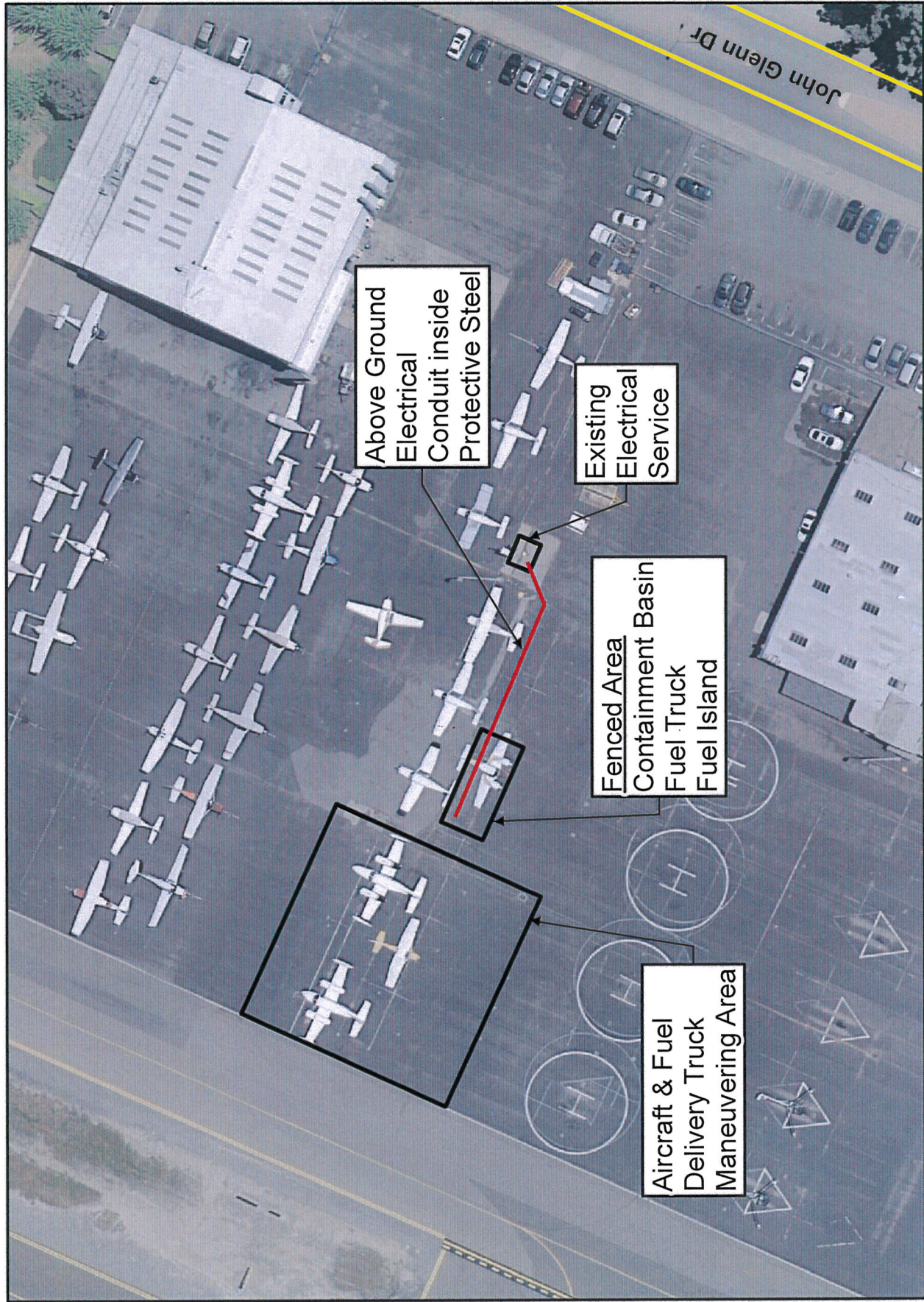


Figure 3



CALIFORNIA ENVIRONMENTAL QUALITY ACT

Notice of Exemption

To:  Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: Contra Costa County
Dept. of Conservation & Development
30 Muir Road
Martinez, CA 94553

County Clerk
County of: Contra Costa

Project Title: Mogas Fueling Station at Buchanan Field Airport, WO# 5319 & CP# 15-34

Project Applicant: Contra Costa County Public Works Department

Project Location - Specific: Behind 101 John Glenn Drive in Concord

Project Location: Buchanan Field Airport in Concord

Project Location - County: **Contra Costa**

Description of Nature, Purpose and Beneficiaries of Project:

