

## **4.7 HAZARDS AND HUMAN HEALTH**



This section of the Draft Environmental Report ("Draft EIR"; "DEIR") describes the existing environmental conditions of the Planning Area and identifies the methods used in analyzing the proposed project's potential to create hazards to the public health or the environment related to hazardous materials, substances, or waste. This section also identifies other potential hazards that may impact public safety, such as water and soil contamination, health hazards from existing or historic land uses that utilize or generate these materials, and improper disposal of these materials by businesses, industries, and individual households. Appropriate mitigation measures are identified to reduce, lessen, or eliminate the proposed project's impacts. For impacts related to flood hazards, the reader is referred to Section 4.10, Hydrology and Water Quality. For impacts related to fire hazards, the reader is referred to Section 4.13, Public Services and Utilities. For discussion of impacts to air quality due to toxic emissions, the reader is referred to Section 4.5, Air Quality, of this EIR.

### 4.7.1 EXISTING SETTING

#### HAZARDOUS MATERIALS DEFINED

Under Title 22 of the California Code of Regulations (CCR), the term hazardous substance refers to both hazardous materials and hazardous wastes, and both are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity (CCR Title 22, Chapter 11, Article 3). A hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness, or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed. Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (CCR Title 22, Chapter 11, Article 2, Section 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria. While hazardous substances are regulated by multiple agencies, as described below in Section 4.7.2, Regulatory Framework, cleanup requirements of hazardous wastes are determined on a case-by-case basis according to the agency with lead jurisdiction over the project.

Public health is potentially at risk whenever hazardous materials are, or will be, used. It is necessary to differentiate between the "hazard" of these materials and the acceptability of the "risk" they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The risk to health and public safety is determined by the probability of exposure, in addition to the inherent toxicity of a material (DTSC, 2009).

Factors that can influence the health effects when human beings are exposed to hazardous materials include the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

#### Transportation of Hazardous Materials

The transportation of hazardous materials within the General Plan Planning Area is subject to various federal, state, and local regulations, as described in Section 4.7.2, Regulatory Framework. According to the California Highway Code of Regulations, there are no approved transportation routes in the General Plan Planning Area for the transportation of explosives (CCR, Title 13, Div. 2). It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery, or the loading of such materials (California Vehicle Code, Sections 31602(b) and 32104(a)).

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The California Highway Patrol also designates through routes to be used for the transportation of inhalation hazards and may designate separate through routes for the transportation of inhalation hazards composed of any chemical rocket propellant (California Vehicle Code, Sections 32100 and 32102(b)). There are no approved routes in the Planning Area for the transportation of poisonous inhalation hazards nor are there any approved routes in the Planning Area for the transportation of radioactive materials (CCR, Title 13, Div. 2).

The City of Ione has one major freight railroad line, located in the southern and western edges of the city. This main line, owned by Union Pacific Railroad ("UPR"; "UP"), connects the City of Ione to the main line in Galt. From this freight line, there are several spur lines that connect to industrial property south of Ione. Many of these lines are privately owned and maintained. Where the Union Pacific line ends near Depot Road, it becomes the Amador Central line, which continues to Martell. These railway lines could potentially serve as transportation for hazardous materials. However, any such transportation would be required to be conducted in compliance with state and federal laws for the transportation of hazardous materials on railroads.

### HAZARDOUS MATERIAL AND WASTE SITES

The State of California Hazardous Waste and Substances Site List (also known as the "Cortese List") is a planning document used by state, local agencies, and developers to comply with the California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency (CAL-EPA) to annually update the Cortese List. The CAL-EPA Department of Toxic Substances Control (DTSC) is responsible for preparing a portion of the information that comprises the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information that is part of the complete list. DTSC's Site Mitigation and Brownfields Reuse Program EnviroStor database provides DTSC's component of the Cortese List data by identifying State Response and/or Federal Superfund and backlog sites listed under Health and Safety Code Section 25356. In addition, DTSC's Cortese List includes Certified with Operation and Maintenance sites. **Table 4.7-1** below shows the DTSC Site Mitigation and Brownfields Reuse Program information for the Ione General Plan Planning Area, also included in DTSC's component of the Cortese List and available in EnviroStor.

In addition to EnviroStor, the CAL-SITES Abandoned Sites Information System (ASPIS) database, compiled by CAL-EPA, can also be used to identify and track potential hazardous waste sites. This source of information is regularly uploaded to the State's Geographic Environmental Information Management System (GEIMS) so that agencies and the general public can access information regarding a specific site. GEIMS, a data warehouse which tracks regulatory data regarding leaking underground fuel tanks (LUFTs), other contaminant release sites, water quality information, water use information, and infrastructure data, can be used to identify properties that are known or have had contaminant spills. GeoTracker, the interface to GEIMS, uses commercially available software to allow users to access data from GEIMS over the Internet. According to the GEIMS database, as of March 2009, there are 10 leaking underground fuel tanks (LUFTs) sites within the Planning Area, three of which are open. GEIMS also shows one open land disposal site (a site used for waste disposal), one active state response site (a site with known or suspected contamination), and four other open SWRCB cleanup program sites within the Planning Area. Both Ione Elementary School and Ione Junior High School are within 0.25 miles of the open-case UNOCAL Leaking Underground Storage Tanks (LUST) site. **Table 4.7.1** shows the name, type, status, and address of each GEIMS and Cortese site. These sites are mapped in **Figure 4.7-1**.

