

## 3.9 Hazards and Hazardous Materials

This section describes the regulatory and environmental setting for hazards and hazardous materials. It also describes hazards and hazardous materials impacts that would result from implementation of the Climate Action 2020: Community Climate Action Plan (CAP) and includes mitigation for significant impacts, where feasible and appropriate.

A *hazardous material* is any substance that, because of its quantity, concentration, or physical or chemical properties, may pose a hazard to human health and the environment. Under Title 22 of the California Code of Regulations (CCR), the term *hazardous substance* refers to both hazardous materials and hazardous wastes. Both of these are classified according to four properties: (1) toxicity, (2) ignitability, (3) corrosiveness, and (4) reactivity (CCR Title 22, Chapter 11, and Article 3). A hazardous material is defined in CCR, Title 22 as:

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

Hazardous materials in various forms can cause death, serious injury, long-lasting health effects, and damage to buildings, homes, and other property. Hazards to human health and the environment can occur during production, storage, transportation, use, or disposal of hazardous materials.

### 3.9.1 Environmental Setting

This section describes the hazards and hazardous materials present in Sonoma County. This information is drawn and modified from the Sonoma County General Plan 2020 EIR (Sonoma County 2006).

#### 3.9.1.1 Hazardous Materials

##### Hazardous Materials Contaminated Sites

Brownfields are sites that were previously used for industrial or commercial purposes that may have been contaminated with hazardous water or pollution but have the potential for redevelopment or reuse. Brownfield sites within Sonoma County include former auto-wrecking yards, gas stations, computer-electronics industry sites with chlorinated solvent discharges, and lumber mills. Environmental remediation is required to make the land suitable for redevelopment.

Underground storage tanks (USTs) are common throughout Sonoma County. They are most often used for the storage of gasoline and diesel fuels but are also used for the storage of new and used motor oil, solvents, and chemicals. Leaking underground fuel tanks (LUFTs), mainly those containing petroleum, are the leading cause of soil and groundwater contamination in the County. LUFTs occur within the urbanized areas of the County, along the US 101 corridor and other County highways.

There are numerous sites that have been contaminated with hazardous waste. Many of these sites have been remediated and are considered case closed. The remaining sites are considered open cases (i.e., still active) and in need of remediation.

The Sonoma County Local Oversight Program (LOP) oversees the investigation and cleanup of fuel releases from USTs in all areas of the County, with the exception of the cities of Santa Rosa and Healdsburg. Sites are entered into the LOP when a release from a UST is reported, typically when a UST is removed and signs of a release are noted or reported in laboratory sample results. Releases are also reported when contamination is found while repairing fuel delivery systems or when environmental site assessments are done at the time of property sales. Once entered into the LOP, the site must be investigated and cleaned up in accordance with state and County regulations.

### **Existing Hazardous Materials Uses and Waste Generating Sites**

There are a number of hazardous materials use, waste generating, storage, and disposal facilities in Sonoma County. Business and industry generators include the automotive and transportation industries, which store and use petroleum fuels and use chlorinated solvents and paints for repairs; manufacturing industries, which use solvents, paints, metals, compressed gases, and cleaning agents; and the agricultural industry, which uses pesticides, fungicides, herbicides, and fertilizers. In residential uses, there are a number of common household toxics found in the garage (antifreeze, motor oil, gasoline, waxes, auto batteries, brake fluid); in the workshop (paint, paint thinner, wood preservatives, glues, solvents, photo chemicals); in the house (ammonia and bleach cleaners, polishes, medications, syringes, batteries); and in the yard (pesticides, fungicides, weed killers, pool chemicals, pool backwash).