The purpose of this project is to allow Clear Gas, Inc. to park a fuel truck at Buchanan Field Airport that will sell E0 unleaded Mogas (motor gasoline) to aircraft 24 hours a day. The fuel truck will be a temporary facility to test the demand for Mogas, an alternative, more environmentally-friendly fuel type than standard aircraft fuel. The project consists of installing the following equipment: One 4,400 gallon fuel truck with a fuel island mounted directly onto the rear of the truck to serve as a retail fuel dispenser. The fuel truck will be parked inside a secondary containment basin capable of containing not less than 110% of the total capacity of the fuel truck. The fuel island will house and shelter the credit card terminal, pumps, static line, hoses, filters, lighting, and signage. The fuel island requires a 110 volt power source which will originate from an existing electrical power panel 100 feet away. The electrical conduit supplying the sourced power to the fuel island will be run above ground and inside 1/4 inch steel protective housing which will be anchored to the asphalt. This steel protective housing is strong enough to be driven over. All fueling of aircraft and refueling of the fuel truck will be performed from the front of the fuel island and within clear sight of the fuel truck and fuel island. Refueling of the fuel truck will be done via a bottom load process and only while the fuel truck is located inside the secondary containment basin. A chain link fence will encompass the entire secondary containment basin to prevent vehicles from backing into the secondary containment basin, fuel island and fuel truck. The fence will be 6 feet high and 3 feet from the secondary containment basin. A fill gauge, along with automatic shutoff devices and high level alarms, will be used to prevent overfilling during fuel delivery. Vapor recovery will also be used while loading fuel into the fuel truck. The project will be located on an existing fixed-base operation (FBO) site, which has prior fueling rights by Federal Aviation Administration (FAA) regulations. The fuel truck will be parked on an existing pavement ramp behind 101 John Glenn Drive, adjacent to where a fueling facility with an underground tank was formerly located. The ramp is fully paved and is currently used for ingress/egress, parking and mobile fueling of aircraft. A site-specific Spill Prevention Control and Countermeasures (SPCC) plan will be written in order to comply with all applicable federal and state regulations. The SPCC plan will outline the procedures, methods, and equipment in place at the facility to prevent any discharges of fuel. A complete copy of the SPCC plan will be maintained at the fueling facility. A spill kit will be available, which will include absorbent pads, pillows, and socks to contain and recover spilled fuel. The fuel truck will have both a primary and emergency vent to allow vapors to escape from the tank as outside temperature rises to avoid the risk of explosion. Portable fire extinguishers and emergency shutoffs will be clearly marked and located at least 15 feet from the fueling area, but not more than 120 feet away. The fuel truck will have clearly visible labels indicating tank volume and its contents, as well as associated hazards and warnings to ensure the correct fuel is delivered, and that emergency responders can easily determine what product they are dealing with when responding to an emergency. Appropriate Best Management Practices (BMPs) will be implemented to protect storm drain inlets.

Name of Public Agency Approving Project: **Contra Costa County**
Name of Person or Agency Carrying Out Project: **Contra Costa County Public Works Department**

Exempt Status:

- Ministerial Project (Sec. 21080(b) (1); 15268;
 Declared Emergency (Sec. 21080(b)(3); 15269(a));
 Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
 Categorical Exemption: **Class 3(d)**
 Other Statutory Exemption, Code No.: \_\_\_\_\_
 General Rule of Applicability [Article 5, Section 15061 (b)(3)]

Reasons why project is exempt: **The project consists of construction and location of limited numbers of new, small facilities; pursuant to section 15303(d) of the CEQA guidelines. The project will not result in the removal of any scenic resource.**

Lead Agency Contact Person: **Alex Nattkemper - Public Works Dept.** Area Code/Telephone/Extension: **(925) 313-2364**

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature: \_\_\_\_\_ Date: \_\_\_\_\_ Title: \_\_\_\_\_

- Signed by Lead Agency  Signed by Applicant

AFFIDAVIT OF FILING AND POSTING

I declare that on \_\_\_\_\_ I received and posted this notice as required by California Public Resources Code Section 21152(c). Said notice will remain posted for 30 days from the filing date.

Signature

Title

Applicant:
Public Works Department
255 Glacier Drive
Martinez, CA 94553
Attn: Alex Nattkemper
Environmental Services Division
Phone: (925) 313-2364

Department of Fish and Game Fees Due
 EIR - \$3,070.00
 Neg. Dec. - \$2,210.25
 DeMinimis Findings - \$0
 County Clerk - \$50
 Conservation & Development - \$25

Total Due: \$ 75.00
Total Paid \$ \_\_\_\_\_
Receipt #: \_\_\_\_\_