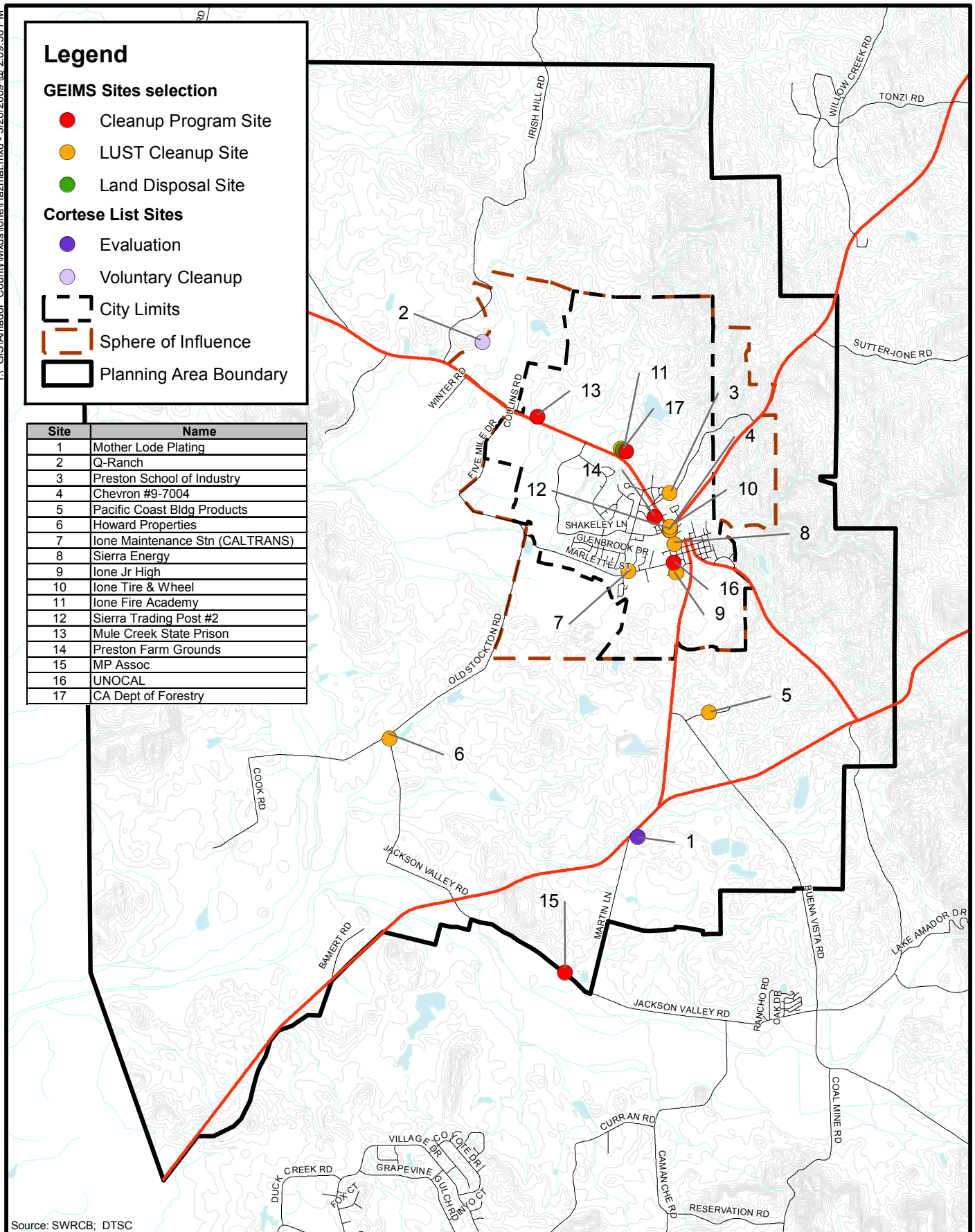


Figure 4.7-1  
Hazardous Materials Sites in  
the General Plan Planning Area



**TABLE 4.7-1**  
**HAZARDOUS MATERIALS SITES IN THE PLANNING AREA<sup>1</sup>**

<b>Cortese List Sites</b>			
<b>Site Name</b>	<b>Type of Site</b>	<b>Status</b>	<b>Location</b>
Q-Ranch	Voluntary Cleanup	Inactive – Action Required	3391 State Highway 104
Mother Lode Plating	Evaluation Site	Inactive – Needs Evaluation as of 4/23/1987	4482 Highway 88
<b>GEIMS Sites</b>			
<b>Site Name</b>	<b>Type of Site</b>	<b>Status</b>	<b>Location</b>
Fire Academy	Land Disposal Site	Open	4501 State Highway 104
Mule Creek State Prison	Cleanup Site	Open – Site Assessment	4001 Highway 104
Preston Farm Grounds	Cleanup Site	Open – Inactive	Nuner Avenue & Roger Street
MP Associates, Inc.	State Response	Active	6555 Jackson Valley Road
UNOCAL	Cleanup Site	Open – Site Assessment	299 Mill Street
California Department of Forestry	Cleanup Site	Open – Inactive	lone Fire Academy
Preston School of Industry	LUFT Site	Completed – Case Closed	201 Waterman Rd
Chevron #9-7004	LUFT Site	Open – Verification Monitoring	349 Preston Ave
Pacific Coast Bldg Products	LUFT Site	Completed – Case Closed	Brickyard Rd.
Howard Properties	LUFT Site	Completed – Case Closed	Old Stockton Rd.
lone Maintenance Stn. (Caltrans)	LUFT Site	Completed – Case Closed	Marlette Rf
lone Tire & Wheel	LUFT Site	Completed – Case Closed	340 Preston Ave
lone Fire Academy	LUFT Site	Completed – Case Closed	4501 Hwy 104
Sierra Trading Post #2	LUFT Site	Open – Site Assessment	39 Preston Ave
Sierra Energy	LUFT Site	Open – Verification Monitoring	116 Main St W (AKA: 117 Jackson)
lone Junior High School	LUFT Site	Completed – Case Closed	450 South Mill Street

<sup>1</sup>: Cortese and GEIMS databases accessed March 2009

### **Asbestos-Containing Building Materials**

Structures constructed or remodeled between 1930 and 1981 have the potential to contain asbestos-containing building materials (ACBM). These materials may include, but are not limited to, floor coverings, drywall joint compounds, acoustic ceiling tiles, piping insulation, electrical insulation, and fireproofing materials. Asbestos is a general name for a group of naturally occurring minerals composed of small fibers. Asbestos is common in many building materials. Various diseases have been associated with exposure to asbestos fibers, and the extensive use of asbestos in building materials has raised some concern about exposure in non-industrial settings. Health hazards associated with ACBMs include increased risks of cancer and respiratory-related illnesses and diseases. The presence of asbestos in a building does not necessarily endanger the health of building occupants. As long as ACBMs remain in good condition and are not disturbed or damaged, exposure is unlikely. However, damaged, deteriorated, or disturbed asbestos-containing materials can lead to fiber release (exposure); unauthorized removal or disturbance of asbestos materials could result in adverse health effects. Existing residences or other buildings may be demolished for construction related to programs and projects analyzed in this document. Such structures may contain lead or asbestos and as such may release toxics into the environment if disturbed or improperly handled.

### **Lead-Based Materials**

Exposure to lead-based paint is possible when the paint is in poor condition or during paint removal. In construction settings, workers can be exposed to airborne lead during renovation, maintenance, or removal work. Lead-based paints were phased out of production in the early 1970s. Lead is a highly toxic metal that was used for many years in products found in and around homes. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death. Any existing buildings which will be demolished to accommodate project implementation may have been constructed prior to the ban on lead-based paints. Therefore, it is likely that these materials are present in the structure. Proper handling and disposal of lead-based materials significantly reduces potential environmental-related impacts.

### **Radon**

Radon isotope-222 is a colorless, odorless, tasteless radioactive gas that is a natural decay product of uranium. Uranium and radon are present in varying amounts in rocks and soil, and radon is present in background concentrations in the atmosphere. Current evidence indicates that increased lung cancer risk is directly related to radon-decay products. Radon potential of rocks and soils and indoor radon exposure levels in the United States are currently areas of intense research by governmental regulators as well as the geoscience and medical communities. At this time, the United States Environmental Protection Agency (USEPA) has recommended an "action" level for indoor radon concentrations at or exceeding 4 pico-curies per liter of air (pCi/l). The USEPA has extrapolated a 1 percent to 3 percent lung cancer mortality rate due to a lifetime exposure at 4 pCi/l; that is, one to three persons per 100 exposed to this concentration for life will die of lung cancer induced by radon.

The California Statewide Radon Survey Interim Results, based on the EPA/State Department of Health Services State Radon Survey, indicate that 212 of the 541 test sites (39 percent) in Amador County and 29 of the 92 test sites (31.5 percent) in Yuba exceeded the USEPA's recommended level of 4 pCi/l (DHS, 2008). Of the 33 states participating in the study, California ranks as the third lowest for percentage of homes exceeding 4 pCi/l. Specific indoor radon information is not available, as the presence of radon can only be obtained through a sampling and testing program for existing or future buildings.



### **Electrical Facilities and Electromagnetic Fields**

Pacific Gas and Electric Company (PG&E) owns and operates the existing electrical facilities within the Planning Area. There are several transmission lines throughout the Planning Area. Electromagnetic fields (EMF) are invisible lines of force surrounding any electrical wire or device. They have two components — the electric field resulting from voltage and the magnetic field resulting from current flow. Ordinary use of electricity produces magnetic and electric fields. These 60 Hertz fields (fields that go back and forth 60 times a second) are associated with electrical appliances, power lines, and wiring in buildings. EMF health and safety issues from power lines are preempted by the Public Utilities Commission (PUC) and therefore are typically not addressed in general plans.

Although a point of concern, the evidence that EMF from high voltage power lines can be hazardous to human health is not quantifiable and remains unresolved. Federal agencies working on establishing limits and health standards related to EMF include the National Institute for Occupational Safety and Health (NIOSH), U.S. Environmental Protection Agency (USEPA), Federal Communications Commission (FCC), Occupational Safety and Health Administration (OSHA), National Telecommunications and Information Administration (NTIA), and National Institutes of Health (NIH).

### **PCB Transformers**

In 1976, Congress enacted the Toxic Substances Control Act (TSCA), which gave USEPA the ability to track all industrial chemicals imported into and used in the United States. USEPA screens these chemicals and can ban the manufacture and import of those chemicals that pose an unreasonable risk. The TSCA directed USEPA to ban the manufacture of polychlorinated biphenyls (PCBs) and regulated their use and disposal. USEPA accomplished this by the issuance of regulations in 1978.

Primary sources of PCBs include fluorescent light ballast and electrical transformers. USEPA maintains the PCB Activity Database (PADS) that identifies generators, transporters, commercial storage, and brokers and disposers of PCBs. Electrical facilities developed after 1979 are unlikely to be associated with PCB-containing transformers. The actual levels of PCBs in specific equipment can only be confirmed by sampling and analysis of the mineral oil coolant within the actual pieces of equipment under consideration.

PG&E provides electrical service to the Planning Area. PG&E is responsible for all transformers within its service area boundaries and is subject to USEPA regulations regarding PCB transformers. In addition, electricity providers are required to notify USEPA of any activities or incidents involving PCBs.

### **Residual Agricultural Chemicals**

Various agricultural operations that were once, and some that still are currently, located within the Planning Area (the reader is referred to Section 4.2, Agricultural Resources, for agricultural operations within the Planning Area) may have used residual agricultural-related chemicals, potentially affecting the on-site soils. Therefore, persistent residual chemicals may be present at differing levels within the Planning Area, including over-the-counter insecticides and herbicides as well as chemicals that were banned years ago. Diazinon, chlorpyrifos, and other "Group A" pesticides are insecticides used to control pests on crops as well as in individual home use. See Table 4.10-3 in Section 4.10, Hydrology and Water Quality, for a list of waters downstream of the Planning Area on the Regional Water Quality Control Board's 2006 Clean Water Act (CWA) Section 303(d) List of Water Quality Limited Segments requiring Total Maximum Daily Loads (TMDLs).

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Diazinon is a non-systemic organophosphate insecticide classified by USEPA as a Restricted Use Pesticide (RUP) and is for professional pest control operator use only. In 1988, USEPA canceled registration of diazinon for use on golf courses and sod farms because of die-offs of birds that often congregated in these areas. Diazinon is used to control cockroaches, silverfish, ants, and fleas in residential buildings. Diazinon bait is used to control scavenger yellow jackets in the western United States. It is used on home gardens and farms to control a wide variety of sucking and leaf-eating insects. It is also used on rice, fruit trees, sugarcane, corn, tobacco, potatoes, and horticultural plants and is used as an ingredient in pest strips. Diazinon may be found in formulations with a variety of other pesticides, including pyrethrins, lindane, and disulfoton. Birds are significantly more susceptible to diazinon poisoning than other wildlife, and it is highly toxic to fish and to bees. Diazinon has a low persistence in soil. Diazinon seldom migrates below the top half inch in soil, but in some instances it may contaminate groundwater. Diazinon is absorbed by plant roots when applied to the soil and translocated to other parts of the plant.