### **Hazardous Materials Emergency Response**

The Sonoma County Department of Emergency Services (DES), Hazardous Materials Division, is the hazardous waste and hazardous materials management Certified Unified Program Agency (CUPA) for cities and unincorporated areas within Sonoma County. Through the DES, the County regulates the use, storage, and disposal of commercial hazardous materials by issuing permits, inspecting facilities, and investigating complaints. The County issues permits for the installation and removal of underground storage tanks. It inspects businesses for compliance with the Hazardous Waste Control Act and also requires that businesses that handle hazardous materials and hazardous wastes submit a Hazardous Materials Business Plan (HMBP). The HMBP includes an inventory of hazardous materials and hazardous wastes, as well as a prepared emergency response to incidents involving applicable hazardous materials and wastes.

The County DES Hazardous Materials Division responds to hazardous materials incidents throughout the County and maintains contracts with some of the cities for hazardous materials releases within those cities. They maintain lists of large quantity hazardous waste generators (i.e., those that generate more than 5 tons per year.) There are additional two other hazardous emergency teams in the County: the City of Santa Rosa Fire Department and the City of Rohnert Park Department of Public Safety. Together, these three teams assist each other under the County's mutual aid agreement.

## **3.9.1.2 Safety Hazards**

### **Sensitive Receptors – Schools**

There are 181 public schools in Sonoma County, including 108 elementary schools, 23 middle/junior high schools, 19 high schools, 24 alternatives schools, and 7 independent schools

(Sonoma County Office of Education 2015). In addition, there are approximately 50 private schools in the County (California Department of Education 2015).

### **Safety Hazards to Related to Airports and Private Air Strip Operations**

There are six airports in Sonoma County open for public use: two are privately-owned (Sonoma Skypark and Sonoma Valley), three are owned by cities (Cloverdale, Healdsburg, and Petaluma airports), and the Sonoma County Airport is County-owned. The Sonoma County Airport is the only airport within the County for commercial airline service. The Sonoma County Airport Land Use Commission (ALUC) adopted the Sonoma County Comprehensive Airport Land Use Plan (CALUP) which identifies compatible land uses in the areas adjacent to the airports as related to noise, airspace, and safety. All six Sonoma County airports are subject to the regulations of the ALUC and the CALUP.

Sonoma Skypark and Sonoma Valley airports are located south of the City of Sonoma. The three city-owned airports are located within their respective localities, and the Sonoma County Airport is located south of the Town of Windsor.

### **Emergency Response Plans and Evacuation Plans**

The Sonoma County Fire and Emergency Services Department, Emergency Management Division, is responsible for planning and coordination of response, recovery, and mitigation activities related to countywide emergencies and disasters.

### **Wildland Fires**

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas in Sonoma County with the potential for large wildland fires. Areas identified as “very high or high potential for wildland fires” include over half of the County (CAL FIRE 2007). The highest potential for large wildland fires in the County is in the mountainous areas where there is an abundance of fire fuel vegetation and fire potential is enhanced by steeper slopes. These very high or high potential wildland fire areas lie within, adjacent to, or in close proximity to Sea Ranch, Occidental, Geyserville, Russian River, Forestville, Monte Rio, Graton, and Sonoma Valley.

## **3.9.2 Regulatory Setting**

### **3.9.2.1 Federal**

#### **Federal Toxic Substances Control Act/Resource Conservation and Recovery Act/ Hazardous and Solid Waste Act**

The federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a U.S. Environmental Protection Agency (EPA)-administered program to regulate the generation, transport, treatment, storage, and disposal of hazardous waste. The RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the cradle to grave system of regulating hazardous wastes.

## **Comprehensive Environmental Response, Compensation, and Liability Act/ Superfund Amendments and Reauthorization Act**

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as “Superfund,” was enacted by Congress on December 11, 1980. This law (42 United States Code [USC] 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP (Title 40, Code of Federal Regulations [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

## **Occupational Safety and Health Administration**

The Occupational Safety and Health Administration’s (OSHA’s) mission is to ensure the safety and health of American workers by setting and enforcing standards; providing training, outreach, and education; establishing partnerships; and encouraging continual improvement in workplace safety and health. The OSHA staff establishes and enforces protective standards and reaches out to employers and employees through technical assistance and consultation programs. OSHA standards are listed in 29 CFR 1910.