Chlorpyrifos is a broad-spectrum organophosphate insecticide classified by USEPA as a General Use Pesticide. While originally used primarily to kill mosquitoes, it is no longer registered for this use. Chlorpyrifos is effective in controlling cutworms, corn rootworms, cockroaches, grubs, flea beetles, flies, termites, fire ants, and lice. It is used as an insecticide on grain, cotton, field, fruit, nut, and vegetable crops, as well as on lawns and ornamental plants. It is also registered for direct use on sheep and turkeys, for horse site treatment, dog kennels, domestic dwellings, farm buildings, storage bins, and commercial establishments. Chlorpyrifos acts on pests primarily as a contact poison, with some action as a stomach poison. Chlorpyrifos is moderately to very highly toxic to birds and highly toxic to freshwater fish, aquatic invertebrates, and estuarine and marine organisms. Due to its high acute toxicity and its persistence in sediments, chlorpyrifos may represent a hazard to smaller organisms. Aquatic and general agricultural uses of chlorpyrifos pose a serious hazard to wildlife and honeybees.

Additional persistent chemicals that may be found within the Planning Area include toxaphene and lead arsenate. Toxaphene is an insecticide containing over 670 chemicals, also known as camphechlor, chlorocamphene, polychlorocamphene, or chlorinated camphene. It is usually found as a solid or gas and in its original form is a yellow to amber waxy solid that smells like turpentine. Toxaphene was one of the most heavily used insecticides in the United States until 1982, when it was canceled for most uses; all uses were banned in 1990. Toxaphene was used primarily to control insect pests on cotton and other crops. It was also used to control insect pests on livestock and to kill unwanted fish in lakes.

Lead arsenate is a form of inorganic arsenic (22 percent arsenic) that normally exists as white crystals with no discernible odor. Associated with row crops and orchards, lead arsenate is currently used as a growth regulator on 17 percent of the U.S. grapefruit crop, and 10,000 pounds of lead arsenate are used annually in the U.S. to control cockroaches, silverfish, and crickets, according to USEPA (USEPA Fact Sheet, 1986). Frequent applications of lead arsenate at increasing rates over time eventually causes lead and arsenic to accumulate in the topsoil.

There may be existing or abandoned septic systems associated with former residential, commercial, or agricultural uses in the Planning Area on lands identified for development in the General Plan update. Contaminants may be found in the soils that are associated with septic systems. See Section 4.13, Public Services and Utilities, Subsection 4.13.4, Wastewater Service, of this EIR for a detailed discussion of septic and sewer systems.

### 4.7.2 REGULATORY FRAMEWORK

Although numerous federal, state, and local laws and regulations pertaining to hazardous waste management are applicable to remedial activities, conformance with these laws and regulations is addressed through separate environmental review and regulatory oversight specifically associated with the remedial projects. These activities are separate actions that are not part of the proposed project. Federal, state, and local laws and regulations that would apply to construction and operational activities within the Planning Area are included in **Table 4.7-2** and discussed further below.

**TABLE 4.7-2  
REGULATORY AGENCIES FOR HAZARDOUS MATERIALS**

Federal Agencies	
Regulatory Agency	Authority
United States Department of Transportation (USDOT)	Hazardous Materials Transportation Act - Code of Federal Regulations (CFR) 49
United States Environmental Protection Agency (USEPA)	Federal Water Pollution Control Act Clean Air Act Resource Conservation and Recovery Act (RCRA) Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Superfund Amendments and Reauthorization Act (SARA) Federal Insecticide, Fungicide and Rodenticide Act Toxic Substances Control Act (TSCA)
National Institute of Health	Guidelines for Carcinogens and Biohazards
Occupational Safety and Health Administration (OSHA)	Occupational Safety and Health Act and CFR 29
State Agencies	
Regulatory Agency	Authority
Department of Toxic Substances Control (DTSC)	California Code of Regulations
Department of Industrial Relations (CAL-OSHA)	California Occupational Safety and Health Act, CCR Title 8
State Water Resources Control Board and Regional Water Quality Control Board	Porter-Cologne Water Quality Act Underground Storage Tank Law
Health and Welfare Agency	Safe Drinking Water and Toxic Enforcement Act
Air Resources Board and Air Pollution Control District	Air Resources Act
Office of Emergency Services	Hazardous Materials Release Response Plans/Inventory Law
California Department of Fish and Game	Fish and Game Code
California Department of Food and Agriculture	Food and Agriculture Code
State Fire Marshall	Uniform Fire Code, CR Title 19
County Agencies	
Regulatory Agency	Authority
Amador County Office of Emergency Services	CCR Title 22 Hazardous Materials Release Response

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### FEDERAL

#### **USEPA Hazardous Materials Handling**

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is USEPA, under the authority of the Resource Conservation and Recovery Act (RCRA). The RCRA established an all-encompassing federal regulatory program for hazardous substances that is administered by USEPA. Under the RCRA, USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. The RCRA was amended in 1984 by the Hazardous and Solid Waste Amendments of 1984 (HSWA), which specifically prohibits the use of certain techniques for the disposal of various hazardous substances. The Federal Emergency Planning and Community Right to Know Act of 1986 imposes hazardous materials planning requirements to help protect local communities in the event of accidental release. USEPA has delegated much of the RCRA compliance to DTSC.

#### **CERCLA Hazardous Materials Releases**

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980 (U.S. Code, Title 42). This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Over five years, \$1.6 billion was collected and the tax went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. The law authorizes two kinds of response actions: (1) short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and (2) long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening. These actions can be conducted only at sites listed on USEPA's National Priorities List (NPL). CERCLA also enabled the revision of the National Contingency Plan (NCP), which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

CERCLA created the Superfund Program in order to clean up uncontrolled or abandoned hazardous waste sites and to respond to accidents, spills, and other emergency releases of pollutants and contaminants. Section 101 of CERCLA defines a list of hazardous chemicals for which the USEPA must establish regulations. Releases of CERCLA hazardous substances in amounts greater than their "reportable quantity" must be reported to the National Response Center and to state and local government officials. Hazardous substances identified in CERCLA include all chemicals on the following regulatory lists: Clean Air Act list of hazardous air pollutants (HAPs); Clean Water Act list of hazardous substances and priority pollutants; Solid Waste Disposal Act list of hazardous wastes; and Toxic Substances Control Act list of imminent hazards.

#### **OSHA Worker Safety Requirements**

The U.S. Department of Labor Occupational Safety & Health Administration (OSHA) is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for implementation of workplace training, exposure limits, and safety procedures for the handling of hazardous substances (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

**CFR Federal Aviation Regulations**

The Code of Federal Regulations, Title 14, Volume 2 revised as of January 1, 2004 (14CFR77.1) pertains to aeronautics and space. Chapter 1 specifically includes the Federal Aviation Administration regulations and Part 77 (Federal Aviation Regulation or FAR Part 77) pertains to objects affecting navigable airspace. FAR Part 77 establishes standards for determining obstructions in navigable airspace, sets forth the requirements for notice to the administrator of certain proposed construction or alteration; provides for aeronautical studies of obstructions to air navigation in order to determine their effect on the safe and efficient use of airspace, provides for public hearings on the hazardous effects of proposed construction or alteration on air navigation, and provides for the establishment of antenna farm areas.

**STATE****California Environmental Protection Agency**

The California Environmental Protection Agency (CAL-EPA) was created in 1991 by Governor's Executive Order. The six boards, departments, and office were placed within the CAL-EPA "umbrella" to create a cabinet level voice for the protection of human health and the environment and to assure the coordinated deployment of state resources (CAL-EPA, 2008).

Title 27, California Code of Regulations (CCR), effective May 13, 2007, contains information, collection, and reporting standards for the CAL-EPA Unified Program. The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs. The state agencies responsible for these programs set the standards for their program while local governments implement the standards. CAL-EPA oversees the implementation of the program as a whole. The CCR, along with Health and Safety Code division 20, chapter 6.11, outlines the requirements for the Unified Program for hazardous materials and hazardous waste management. This division integrates requirements established pursuant to:

- The Hazardous Waste Generator (HWG) program and the Hazardous Waste Onsite Treatment activities;
- The Aboveground Storage Tank (AST) program Spill Prevention Control and Countermeasure Plan requirements;
- The Underground Storage Tank (UST) program;
- The Hazardous Materials Release Response Plans and Inventory (HMRRP) program;
- California Accidental Release Prevention (CalARP) program; and
- The Hazardous Materials Management Plans and the Hazardous Materials Inventory Statement (HMMP/HMIS) requirements.