## **Toxic Substances Control Act**

The Toxic Substances Control Act (TSCA) came into law on October 11, 1976. TSCA authorized EPA to secure information on all new and existing chemical substances, as well as to control any of the substances that were determined to cause unreasonable risk to public health or the environment. The current polychlorinated biphenyls (PCB) regulations (40 CFR 761), were published pursuant to the TSCA, and include the following list of CFR Sections that are applicable to the implementation of the CAP.

- Section 761.60 Disposal requirements.
- Section 761.61 PCB remediation waste cleanup and disposal options.
- Section 761.77 Coordination with the EPA Regional Administrator.
- Section 761.79 Decontamination standards and procedures.
- Section 761.97 Export requirements for disposal.
- Section 761.125 Requirements for PCB spill cleanup.
- Section 761.130 Sampling requirements.
- Section 761.180 Records and monitoring.

## **Department of Transportation Hazardous Materials Regulations (49 CFR 100–185)**

U.S. Department of Transportation (DOT) Hazardous Materials regulations cover all aspects of hazardous materials packaging, handling, and transportation. Parts 107 (Hazard Materials

Program), 130 (Oil Spill Prevention and Response), 172 (Emergency Response), 173 (Packaging Requirements), 174 (Rail Transportation), 176 (Vessel Transportation), 177 (Highway Transportation), 178 (Packaging Specifications), and 180 (Packaging Maintenance) would all apply to the implementation of the CAP and/or surrounding uses.

Enforcement of these DOT regulations is shared by each of the following administrations under delegations from the Secretary of the DOT.

- Research and Special Programs Administration is responsible for container manufacturers, reconditioners, and retesters and shares authority over shippers of hazardous materials.
- Federal Highway Administration enforces all regulations pertaining to motor carriers.
- Federal Railroad Administration enforces all regulations pertaining to rail carriers.
- Federal Aviation Administration (FAA) enforces all regulations pertaining to air carriers.
- Coast Guard enforces all regulations pertaining to shipments by water.

### **Federal Aviation Administration**

FAA regulates aviation at regional, public, private, and military airports, including Sonoma County's six existing airports. The FAA regulates objects affecting navigable airspace and structures taller than 200 feet according to Federal Aviation Regulation 49 CFR 77.13.

## **3.9.2.2 State**

### **California Environmental Protection Agency**

The California Environmental Protection Agency (CalEPA) was created in 1991. It unified California's environmental authority in a single cabinet-level agency and brought the California Air Resources Board (ARB), State Water Resources Control Board (State Water Board), Regional Water Quality Control Boards (RWQCBs), the California Department of Resources Recycling and Recovery (CalRecycle), the Department of Toxic Substance Control (DTSC), the Office of Environmental Health Hazard Assessment, and the Department of Pesticide Regulation under one agency. These agencies were placed within the CalEPA umbrella for the protection of human health and the environment to ensure the coordinated deployment of state resources. Their mission is to restore, protect, and enhance the environment and ensure public health, environmental quality, and economic vitality.

### **Department of Toxic Substance Control**

DTSC, a department of CalEPA, is the primary agency in California for regulating hazardous waste, cleaning up existing contamination, and finding ways to reduce the amount of hazardous waste produced in California. DTSC regulates hazardous waste primarily under the authority of the federal RCRA and the California Health and Safety Code (primarily Division 20, Chapters 6.5–10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

USC 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by the State Water Board as having a leaking UST or a discharge of hazardous wastes or

materials into the water or groundwater, and lists from local regulatory agencies of sites with a known migration of hazardous waste/material.

### **Hazardous Waste Control Act**

DTSC is responsible for the enforcement of the Hazardous Waste Control Act (California Health and Safety Code Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal requirements.