The Unified Program requires all counties to apply to the CAL-EPA Secretary for the certification of a local unified program agency. Qualified cities are also permitted to apply for certification. The local Certified Unified Program Agency (CUPA) is required to consolidate, coordinate, and make consistent the administrative requirements, permits, fee structures, and inspection and enforcement activities for these six program elements within the county. Most CUPAs have been established as a function of a local environmental health or fire department.

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### **DTSC – Hazardous Materials Handling**

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires preparation of Hazardous Materials Business Plans and disclosure of hazardous materials inventories. A Hazardous Materials Business Plan includes an inventory of hazardous materials handled, facility floor plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the state. Local agencies, including the Amador County Department of Environmental Health (ACDEH), administer these laws and regulations. The ACDEH enforces on-site waste management requirements applicable to hazardous chemical waste generators, such as requirements for secondary containment around stored wastes to prevent environmental contamination in the event of a spill. DTSC permits and oversees hazardous chemical waste treatment, long-term storage, and disposal facilities.

### **Cal-OSHA Worker Safety Requirements**

The California Occupational Safety and Health Administration (Cal-OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within California. Cal-OSHA regulations pertaining to the use of hazardous materials in the workplace, as detailed in CCR Title 8, include requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal-OSHA enforces hazard communication program regulations that contain training and information requirements, including procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees at hazardous waste sites. The hazard communication program requires that Material Safety Data Sheets (MSDS) be available to employees and that employee information and training programs be documented.

### **Emergency Response to Hazardous Materials Incidents**

California has developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local government and private agencies. Response to hazardous materials incidents is one part of this plan. The plan is managed by the State Office of Emergency Services (OES), which coordinates the responses of other agencies including CAL-EPA, the California Highway Patrol (CHP), California Department of Fish and Game, Central Valley RWQCB, Amador County Sheriff's Department, and the City of Lone Police and Fire Departments.

### **USDOT Hazardous Materials Transport**

The U.S. Department of Transportation regulates hazardous materials transportation between states. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads.

It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery, or the loading, of such materials (California Vehicle Code, Sections 31602(b) and 32104(a)). When transporting

explosives through or into a city for which a route has not been designated by the Highway Patrol, drivers must follow routes as may be prescribed or established by local authorities (California Vehicle Code, Section 31614(a)). The transportation of explosives in quantities of 1,000 pounds or less, or other than on a public highway, is subject to the California Health and Safety Code (California Vehicle Code, Section 31601(a)).

### LOCAL

#### **Amador County Office of Emergency Preparedness**

The County of Amador Office of Emergency Services (OES) implements the State's Right-to-Know Ordinance that gives the OES the authority to inventory hazardous materials used by businesses. The OES is responsible for the administration of the Amador County emergency management program on a day-to-day basis and during disasters. The office is charged with providing the necessary planning, coordination, response support, and communications with all agencies affected by large-scale emergencies or disasters. OES works in a cooperative effort with other disciplines such as law enforcement, fire, emergency medical services, state and federal agencies, utilities, private industry and volunteer groups in order to provide a coordinated response to disasters. The Emergency Services Coordinator also manages the County Emergency Operations Center (EOC), which is located in the Sheriff's Office. In any disaster, the EOC becomes the single focal point for centralized management and coordination of emergency response and recovery operations during a disaster or emergency affecting the Amador Operational Area. The EOC will be activated when an emergency situation occurs that exceeds local and/or in field capabilities to adequately respond to and mitigate the incident.

#### **Amador County Multi-Hazard Mitigation Plan**

The purpose of the Amador County Multi-Hazard Mitigation Plan (ACMHMP) is to reduce or eliminate long-term risk to people and property from natural hazards and their effects in Amador County. The plan was prepared to meet the Disaster Mitigation Act of 2000 (DMA 2000) requirements in order to maintain Amador County's eligibility for the Federal Emergency Management Agency (FEMA) Pre-Disaster Mitigation (PDM) and Hazard Mitigation Grant Programs (HMGP).

The process followed a methodology prescribed by FEMA. It began with the formation of a Hazard Mitigation Planning Committee (HMPC) comprising key county, city, district and stakeholder representatives. The planning process examined the recorded history of losses resulting from natural hazards and analyzed the future risks posed to the county by these hazards. Amador County is vulnerable to several natural hazards that are identified, profiled, and analyzed in the plan. Wildfires, floods, and drought are some of the hazards that can have a significant impact on the county.

The plan puts forth several mitigation goals and objectives that are based on the results of the risk assessment. To meet identified goals and objectives, the plan also includes specific recommendations for actions that can mitigate future disaster losses. The multi-jurisdictional plan includes the County and the incorporated communities of Amador City, Lone, Jackson, Plymouth, and Sutter Creek. This plan also covers two participating districts: the Amador Water Agency and the Jackson Valley Irrigation District. This plan has been formally adopted by each participating entity and is required to be updated a minimum of every five years.

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### Amador County General Plan

The County of Amador General Plan was adopted by the County Board of Supervisors in 1973 and is currently undergoing an update. The County General Plan policies and implementation measures apply to development within areas of the lone General Plan Planning Area outside of the city limits, until such time those areas are annexed into the City as part of the ultimate development under the City's updated General Plan development potential. The Safety and Seismic Safety Elements within the County General Plan include the following policies and implementation measures relevant to hazardous material and human safety related impacts within Amador County:

- Safety Policy 1: It is proposed that ordinances, codes, regulations and standards of local jurisdictions be reviewed and amended as may be necessary to effectuate the Safety and Seismic Safety elements proposals, and that new regulations be added as necessary for such purposes. This plan will be supplemented by a set of proposed sample ordinance provisions to assist member jurisdictions in the foregoing.
- Safety Policy 2: It is proposed that member jurisdictions and other area agencies initiate building and fire safety inspection programs to identify fire and structural hazards, and to correct them.
- Safety Policy 3: It is proposed that all local Emergency Operation Plans and programs be reviewed and updated to reflect hazards indicated herein, to include active programs for more effective operations in emergency or disaster situations, and to provide representation of fire, police and other emergency and protective agencies wherever safety factors are involved in the planning process.
- Safety Policy 4: It is proposed that these Safety and Seismic Safety elements, together with all related governmental safety planning programs, be reviewed, revised, and maintained at an active level aimed at effectuation of proposals in a vital ongoing planning operation.
- Safety Policy 5: It is proposed that review and updating processes of the Area Council and member jurisdictions include consideration of:
- a) New seismic hazards data as may become available through further scheduled studies by the U.S. Geologic Survey and the State Division of Mines and Geology.
  - b) Detailed soil stability, landslide and mudslide locations, soil depth and permeability, moisture content, water table depth, and other such data from Soil Survey reports of the Soil Conservation Service and other such sources.
  - c) Progressive improvements in fire protection services, facilities and equipment per Board of Fire Underwriters distribution, increased water pressure, additional equipment and personnel, etc.
  - d) Relationships, responsibilities, and mutual aid plans of Forest Service, Division of Forestry, Fire Districts and City Fire Departments.



- e) Present and planned systems of evacuation routes, fire access trails and fire breaks, and of regulatory measures pertaining to seismic and fire safe construction, location and clearance around structures, etc.
- f) Organization and effectiveness of local Emergency Operation Plans.

### **4.7.3 IMPACTS AND MITIGATION MEASURES**

#### **STANDARDS OF SIGNIFICANCE**

Based on criteria derived from Appendix G in the CEQA Guidelines, the proposed project would result in a significant impact to the environment or to human health and safety if the project would:

- 1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- 3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- 4) Be located on a site that is included on a list of hazardous materials sites compiled by Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.
- 5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.
- 6) For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
- 7) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

#### **METHODOLOGY**

This section analyzes the impacts associated with the proposed General Plan, including the risk of upset due to potential hazardous substances, such as hazardous materials and/or hazardous waste within the Planning Area, and other hazards to public safety. This evaluation of the General Plan's potential to create hazards to the public health or the environment related to hazardous substances is based on database research, review of the lone General Plan, consultation with relevant agencies, and review of public comment letters. There are no public or private airstrips in the Planning Area. Therefore, criterion 5 and 6 would result in no impact and will not be discussed further. Only those policies and action items that contain specific enforceable requirements or restrictions and corresponding performance standards that address an impact have been included under each impact discussion below.

The City of Lone General Plan is intended to be a "self-mitigating" document, in that the General Plan polices are designed to mitigate or avoid impacts on the environment resulting from

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implementation of the proposed project. To that end, the relevant General Plan policies providing mitigation have been identified for each significant impact in this section. If the applicable General Plan policies were determined not to fully mitigate or avoid impacts, then additional mitigation measures have been provided. These additional mitigation measures have been written as policy statements that can be incorporated into the final General Plan. Each impact discussion includes a determination as to whether the impacts would be mitigated to a less than significant level or would remain significant and unavoidable after implementation of the updated General Plan policies.

### PROJECT IMPACTS AND MITIGATION MEASURES

#### Transportation of Hazardous Materials

**Impact 4.7.1** Implementation of the proposed project could include the routine transportation, use, or disposal of hazardous materials on the Planning Area transportation network. This is a **less than significant** impact.