### **Hazardous Materials Release Response Plans and Inventory Act of 1985**

The Hazardous Materials Release Response Plans and Inventory Act, also known as the Business Plan Act, requires businesses that use hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Hazardous materials are defined as unsafe raw or unused materials that are part of a process or manufacturing step. They are not considered hazardous waste. Health concerns pertaining to the release of hazardous materials, however, are similar to those pertaining to hazardous waste.

### **Unified Hazardous Waste and Hazardous Materials Management Regulatory Program**

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) (California Health and Safety Code, Chapter 6.11, Sections 25404–25404.9) consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the environmental and emergency response programs and provides authority to the CUPA.

The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the following hazardous materials programs: Hazardous Materials Business Plan Program, California Accidental Release Prevention Program, Underground Storage Tank Program, Aboveground Storage Tank Program, Hazardous Waste Generator Program, and Hazardous Waste Tiered-Permitting Program.

### **California Code of Regulations, Title 8 (Industrial Relations)**

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal OSHA) and the federal OSHA are the agencies responsible for assuring worker safety in the workplace. Cal OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices. These standards would be applicable to both construction and operation of the CAP.

### **California Labor Code (Division 5; Parts 1 and 7.5)**

The California Labor Code is a collection of regulations that include the regulation of the workplace to ensure appropriate training on the use and handling of hazardous materials and the operation of

equipment and machines that use, store, transport, or dispose of hazardous materials. Division 5, Part 1, Chapter 2.5 ensures employees that are in charge of the handling of hazardous materials are appropriately trained on, and informed of, the materials they are handling. Division 5, Part 7 ensures employees who work with volatile flammable liquids are outfitted in appropriate safety gear and clothing.

### **California Department of Forestry and Fire Protection Fire Hazard Safety Zones**

In accordance with PRC Sections 4201 through 4204 and Government Code Section 51175 through 1189, CAL FIRE has mapped areas of significant wildland fire hazards based on fuels, weather, topography, and other factors. These Fire Hazard Severity Zones represent relative risks associated with wildland fires.

State regulations as specified in PRC 4290 and 4291 and Title 14 require that specific vegetation management requirements be adhered to within very high severity hazard risk zones in order to reduce property damage and loss of life within these areas.

#### **3.9.2.3 Local**

Appendix C, *Local General Plan Goals, Objectives, and Policies*, provides a list of the goals, objectives, and policies in the local general plans of the participating jurisdictions including those related to hazards and hazardous materials. These goals, objectives, and policies were reviewed to assess whether the project is consistent with the general plans of participating jurisdictions. Disclosure of this consistency analysis is for informational purposes. An additional purpose of providing a list of relative local policies is, where appropriate, to provide the context within which the CAP will be locally implemented. As described in the CAP, most of the CAP measures represent implementation of many of the priorities outlined in existing local policies.

Inconsistencies with general plan policies are not necessarily considered significant impacts under CEQA unless they are related to physical impacts on the environment that are significant in their own right.

Implementation of the CAP is consistent with the applicable general plan goals, objectives, and policies of the participating jurisdictions in relation to hazards and hazardous materials.

### **3.9.3 Impacts Analysis**

#### **3.9.3.1 Methodology**

This analysis is based on a review of the hazards and hazardous materials information contained in the Sonoma County General Plan. Effects related to hazards and hazardous materials are analyzed qualitatively and are focused on the CAP's potential to increase the risk of personal injury, loss of life, or damage to property, including new or upgraded facilities, as a result of existing hazards and hazardous materials conditions in the County.

#### **3.9.3.2 Significance Criteria**

The State CEQA Guidelines Appendix G (14 CCR 15000 et seq.) has identified significance criteria to be considered for determining whether a project could have significant impacts on existing hazards and hazardous materials.

An impact would be considered significant if construction or operation of the project would have any of the following consequences.

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 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.
- Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area.
- Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

### 3.9.3.3 Impacts and Mitigation Measures

**Impact HAZ-1a: Implementation of the CAP could cause a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials and accident conditions involving the release of hazardous materials into the environment during construction (less than significant with mitigation).**

The CAP is a policy-level document that does not include any site-specific designs or proposals, or grant any entitlements for development that would have the potential to expose the public or environment to increased risks associated with the routine transport, use, or disposal of hazardous materials or accident conditions involving the release of hazardous materials. As a policy document, the CAP would have no direct impact related to hazards and hazardous materials, but future implementation of activities supported by the CAP could increase risks involving hazardous materials.

There are several CAP measures that promote and could include the construction of new facilities or retrofits to existing buildings aimed to increase renewable energy use and operations, provide bicycle and pedestrian facilities, increase solid waste diversion, increase capture/use of methane from landfills, promote recycled water use, and reduce emissions from livestock operations. The CAP also promotes mixed-use and transit-oriented development and additional transit facilities aimed to reduce fuel use and travel demand through focused growth and transit promotion. Construction activities associated with these CAP measures would require the routine transport,

use, or disposal of hazardous materials during the construction period and have the potential for an accidental release of hazardous materials into the environment. The use of construction equipment typically requires hazardous materials such as vehicle fuels and lubricants in small quantities. While these are commonly used materials, if handled improperly they could pose a hazard to the public or environment. This could result in a significant impact.

Construction impacts are outside of the scope of the plan, and are outside of RCPA's jurisdiction to address. Nonetheless, there is no reason to anticipate future significant impacts due to hazardous materials, as these impacts can normally be mitigated to a less-than-significant level. As required by CEQA, this EIR identifies potential mitigation measures that lead agencies could and should impose in their consideration of particular projects. Recommended Mitigation Measure HAZ-1 would require construction contractors to implement a spill prevention, control, and countermeasure program (SPCCP) to minimize the potential for and effects from hazardous, toxic, or petroleum substance spills during construction activities promoted by the CAP. In addition, any structures that could be constructed consistent with the CAP would be subject to further CEQA analysis of project-specific impacts. Thus, with implementation of recommended Mitigation Measure HAZ-1, impacts associated with the routine transport, use, or disposal of hazardous materials and an accidental release of hazardous materials during construction would be less than significant.

**Mitigation Measure HAZ-1: Spill prevention, control, and countermeasure program for construction activities**

Lead agencies will require project sponsors to develop and implement an SPCCP to minimize the potential for and effects from spills of hazardous, toxic, or petroleum substances during construction activities. The SPCCP will be completed before any construction activities begin, and the measures will comply with state and federal water quality regulations. The project sponsor will include the SPCCP with construction documents to be implemented by the construction contractor.

**Impact HAZ-1b: Implementation of the CAP could cause a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials and accident conditions involving the release of hazardous materials into the environment during operation (less than significant).**

Operation of several facilities supported by the CAP would likely utilize hazardous materials (such as fluids, paints, metals, solvents, or cleaning agents used for maintenance) and generate limited quantities of hazardous wastes. Hazardous waste could also be generated from CAP measures that support the installation of cogeneration facilities, waste-to-energy facilities proposed at landfills, recycled water treatment facilities, and methane digesters proposed at dairies. The disposal of generated hazardous materials at these facilities could pose a hazard to the public or environment.

However, the CAP does not directly involve the construction or operation of any structures. Any structures that could be constructed or projects that would be undertaken consistent with the CAP would be subject to further CEQA analysis of project-specific impacts and applicable federal, State, and local hazardous materials regulations. Local regulations require best management practices for hazardous materials to minimize the potential for and effects from spills of hazardous, toxic, or petroleum substances during construction activities. Further, businesses within the County that handle hazardous materials and wastes are required to prepare and implement an HMBP. With compliance to federal, state, and local regulations, impacts associated with the routine transport,

use, or disposal of hazardous materials and an accidental release of hazardous materials during operation would be less than significant.