#### General Plan Land Use Map

##### Areas Within and Outside of Existing City Limits

The proposed General Plan update allows for the expansion of urbanization in the currently undeveloped areas within the existing city limits. In addition, the proposed General Plan update plans for the expansion of urbanization in land within the Planning Area that is outside the existing city limits, primarily in the form of new residential, industrial, and public facility development to the north/northwest and new industrial, office, and commercial uses in the Triangle Policy Area, upon their annexation to the City.

According to the California Highway Patrol there are no approved transportation routes in the Planning Area for the transportation of explosives. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery or the loading of such materials (California Vehicle Code, Sections 31602(b) and 32104(a)). The transportation of hazardous materials on area roadways is regulated by the CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans, and use of these materials is regulated by DTSC (22 California Code of Regulations, Section 66001 et seq.). The use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are required to be in compliance with local, state, and federal regulations during project construction and operation. The California Highway Patrol also designates through routes to be used for the transportation of inhalation hazards and may designate separate through routes for the transportation of inhalation hazards composed of any chemical rocket propellant (California Vehicle Code, Sections 32100 and 32102(b)). There are no approved highway transportation routes in the Planning Area for the transportation of poisonous inhalation hazards. Furthermore, there are no approved highway transportation routes within the Planning Area for the transportation of radioactive materials. The Highway Patrol does not regulate the transport of hazardous materials along non-highway and local roads.

Ione has one major freight railroad line several spur lines connect to industrial property south of the Ione, which could potentially serve as transportation for hazardous materials. However, any such transportation would be required to remain in compliance with state and federal laws for the transportation of hazardous materials on railroads.

As approved transportation routes for the movement of hazardous materials within the Planning Area are limited to railways and non-highway roads, there would be minimal routine transport of hazardous materials on Planning Area roadways. All existing and future development would be required to comply with federal, state, and local regulations regarding the handling and transport of hazardous materials. In addition, hauling companies that transport hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards. However, the potential still exists for the accidental release of hazardous materials during transport. Implementation of proposed General Plan policies would reduce this impact to a **less than significant** impact as discussed below.

### Sphere of Influence Amendment/Annexations

As part of the proposed project, the City plans to amend its Sphere of Influence (SOI) to include the site of the Castle Oaks Water Reclamation Plant (COWRP), the City Corporation Yard and adjacent land and to expand the Old Stockton Road and Industrial Park Special Planning Areas. In addition, the City is proposing to annex three areas currently located outside the city limits. These areas are identified on Figure 3.0-6 in Section 3.0 and are referred to as (1) the Collins Road Annexation Area consisting of about 1 acre; (2) the Wastewater Treatment Plant Annexation Area consisting of about 9.7 acres; and (3) the State Property Annexation Area consisting of about 3.7 acres. The northwest parcel (Collins Road Annexation Area) will be rezoned C-3 Heavy Commercial, while the 3.7-acre parcel to the northeast (State Property Annexation Area), and the 9.7 acre Wastewater Treatment Plant Annexation Area will be rezoned PF Public Facilities.

Although the proposed SOI amendment and annexations are policy decisions that would not directly increase the risk associated with the transportation, use, or disposal of hazardous materials, these actions would allow the future development of additional and/or expanded facilities associated with the City's WWTP and the Collins Road and State Property annexations. Therefore, the proposed SOI amendment, annexations, and future expansion of the WWTP could increase the risk associated with the transportation, use, or disposal of hazardous materials. Though all existing and future development would be required to comply with federal, state, and local regulations regarding the handling and transport of hazardous materials, and, hauling companies that transport hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards, the potential would exist for the accidental release of hazardous materials during transport. Implementation of proposed General Plan policies would reduce this impact to a **less than significant** impact as discussed below.

### Zoning Code Update

The proposed project also includes several updates to the City's Zoning Code. These updates involve the addition of new zoning districts, as well as amendments to development standards for several existing zoning districts as discussed in Section 3.0, Project Description, of this Draft EIR. The proposed Zoning Code updates are largely administrative and are intended to clarify the types of uses that are permitted under a particular General Plan land use designation. Therefore, the proposed Zoning Code updates would have **no impact** associated with the risk associated with the transportation, use, or disposal of hazardous materials beyond what is addressed in the General Plan.

### West Lone Roadway Improvement Strategy

The proposed project includes the West Lone Roadway Improvement Strategy (WIRIS), which consists of both improvements to existing roadways and the construction of new roadway

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segments in order to create a bypass to provide traffic relief through downtown. Therefore, implementation of the proposed WIRIS would result in the construction of new infrastructure as shown in **Figure 3.0-11**. Grading, earthmoving, and other site preparation activities associated with the construction of new roadway segments could increase the risk associated with the transportation, use, or disposal of hazardous materials. As approved transportation routes within the Planning Area are limited to railways and non-highway or local roads, there would be minimal routine transport of hazardous materials on Planning Area roadways as a result of the project. However, hazardous materials may still be transported within the Planning Area on non-highway roadways. Though all existing and future development would be required to comply with federal, state, and local regulations regarding the handling and transport of hazardous materials, the potential still exists for the accidental release of hazardous materials during transport. Implementation of proposed General Plan policies would reduce this impact to a **less than significant** impact as discussed below.

### Proposed General Plan Policies and Action Items that Provide Mitigation

The proposed General Plan contains policies and action items that are intended to address the use and handling of hazardous materials and associated land uses involving hazardous materials.

#### Noise and Safety Element

- Action NS-5.4.2: Enforce public safety standards for the use of radioactive materials, including the placarding of transport vehicles.
- Action NS-5.5.2: Consider the impact of proposed industrial development projects with respect to transport of hazardous materials within the city. Locate uses requiring substantial transport of hazardous materials to direct such traffic away from the city's residential and commercial areas.
- Action NS-5.5.3: Consult with the Amador County Unified School District in the siting of new school facilities, allowing for the location of such facilities at the necessary distances from rail lines, hazardous materials sites, and highways, as determined by the California Department of Education and Government Code standards.
- Action NS-5.6.1: Continue to consult with California Emergency Management Agency, the State Department of Toxic Substances Control, the State Highway Patrol, Amador County, and other appropriate agencies in hazardous materials route planning and incident response.
- Action NS-5.6.2: Request that state and federal agencies that regulate the transportation of hazardous materials review regulations and procedures, in cooperation with the City, to determine means of mitigating the public safety hazard in urbanized areas.

Implementation of the proposed General Plan policies and associated action items described above, as well as adherence to all federal, state, and local regulations regarding the transportation of hazardous materials, would continue to reduce the environmental impacts associated with the routine transportation and handling of hazardous materials on Planning Area roadways to **less than significant**.

### Mitigation Measures

None required.

### **Release and Exposure to Hazardous Materials**

**Impact 4.7.2** The Planning Area contains land uses that have the potential to result in an increased risk of release of hazardous materials. Implementation of the proposed General Plan update and associated project components is considered to have a **less than significant** impact.

The following is a discussion of the potential impacts associated with the accidental release and exposure to hazardous materials for each aspect of the proposed project.

### General Plan Land Use Map

#### Areas Within and Outside of Existing City Limits

The proposed General Plan update allows for the expansion of urbanization in the currently undeveloped areas within the existing city limits. In addition, the proposed General Plan update allows for the expansion of urbanization in land within the Planning Area that is outside the existing city limits, primarily in the form of new residential, industrial, and public facility development to the north/northwest and new industrial, office, and commercial uses in the Triangle Policy Area.

Implementation of the General Plan Land Use Map with its proposed residential and non-residential uses would involve the storage, use, and transport of hazardous materials (e.g., gasoline fuels, demolition materials, asphalt, lubricants, toxic solvents, pesticides, and herbicides) during construction, demolition, and landscaping activities. In addition, certain commercial uses, including water treatment plants, swimming pool facilities, gas stations, and dry cleaners that store, use, and routinely transport hazardous material to and from their facilities, could pose a potential hazard to the environment. Hazardous materials used during construction and operational activities throughout the Planning Area may expose nearby residents and local schools to toxic emissions. Electrical transformers and industrial products containing polychlorinated biphenyls and heavy metals, as well as persistent residual chemicals including pesticides, herbicides, and fertilizers, have the potential to pose a health and safety risk via accidental release or misuse in the Planning Area.

Certain geographic areas anticipated for development under the updated General Plan land use development scenario are currently in agricultural use and as a result have the potential to contain concentrations of agricultural chemicals due to the possible long-term application of pesticides. GP land use categories proposed to be applied to sites currently in agricultural production include residential and commercial, as well as industrial uses.

In addition, development under the City's updated GP will involve significant ground disturbance for new construction. Soils in the area may contain contaminants associated with long-term use of agricultural chemicals. Other contaminants may also be found in the soils that are associated with former land uses, including asbestos and lead-based paint in structures and contaminants associated with septic systems.

The use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are required to be in compliance with local, state, and

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federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

Previous discussion in sub-section 4.7.1, Existing Setting, above explains that searches of GEIMS and Cortese databases reveal 10 leaking underground fuel tanks sites (three of which are open), one open land disposal site, one active state response site, and four other open cleanup sites within the Planning Area. Underground storage tanks (USTs) are associated with a wide variety of farmland and ranching activities. Due to unknown underlying conditions, there is the potential for discovering USTs within the General Plan Planning Area. If UST(s) are discovered during any phase of a project, removal is required prior to additional site preparation or development activities (California State Water Resources Control Board Underground Storage Tank Program and California Health and Safety Code, Section 25281, et seq.). All UST removal and remediation efforts must comply with Amador County Department of Environmental Health standards. If discovered, the tanks would require removal prior to any development activities. If subsurface contamination occurred as a result of tank leakage or overfilling, the contamination would require assessment and remediation in compliance with Amador County Department of Environmental Health regulations.

Furthermore, the proposed General Plan Land Use Map (see **Figure 3.0-4**) designates “Light Industrial” and “Heavy Industrial” lands adjacent to lands designated Public Services and Residential. The proximity of industrial land uses to public facilities and residential land uses could create the potential for hazardous materials issues within the Planning Area.

As discussed under **Impact 4.7.1**, the transportation of hazardous materials on area roadways is regulated by the CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans, and use of these materials is regulated by DTSC (22 California Code of Regulations, Section 66001 et seq.). The use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. All existing and future projects in the General Plan Planning Area would be required to comply with federal, state, and local regulations regarding the handling, transportation, disposal, and cleanup of hazardous materials. This impact is considered **less than significant**.

### Sphere of Influence Amendment/Annexations

As part of the proposed project, the City plans to amend its Sphere of Influence (SOI) to include the site of the Castle Oaks Water Reclamation Plant (COWRP), the City Corporation Yard and adjacent land and to expand the Old Stockton Road and Industrial Park Special Planning Areas. In addition, the City is proposing to annex three areas currently located outside the city limits. These areas are identified on Figure 3.0-6 in Section 3.0 and are referred to as (1) the Collins Road Annexation Area consisting of about 1 acre; (2) the Wastewater Treatment Plant Annexation Area consisting of about 9.7 acres; and (3) the State Property Annexation Area consisting of about 3.7 acres. The northwest parcel (Collins Road Annexation Area) will be rezoned C-3 Heavy Commercial, while the 3.7-acre parcel to the northeast (State Property Annexation Area), and the 9.7 acre Wastewater Treatment Plant Annexation Area will be rezoned PF Public Facilities.

As shown in **Figure 4.7-1**, there are no LUFT sites, land disposal sites, state response sites, or other cleanup sites within the SOI amendment/annexation areas. However, the implementation of the

SOI amendment/annexations would involve the storage, use, and transport of hazardous materials (e.g., gasoline fuels, demolition materials, asphalt, lubricants, toxic solvents, pesticides, and herbicides) during construction of WWTP expansion and annexation activities. Hazardous materials used during construction and operational activities throughout the SOI amendment/annexation areas may expose nearby residents and local schools to toxic emissions. As discussed under Impact 4.7.1, the transportation of hazardous materials on area roadways is regulated by the CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans, and use of these materials is regulated by DTSC (22 California Code of Regulations, Section 66001 et seq.). In addition, facilities that use, store or handle hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. The reader is referred to Section 4.13.4.2 of this document for a detailed discussion of the regulatory framework associated with wastewater treatment.

Electrical transformers and industrial products containing polychlorinated biphenyls and heavy metals, as well as persistent residual chemicals including pesticides, herbicides, and fertilizers, have the potential to pose a health and safety risk via accidental release or misuse in the SOI amendment/annexation areas. In addition, development under the SOI amendment/annexations will involve significant ground disturbance for new construction. Soils in the areas may contain contaminants associated with long-term use of agricultural chemicals. Other contaminants may also be found in the soils that are associated with former land uses, including asbestos and lead-based paint in structures and contaminants associated with septic systems.

Though all existing and future projects in the SOI amendment/annexation areas would be required to comply with federal, state and local regulations regarding the handling, transportation, disposal, and cleanup of hazardous materials. This impact is considered **less than significant**.

### Zoning Code Update

The proposed project also includes several updates to the City's Zoning Code. These updates involve the addition of new zoning districts, as well as amendments to development standards for several existing zoning districts as discussed in Section 3.0, Project Description, of this Draft EIR. The proposed Zoning Code updates are largely administrative and are intended to clarify the types of uses that are permitted under a particular land use designation. These changes would not result in increased development or population in the Planning Area. Therefore, the proposed Zoning Code updates would have **no impact** associated with risk of release of hazardous materials.

### West Lone Roadway Improvement Strategy

Implementation of the WIRIS project would involve the storage, use, and transport of hazardous materials (e.g., gasoline fuels, demolition materials, asphalt, lubricants, toxic solvents, pesticides, and herbicides) during construction, demolition, and landscaping activities. Hazardous materials used during construction activities throughout the WIRIS project may expose nearby residents and local schools to toxic emissions. Electrical transformers and industrial products containing polychlorinated biphenyls and heavy metals, as well as persistent residual chemicals, have the potential to pose a health and safety risk via accidental release or misuse in the area around the WIRIS project area.

In addition, construction under the WIRIS project will involve significant ground disturbance. Soils in the area may contain contaminants associated with long-term use of agricultural chemicals. Other contaminants may also be found in the soils that are associated with former land uses, including asbestos and lead-based paint in structures and contaminants associated with septic systems.

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The use, storage, and transport of hazardous materials by developers, contractors, business owners, and others are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

As shown in **Figure 4.7-1**, there are multiple LUFT sites, land disposal sites, state response sites, and other cleanup sites adjacent to the WIRIS project area. Such sites could potentially release hazardous materials onto the WIRIS project area. If UST(s) are discovered during any phase of a project, removal is required prior to additional site preparation or development activities. All UST removal and remediation efforts must comply with Amador County Department of Environmental Health standards. If discovered, the tanks would require removal prior to any development activities. If subsurface contamination occurred as a result of tank leakage or overfilling, the contamination would require assessment and remediation in compliance with Amador County Department of Environmental Health regulations.

As discussed under Impact 4.7.1, the transportation of hazardous materials on area roadways is regulated by the CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans, and use of these materials is regulated by DTSC. The use, storage, and transport of hazardous materials by developers, contractors, business owners, and others are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. All existing and future projects pertaining to the WIRIS project would be required to comply with federal, state and local regulations regarding the handling, transportation, disposal, and cleanup of hazardous materials. This impact is considered **less than significant**.

### Proposed General Plan Policies and Action Items that Provide Mitigation

The following proposed General Plan policies and action items address issues associated with the accidental release and exposure to hazardous materials and contamination:

#### Noise and Safety Element

Policy NS-2.5: The City shall require written confirmation from applicable local, regional, state and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City approving site development. Alternatively, the City may require applicants to provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.

Action NS-5.2.1: Adopt and update local standards, if necessary, above state and federal requirements, for maximum acceptable exposure for the evaluation of hazardous facilities for potential to create hazardous physical effects on-site and at off-site locations that could result in death, significant injury, or significant property damage.

Action NS-5.3.1: During the review and approval process for development plans and building permits, ensure that secondary containment is provided for hazardous and toxic materials.



Action NS-5.3.2: Require all sites that are suspected or known to contain hazardous materials and/or are identified in a hazardous material/waste search to be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations.

Policy NS-5.4: Ensure that all industrial facilities are constructed, maintained, and operated in accordance with current safety and environmental protection standards.

Action NS-5.5.1: Require industries which store and process hazardous or toxic materials to provide a buffer zone between the materials and the property boundaries; the buffer zone must be sufficient to protect public safety, as determined by the City.

Implementation of the above proposed General Plan policies and associated action items and adherence to all federal, state, and local regulations regarding the storage and handling of hazardous wastes, the use and removal of underground storage tanks, as well as the cleanup and remediation of leaking contaminants and hazardous wastes and hazardous substances, would reduce potential impacts to the environment and to public health and safety associated with the accidental release of and exposure to hazardous substances to **less than significant**.

### Mitigation Measures

None required.

### **Release and Exposure to Hazardous Materials onto School and Residential Sites**

**Impact 4.7.3** The Planning Area consists of land uses having the potential to result in an increased risk of release of hazardous materials. Implementation of the proposed project could have a **less than significant** impact.

### General Plan Land Use Map

#### Areas Within and Outside of Existing City Limits

As noted in **Table 4.7-1**, there are a number of closed and open hazardous sites already in existence in the Planning Area. The proposed project allows for the expansion of urbanization in the currently undeveloped areas within the existing city limits. In addition, the proposed General Plan update allows for the expansion of urbanization in land within the Planning Area that is outside the existing city limits, primarily in the form of new residential, industrial, and public facility development to the north/northwest and new industrial, office, and commercial uses in the Triangle Policy Area.

Hazardous materials used during construction and operational activities throughout the Planning Area may expose nearby residents and other sensitive receptors to toxic emissions. Electrical transformers and industrial products containing polychlorinated biphenyls and heavy metals, as well as persistent residual chemicals including pesticides, herbicides, and fertilizers, have the potential to pose a health and safety risk via accidental release, misuse or historic use in the Planning Area (the reader is referred to Section 4.10, Hydrology and Water Quality, regarding water quality and pesticide, herbicide, and fertilizer concerns). The potential for exposure to toxic air contaminants is addressed in Section 4.6, Air Quality.