**Impact HAZ-2: Implementation of the CAP could emit or involve handling hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (less than significant with mitigation).**

As described in Impacts HAZ-1a and HAZ-1b, construction activities associated with the CAP could utilize typical construction hazardous materials such as vehicle fuels and lubricants in small quantities. Implementation of recommended Mitigation Measure HAZ-1 requires the preparation of an SPCCP to minimize the potential for and effects from hazardous, toxic, or petroleum substance spills during construction activities promoted by the CAP. With implementation of recommended Mitigation Measure HAZ-1 and compliance with federal, state, and local regulations, impacts associated with the handling of hazardous materials, substances, and wastes near schools during construction would be less than significant.

Operation of several facilities supported by the CAP would likely utilize hazardous materials (such as fluids, paints, metals, solvents, or cleaning agents used for maintenance) and generate limited quantities of hazardous wastes. The siting and location of these facilities is unknown. However, facilities that would handle hazardous materials and wastes during operation are required to comply with best management practices and HMBPs. Thus, there is presently no basis to conclude that there would be significant operational impacts.

**Impact HAZ-3: Implementation of the CAP could be located on a site that is included on a list of hazardous materials sites and, as a result, would create a significant hazard to the public or the environment (less than significant).**

There are several CAP measures that promote and could include the construction of new facilities aimed to increase renewable energy use, promote transit, provide bicycle and pedestrian facilities, increase solid waste diversion and recycled water use, increase capture/use of methane from landfills, and reduce emissions from livestock operations. Most of these new facilities would be constructed within or on existing buildings (e.g., rooftops, water treatment plants, wastewater treatment plants, landfills, and dairies), and would not require extensive ground-disturbing activities to install these facilities. The siting and location of these facilities is unknown but could be located on a site that is included on a list of hazardous materials sites and as a result create a significant hazard to the public or environment. Where there is the potential for these impacts, they are routinely addressed through project-level environmental review and permitting. Many existing city and county policies and ordinances address such impacts. Where existing ordinances do not address these impacts, then project-level CEQA review will assess the specific significance of the project impact and, where appropriate, identify mitigation to address those impacts. In particular, this impact is routinely addressed with standard mitigation identified during project-level review such as preparing site safety plans for soils and groundwater management during ground-disturbing activities. However, there is presently no basis to conclude that this would be a significant impact.

**Impact HAZ-4: Implementation of the CAP could be located within an airport land use plan area, within two miles of a public airport, or within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area (less than significant).**

There are several CAP measures that promote and could include the construction of new facilities that may require new employees including new solid waste diversion facilities, recycled water treatment, increase capture/use of methane from landfills, and reduce emissions from livestock operations. Most of these new facilities would be constructed within or on existing buildings (e.g., rooftops, wastewater treatment plants, landfills, and dairies), and could be additions to existing structures located in proximity to one of the six public airports or private airstrips in the County.

The CAP also includes mixed-use and transit-oriented development, which would focus growth in city centers and along transit corridors. Most of the public airports and private airstrips are generally outside of areas in close proximity to city centers and areas targeted for focused growth, but some of this focused growth may occur within several miles of airports or airstrips. However, the CAP would not change existing land use plans and designations and thus existing land use plans have already addressed issues related to the location of new development relative to airport safety concerns. In addition, project-level CEQA review is also required to address such concerns.

Any structures that could be constructed or projects that would be undertaken consistent with the CAP would be subject to further CEQA analysis of project-specific impacts and applicable federal, State, and local aviation safety regulations. Local regulations require compliance with the adopted Sonoma County Comprehensive Airport Land Use Plan (CALUP) which identifies compatible land uses in the areas adjacent to the airports as related to noise, air space, and safety. With compliance to local regulations, impacts associated aviation hazards would be less than significant.

**Impact HAZ-5: Implementation of the CAP could interfere with an adopted emergency response plan or emergency evacuation plan (less than significant).**

Most of the new facilities promoted by CAP Measures would be constructed within or on existing buildings (e.g., rooftops, wastewater treatment plants, landfills, and dairies) and would not interfere with an adopted emergency response/evacuation plan as these facilities would be additions to the existing structure.