In addition, future residents and sensitive receptors could be placed in close proximity to sources of electromagnetic fields (EMFs) such as high voltage power lines. Reports by the National

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Research Council/National Academy of Sciences, American Medical Association, American Cancer Society, National Institute of Environmental Health Sciences, World Health Organization – International Agency for Research on Cancer, and the California EMF Program conclude that insufficient scientific evidence exists to warrant the adoption of specific health-based EMF mitigation measures. The medical and scientific communities generally agree that the available research evidence has not demonstrated that EMF creates a health risk. Given that current data has not demonstrated health risks associated with EMF exposure, EMF exposure impact is considered less than significant.

As discussed under Impact 4.7.1, the transportation of hazardous materials on area roadways is regulated by the CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans, and use of these materials is regulated by DTSC (22 California Code of Regulations, Section 66001 et seq.). The use, storage, and transport of hazardous materials by developers, contractors, business owners, and others are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

Both Lone Elementary School and Lone Junior High School are within 0.25 miles of an existing open-case LUST site. To site and construct a state-funded school, a public school district must complete an extensive and independent statutory review process in accordance with the siting requirements of the California Department of Education. In addition to CEQA review and in order to ensure that each new school site is safe from toxic hazards, new school sites may be subject to review from the following agencies: the Department of Toxic Substances Control; the State Allocation Board, which administers and allocates funding requests; and the Division of the State Architect, which reviews the design, plans, and construction of public-funded schools. These review processes are most typically done on a site-specific basis. The selection of new public school sites must comply with the California Education Code (including Section 17521, requiring the governing board of the school district to adopt a resolution in connection with consideration of proposal for occupancy of a building to be constructed on its property and to conduct a public meeting), and the California Code of Regulations (CCR), Title 5, Sections 14001 through 14012, which outlines the powers and duties and establishes standards with which the California Department of Education, and all public school districts, must comply in the selection of new school sites. Because any future siting of schools within the Planning Area will have to comply with state statutory and regulatory requirements addressing public and environmental health as well as safety from hazards, including hazardous substances, impacts from siting schools in the vicinity of such hazards are not evaluated further in this document. At this time, any further analysis of this impact would be speculative. Implementation of proposed General Plan policies would reduce this impact to a **less than significant** impact as discussed below.

### Sphere of Influence Amendment/Annexation

As part of the proposed project, the City plans to amend its Sphere of Influence (SOI) to include the site of the Castle Oaks Water Reclamation Plant (COWRP), the City Corporation Yard and adjacent land and to expand the Old Stockton Road and Industrial Park Special Planning Areas. In addition, the City is proposing to annex three areas currently located outside the city limits. These areas are identified on Figure 3.0-6 in Section 3.0 and are referred to as (1) the Collins Road Annexation Area consisting of about 1 acre; (2) the Wastewater Treatment Plant Annexation Area consisting of about 9.7 acres; and (3) the State Property Annexation Area consisting of about 3.7 acres. The northwest parcel (Collins Road Annexation Area) will be rezoned C-3 Heavy Commercial, while the 3.7-acre parcel to the northeast (State Property

Annexation Area), and the 9.7 acre Wastewater Treatment Plant Annexation Area will be pre-zoned PF Public Facilities.

There are no schools in the SOI amendment/annexation areas and none exist within 0.25 miles of an existing Cortese or GEIMS site.

Hazardous materials used during construction and operational activities throughout the SOI amendment/annexation areas may expose nearby residents and other sensitive receptors to toxic emissions. Electrical transformers and industrial products containing polychlorinated biphenyls and heavy metals, as well as persistent residual chemicals including pesticides, herbicides, and fertilizers, have the potential to pose a health and safety risk via accidental release, misuse or historic use in the SOI amendment/annexation areas (the reader is referred to Section 4.10, Hydrology and Water Quality, regarding water quality and pesticide, herbicide, and fertilizer concerns). In addition, future residents and sensitive receptors could be placed in close proximity to sources of electromagnetic fields (EMFs) such as high voltage power lines. Reports by the National Research Council/National Academy of Sciences, American Medical Association, American Cancer Society, National Institute of Environmental Health Sciences, World Health Organization – International Agency for Research on Cancer, and the California EMF Program conclude that insufficient scientific evidence exists to warrant the adoption of specific health-based EMF mitigation measures. The medical and scientific communities generally agree that the available research evidence has not demonstrated that EMF creates a health risk. Given that current data has not demonstrated health risks associated with EMF exposure, EMF exposure impact is considered less than significant.

As discussed under Impact 4.7.1, the transportation of hazardous materials on SOI amendment/annexation area roadways is regulated by the CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans, and use of these materials is regulated by DTSC (22 California Code of Regulations, Section 66001 et seq.). The use, storage, and transport of hazardous materials by developers, contractors, business owners, and others are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

Therefore, this impact is considered **less than significant**.

### Zoning Code Update

The proposed project also includes several updates to the City's Zoning Code. These updates involve the addition of new zoning districts, as well as amendments to development standards for several existing zoning districts as discussed in Section 3.0, Project Description, of this Draft EIR. The proposed Zoning Code updates are largely administrative and are intended to clarify the types of uses that are permitted under a particular land use designation. These changes would not result in increased development or population in the Planning Area. Therefore, the proposed Zoning Code updates would have **no impact** associated with risk of release of hazardous materials onto school or residential sites.

### West Lone Roadway Improvement Strategy

The proposed project includes the West Lone Roadway Improvement Strategy (WIRIS), which consists of both improvements to existing roadways and the construction of new roadway segments in order to create a bypass to provide traffic relief through downtown. Therefore, implementation of the proposed WIRIS would result in the construction of new infrastructure as

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shown in **Figure 3.0-11**. Hazardous materials used during construction and operational activities associated with the WIRIS project may expose nearby residents and other sensitive receptors to toxic emissions. The potential for exposure to toxic air contaminants is addressed in Section 4.6, Air Quality.

As discussed under Impact 4.7.1, the transportation of hazardous materials on the WIRIS project roadways is regulated by the CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans, and use of these materials is regulated by DTSC (22 California Code of Regulations, Section 66001 et seq.). The use, storage, and transport of hazardous materials by developers, contractors, business owners, and others are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

No schools exist within the WIRIS project area. This impact is considered **less than significant**.

### Proposed General Plan Policies and Action Items that Provide Mitigation

The following proposed General Plan policies and action items address issues associated with the accidental release and exposure of school and residential sites to hazardous materials and contamination:

#### Noise and Safety Element

- Policy NS-2.5: The City shall require written confirmation from applicable local, regional, state and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City approving site development. Alternatively, the City may require applicants to provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.
- Action NS-5.2.1: Adopt and update local standards, if necessary, above state and federal requirements, for maximum acceptable exposure for the evaluation of hazardous facilities for potential to create hazardous physical effects on-site and at off-site locations that could result in death, significant injury, or significant property damage.
- Action NS-5.3.1: During the review and approval process for development plans and building permits, ensure that secondary containment is provided for hazardous and toxic materials.
- Action NS-5.3.2: Require all sites that are suspected or known to contain hazardous materials and/or are identified in a hazardous material/waste search to be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations.
- Policy NS-5.4: Ensure that all industrial facilities are constructed, maintained, and operated in accordance with current safety and environmental protection standards.
- Action NS-5.5.1: Require industries which store and process hazardous or toxic materials to provide a buffer zone between the materials and the property boundaries; the buffer zone must be sufficient to protect public safety, as determined by the City.

Action NS-5.5.3: Consult with the Amador County Unified School District in the siting of new school facilities, allowing for the location of such facilities at the necessary distances from rail lines, hazardous materials sites, and highways, as determined by the California Department of Education and Government Code standards.

Implementation of the above proposed General Plan policies and associated action items and adherence to all federal, state, and local regulations regarding the storage and handling of hazardous wastes, the use and removal of underground storage tanks, as well as the cleanup and remediation of leaking contaminants and hazardous wastes and hazardous substances, would reduce potential impacts to the environment and to public health and safety associated with the accidental release of and exposure of school and residential sites to hazardous substances to **less than significant**.

### Mitigation Measures

None required.

### **Interfere with Emergency Response Plans**

**Impact 4.7.4** Implementation of the proposed General Plan update and associated project components could impair implementation of or physically interfere with the Amador County Multi-Hazard Mitigation Plan (ACMHMP). This is considered a **less than significant** impact.

### General Plan Land Use Map

#### Areas Within and Outside of Existing City Limits

An efficient roadway and circulation system is vital for the evacuation of residents and the mobility of fire suppression, emergency response, and law enforcement vehicles. Implementation of the General Plan would result in increased intensities in land uses within the Planning Area. The resulting changes in land use patterns associated with buildout of the proposed project, with the consequent increase in traffic, could increase the potential for conflicts with existing emergency response and/or emergency evacuation plans by making implementation of emergency response activities more difficult. This increased difficulty would place more people at risk of serious injury or death and property at greater risk of serious damage.

However, as described in Section 4.4, Transportation and Circulation, compared to existing conditions, implementation of the proposed roadway system under the General Plan could provide for multiple roadway connections that could offer more evacuation routes and emergency access options, as well as new north-south and east-west evacuation/emergency routes throughout the Planning Area. The reader is referred to **Impact 4.4.2** in Section 4.4, Transportation and Circulation, for additional discussion. As implementation of the proposed roadway system within the General Plan would improve city roadway connectivity, allowing for better emergency vehicle access to residences as well as evacuation routes for area residents, this impact is considered **less than significant**.

### Sphere of Influence Amendment/Annexation

As part of the proposed project, the City plans to amend its Sphere of Influence (SOI) to include the site of the Castle Oaks Water Reclamation Plant (COWRP), the City Corporation Yard and adjacent land and to expand the Old Stockton Road and Industrial Park Special Planning Areas. In addition, the City is proposing to annex three areas currently located outside the city limits.

## 4.7 HAZARDS AND HUMAN HEALTH

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These areas are identified on Figure 3.0-6 in Section 3.0 and are referred to as (1) the Collins Road Annexation Area consisting of about 1 acre; (2) the Wastewater Treatment Plant Annexation Area consisting of about 9.7 acres; and (3) the State Property Annexation Area consisting of about 3.7 acres. The northwest parcel (Collins Road Annexation Area) will be rezoned C-3 Heavy Commercial, while the 3.7-acre parcel to the northeast (State Property Annexation Area), and the 9.7 acre Wastewater Treatment Plant Annexation Area will be rezoned PF Public Facilities.

As described above, the increases in traffic associated with development could increase the potential for conflicts with existing emergency response and/or evacuation plans by making implementation of emergency response activities more difficult. However, such development would also include roadway improvements to ensure that adequate access is provided to and within these areas. Such development would also require further, project-level environmental review prior to its implementation which would consider potential impacts to emergency access. This impact is considered **less than significant**.

### Zoning Code Update

The proposed project also includes several updates to the City's Zoning Code. These updates involve the addition of new zoning districts, as well as amendments to development standards for several existing zoning districts as discussed in Section 3.0, Project Description, of this Draft EIR. The proposed Zoning Code updates are largely administrative and are intended to clarify the types of uses that are permitted under a particular land use designation. These changes would not result in increased development or traffic and would not otherwise impact emergency access or response. Therefore, the proposed Zoning Code updates would have **no impact** on the implementation of emergency response plans within the Planning Area.

### West Lone Roadway Improvement Strategy

The proposed project includes the West Lone Roadway Improvement Strategy (WIRIS), which consists of both improvements to existing roadways and the construction of new roadway segments in order to create a bypass to provide traffic relief through downtown (see **Figure 3.0-11**). Implementation of this portion of the proposed project would greatly improve traffic circulation by creating an additional east-west route through the Planning Area, by redirecting truck traffic around the City, and by relieving traffic congestion in the City's downtown area. Therefore, the WIRIS would improve the ability of fire protection, emergency response and law enforcement to respond to emergency situations and would have a beneficial impact on the implementation of emergency response plans within the Planning Area. This impact is considered **less than significant**.

### Proposed General Plan Policies and Action Items that Provide Mitigation

The following proposed General Plan policies and action items address issues associated with emergency response plans:

#### Noise and Safety Element

Action NS-2.3.1: Create, adopt and update as needed a local Emergency Management Plan identifying leadership, representatives, coordination and action for responding to emergencies in a timely and efficient manner.

- Action NS-2.3.3: Consult with the County and other cities on the update, adoption, and implementation of the regional Amador County Multi-Hazard Mitigation Plan.
- Action NS-2.3.4: Develop and adopt a pre-disaster ordinance for post-disaster recovery and reconstruction that includes provisions for debris clearance, damage assessment, demolitions, re-occupancy and building moratorium criteria, fee waivers and deferrals and expedited permitting procedures for repair and reconstruction.

#### Mitigation Measures

None required.

### **4.7.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES**

#### **CUMULATIVE SETTING**

The land use policies in the proposed City of Lone General Plan update would provide direction for growth within the city limits, while the Amador County General Plan policies provides direction for growth outside the city limits, but within the Planning Area boundaries (until land areas are annexed into the City). Thus, the setting for this cumulative analysis includes existing, proposed, approved, and planned projects in the City of Lone General Plan Planning Area and surrounding portions of unincorporated Amador County as well as full buildout of the City of Lone General Plan Planning Area as proposed under the project (occurring after year 2030). Development in the region identified in Section 4.0 would change the intensity of land uses in the region. In particular, this cumulative development scenario would provide additional housing, employment, shopping, and recreational opportunities. These potential changes would though the hazardous material, human health, and safety impacts as described in CEQA Appendix G are generally site-specific and not cumulative by nature, the transportation of hazardous materials occurs over a wider area. Growth in the region could lead to increased transport of hazardous materials on the state highways and interstates that also serve the Planning Area. In addition, development elsewhere in the region could have a greater effect on the transport and accidental release of hazardous materials. Therefore, the cumulative setting for the discussion of hazardous materials and risk of upset impacts includes not only the Planning Area but the remainder of Amador County as well.

The potential cumulative impacts due to the increased use of hazardous materials resulting from proposed development under the proposed project include, but are not limited to, air quality, noise, water quality, flooding, and fire, as well as exposure to multiple contaminants. The cumulative impacts associated with affected resources, such as air and water, are analyzed in the applicable technical sections of this Draft EIR.

#### **CUMULATIVE IMPACTS AND MITIGATION MEASURES**

##### **Cumulative Hazards and Health Risks**

- Impact 4.7.5** Implementation of the proposed project would not cumulatively contribute to regional hazards. This is considered a **less than cumulatively considerable** impact.

## 4.7 HAZARDS AND HUMAN HEALTH

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The cumulative effects from land uses proposed in association with the General Plan, Sphere of Influence amendment/annexation areas, Zoning Code update, and WIRIS project could create a risk to public health from exposure to hazards and hazardous materials from existing contamination conditions as well as future land use operations (transportation, handling, and storage). As discussed under **Impact 4.7.2**, implementation of the General Plan, Sphere of Influence amendment/annexation areas, Zoning Code update, and WIRIS project would involve the development of land on previously contaminated sites. Contamination from hazardous waste sites and leaking underground storage tanks has the potential to contaminate soils and/or groundwater and present public health hazards. This is a **less than cumulatively considerable** impact.

Transportation of hazardous materials on area roadways is regulated by the CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans, and use of these materials is regulated by DTSC (22 California Code of Regulations, Section 66001 et seq.). The use, storage, and transport of hazardous materials by developers, contractors, business owners, and others are required to be in compliance with local, state, and federal regulations during project construction and operation. New school sites may also be subject to review from the following agencies: the Department of Toxic Substances Control; the State Allocation Board, which administers and allocates funding requests; and the Division of the State Architect, which reviews the design, plans, and construction of public-funded schools. These review processes are most typically done on a site-specific basis. The selection of new public school sites must comply with the California Education Code (including Section 17521, requiring the governing board of the school district to adopt a resolution in connection with consideration of proposal for occupancy of a building to be constructed on its property and to conduct a public meeting), and the California Code of Regulations (CCR), Title 5, Sections 14001 through 14012, which outlines the powers and duties and establishes standards with which the California Department of Education, and all public school districts, must comply in the selection of new school sites.

### Proposed General Plan Policies and Action Items that Provide Mitigation

The proposed General Plan Update contains several goals, policies, and action items that would assist in reducing this hazards and human health risks impact. The following list contains those policies and action items that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that assist in reducing this impact. Since these policies and action items have been described in detail in prior impact discussions for this section, the following is limited to only listing the policy and action item numbers.

#### Noise and Safety Element

Action NS-2.3.1, Action NS-2.3.3, Action NS-2.3.4, Policy NS-2.5, Action NS-5.2.1, Action NS-5.3.1, Action NS-5.3.2, Policy NS-5.4, Action NS-5.4.2, Action NS-5.5.1, Action NS-5.5.2, Action NS-5.5.3, Action NS-5.6.1, Action NS-5.6.2

The GP policies listed above would improve the response time of emergency agencies to hazardous material incidents, leading to a quicker resolution of such incidents. They also would expedite any necessary evacuations of residents and workers, thereby protecting their health and safety. The policies and action items listed above would require the evaluation and identification of potential health hazards, including hazardous materials. These policies, along with compliance with applicable federal, state, and local regulations related to hazardous material transport, would reduce or eliminate potential health hazards, reduce or eliminate the potential release of hazardous materials in the environment, and reduce or eliminate exposure of people to these materials. As such, the General Plan, Sphere of Influence amendment/annexation areas, Zoning



Code update, and WIRIS project's contributions to cumulative hazardous material impacts and other hazards to public safety are considered **less than cumulatively considerable**.

### Mitigation Measures

None required.

## 4.7 HAZARDS AND HUMAN HEALTH

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### REFERENCES

#### WEBSITES

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