The CAP also promotes the construction of mixed-use and transit-oriented development in city centers, and solid waste facilities to increase waste diversion, reuse of materials, and recycling. Infill mixed-use and transit-oriented development in city centers would be located in areas that have previously been developed and would not interfere with an adopted emergency response/evacuation plan. Although the siting and location of the solid waste facilities are unknown, these facilities are generally structures that are located on a continuous parcel of land and would not change access on public right-of-way or interfere with an adopted emergency response/evacuation plan.

Further, there are several CAP measures that encourage a shift in the mode used for transportation and reducing travel demand. These CAP measures promote minor changes to the existing streetscape, such as traffic calming roadway improvements, and additional transit, pedestrian, and bicycle facilities to promote increased transit accessibility. In general, these roadways and transit, pedestrian, and bicycle improvements would not deteriorate accessibility or interfere with an adopted emergency response/evacuation plan but instead would promote alternatives to single-occupancy vehicle travel. Moreover, the CAP overall promotes a reduction of VMT in general, which would reduce regional traffic, which would reduce congestion on major arterials and highways, which will help in response times for emergency vehicles in general compared to unabated VMT

growth which would otherwise result in continued congestion which could hinder emergency response times during traffic peak hours. Thus, impacts would be less than significant.

**Impact HAZ-6: Implementation of the CAP could expose people or structures to a significant risk of loss, injury, or death involving wildland fires (less than significant).**

Large parts of Sonoma County are designated to be in high or very high fire hazard severity zones. CAP measures that promote mixed-use and transit-oriented development in city centers would likely not be at high risk for wildland fires due to the urban and developed nature of the city centers. CAP measures support the development of some facilities, such as new solid waste facilities, improvements at landfills, improvements at water treatment and wastewater treatment facilities, or at dairies, that could be located in outlying areas that may be identified as high fire severity zones. Most of these CAP measures are likely to be within existing facilities. Any structures that could be constructed consistent with the CAP would be subject to project-level review and applicable State and local wildland fire regulations, including the Sonoma County Hazard Mitigation Plan, which identifies mitigation strategies for exposure to wildland fires. With compliance to local regulations, impacts associated wildland fires would be less than significant.

### 3.9.3.4 Cumulative Impacts

**Impact C-HAZ-1: Implementation of the CAP, in combination with other foreseeable development in the surrounding area, could have a significant cumulative impact from hazards and hazardous materials (less than considerable contribution with mitigation).**

The cumulative context for the evaluation of cumulative impacts on hazards and hazardous materials addresses the effects of the CAP in combination with other development in Sonoma County. The geographic context for the analysis of impacts resulting from hazards and hazardous materials is generally site specific rather than cumulative in nature, and varies depending on the topic. For disposal and transport of hazardous materials, the geographic context would include the area between where hazardous waste is generated and where it is disposed of as well as the route between a distribution facility and the project area where risk of upset and accident would occur. The cumulative context for impacts associated with contaminated groundwater would include the watersheds within the County. The context for analysis of contaminated soil and risk from hazardous materials is site specific. For the discussion of airport hazards, the geographic context would be the airport influence area of the six public airports or private airstrips in the County. The cumulative context for impact associated with the impairment of emergency access or emergency plans would be the County.

Any development that would occur consistent with the CAP would be required to comply with the same hazards and hazardous materials regulations as well as the recommended identified mitigation (Mitigation Measure HAZ-1) discussed above. There would be no considerable contribution to cumulative impacts with respect to routine transport, use, or disposal of hazardous materials; accidental release of hazardous materials; aviation hazards; interference with an adopted emergency response/evacuation plan; and wildland fires because impacts would be addressed through compliance with federal, State, and local regulations as well as the identified mitigation. Thus, the CAP would not contribute considerably to cumulative impacts regarding hazards and hazardous materials with mitigation.